



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



MINUTES

Meeting of the MassDOT Board of Directors and Joint Meeting of the MassDOT Board of Directors and the Fiscal and Management Control Board

June 22, 2020, 11:00 a.m.

At the call of Chair Stephanie Pollack, a meeting of the MassDOT Board of Directors (Board) was called to order at 11:15 a.m. at the State Transportation Building, Transportation Board Room, 10 Park Plaza, Boston, Massachusetts.

Chair Pollack discussed the current COVID-19 pandemic and the meeting structure that would be followed during this meeting. Board Members participated by phone and had materials provided to them prior to the meeting.

Board Counsel Owen Kane called a roll call of the Board of Directors participating, being a quorum of the Board of Directors of the Massachusetts Department of Transportation.

Director Taylor	Yes
Director Moylan	Yes
Director Tibbits-Nutt	Yes
Director Shortsleeve	Yes
Director Sullivan	Yes
Director Murtagh	Yes
Director Kornegay	Yes
Director Otero	Yes (exited meeting at 3:00 p.m.)
Director Mazarella	Yes
Director King	Yes (exited meeting at 2:06 p.m.)
Chair Pollack	Yes

Also present and/or participating for various portions of the meeting were Highway Administrator Jonathan Gulliver, Owen Kane, Marie Breen, Daniel Sullivan, Aeronautics Administrator Jeff DeCarlo, Patrick Landers, Rail and Transit Administrator

Astrid Glynn, David Pottier, Mike O'Dowd, Fiscal and Management Control Board Chairman Joseph Aiello (arrived at 1:36), FMCB Director Brian Lang (arrived at 1:36), General Manager Steve Poftak, Michelle Ho, and John Dalton.

Chair Pollack opened up the public comment session at 11:17.*

The following individuals left voicemails relative to the Allston I-90 multimodal update that were played during the public comment session: Wendy Landman from Walk Boston; Ari Ofsevit from the Allston Task Force, John Shields from the Allston Landing Design Team; Stacy Rubin from the Conservation Law Foundation; Heather Miller from the Charles River Watershed Commission; and Suzanne Rasmussen, Director of the Environmental and Transportation Planning Committee in Cambridge.

Additionally, Veena Dharmaraj from the Sierra Club commented on the Capital Investment Plan (CIP) and electric buses.

A summary of written comments received relative to the Allston I-90 multimodal project are noted below: Susan Turner, Laura Cohen, Lisa McDonnell, Alan Aukeman, Walter McDonald, Mary Connaughton, James Stegios, Carol O'Hare, Markey Akerson, Wendy Landman, C.A. Web, Philip Kriger, Bob LaTremouille, Richard Dimino, Ari Ofsevit, John Shields and Steven Keiken.

In addition, Richard Prone submitted written comments on the East-West Rail Study update and the CIP. Louise Baxter submitted comments on the new board and MBTA safety, and Sara Sezun commented on the Weymouth Compressor Station.

Public comment concluded at 11:36. a.m.

Next was the approval of the minutes of the May 11, 2020 meeting.

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

Director Taylor	Yes
Director Moylan	Yes
Director Tibbits-Nutt	Yes
Director Shortsleeve	Yes
Director Sullivan	Yes
Director Murtagh	Yes
Director Kornegay	Yes
Director Otero	Yes
Director Mazzarella	Yes
Director King	Yes
Chair Pollack	Yes

VOTED: To approve the minutes of May 11, 2020.

Next, Secretary Pollack provided her report, Agenda Item 2. Chair Pollack welcomed Jamey Tesler as the new Registrar of Motor Vehicles and announced the appointment of Maria Buccieri as MassDOT's first Chief Compliance Officer. Ms. Pollack continued her report and provided updates on: COVID 19 phase 2 and changes at the MBTA and MassDOT; cities and towns rethinking their public spaces; Shared Streets and Spaces Grant Program; the MassDOT 2021 operating budget; the Capital Investment Plan; Safe Routes to School Awards; and IRAP Grants, as set forth in the attached document labeled, "Secretary Stephanie Pollack's Report to the MassDOT Board, June 22, 2020." Discussion ensued on the House and Senate authorization for the FY21 budget.

Next, Chair Pollack called upon Highway Administrator Jonathan Gulliver to present Agenda Item 3, the Report of the Highway Administrator. Mr. Gulliver provided the Board with updates on: how MassHighway was assisting communities through the

COVID-19 re-opening; CARM; and an overview of the Cape Cod Canal Area bridge project with a special thank you to Colonel William M. Conde, District Engineer, and Commander of the USACE.

Mr. Gulliver continued with a discussion of major current projects; updates on the Trust Fund next steps; 2020 traffic monitoring; the HOV lane on I-93 (Southeast Expressway); and overviews of the Microsilica and Lighting projects the Board was being requested to vote on today, as set forth in the attached document labeled, "Highway Administrator's Report, June 22, 2020."

Chair Pollack next called on Registrar of Motor Vehicles Jamey Tesler to present Agenda Item 4, the Report from the Registrar of Motor Vehicles. Mr. Tesler's presentation focused on safety at the RMV and the appointment of RMV leadership to begin an internal and external review from Grant Thornton. Mr. Tesler also discussed training to improve the culture/morale at the RMV and the re-organization of business units.

Mr. Tesler continued with a discussion of key actions taken relative to: compliance and training; out of state violations; the Merit Rating Board; Commercial Driver's licenses; and other major safety initiatives and updates.

Mr. Tesler concluded with COVID-19 updates and discussing appointment-only reservations, REAL ID credentials and upgrades; suspension hearings by phone and learner's permit knowledge tests, road tests and driving schools, as set forth in the attached document labeled, "RMV Year In Review, June 22, 2020." Directors Taylor and Kornegay commended Mr. Tesler and his team on the progress made going forward on

safety and administration improvements. Directors also complimented the Registrar and his team for his ongoing successful transformation at the Registry.

Chair Pollack announced that Agenda Item 5, the Report from the Rail and Transit Administrator; Agenda Item 6, the Report from the Aeronautics Administrator; and Agenda Item 8, the Human Resources Update were written submittals included in the Board packages and would not be presented.

Next, Ms. Pollack highlighted some human resources topics including the summer internship program and the FY20 targeted headcount.

Ms. Pollack continued with Agenda Item 7, a discussion of the Administrator's salaries and noted that as Mr. Tesler has been named Registrar of Motor Vehicles, a vote was required to confirm his salary.

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

Director Taylor	Yes
Director Moylan	Yes
Director Tibbits-Nutt	Yes
Director Shortsleeve	Yes
Director Sullivan	Yes
Director Murtagh	Yes
Director Kornegay	Yes
Director Otero	Yes
Director Mazzarella	Yes
Director King	Yes
Chair Pollack	Yes

VOTED:

That the Board of Directors hereby approves the salary of the Registrar of Motor Vehicles Jamey Tesler in the amount of \$162,000.00

Next, Chair Pollack called on Rail and Transit Administrator Astrid Glynn to present Agenda Item 9, an update on the East-West Rail Study. Ms. Glynn reviewed the new ridership estimates since the February Advisory Committee meeting, the June 10 Advisory Committee discussion and selection of the three final alternatives. Ms. Glynn noted the East-West Advisory Committee recently closed the public comment period and said she would update the Board in detail on the results of the three alternatives later in the summer, as set forth in the attached document labeled, "East-West Passenger Rail Study, June 22, 2020."

Next, Ms. Pollack called on Chief Financial Officer David Pottier to present Agenda Item 10, the FY21 Operating Budget. Mr. Pottier said that usually the MassDOT board would consider the budget based on the lowest among the Governor's House 2, Senate and House budgets. However, the COVID-19 pandemic had created significant uncertainty about the Commonwealth's budget and the House and Senate budget proposals were not expected until after June 30. Mr. Pottier said this DOT budget was based on the H2 budget, with adjustments, and could be further revised once the final budget became law. Mr. Pottier noted this budget assumed 1/12th spending for each of the first three months of FY21 based upon status quo spending for FY20 with the Commonwealth Transportation Fund (CTF) transfers sufficient to cover that spending pattern and then assumes CTF transfers consistent with H2 in the subsequent quarters. Mr. Pottier noted toll revenue was sensitive to various conditions related to the pandemic, and therefore after presenting multiple scenarios, this budget assumed the more severe revenue scenario. Mr. Pottier said the DOT operating revenue tended to be less cyclical and was therefore based on best available information from DOT

divisions, updated since the beginning of the pandemic. Mr. Pottier noted that based on assumptions of 1/12th budgets for Q1, additional full time employee increases granted in DOT's budget for FY21 were delayed until the second quarter.

Mr. Pottier continued to discuss in detail the toll and non-toll operating budgets, revenues and expenses, and the Commonwealth Transportation Fund transfers, as set forth in the attached document, "FY21 Operating Budget, June 22, 2020." Director Taylor indicated this item was presented to the Finance and Audit Committee on June 17, 2020 and the Committee recommended the Board's adoption of this budget today. Director Sullivan supported the passing of this budget but expressed concern about the future headcount due to the uncertainty of the current health situation.

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

Director Taylor	Yes
Director Moylan	Yes
Director Tibbits-Nutt	Yes
Director Shortsleeve	Yes
Director Sullivan	Yes
Director Murtagh	Yes
Director Kornegay	Yes
Director Otero	Yes
Director Mazarella	Yes
Director King	Yes
Chair Pollack	Yes

VOTED:

That the Board of Directors of the Massachusetts Department of Transportation adopts the Fiscal Year 2021 Operating Budget for the Massachusetts Department of Transportation as presented during the June 22, 2020 meeting of the Board.

Chair Pollack next called on Michael O’Dowd, Acting Director of Bridge Project Management to present Agenda Item 11, the 1-93 Tunnel Light Replacement. Mr. O’Dowd provided a brief summary of the project and the contract terms and benefits, as set forth in the attached document labeled, “MassDOT Highway Construction Contract: 110219 CA/T Lighting (I-93) Lighting Rehabilitation (CRC 17D & 17F), June 22, 2020.” Director Moylan indicated this contract along with the following two contracts, were presented to the Capital Programs Committee last week and they were all recommended by the Committee to move forward for approval by the Board.

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

Director Taylor	Yes
Director Moylan	Yes
Director Tibbits-Nutt	Yes
Director Shortsleeve	Yes
Director Sullivan	Yes
Director Murtagh	Yes
Director Kornegay	Yes
Director Otero	Yes
Director Mazzarella	Yes
Director King	Yes
Chair Pollack	Yes

VOTED:

That the Secretary/CEO and/or Administrator for the Highway Division, be and hereby is, authorized to award and execute, in the name and on behalf of the Department, and in a form approved by General Counsel, Highway Division Contract No. 110219 BOSTON- Lighting Repairs and Improvements I-93 Tunnel (CRC 17D & 17F) with Dagle Electrical Construction Corp. for an amount not to exceed \$32,242,368.50.

Mr. O'Dowd remained to present Agenda Item 12, the contract for Microsilica Overlay Replacements on I-90 and I-93. Mr. O'Dowd provided a brief summary of the project and the contract terms and benefits, as set forth in the attached document labeled, "MassDOT Highway Construction Contract: 110859 BOSTON – Miscellaneous Ramps Microsilica Overlay Replacements on I-90 and I-93 (CRC) Contract 2, June 22, 2020." Discussion ensued on previous construction warranty status.

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

Director Taylor	Yes
Director Moylan	Yes
Director Tibbits-Nutt	Yes
Director Shortsleeve	Yes
Director Sullivan	Yes
Director Murtagh	Yes
Director Kornegay	Yes
Director Otero	Yes
Director Mazzearella	Yes
Director King	Yes
Chair Pollack	Yes

VOTED:

That the Secretary/CEO and/or Administrator for the Highway Division, be and hereby is, authorized to award and execute, in the name and on behalf of the Department, and in a form approved by General Counsel, Highway Division Contract entitled, "Miscellaneous Ramps Microsilica Overlay Replacements on I-90 and I-93 (CRC 28) Contract 2" with McCourt Construction Corporation Incorporated for an amount not to exceed \$15,554,440.00.

Mr. O'Dowd concluded with Agenda Item 13, the Route 2 Bridge Replacement contract in Orange. Mr. O'Dowd provided a brief summary of the project and the contract terms and benefits, as set forth in the attached document labeled, "MassDOT Highway Construction Contract: 110464 Bridge Replacement BR. No. O-03-021 (Steel)

Route 2 (Mohawk Trail) over Route 202 (Daniel Shays Highway), Orange, MA, June 22, 2020.”

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

Director Taylor	Yes
Director Moylan	Yes
Director Tibbits-Nutt	Yes
Director Shortsleeve	Yes
Director Sullivan	Yes
Director Murtagh	Yes
Director Kornegay	Yes
Director Otero	Yes
Director Mazarella	Yes
Director King	Yes
Chair Pollack	Yes

VOTED:

That the Secretary/CEO and/or Administrator for the Highway Division, be and hereby is, authorized to award and execute, in the name and on behalf of the Department, and in a form approved by General Counsel, MassDOT Construction Contract No. 110464 ORANGE-Bridge Replacement Br. No. O-03-021 (Steel) Route 2 (Mohawk Trail) over Route 202 (Daniel Shays Highway) with ET & L Corporation for an amount not to exceed \$15,170,052.00.

At the call of Vice-Chair Monica Tibbits-Nutt, a meeting of the Fiscal and Management Control Board (FMCB) was called to order at 1:36 p.m. at the State Transportation Building, Transportation Board Room, 10 Park Plaza, Boston, Massachusetts joining the MassDOT Board of Directors (Board) meeting for Joint Board presentations.

Board Counsel Owen Kane called the roll of the FMCB Directors present:

Director Shortsleeve	Yes
Director Kornegay	Yes
Director Lang	Yes
Vice-Chair Tibbits-Nutt	Yes
Chair Aiello	Yes

Chair Pollack called upon Vice Chair Monica Tibbits-Nutt to present Agenda Item 14, the Report from the Fiscal and Management Control Board. Ms. Tibbits-Nutt highlighted a few of the highest priorities and developments from its previous two meetings held on May 21 and June 15, 2020. The FMCB heard updates on: internal safety communications; the energy management program; feasibility of means-tested fares; MBTA's new strategic plan and its relationship to safety culture, asset management and strategy; and electrical multiple unit options for commuter rail.

Additionally, the FMCB approved contracts for: architectural and engineering services for station improvements; fare and transfer rule changes that lower CharlieTicket and cash fares to Charlie Card levels and discount transfers between the Fairmount Line Zone 1A, bus, and subway; and to make the Youth Pass eligible for half-price Zone 1A tickets.

In addition, the FMCB approved an extension of the commuter rail contract with Keolis, a collective bargaining agreement with Local 105, a South Coast Rail real estate acquisition and the FY2021 Operating Budget.

Next, Chair Pollack provided an update on post FMCB-governance and its future. The Secretary said the FMCB by virtue of the authorizing legislation sunsets on June 30, 2020 and the FMCB had made it clear that there was a need for a separate governing board for the MBTA to focus on the needs of the future. Currently the House and

Senate were discussing different options for the new governance board. She noted that if by July 1, 2020 a board had not been named, the MassDOT Board would take control until the new governance board was named or the current FMCB would be extended. Former FMCB Directors Shortsleeve and Poftak offered some brief comments. At approximately 2:06 p.m., due to technical issues with the livestreaming, the Boards took a brief recess.

The Boards reconvened at 2:29 p.m.

Next, Chair Pollack called on Director of Capital Projects Michelle Ho to present Agenda Item 16, the final FY21 Capital Investment Plan (CIP) and feedback review. Ms. Ho said that at this meeting she was seeking feedback on the final draft plan before a vote today by both Boards. She noted that COVID-19 presented the Capital Planning/MPO teams with unique challenges in developing both the CIP and the STIP and the public engagement process. Ms. Ho noted all 13 MPOs pivoted to virtual meeting platforms in March for hosting their respective meetings to review and build their draft Transportation Improvement Programs (TIPs). Ms. Ho said the MPOs and Regional Planning Agencies were asked and agreed to host the virtual public meetings that were held for the FTY21 CIP given their experience with the process, and they were successful. She received comments from the public to continue this format for next year, and said it was something to consider for public outreach.

Ms. Ho continued to discuss the 708 comments received on the CIP and key highlights by division. Ms. Ho concluded the presentation discussing the social equity analysis, program investments by division and spending updates, as set forth in the

attached document labeled, "Final CIP SFY 2021, Joint Boards Presentation, June 22, 2020."

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

Director Taylor	Yes
Director Moylan	Yes
Director Tibbits-Nutt	Yes
Director Shortsleeve	Yes
Director Sullivan	Yes
Director Murtagh	Yes
Director Kornegay	Yes
Director Otero	Yes
Director Mazarella	Yes
Chair Pollack	Yes

VOTED:

That the Board of Directors hereby approve the Capital Investment Program (CIP), and that the Secretary/CEO is authorized, in the name of and on behalf of the Massachusetts Department of Transportation (Department), to take any steps she deems necessary and Department's proposed Fiscal Year 2021 CIP.

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

Director Shortsleeve	Yes
Director Kornegay	Yes
Director Lang	Yes
Chair Aiello	Yes
Vice-Chair Tibbits-Nutt	Yes

VOTED:

That the Fiscal and Management Control Board hereby approves the Capital Investment Program (CIP), and that the Secretary/CEO is authorized, in the name of and on behalf of the Massachusetts Department of Transportation (Department), to take any steps she deems necessary and appropriate, to provide notice to the Legislature and the public of the Department's proposed Fiscal Year 2021 CIP.

Next, Chair Pollack called on MBTA Chief Financial Officer Pat Landers to present Agenda Item 17, Automatic Train Control (ATC) Fiber Resiliency Project Financing. Mr. Landers provided an executive summary of the program noting that the original PTC RRIF loan was authorized in November of 2017 by the MassDOT Board and successfully utilized an interim borrowing strategy with a long-term federal loan to take advantage of attractive short-term interest rates while also locking in a long-term treasury rate to pay down the BANS at their maturity date.

The MBTA was requesting the Boards' authorization for an amended RRIF loan for the Commuter Rail Safety and Resiliency Project that includes the following three project elements: refinancing the original USDOT \$382M PTC loan; new money financing of the North Side Automatic Train Control System; and new money financing the Fiber Resiliency cost.

Mr. Landers continued noting that in light of the historically low rates available from the RRIF Program resulting from the Federal Reserve using emergency powers due to the economic fallout from the COVID-19 pandemic, borrowing from the RRIF program is anticipated to provide the MBTA with the lowest funding cost alternative and can provide the flexibility to drawdown as needed, as set forth in the attached document labeled "Commuter Rail Safety and Resiliency Program – RRIF Loan Agreement, June

22, 2020.” Discussion ensued on other possible refinance opportunities and the status of on-track progress of positive train control compliance and requirements.

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

Director Shortsleeve	Yes
Director Kornegay	Yes
Director Lang	Yes
Chair Aiello	Yes
Vice-Chair Tibbits-Nutt	Yes

VOTED:

That the members of the Fiscal and Management Control Board (the “FMCB”) hereby recommend to the Board of Directors of the Massachusetts Department of Transportation (“MassDOT”) that it:

Approve the Plan of Finance recommended by the MBTA’s financial advisor, Piper Sandler & Co., in its memorandum presented herewith;

Approve the RRIF Loan Agreement (the “Loan Agreement”) by and between the MBTA and the United States Department of Transportation, acting by and through the Executive Director of the Build America Bureau (the “USDOT Lender”), in substantially the form presented at this meeting, with such changes as are deemed advisable by the General Manager, Chief Administrator, Chief Financial Officer and Treasurer, or any of them acting singly (each, an “Authorized Officer”), the definitive form of such agreement to be evidenced conclusively by the execution thereof by an Authorized Officer;

Approve the issuance of up to \$851,500,000 aggregate principal amount of Subordinated Sales Tax Bonds (the “Bonds”) in one or more series or subseries pursuant to the Sales Tax Trust Agreement to evidence the payment obligations under the Loan Agreement, and thereby to finance and refinance a portion of the costs of implementing the federally-required automatic train control system and a commuter rail resiliency project, burying fiber optic cable;

Authorize the Forty-First Supplemental Trust Agreement providing for the issuance of the Bonds, in substantially the form presented at this meeting, with such changes as are deemed advisable by an Authorized Officer, the

definitive form of such agreement to be evidenced conclusively by the execution thereof by an Authorized Officer;

Authorize the sale of the Bonds to the USDOT Lender on the terms and in the manner set forth in the Loan Agreement and the Sales Tax Trust Agreement; and

Authorize each Authorized Officer, the General Counsel and other officers of the MBTA and MassDOT, acting singly, to do all acts and things and to execute and deliver any and all documents, certificates and other instruments necessary or desirable to effectuate the transactions contemplated by the documents executed in connection with foregoing votes.

On motion duly made and seconded by the MassDOT Board, it was:

Director Taylor	Yes
Director Moylan	Yes
Director Tibbits-Nutt	Yes
Director Shortsleeve	Yes
Director Sullivan	Yes
Director Murtagh	Yes
Director Kornegay	Yes
Director Otero	Yes
Director Mazzarella	Yes
Chair Pollack	Yes

VOTED:

That the members of the Board of Directors of the Massachusetts Department of Transportation (“MassDOT”) hereby approve the recommendation of the Massachusetts Bay Transportation (“MBTA”) Fiscal and Management Control Board that it:

Approve the Plan of Finance recommended by the MBTA’s loan advisor, Piper Sandler & Co., in its memorandum presented herewith;

Approve the RRIF Loan Agreement (the “Loan Agreement”) by and between the MBTA and the United States Department of Transportation, acting by and through the Executive Director of the Build America Bureau

(the “USDOT Lender”), in substantially the form presented at this meeting, with such changes as are deemed advisable by the General Manager, Chief Administrator, Chief Financial Officer and Treasurer, or any of them acting singly (each, an “Authorized Officer”), the definitive form of such agreement to be evidenced conclusively by the execution thereof by an Authorized Officer;

Approve the issuance of up to \$851,500,000 aggregate principal amount of Subordinated Sales Tax Bonds (the “Bonds”) in one or more series or subseries pursuant to the Sales Tax Trust Agreement to evidence the payment obligations under the Loan Agreement, and thereby to finance and refinance a portion of the costs of implementing the federally-required automatic train control system and a commuter rail resiliency project, burying fiber optic cable;

Authorize the Forty-First Supplemental Trust Agreement providing for the issuance of the Bonds, in substantially the form presented at this meeting, with such changes as are deemed advisable by an Authorized Officer, the definitive form of such agreement to be evidenced conclusively by the execution thereof by an Authorized Officer;

Authorize the sale of the Bonds to the USDOT Lender on the terms and in the manner set forth in the Loan Agreement and the Sales Tax Trust Agreement; and

Authorize each Authorized Officer, the General Counsel and other officers of the MBTA and MassDOT, acting singly, to do all acts and things and to execute and deliver any and all documents, certificates and other instruments necessary or desirable to effectuate the transactions contemplated by the documents executed in connection with foregoing votes.

Next, Chair Pollack called on Green Line Extension (GLX) Project Manager John Dalton to present Agenda Item 18, the Green Line Extension Update and Professional Services Contract.

Mr. Dalton provided an update of the project including the design build entity contract cash flow, spending, GLX change management and the Lechmere Viaduct rehabilitation and bus diversion.

Mr. Dalton concluded his presentation with a request of the FMCB to approve and authorize an increase of \$5,000,000.00 to MBTA Contract No. E22PS09 to fund task orders associated with testing and commissioning support, and construction administration support to occur under MBTA Contract No. E22PS10. Mr. Dalton noted the \$5,000,000.00 in requested contract increases would not increase the \$96M budget that had been allocated to professional services in support of the design-build program, as there was a reallocation of scope from MBTA Contract No. E22PS10 of \$5,000,000.00, as set forth in the attached document labeled, "Green Line Extension Update, June 22, 2020."

On motion duly made by the FMCB, it was by roll call:

Director Shortsleeve	Yes
Director Kornegay	Yes
Director Lang	Yes
Chair Aiello	Yes
Vice-Chair Tibbits-Nutt	Yes

VOTED:

That the General Manager, or his designee, is hereby authorized to award and execute, the name of and on behalf of the Massachusetts Bay Transportation Authority (the "MBTA"), and in a form approved by the General Counsel, an increase of \$5,000,000 to MBTA Contract E22PS09 to fund task orders associated with testing and commissioning support and construction administration support originally contemplated to occur under MBTA Contract E22PS10.

Chair Aiello took a moment to praise Jack Wright and John Dalton for their significant expertise and contributions in successfully moving this project forward. Director Shortsleeve echoed the Chair's comments.

Next, Chair Pollack began Agenda Item 19, the Allston I-90 Multimodal update. Ms. Pollack provided an update to the Board on where the project stood and how to develop the major pieces of the proposed project: the realignment of I-90; construction of a multimodal West Station; how to meet MBTA layover/operational needs; improving pedestrian and bicycle infrastructure; replacing the structurally deficient viaduct; and addressing traffic and safety concerns, including the inclusion of the "throat." The Secretary continued to discuss highlights of the major concerns raised during the public comment period on the development of West Station.

She discussed alternatives of the purpose and needs of the project, the structurally deficient viaduct, and stated the decision must be made on alternatives: can it be built faster without affecting the Charles River.

Mike O'Dowd reviewed the options: the Soldier's Field Road hybrid alternative; at-grade alternative; and an alternative that does not affect the Charles River. He discussed other considerations for redesigned highway viaduct alternatives, the potential for additional bicycle/pedestrian connection at Agganis Way and how the alternatives would be compared to the project purpose and selection criteria.

Ms. Pollack resumed the presentation discussing the comparison of build alternatives on key decision criteria and a preliminary comparison of the "throat" area alternatives.

The Secretary concluded with a schedule of the anticipated review process for the remainder of 2020 and anticipated environmental review timeline, as set forth in the attached document labeled, "I-90 Allston Interchange, June 22, 2020."

Director Sullivan offered comments on the incorporation of public comments and moving forward on this project, stating a no-build alternative would not be a good choice, and it was time to be bold with a new vision. He understood there was a financial consideration to carry out whatever option was decided.

Director Taylor complimented the Secretary on her efforts and endorsed the project schedule. Ms. Taylor said the viaduct issue needed attention and offered her support as it related to financing, and supported the implementation of a deadline. Director Moylan echoed the preceding Director's comments, specifically with attention to the viaduct issue.

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

Director Taylor	Yes
Director Moylan	Yes
Director Tibbits-Nutt	Yes
Director Shortsleeve	Yes
Director Sullivan	Yes
Director Murtagh	Yes
Director Kornegay	Yes
Director Mazarella	Yes
Chair Pollack	Yes

VOTED: to adjourn the MassDOT Board of Directors at 4:16 p.m.

Documents relied upon for this meeting:

Minutes of May 11, 2020
Secretary Stephanie Pollack's Report to the MassDOT Board, June 22, 2020
Highway Administrator's Report, June 22, 2020
RMV Year In Review, June 22, 2020
Rail and Transit Report, June 22, 2020
Pavement Maintenance Program, Vegetation Management Update and MassDOT Emergency Management Partnerships, June 22, 2020
Human Resources Update, June 22, 2020
East-West Passenger Rail Study, June 22, 2020
MassDOT FY21 Operating Budget, June 22, 2020
Final CIP SFY2021 Joint Board Presentation, June 22, 2020
MassDOT Highway Construction Contract: 110219 CA/T Lighting (I-93) Lighting Rehabilitation (CRC 17D & 17F), June 22, 2020
MassDOT Highway Construction Contract: 110859 BOSTON – Miscellaneous Ramps Microsilica Overlay Replacements on I-90 and I-93 (CRC) Contract 2, June 22, 2020
MassDOT Highway Construction Contract: 110464 Bridge Replaceemnt BR. No. O-03-021 (Steel) Route 2 (Mohawk Trail) over Route 202 (Daniel Shays Highway), Orange, MA, June 22, 2020
Final CIP SFY2021 Joint Boards Presentation, June 22, 2020
Commuter Rail Safety and Resiliency Program – RRIF Loan Agreement, June 22, 2020
Green Line Extension Update, June 22, 2020 and Contract Action
I-90 Allston Interchange, June 22, 2020

***Notes Regarding Public Comment:** In an effort to provide effective opportunities for public comment and engagement while protecting the health and safety of the public and staff, this meeting of the FMCB will be held virtually. Public comment will be taken (1) in writing by email or mail, (2) by voice message, and (3) by live public comment through telephone conference call.

(1) Written comments may be submitted by email to publiccomment@dot.state.ma.us or mail to:

MassDOT Board of Directors *and/or* Fiscal and Management Control Board
C/O Owen Kane
10 Park Plaza - Suite 3510
Boston, MA 02116

For written comments received by mail or email at least one hour before the start of the FMCB meeting, the commenter's name and affiliation (if stated), along with the subject line of the message will be shared in the meeting and on the Livestream. Mailed and emailed comments will be compiled and distributed to all Board Members in advance of the meeting.

(2) Voice message comments may be submitted by calling 857-368-1655 and leaving a message at least one hour before the start of the FMCB meeting. Voice messages will be played aloud during the public comment portion of the board meeting and captured in the livestream video. Messages must be limited to two minutes per commenter, or up to four minutes for comments submitted on behalf of an organization or elected official and at the discretion of the Board Chair.

(3) Public comment may be provided in real-time during the public comment portion of the meeting by telephone conference call. Live public comments are limited to two minutes per commenter at the discretion of the Board Chair. To provide a comment live by telephone, you must email publiccomment@dot.state.ma.us at least one hour before the start of the meeting with your name and affiliation (if applicable) and item(s) for which you will provide comments. Participants will be sent a conference call number by email about 30 minutes prior to the start of the meeting. Participants will be called upon by the Board Chair to provide comments in the order they have signed up. At the end of the public comment period, participants who have offered comments may observe the FMCB meeting using the livestream video available at mbta.com. Members of the public who would like to watch the meeting but are not interested in providing comments should also use the livestream video available at mbta.com.