



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 28, 2019

11:00 a.m.

MEETING MINUTES

Present: Chair Joseph Aiello, Director Monica Tibbits-Nutt, Director Chrystal Kornegay (arrived at 11:30 a.m.) and Director Brian Lang

Quorum Present: Yes

Others Present: Secretary Stephanie Pollack, General Manager Steve Poftak, Deputy General Manager Jeff Gonnevill, Hope Patterson, Marie Breen, Owen Kane, Michelle Kalowski, David Panagore, Dave Abdoo, Ashley Emerson, Jennifer Tabakin, Scott Hamwey, Kate Fichter, Mike O'Dowd and Bill Wolfgang

Rail Vision Advisory Group members participating in the Rail Vision Discussion:

Jim Aloisi, Helena Fuscio Alstman, Senator William Brownsberger, Mayor Michael Cahill, Mayor Tom McGee, Wade Blackman, Stephanie Cronin, Rick Dimino, Representative Carolyn Dykema, Ben Forman, Peter Forman, Michael Lambert, Paul Matthews, Tim Murray, Chris Osgood, Joshua Ostroff, Travis Pollack, Susanne Rasmussen, Iram Faroog, and Representative Daniel Ryan

MassDOT Board Members Present for the Joint Portion:

Director Joseph Sullivan, Director Tim King, Director Robert Moylan, Director Betsy Taylor, Director Kathleen Murtagh and Director Vanessa Otero

At the call of Chair Aiello a meeting of the Fiscal and Management Control Board (FMCB) was called to order at 11:02 a.m. at the State Transportation Building, Transportation Board Room, 10 Park Plaza, Boston, Massachusetts.

Chair Aiello began by announcing that the first portion of the meeting would be an informal discussion with the Rail Vision Advisory Committee on the future of rail transportation in the Commonwealth. The Chair welcomed the Committee and thanked them for their commitment.

Manager of Long Range Planning Scott Hamwey provided an overview of the study, a process started 18-months ago. The group held seven formal meetings and other optional meetings reviewing analysis and exchanging ideas on six different regional rail alternatives. Mr. Hamwey said that today they were here to share their thoughts and perspectives.

Former Lt. Governor Tim Murray kicked off the discussion, followed by comments from the participants, expressing their preferences for moving ahead with regional rail. The majority of comments were united in moving ahead with Alternative Six, calling for an electrified regional rail service that offers riders more frequent service throughout the day with an estimated cost of \$28.9 billion.

Chair Aiello thanked the members for coming to meeting with the FMCB and indicated he was hoping to have further discussion with the Directors at their next

meeting on November 4, followed by a vote on which alternative to move forward with.

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

VOTED: to enter into Executive Session for discussion of strategy related to litigation at 12:01 p.m.

The Board returned at 1:20 p.m. to begin the open session of the meeting.

There was no public comment.

Chair Aiello announced that the Report from the General Manager would not be given at today's meeting.

Next, Chair Aiello called upon Hope Patterson, Deputy Director of Stakeholder Engagement to present Agenda Item 4, 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 28, 2019." Discussion ensued.

Chair Aiello next called upon David Panagore, Chief Administrative Officer to present Agenda Item 5, a discussion of Pro Forma Headcount Assumptions. Mr. Panagore stated that the goal of the presentation was to review headcount

assumptions and to quantify how headcount implications will impact the operating budget over the next 10 years.

Mr. Panagore noted that achieving the safety, reliability and service goals associated with major investments in the MBTA's Capital Investment Plan (CIP) required additional staff. Mr. Panagore outlined assumptions related to the hiring needs to support the day-to-day operations necessary to achieve these goals. Major initiatives discussed were the Red & Orange Line Improvement Program, Green Line Extension, AFC 2.0, PTC/ACT and South Coast Rail. Mr. Panagore stated that regular wages, pension, and healthcare were the major cost categories impacted by headcount and that each category had an underlying growth rate based on inflationary factors such as collective bargaining increases, contribution rates changes and other regulatory changes, as set forth in the attached document labeled, "Pro Forma: Headcount Assumptions and Related Expenses FY19-FY24, October 28, 2019." Discussion ensued. Chair Aiello asked that going forward it would be helpful to include calculating the number of passengers we can accommodate on the Orange Line, Red Line, Green Line and South Coast Rail as there was a direct benefit coming to the riders, a return of investment for the public for expanded service.

Next, Chair Aiello called upon Transit Oriented Development (TOD) Program Manager Ashley Emerson to present Agenda Item 6, the Kendall Inbound Headhouse Memorandum of Agreement (MOA). Ms. Emerson reviewed the terms

of the MOA with MIT for the privately funded relocation and improvement of the inbound Kendall/MIT Station headhouse in Cambridge. Ms. Emerson noted the proposed redevelopment would be designed to meet MBTA standards including two compliant elevators, two staircases, an escalator, increased transparency, glazing replacement and snow/ice maintenance, as set forth in the attached document labeled, "Kendall Inbound Headhouse MOA, October 28, 2019." Discussion ensued.

On motion duly made and seconded, it was:

VOTED:

That the Fiscal and Management Control Board authorizes the General Manager, or his designee, to execute the Memorandum of Agreement (MOA) and any and all legal documents in connection with the MOA, and in a form approved by General Counsel, for the MBTA's acceptance of Massachusetts Institute of Technology (MIT) privately funded relocation and improvement of the Kendall/MIT Inbound Headhouse in Cambridge, valued at approximately \$22,000,000.00.

Next, Chair Aiello called on Jennifer Tabakin, South Coast Rail Project Director to present Agenda Item 7, an amendment to the South Coast Rail Contract. Ms. Tabakin reviewed the terms of the contract amendment which assigned VHB/HNTB to finalize design documents, construction phase services and other engineering support service during Phase I of South Coast Rail, as set forth in the attached document labeled, "South Coast Rail Contract Amendment, October 28, 2019."

On motion duly made and seconded, it was:

VOTED:

That the Fiscal & Management Control Board authorize the General Manager or his designee, to award and execute in the name and on behalf of the Massachusetts Bay Transportation Authority (“MBTA”), and in a form approved by General Counsel, Amendment to MBTA Contract No. K78PS01 South Coast Rail Final Design with VHB/HNTB Corporation, a joint venture team, for an amount not to exceed \$38,000,000.00.

Chair Aiello requested a five-minute break prior to the beginning of the Joint Meeting of the MassDOT Board of Directors (Board) and the Fiscal and Management Control Board at 1:56 p.m.

At the call of Chair Stephanie Pollack, a meeting of the MassDOT Board of Directors (Board) was called to order at 2:07 p.m. at the State Transportation Building, Transportation Board Room, 10 Park Plaza, Boston, Massachusetts joining the Fiscal and Management Control Board meeting for Joint Board presentations.

Chair Pollack opened up the public comment session for Joint Board and MassDOT agenda items.

The first speaker was Senator Brian Crighton from Lynn, followed by Lynn Mayor Tom McGee, Superintendent of Lynn Public Schools Patrick Tutwiler, Colin Codan and Mary Sarris from MassHire North Shore commented on affordable and more frequent rail to service to Lynn.

Next, Chris Dempsey from T4MA, Kasia Hart from MAPC and Dan Gotti from the Union of Concerned Scientists, commented on Agenda Item 9, the Transportation and Climate Initiative (TCI).

Next Evan Foss commented on commuter rail coach procurement.

Next, Collique Williams from Community Labor United, Mela Miles from ACE and Saamon Legoski from Clean Water Action and Green Justice Coalition commented on TCI and appropriate funding and electric buses.

Next, Grace (inaudible) from Chelsea, Enilda Lovo and Myra (inaudible) commented on low income fares and improved service.

Next Sarah Levy from the Green Justice Coalition commented on low income fares, fare mitigation and Lynn transit services.

Next, Gabriella Cartaga from East Boston commented on low income fares, reduced fare pass, free public transportation and women and children specific cars.

Next, Collin Codner from Greater Lynn Chamber of Commerce, Frances Martinez and Ariel Noesi from the North Shore Latino Business Association, Gordie Hall of the Hall Group, and Rick Wood commented on Lynn transit service, fares and frequency of trains to Lynn.

Next, Kathy Paul from Mass Senior Action Council and Louise Baxter from TRU commented on accessible and affordable options for seniors and the north shore commuter rail proposal.

Next, Thomas Nally from A Better City, commented on the Allston I-90 Project.

Next, former Representative John Businger, Vice Chair of the North/South Rail Link commented on the future of New England rail service.

Jared Johnson and Ethan Finlan from Transit Matters commented on electrified of the entire transit service.

Next, Staci Rubin from CLF commented on three concerns about the Allston I-90 Project and TCI.

Next, Ari Ofsevi from Livable Streets commented on the Allston I-90 project, West Station tracks and bike lanes.

Lastly, former Transportation Secretary Fred Salvucci, Brendan Kearney from Walk Boston and Mary Connaughton from the Pioneer Institute commented on the Allston I-90 Project.

Chair Pollack closed the public comment period at 3:29 p.m.

Chair Pollack skipped to Agenda Item 9 and called on Kate Fichter, MassDOT Assistant Secretary of Policy Coordination to update the Boards on the Transportation Climate Initiative (TCI). Ms. Fichter explained that the TCI was a voluntary collaboration among 13 Northeast and Mid-Atlantic jurisdictions to develop policy and programmatic ways to reduce transportation emissions. In December 2018, the TCI jurisdiction issued a joint statement committing to an intensive one-year process to design a regional transportation emissions-reduction program. She noted that TCI was not a regulatory or legal body and it could not compel the states to participate or take particular actions, and it would not implement any eventual program. Discussion ensued.

Ms. Fichter continued discussing the regulatory context; what TCI was and was not; the goals of TCI and how the program would work; capital investment vs. carbon price and the status of the process. Discussion ensued.

Ms. Fichter concluded discussing participating jurisdictions, the TCI decision-making structure and upcoming workshops, as set forth in the attached document labeled, "The Transportation & Climate Initiative, Background and Status, October 28, 2019." Discussion ensued.

Chair Poftak noted that the Report of the Fiscal and Management Control Board would be submitted in writing.

Next, Chair Pollack called on MassDOT Project Manager Mike O'Dowd to present Agenda Item 10, an update on the Allston I-90 Project. Mr. O'Dowd provided the Boards with an update on the project schedule and what work has been done since his last update to the Boards in May. He discussed FHWA NEPA actions and updates and Executive Order 13807: One Federal Decision.

Mr. O'Dowd further discussed the FHWA NEPA Scoping Process and concluded with the schedule for upcoming Task Force meetings including topics to be discussed going forward, as set forth in the attached document labeled, "I-90 Allston Interchange – A Multimodal Transportation Project, October 28, 2019." Discussion ensued.

Next, Chair Pollack announced that Agenda Item 11, the South Coast Rail Update was a written document and was included in their Board materials.

Next, Chair Pollack called on Director of Vehicle Engineering Bill Wolfgang to present Agenda Item 12, Commuter Rail Coaches ISA. Mr. Wolfgang provided the Boards with an overview of the request indicating the MBTA had determined that satisfying the immediate need for new coaches would be best accomplished through a sole-source contract with Hyundai-Rotem for 80 coaches. Vehicle Engineering was seeking MassDOT Board/FMCB approval for funding from Hyundai-Rotem that would come from two sources: SCR was receiving 16 of the 80 coaches and will contribute \$69,037,292 (20% of total) and the balance of funding \$276,149,167

would come through an Interagency Service Agreement between MassDOT and the MBTA, as set forth in the attached document labeled, "Commuter Rail Coaches ISA, October 28, 2019." Discussion ensued.

Director Moylan announced that this item had been reviewed at the last Capital Programs Committee meeting and it was recommended the Boards approve this action.

On motion duly made and seconded, it was:

VOTED:

That the MassDOT Board of Directors hereby authorizes the Department, through the Secretary or her designee, to execute a certain Interdepartmental Service Agreement (ISA) with the Massachusetts Bay Transportation Authority (MBTA), for the South Coast Commuter Rail Program and hereby authorizes the transfer of \$345,186,459.00 to the MBTA to fund the MBTA Commuter Rail Bi-Level Coach Procurement with Hyundai –Rotem.

On motion duly made and seconded, it was:

VOTED:

That the Fiscal and Management Control Board (FMCB) hereby authorizes the Massachusetts Bay Transportation Authority (MBTA), through the General Manager or his designee, to execute a certain Interdepartmental Service Agreement (ISA) with the Massachusetts Department of Transportation (MassDOT) for the South Coast Commuter Rail Program and hereby accepts the transfer of \$345,186,459.00 to the MBTA to fund the MBTA Commuter Rail Bi-Level Coach Procurement with Hyundai –Rotem.

On motion duly made and seconded, it was:

VOTED: to adjourn the Fiscal and Management Control Meeting at 4:30 p.m.

Documents relied upon for this meeting:

FMCB Public Schedule, October 28, 2019

Pro Forma: Headcount Assumptions and Related Expenses FY19-FY24, October 28, 2019

Kendall Inbound Headhouse MOA, October 28, 2019

South Coast Rail Contract Amendment, October 28, 2019

Report from the Fiscal and Management Control Board, October 28, 2019

The Transportation & Climate Initiative, Background and Status, October 28, 2019

I 90 Allston Interchange – A Multimodal Transportation Project, October 28, 2019

South Coast Rail Program Update, October 28, 2019

Commuter Rail Coaches ISA, October 28, 2019