



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
January 13, 2020
12:00 p.m.
*MEETING MINUTES***

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

Quorum Present: Yes

Others Present: Deputy General Manager Jeff Gonneville, David Abdo, Hope Patterson, Owen Kane, Michelle Kalowski, David Panagore, Kat Benesh, Erik Stoothoff, and William Boyce.

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.

At 12:09 p.m., Chairman Aiello opened up the public comment period for items appearing on the agenda.

The first speaker, David Reich, Board Chair of the Quincy Climate Action Network commented on electric buses.

Massachusetts Bay Transportation Authority

Ten Park Plaza, Boston, MA 02116

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Next, Harold Roberts, Secretary Treasurer/Business Agent for Local 42 commented on The Ride contract.

Next, Richard Prone, Duxbury representative from the MBTA Advisory Board suggested off-peak commuter rail fares and schedules could alleviate congestion.

Next, Brian Kane, Deputy Director of the MBTA Advisory Board commented on bus facility modernization.

Next, Louise Baxter from the T Riders Union commented on bus maintenance facilities.

Next, Mike Vartebedian from Local 264 commented on privatization issues, new buses, outside vendors and defined benefit plans.

Next, Staci Rubin with Veena Dhaarmaraj and Paula Massoli provided a joint statement on the modernization of MBTA bus maintenance facilities on behalf of the Consumer Law Foundation, the Sierra Club and GEAC.

Next, Ari Ofsevit from ITDP commented on the modernization of bus maintenance facilities and bus peak service expansion.

Next, Staci Rubin from the Consumer Law Foundation and Jarred Johnson from Transit Matters commented on Route 1A real estate along the Chelsea Creek in East Boston.

Chair Aiello closed the public comment session at 12:35 p.m.

Next, was the approval of the minutes of December 9, 2019.

On motion duly made and seconded, it was:

**VOTED: to approve the minutes of December 9, 2019.
Director Shortsleeve abstained from voting.**

Next, was the approval of the minutes of December 16, 2019.

On motion duly made and seconded, it was:

**VOTED: to approve the minutes of December 16, 2019.
Director Shortsleeve abstained from voting.**

Chair Aiello called on Deputy General Manager Jeff Gonneville to present Agenda Item D, the Report from the Deputy General Manager. Mr. Gonneville updated the Board on the status of safety evolution at the Authority with the implementation of tactical and strategic recommendations from the Safety Review Panel Report. A working group has been established to monitor and track progress and the General Manager would be holding regular meetings with senior staff to review progress.

Mr. Gonneville continued with a review of the Bowdoin Blue Line emergency drill held on January 12, 2020 in conjunction with various MBTA departments, Transit

Police, Boston Fire Department and Boston Emergency Medical Services, designed to exercise emergency response plans, policies and procedures.

Mr. Gonneville concluded with an update of the new Orange Line Cars, noting that six cars returned to service and the source of noise was caused by interface between truck frame and bolster, as set forth in the attached document labeled, "Report from the Deputy General Manager, January 13, 2020." Discussion ensued, and the Chair requested that going forward Safety should be a specific item on each agenda for FMCB meetings.

Chair Aiello next 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, January 13, 2020."

Next, Chair Aiello called on Senior Director of Reliability Engineering William Boyce to present Agenda F, an update on Transit Asset Management, with contribution from Mr. Gonneville. Mr. Boyce provided an overview of the 2020 plan noting the framework of the program consisted of building a strategic and systematic process through which the organization procures, operates, maintains, rehabilitates and replaces assets. Built within the strategic framework was achieving and maintaining a State of Good Repair; effectively identifying, prioritizing and managing risk; enabling transparent, consistent, and data-driven decision making for

investment prioritization; sustaining the MBTA's fiscal discipline; and, achieve and exceed compliance with Federal and State requirements.

Federal law mandated that a Transit Asset Management Plan was due every four years or when a major change occurred.

Mr. Boyce concluded his presentation reviewing all modes of the MBTA's asset categories including: vehicles, facilities and stations, guideway civil elements and systems. Mr. Boyce further discussed ongoing Asset Management Support, Trapeze EAM Implementation, the Fleet Quality Management Program and the Infrastructure Quality Management Program, as set forth in the attached document labeled, "Transit Asset Management Program, January 13, 2020." Discussion ensued. Mr. Gonneville reviewed some slides and acknowledged that some items discussed in this presentation were findings referenced in the Safety Review Panel Report.

Next, Chair Aiello asked Chief Engineer Erik Stoothoff to present Agenda Item G, a Bus Facility Modernization update. Mr. Gonneville prefaced the presentation discussing the program goal of delivering more competitive and sustainable MBTA bus service through the modernization of the MBTA's portfolio of storage and maintenance facilities. The program is currently advancing along two tracks: \$25M annual commitment to invest in critical near-term facility improvements and major long-term strategy to modernize the MBTA's bus maintenance facilities.

Mr. Gonneville acknowledged the MBTA had fallen short in improving conditions at some facilities and its commitment to the union, but indicated the agency was getting back on track with a plan in place. The MBTA has over 20 initiatives that are ongoing with a value of approximately \$32M, of which \$12M has been spent as of December 2019. Director Shortsleeve opined that the T needed to invest in its own facilities and explore contracts with outside vendors. Director Lang took a different position that the MBTA should not contract with an outside vendor until it followed up on its pledge to spend \$25M a year fixing up the existing repair facilities. Chair Aiello requested a recovery plan be provided.

Mr. Stoothoff continued with a review of ongoing and scheduled projects and near-term planned improvements and reviewed existing bus facility improvements and next steps.

Mr. Stoothoff continued discussing bus facility modernization that would achieve the following outcomes: modernize conditions for operations and maintenance workforce; increase storage and maintenance capacity to support future increased service needs; consider other uses such as office space and/or storage where applicable; and modernize facilities to support a zero emission bus fleet in addition to current propulsion system. Mr. Stoothoff noted the goal was to build cleaner facilities that supported a larger and cleaner fleet of buses that standardized design across all bus maintenance facilities.

Mr. Stoothoff concluded with next steps, including a request to enter into a contract with a selected program management firm that would be presented at the January 27, 2020 meeting, as set forth in the attached document labeled, "Bus Facility Modernization Update, January 13, 2020." Discussion ensued.

Next, Chair Aiello asked Kat Benesh, Chief of Operations Strategy, Policy & Oversight to present Agenda Item I, an update on Bus Peak Service Expansion. Ms. Benesh noted that the MBTA had recently purchased 60 additional buses to provide additional peak service and at the FMCB's direction, staff was simultaneously exploring two options for operations and maintenance of the new 60-bus fleet. Those two options included using a third-party vendor to operate and maintain buses and operate and maintain buses with internal MBTA resources. Both options had pros and cons, risks and implications for the organization. Discussion ensued. Ms. Benesh next discussed in detail the option for operating and maintenance by a third-party vendor and selection criteria for route package and continued with a detailed discussion of the option for operating and maintenance by MBTA resources.

Ms. Benesh concluded with comparative timelines for both options and next steps, as set forth in the attached document labeled, "Bus Peak Service Expansion, January 13, 2020." Discussion ensued. Chair Aiello requested Ms. Benesh update the Board at a future meeting on the RFP timeline for the third-party vendor option, cost comparisons, mid-life overhaul risks and a review of the Winthrop bus contract.

The last item was Agenda Item I, the Approval of the FMCB Annual Report. Chair Aiello asked for a motion from the Board to approve the FMCB Annual Report and for transmittal to the Legislature.

On motion duly made and seconded, it was:

VOTED:

That the Fiscal and Management Control Board (the “FMCB”) approve the report entitled “2019 FMCB Annual Report” (the “Report”),” including any amendments and revisions as directed by the FMCB; and

VOTED FURTHER:

That the Board authorizes that the Report shall be submitted, in the name of and on behalf of the FMCB, to the Legislature, pursuant to Section 207(b) of Chapter 46 of the Session Laws of 2015.

On motion duly made and seconded, it was:

VOTED: to adjourn at 1:42 p.m.

Documents relied upon for this meeting:

Minutes of December 9, 2019
Minutes of December 16, 2019
Report from the Deputy General Manager, January 13, 2020
FMCB Public Schedule, January 13, 2020
Transit Asset Management Program, January 13, 2020
Bus Facility Modernization Update, January 13, 2020
Bus Peak Service Expansion, January 13, 2020
2019 FMCB Annual Report