



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO
Steve Poftak, General Manager



**Fiscal and Management Control Board
Transportation Board Room
10 Park Plaza
October 7, 2019
12:00 p.m.
*MEETING MINUTES***

Present: Chair Joseph Aiello, Director Brian Shortsleeve,
and Director Chrystal Kornegay

Quorum Present: Yes

Others Present: Secretary Stephanie Pollack, General Manager Steve Poftak, Deputy General Manager Jeff Gonneville, David Abdoo, Hope Patterson, Marie Breen, Owen Kane, Michelle Kalowski, David Panagore, Laurel Paget-Seekins, Nancy Prominski, Scott Hamwey, Caroline Vanesse, Erik Stoothoff, Steven Culp, Mary Ann O'Hara and Kelly Chronley

At the call of Chair Aiello a meeting of the Fiscal and Management Control Board (Board) was called to order at 12:07 p.m. at the State Transportation Building, Transportation Board Room, 10 Park Plaza, Boston, Massachusetts.

Chairman Aiello opened up the public comment period for items appearing on the agenda.

Massachusetts Bay Transportation Authority

Ten Park Plaza, Boston, MA 02116

www.mbta.com

The first speaker, Boston Mayor Martin Walsh commented on the successful collaboration between the MBTA and the City of Boston, and the need for increased frequency and service on the Fairmount Line.

Next, Mayor Tom McGee from Lynn supported Mayor Walsh's comments and asked the Board to look at more affordable transit options for the North Shore.

Next, Mayor Carlo DiMaria from Everett commented on regional rail service to Everett.

Representative Joe McGonagle, Representative Peter Capano, Representative Dan Ryan, Senator Brendan Crighton, and Senator Nick Collins commented on investment of transit options for the North Shore and affordable fares.

Next, Senator Sal DiDomenico commented on affordability of public transit.

Next, Representative Dan Cullinane thanked the Board for the success of the Fairmount Line, frequency of service and Charlie Cards.

Next, Ted Grant from the Lynn Business Partnership commented on transportation needs on the North Shore.

Next, Carolina Trujillo, Community Relations Director from La Voz Newspaper in Lynn commented on affordable commuter rail fares.

Next, Laurie Calvert and Erin Wortman from the Stoneham Transportation Advisory Committee commented on multi-modal transportation options.

Next, Staci Rubin from the Conservation Law Foundation, with members of the Fairmount Indigo Coalition including Michael Kozu, Mela Miles, Ben Murphy, Nicole Purvis-Donnell and Louise Baxter commented on service enhancements on the Fairmount Line.

Next, Garrett Wollman commented on the Rail Vision maintenance costs.

Next, Marilyn McNabb discussed the City of Boston's upcoming Age-Strong celebration.

Next, Jared Johnson from Transit Matters commented on service enhancements on the Fairmount Line and the need for a fully electrified system.

Next, Evan Foss commented on the safety quarterly report and requested derailment information.

Lastly, MBTA Advisory Board representative from Duxbury Richard Prone, commented on South Shore commuter rail schedule changes.

Next, Chair Aiello took a moment to apologize to Kat Benesh and her team for his abrupt comments at the previous FMCB meeting as it related to bus lane progress and funding.

Chair Aiello called upon General Manager Steve Poftak to provide the General Manager's remarks, Agenda Item D. Mr. Poftak reviewed the diversions which occurred over the past weekend on the Orange Line, Green Line, Mattapan Hi-Speed Line, and some commuter rail lines. Mr. Poftak noted that the diversions allowed for wayfinding painting and cleaning, track replacement, E&M transit facility maintenance, automated fare collection and signal work.

Mr. Poftak concluded with the announcement of the new Open Data Portal on GeoDOT, a consolidated historical MBTA data platform to provide a one-stop shop for anyone to download data, as set forth in the attached document labeled, "Report of the General Manager, October 7, 2019." Discussion ensued.

Deputy General Manager Jeff Gonneville continued with the Report of the Deputy General Manager. Mr. Gonneville first updated the Board on the issue with the malfunctioning doors on the new Orange-Line trains.

Mr. Gonneville continued with a brief review of the Red Line derailment that occurred on June 11, provided a system performance update and discussed departmental and personnel impacts. Mr. Gonneville thanked Director of Signals Joe McNall for playing a key role in the successful signal restoration.

Mr. Gonneville announced Willis Rose was the winner at the 43rd Annual Bus Roadeo and Paul Gensheimer, Matt Dicecca and P.J. Skotniczny were the first place maintenance winners. Mr. Gonneville noted the winners would represent the MBTA

at the APTA International Bus Roadeo in Texas in 2020, as set forth in the attached document labeled "Report from the Deputy General Manager, October 7, 2019."

Next, was the approval of the minutes of September 16, 2019

On motion duly made and seconded, it was:

VOTED: to approve the minutes of September 16, 2019

Next, was the approval of the minutes of September 23, 2019.

On motion duly made and seconded, it was:

VOTED: to approve the minutes of September 23, 2019.

Next, Chair Aiello called upon Hope Patterson, Deputy Director of Stakeholder Engagement to present Agenda Item E, the FMCB Public Schedule. Ms. Patterson reviewed upcoming agenda items with the Board, as set forth in the attached document labeled, "FMCB Public Schedule, October 7, 2019." Ms. Patterson informed the Board of a meeting schedule change, noting that the October 21, 2019 meeting would be an FMCB-only meeting and the Joint Meeting with MassDOT would occur on October 28, 2019.

Next, Assistant General Manager for Policy Laurel Paget-Seekins began Agenda Item F, an update on the Pilot program. Ms. Paget-Seekins first introduced Reggie Ramos, the new Deputy Director of Pilots and Innovation.

Ms. Paget-Seekins provided an overview of the new service pilot proposals and reviewed the nine municipal proposals. In addition to the proposals from the nine municipalities, 20 cities and towns have proposed demonstration projects as part of the Bus Network Redesign. Ms. Paget-Seekins noted that after analysis and discussion with sponsors, proposals would be advanced to the next round of the pilot-process. Ms. Paget-Seekins concluded with an update on the schedule changes on the Fairmount Line, the proposal to add eight off peak weekday trips in the spring and next steps. Ms. Paget-Seekins said the MBTA and City of Boston were developing ridership estimates, metrics and a data collection plan of all of the proposals and details would be presented to the Board in the fall. Discussion ensued.

Caroline Vanesse, Transportation Program Planner continued with the presentation discussing the Bus Network Redesign demonstration projects. Ms. Vanesse indicated the demonstration projects would be identified in three ways: the Better Bus Project, origin-destination dataset and submissions from online intake. Ms. Vanesse noted that 927 proposals had been received online as of October 4 and that 116 additional proposals had been received from 20 municipalities. Ms. Vanesse concluded with a discussion of public outreach, as set forth in the attached document labeled, "Service Pilot Process Update, October 7, 2019." Discussion ensued.

Next, Chair Aiello called upon Chief Administrative Officer David Panagore to present Agenda Item G, an update on the FY20 Operating Budget. Mr. Panagore gave a brief update to the Board on the status of the FY20 budget and discussed Board actions to date that have resulted in \$796 million in cumulative savings. Mr. Panagore continued with FY20 preliminary risks and opportunities.

Mr. Panagore concluded with possible solutions for revenues and expenses, as set forth in the attached document labeled, "FY20 Budget Risks and Opportunities, October 7, 2019." Lengthy discussion ensued.

Next, Chief Engineer Erik Stoothoff was called upon to present Agenda Item H, the results of the Power Systems study and plan. Mr. Stoothoff said the objective of the assessment was to identify the power system infrastructure that needed replacement or rehabilitation and prioritize them over a 15-year period based on current asset information, and to identify the best approaches for future asset condition assessments.

Mr. Stoothoff provided an overview of the MBTA power systems assets and findings of the power system infrastructure assessment. He continued with a discussion of current power system capital needs and implementation schedule and summarized recent assessments of the system-wide MBTA electric power infrastructure, as set forth in the attached document labeled, "System-wide Power

Assessment – Capital Needs, October 7, 2019. Discussion ensued on the capital needs plan for power and what to consider for future electrical demand.

Chairman Aiello called on Manager of Long Range Planning Scott Hamwey to present Agenda Item I, an update on the Rail Vision Plan. Mr. Hamwey provided updates since the July preliminary results on fleet sizing and fleet costs.

Mr. Hamwey reviewed all six alternatives then began a detailed discussion on Alternatives 4, 5 and 6.

Alternative 4 focused on urban rail, high frequency, rapid-transit-like service to stations in the inner core using flexible diesel power train sets called diesel multiple units (DMUs) that can vary in train size to meet demand. Stations in the outer regions of the system would receive more modest increases in service.

Alternative 5 focused on urban rail, and as with Alternative 4, using flexible-powered train sets called electric multiple units (EMUs) that can vary in train size to meet demand. Stations in other regions of the system would receive more modest increases in service. A second version of Alternative 5 was modeled with lower urban rail fares to understand the impact fares have on ridership.

Alternative 6, a full transformation provided for a combination of regional rail and urban rail resulting in high-frequency service throughout the network using flexible EMUs that can vary in train size to meet demand. The North-South Rail Link

would provide through trips for the inner core and nearly every station in the network would receive service every 15 minutes.

Mr. Hamwey concluded discussing preliminary ridership, capital needs and capital costs for each alternative and discussed key takeaways for both urban rail alternatives, as set forth in the attached document labeled, "Rail Vision, October 7, 2019." Discussion ensued, and the Directors requested revenue details on all of the alternatives and invited the Rail Vision Advisory Committee to attend a future FMCB meeting to share their views of the Rail Vision with the Board.

Next, Chair Aiello called on Nancy Prominski, Chief of Environmental, Health and Safety to present Agenda Item J, the Safety Quarterly Update. Mr. Poftak prefaced the presentation emphasizing the MBTA's commitment to safety and that at a future Board meeting the General Manager and Deputy General Manager would explain in detail the broader safety cultural aspects the MBTA has undertaken.

Ms. Prominski introduced Chief Safety Officer Steven Culp who provided an overview of the Safety Department, its responsibilities, core functions and activities.

Ms. Prominski next introduced Kelly Chronley, Director of Transportation Safety and continued with a discussion of the new Safety Management System (SMS) and an update of the Transit Safety Plan (TSP). Ms. Prominski reviewed the MBTA Regulatory and Oversight Authorities and their respective roles and requirements. Discussion ensued.

Ms. Prominski continued defining SMS which builds on system safety concepts, adding increased commitment, oversight and accountability for safety, enhanced safety performance metrics, targets and date. She said the intent was to bring management labor together to collect, share and analyze data more effectively, identify and control risk better, detect and correct safety problems earlier, measure safety performance more precisely and strengthen safety culture. The full SMS implementation goal is 2025. Ms. Prominski noted the TSP was a plan; the SMS was a process.

Ms. Prominski concluded with the TSP schedule, SMS development milestones, and key takeaways, as set forth in the attached document labeled, "Safety Update, October 7, 2019." Discussion ensued.

The Chair noted for the record that Agenda Item K, the Red/Orange Line Program Monthly Update, Agenda Item L, the Positive Train Control (PTC) Quarterly Update, and Agenda Item M, the Ridership Quarterly Update were written submittals and not presented at the Board meeting but were available in the Board documents for review.

The final Agenda Item N, was a request from the Authority to appoint MBTA's Chief Financial Officer, Mary Ann O'Hara as the management alternative trustee to the MBTA Retirement Board.

On motion duly made and seconded, it was:

VOTED:

To name Chief Financial Officer MaryAnn O'Hara as an alternate to the MBTA Retirement Fund Board of Directors.

On motion duly made and seconded, it was by roll call:

Chair Aiello	Yes
Director Kornegay	Yes
Director Shortsleeve	Yes

VOTED: to enter into Executive Session for a discussion of strategy related to litigation, collective bargaining and real estate at 3:3 p.m.

Documents relied upon for this meeting:

Minutes of September 16, 2019
Minutes of September 23, 2019
Report of the General Manager, October 7, 2019
Report of the Deputy General Manager, October 7, 2019
FMCB Public Schedule, October 7, 2019
Service Pilot Process Update, October 7, 2019
FY20 Budget Risks and Opportunities, October 7, 2019
System-wide Power Assessment – Capital Needs, October 7, 2019
Rail Vision, October 7, 2019
Safety Update, October 7, 2019
Red/Orange Line Transformation Program Update, October 7, 2019
Positive Train Control (PTC) Update, October 7, 2019
Ridership Quarterly Update, October 7, 2019