



## MINUTES

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

OCTOBER 19, 2020 AT 12:00 P.M.

10 PARK PLAZA, BOSTON, MA

***This meeting was held virtually in accordance with the Order Suspending Certain Provisions of the Open Meeting Law issued by Governor Baker on March 12, 2020. Board members participated remotely. Public participation and comment occurred via written communication, voice message and live public comment through conference call.***

***This meeting was live streamed.***

Chair Pollack called the meeting of the MassDOT Board of Directors to order at 12:10 P.M. Senior Counsel Amy Nash called the roll of the Board Directors participating, being a quorum of the MassDOT Board of Directors:

<b>Chair Pollack</b>	<b>Yes</b>
<b>Director King</b>	<b>Yes</b>
<b>Director Mazzarella</b>	<b>Yes</b>
<b>Director Moylan</b>	<b>Yes</b>
<b>Director Murtagh</b>	<b>Yes</b>
<b>Director Taylor</b>	<b>Yes</b>
<b>Director Tibbits-Nutt</b>	<b>Yes</b>

Board Members participated remotely and had materials provided to them prior to the meeting. Also present and/or participating for various portions of the meeting were Highway Administrator Jonathan Gulliver, Deputy Chief Engineer for Design John Bechard, Chief Strategic Officer Scott Bosworth, Deputy Director of Real Estate Mark Boyle, Deputy Administrator of Rail and Transit Meredith Slesinger, Executive Director of Commuter Rail

Rob DiAdamo, Allston I-90 Project Manager Michael O'Dowd, General Manager Steven Poftak, Executive Director of Transportation and Planning David Mohler, Director of Strategic Research Anna Gartsman, Deputy Director of Stakeholder Engagement Hope Patterson, Chief Safety Officer Ron Ester, Chief Financial Officer Mary Ann O'Hara, Chief of Paratransit Services Ben Schutzman, General Counsel Marie Breen, Chief Counsel Michelle Kalowski and Senior Counsel Amy Nash.

Director Kornegay arrived at 12:19 P.M.

#### A. Opening and Public Comment

In accordance with current public health emergency, public comment was taken by mail or email, by voice message, and by public comment through telephone conference call. Chair Pollack asked for voicemail messages be played, and written public comments received were displayed during the meeting. The Chair explained that public comments would be presented in three segments, one at the beginning of each section of the meeting. She also noted that the public has the additional option of attending the upcoming public meetings on the East-West Rail Study and the Allston Multi-Modal Project to make public comments. The Board listened to public comments left via voicemail:

Marilyn McNabb stated that she has been unable to obtain information from the RMV because she does not have a computer or smartphone and asked how she can make an appointment via phone.

There were no real-time commenters.

## **B. Standing Reports**

The Chair began Item 1, the Secretary's Report, by reviewing the 2021 budget, noting that a revised "House 2" budget was filed since the last meeting, including an increased investment in MassDOT up to \$386 million from \$346 million in FY20.

The Chair announced that the Department has completed the Shared Streets and Spaces program, providing a total of \$10.2 million in grants to 124 projects in 103 municipalities. She reviewed improvements for pedestrians and cyclists on the Needham-Newton Corridor and discussed the completed resurfacing of the Ashuwillticook Rail Trail.

Director King expressed his appreciation for the work on the rail trail.

The Chair proceeded with a review of current pavement conditions, noting that both interstate and non-interstate roads have shown improvements from 2018 to 2019. She noted that authorization of additional resources will be necessary to make bridge repairs.

Upon concluding her report, Chair Pollack reminded the Board that Items 3 through 5, the Registrar's Report, the Rail and Transit Administrator's Report, and the Aeronautics Administrator's Report were submitted in writing and will not be reviewed during the meeting.

Highway Administrator Jonathan Gulliver presented his report, Item 2. He presented information on the development and success of various projects, including the exit renumbering project, which will align Massachusetts' numbering with the federal system. He closed by announcing that the Longfellow Bridge will receive the Abba G. Lichtenstein Award at this year's International Bridge Conference.

With no questions or comments from the Board, Chair Pollack then moved to the next agenda item.

**C. MassDOT Board Presentations & Actions**

Deputy Chief Engineer for Design John Bechard presented Item 6, a discussion of a proposed contract with Northern Construction Services LLC for Ashland Roadway Reconstruction Work. He explained that this work will provide safety improvements for pedestrians and cyclists along 1.725 miles on Pond Street in Ashland. He reviewed the construction scope and noted the one lane in each direction will remain open during construction.

Director Moylan stated that the Capital Planning Committee has voted to recommend that the Secretary be authorized to execute this contract.

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

**VOTED:**

**That the Secretary/Chief Executive Officer, or her designee, be and hereby is authorized to execute in the name of and on behalf of the Massachusetts Department of Transportation a certain contract (#111717) with Northern Construction Services LLC for certain road reconstruction work on Route 126 in Ashland, in the amount of \$19,667,628.**

<b>Chair Pollack</b>	<b>Yes</b>
<b>Director King</b>	<b>Yes</b>
<b>Director Kornegay</b>	<b>Yes</b>
<b>Director Mazzarella</b>	<b>Yes</b>
<b>Director Moylan</b>	<b>Yes</b>
<b>Director Murtagh</b>	<b>Yes</b>
<b>Director Taylor</b>	<b>Yes</b>
<b>Director Tibbits-Nutt</b>	<b>Yes</b>

Chief Strategic Officer Scott Bosworth discussed Item 7, enabling work for the Hancock Garage West Tower Air Rights Project. The Chair announced that she has a potential conflict of interest and therefore would not participate in the discussion of this item and that Vice Chair Betsy Taylor would lead the Board discussion.

Mr. Bosworth explained that staff are seeking authorization to execute an enabling letter to begin certain enabling work for the Hancock Garage West Tower. He reviewed the design of the project and said that the developer, Boston Properties, would be working at their own risk. He stated that this would be a good time to do this work given the low traffic volumes and said that the work would not negatively impact tunnel traffic.

Director Kornegay asked if Mr. Bosworth was involved due to the Secretary's potential conflict. He replied that he was, out of an abundance of caution.

Director Moylan asked if this issue could come before the board again. Mr. Bosworth explained that it was likely that he would come back to the board for approval of the lease, possibly before 2021.

Upon hearing no further questions, Vice Chair Taylor asked for a motion to authorize the letter agreement presented by Mr. Bosworth.

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

**VOTED:**

**That the Undersecretary and Chief Strategy Officer be, and hereby is authorized, in the name of and on behalf of the Massachusetts Department of Transportation, to negotiate and execute an Enabling Work Letter Agreement with BP Hancock LLC or its designee ("BP"), in a form approved by the General Counsel, with respect to the performance of certain enabling construction work in preparation for the future construction by BP of a building within the air rights over a portion of the so-called Hancock Parking Garage West located at 100 Clarendon Street, Boston, Massachusetts, which future construction shall not commence unless and until an air rights lease with respect to such building has been approved by further vote of this Board, and executed by the Massachusetts Department of Transportation, subject to, and as a precondition to executing the Enabling Work Letter Agreement and commencement of construction:**

- i. BP to obtain all permits and approvals from governmental authorities required for the performance of the Enabling Work,**

including, without limitation, all work and highway access permits and MBTA licenses and other approvals from MassDOT and MBTA, as applicable, and BP to obtain MassDOT's and MBTA's approval of all design documents, construction plans, construction management plans, construction budget, and construction schedules.

- ii. All construction sequencing, traffic management plans, lane closures, and construction staging and construction plans involving use of, or impact on, any MassDOT operations or facility to be subject to the approval by the Highway Administrator or his designee.
- iii. All construction sequencing, railroad usage /closures, and construction staging and construction plans involving use of, or impact on, any commuter rail operation or MBTA facility to be subject to the approval by the General Manager or his designee.
- iv. MassDOT and MBTA work and access permits and licenses to be incorporated into the Enabling Work Letter Agreement, and to include disincentive assessments for failure to comply with road and rail right-of-way closure timeframes, and BP's failure to comply with the terms of the MassDOT and MBTA work and access permits or licenses shall be an event of default under the Enabling Work Letter Agreement.

And further, to take any and all actions necessary and/or advisable to effectuate the foregoing consistent with these terms and in a form approved the General Counsel.

Director King	Yes
Director Kornegay	Yes
Director Mazarella	Yes
Director Moylan	Yes
Director Murtagh	Yes
Director Taylor	Yes
Director Tibbits-Nutt	Yes

Upon completion of the discussion of the previous item, Chair Pollack returned and resumed direction of the meeting.

Chair Pollack introduced Deputy Administrator of Rail and Transit Meredith Slesinger to present an update on the East-West Rail Study for Item 8. Ms. Slesinger provided a brief overview of the study process, which is designed to assess the viability of a rail connection to Boston for Western communities. She explained that a draft report has been completed, with community and stakeholder outreach continuing with a public meeting scheduled for October 22nd. Ms. Slesinger reviewed the evaluation criteria and key findings from the study. She noted that there will be funding differences between commuter rail and intercity rail and stated the final report would be complete by November 30th.

This completed the MassDOT-only portion of the agenda. Chair Pollack asked if Chair Aiello was present. Chair Aiello said that he was present and called the FMCB meeting to order. Senior Counsel Amy Nash called the roll, being a quorum of the Fiscal and Management Control Board:

<b>Chair Aiello</b>	<b>Yes</b>
<b>Vice-Chair Tibbits-Nutt</b>	<b>Yes</b>
<b>Director Kornegay</b>	<b>Yes</b>
<b>Director Lang</b>	<b>Yes</b>

#### **D. Joint Board Presentations and Actions**

Secretary Pollack announced that the meeting would proceed with public comments directed to both boards. She noted that time limits on public comments would be enforced more strictly at future meetings.

Richard Dimino of A Better City thanked the board for including the all at-grade alternative and stated his opposition to the other options, claiming that they do not meet the community's needs.

Fred Salvucci, resident of Brighton, stated that the Allston Multi-Modal Project is an opportunity to improve transit and neighborhoods and that the all at-grade plan is the only

alternative that provides a foundation for success. He also questioned the feasibility of the modified viaduct option.

Pallavi Mande, Director of Watershed Resilience with the Charles River Watershed Association, and of the I-90 Task Force said that the at-grade option is preferred but stated her opposition to the partial filling of the Charles River, which would be difficult to permit, and advocated reducing the number of traffic lanes.

Clint Richmond of the Transportation Committee of the Sierra Club stated his support for the at-grade alternative and emphasized the opportunity to reduce climate and noise impacts.

Veena Dharmaraj, Director of the Transportation Committee of the Sierra Club, urged the board not to make hasty, permanent service cuts, stating that transit is critical to the economic recovery and that all residents need access and input to the process.

Mary Connaughton, Director of Government Transparency and of Finance and Administration of the Pioneer Institute stated the importance of maintaining two-track service and said she supports the modified at-grade option. She also stated that Turnpike access is the lifeblood of Western communities.

Wendy Landman of WalkBoston thanked the board for adopting the revised at-grade alternative and requested that the board change their selection methodology.

Harry Mattison, member of the Allston I-90 Task Force stated that MassDOT must be more transparent about construction stages.

Staci Rubin, Senior Attorney with the Conservation Law Foundation expressed support for the at-grade design and urged MassDOT and the FHA to analyze how to minimize Charles River impacts and maximize non-driving modes. She also requested that



construction phasing plans be made public and that mitigation plans for each alternative be included in the environmental review.

Ari Ofsevit of Livable Streets, and a member of the Allston I-90 Task Force, said that the state's criteria are skewed to the viaduct option, which he believes is opposed by the community.

There were no real-time commenters.

Chair Pollack reminded those attending and listening to keep voice mail comments to the two (2) minute limit, adding that that limit will also be required for any live commenters at the November meeting.

For Item 9, Chair Pollack asked for a motion from a MassDOT Board Member to approve of the minutes of the September 21, 2020 Joint Board Meeting.

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

**VOTED:**

**To approve the minutes of the Joint Board Meeting held on September 21, 2020.**

<b>Chair Pollack</b>	<b>Yes</b>
<b>Director King</b>	<b>Abstained (absent from 9/21 meeting)</b>
<b>Director Kornegay</b>	<b>Yes</b>
<b>Director Mazzarella</b>	<b>Yes</b>
<b>Director Moylan</b>	<b>Yes</b>
<b>Director Murtagh</b>	<b>Yes</b>
<b>Director Taylor</b>	<b>Yes</b>
<b>Director Tibbits-Nutt</b>	<b>Yes</b>

Chair Aiello provided the FCMB monthly report, Item 10. Chair Aiello stated that challenges from the pandemic continue to impact people of color and those of limited means and said that many unknowns cloud the future. There is no way to predict if additional aid packages will be approved, devastating the budget. He noted that the existential threat of

climate change remains. He stated that the FMCB needs to consider how to improve the MBTA and decarbonize while respecting taxpayers and working within the limits of our resources.

Chair Aiello asked the Senior Counsel to call the roll for the FMCB to vote to approve the minutes of the September 21, 2020 Joint Board Meeting.

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

**VOTED:**

**To approve the minutes of the Joint Board Meeting held on September 21, 2020.**

<b>Chair Aiello</b>	<b>Yes</b>
<b>Vice-Chair Tibbits-Nutt</b>	<b>Yes</b>
<b>Director Kornegay</b>	<b>Yes</b>
<b>Director Lang</b>	<b>Yes</b>

Chair Pollack announced that Item 11, a report on Commuter Rail Performance, was provided to board members in written form. She asked if there were any questions for Executive Director Rob DiAdamo and there were none.

Chair Pollack then began a discussion of Item 12, an update on the process and schedule for the Allston I-90 Multi-Modal project. She reminded board members that the NEPA process is a federal process and that documents prepared for the NEPA process will not be released earlier than scheduled. She said additional taskforce meetings and opportunities for public comment have been scheduled. The Chair stated that a preferred alternative should be selected this fall because it costs the department \$1 million annually to maintain the Allston viaduct and it will take 8-10 years to replace the viaduct once the process is started. She added

that the selected preferred alternative will inform the finance plan and help determine if accelerated planning for a South Side Maintenance facility is needed.

General Manager Steve Poftak noted that the intention is to make sure the Department has adequate resources for any scenario.

The Chair discussed the remaining NEPA and MEPA steps, noting that MassDOT will not make any recommendations to agencies until all public input has been shared with both boards and all involved agencies. She stated that the modified at-grade proposal is a MassDOT option and cannot be modified by A Better City or the City of Boston. She also explained that riverbank enhancement could be included in any of the options considered, not just the modified at-grade option.

Project Manager Mike O'Dowd provided an update on the project, stating that the cooperating agencies are evaluating materials and that all alternatives will be fully analyzed in the DEIS. He reiterated that the public will have additional opportunities to comment. He reviewed the selection criteria and provided an overview of the major differentiators between the alternatives, including construction duration, highway safety and the need to eliminate certain drainage structures. He closed by stating that staff are hoping to receive additional feedback at a virtual public meeting scheduled for October 20th.

Director Taylor asked what role NEPA/the Federal Highway Administration will play in choosing the preferred alternative. The Chair stated that MassDOT will make the selection and the FHA will decide whether to forward our selection to the cooperating agencies, which then must concur.

The Chair and General Manager Poftak proceeded with Item 13, an update on efforts to promote diversity, equity and inclusion ("DEI") within MassDOT and the MBTA. Chair Pollack

noted that MassDOT and the MBTA are coordinating their efforts in this regard. She announced that Julian Tynes of the Office of Diversity and Civil Rights (ODCR) has been appointed Chief Diversity Officer for MassDOT and the MBTA. The Secretary said that work has begun and is ongoing, such as the employee concerns hotline and new hiring processes. She said that partly because top-level managers are not as diverse as they could be, the department will create two complementary governance structures, a DEI Executive Council and DEI Employee Advisory Council.

Mr. Poftak stated that the events of this summer showed that these agencies are not immune to discrimination and mistreatment. He explained that the MBTA working group on DEI meets regularly to create accountability, raise awareness and develop a culture of equity. Mr. Poftak said four listening sessions have been conducted with employees and one with union leaders and that common concerns included fear of retaliation for raising issues, how to address unconscious bias, and the view that internal candidates are not treated fairly. Accordingly, the MBTA is building internal capacity by hiring a senior manager to coordinate DEI, institutionalizing the DEI working group and creating a DEI Executive Council. Given the statistics on ethnic diversity at the MBTA, workforce development and training programs are being developed and DEI will be incorporated into performance reviews. He also stated that staff are working to leverage existing ODCR resources.

Director Mazzearella suggested building employee input into reviews.

The Chair stated that staff are looking at better training for managers and a formal mentoring program based on employee feedback.

Mr. Poftak noted that succession planning will be a part of this process and that an internal shift is needed to give employees the tools they need to best present themselves in

the hiring process.

Director Tibbits-Nutt asked how the complaint process will change to prevent retaliation.

Mr. Poftak noted that those changes would be an area of further development and stated the need for a second track aside from the “legalistic” ODCR process and said the MBTA wanted to see the results of MassDOT’s hotline launch.

Director Tibbits-Nutt emphasized the importance of immediate concrete changes to add legitimacy to the department on these issues. She stated that internal candidates do not need to change how they are presenting, rather the process itself needs to be changed. She said that recruitment of people of color will be difficult in departments with few people of color. She also asked who is conducting anti-bias trainings.

Mr. Poftak noted that ODCR is currently running the trainings and said he did not have more answers on hand.

Chair Pollack agreed with Director Tibbits-Nutt and stated that the department needs to make a cultural shift from mere compliance to actively fostering diversity and providing managers with the tools they need.

Director Tibbits-Nutt suggested talking to the heads of already diverse departments and adopting their strategies.

Mr. Poftak thanked the Director for her feedback and agreed.

Director Kornegay suggested considering having employees on the DEI Executive Council so it can think strategically about diversity. The Chair agreed.

Director Kornegay thanked the General Manager and reiterated the importance of broadening the network quickly and suggested a quarterly report on DEI including information

on spending. The Chair said these points were well taken and that January would be a reasonable time for a quarterly report.

Chair Aiello echoed his fellow Directors' comments, stating that this necessary work is beginning to move forward aggressively. He asked how this process can be institutionalized so that future boards cannot ignore the topic and suggested that disaggregating some of the data in the General Manager's presentation would be helpful. The Chair noted they will also build DEI into Capital Planning.

David Mohler, the Executive Director of the Office of Transportation and Planning presented Item 14, potential economic recovery scenarios and their potential impact on the transportation and transit system. He reviewed three short-range scenarios for economic improvement and work travel patterns and their respective impacts on the system.

Director of Strategic Research Anna Gartsman reviewed how each scenario would affect MBTA ridership, including mode splits and peak/off-peak considerations.

Director King stated that although planning is very important, we do not know what the actual numbers will be.

Director Taylor thanked Mr. Mohler and said that the slow changes in variables in the models make them more useful than an overly elaborate model.

Chair Aiello commended the Secretary and staff for the modelling and said that the scenario planning can help us identify silver linings, especially in terms of congestion and greenhouse gas emissions. He asked if there has been any thinking on a five-year time scale.

Chair Pollack stated that projections from other groups will impact us. She mentioned that she has spoken with people at other state departments of transportation regarding

questions that our models do not address and promised to look into longer term forecasts.

Upon hearing no other comments or questions, Chair Pollack stated that the MassDOT portion of the agenda was complete.

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

<b>Chair Pollack</b>	<b>Yes</b>
<b>Director King</b>	<b>Yes</b>
<b>Director Kornegay</b>	<b>Yes</b>
<b>Director Mazzarella</b>	<b>Yes</b>
<b>Director Moylan</b>	<b>Yes</b>
<b>Director Murtagh</b>	<b>Yes</b>
<b>Director Taylor</b>	<b>Yes</b>
<b>Director Tibbits-Nutt</b>	<b>Yes</b>

**VOTED: to adjourn at 3:27 p.m.**

#### **F. FMCB**

Chair Aiello asked that voicemail messages be played, and written public comments received were displayed during the meeting. He announced that as the FMCB had received hundreds of voicemails, not all voicemails would be played during the meeting in the interest of time. He stated that all comments would be provided to board members and posted publicly. Written public comments received were distributed to the Board and summaries were displayed for the Board and public during the meeting. The Board listened to public comments left via voicemail:

Boston Mayor Marty Walsh provided a video comment stating that working families and communities of color are hit hardest by transit cuts and do not deserve cuts or fare increases. He strongly opposed reducing service levels in transit-dependent communities and suggested a greater focus on outside funding to fill the budget gap.

Somerville Mayor Joe Curtatone commended the FMCB for efforts to keep the region safe and expressed concern that fiscal planning constraints will squander our success. He stated that cut services would be difficult to restore and called on the state and federal governments to step in to help.

Adam Crellin-Sazama of the Boston Students Advisory Council stated that more crowded bus routes could increase the spread of Covid-19 with school re-starting. He encouraged the Board to seek more state funding, as well as public input.

Wellington Matos of BSAC/Youth on Board said he relies on public transit to get to school and his job and service cuts would make it hard for youth to get to school on time.

A member of the Green Justice Coalition said that service cuts would affect students returning to school and those who have early morning or late-night work shifts.

Ashley Shen of the Chinese Progressive Association opposed cuts to the transit system that reduce access for her community. She said that the public participation plan is inadequate and stated her support of raising progressive taxes at the state level.

Marilyn McNabb commented on her ongoing struggles with delayed pickups by The RIDE program. She stated that “no shows” are unacceptable.

Nora of the Boston Student Advisory Council said that the MBTA vehicles she rides every day are always full and asked the FMCB not to make cuts.

Sophie Mark-Ng of the Chinese Progressive Association (CPA) said she relies on the Red Line, is worried about Covid-19 risks and is privileged to have the option of working from home. She opposes any fare increases.

Glen Harding of MBTA Local 264 spoke on the topic of service cuts and potential layoffs, saying that keeping busy at work has kept him going over the last few difficult years. He had to isolate for weeks after contracting the coronavirus. He stated that facing severe



cuts and potential layoffs is devastating to him and his co-workers and urged the FMCB to explore all avenues before considering layoffs.

Louise Baxter of the T Riders Union asked the FMCB not to rush service cuts and suggested a “sin tax” on the financial industry for additional funding. She said further cuts to bus service would be a mistake.

Tim Lasker of Local 453 thanked frontline workers for their hard efforts and expressed concern about cuts, stating that his members’ livelihoods depend on the FMCB’s decisions. He advocated pausing long-term projects that would have minimal community impact and working with representatives to transfer federal funds to operations.

Paul Montagna, an MBTA machinist, urged the FMCB to pursue other options than layoffs, noting that MBTA workers have been on the frontline of the pandemic.

Jon Bronenkant of CDM Smith said that the MBTA cannot cut services that people rely on and noted that such cuts will increase crowding and depress demand, leading to a negative feedback loop.

Emily Chen of the CPA’s Stabilization Committee said that she needs public transit to be safe because of immunocompromised relatives and will be unable to use the T if cuts are made. She advised seeking federal support and asking the legislature to pass progressive taxation.

Jason McCann of Hull asked the FMCB not to cut or eliminate the Hingham-Hull ferry, calling it essential for everyday lives and noting that frontline workers, including nurses, use it to get to Boston for their jobs.

Miguel Marcias asked the FMCB to save the Hingham-Hull ferry service, stating that the South Shore benefits from this service.

Gates Bryant of Hingham spoke in support of ferry service, which he normally takes on weekdays, calling it an anchor of the community.

Michelle O'Leary, a nurse and Hingham resident takes the ferry to work instead of driving and said it is essential to healthcare workers. She suggested reducing midday service as an alternative to broader cuts.

Chair Aiello thanked those participating in the public comment period and noted that members will receive all comments via email. He also noted that the scheduled Executive Session may not be conducted due to lack of time.

Hope Patterson presented the FMCB's public scheduled, Agenda Item 15. She noted that the schedule has been updated through the end of 2020. Director Kornegay asked if the next two months could be scheduled by the next meeting and Ms. Patterson responded affirmatively.

Chair Aiello asked to schedule a presentation by Mass Taxpayers for December 9 and asked to add Dave Panagore's comments on debt policy to the upcoming CIP presentation.

Mr. Poftak presented his report to the Board, Agenda Item 16. He stated that Fall commuter rail schedule changes go into effect November 2 and that service on the Fairmont Line and to Brockton and Lynn will increase. He reviewed the MBTA's work repairing damage from a recent derecho (line of severe thunderstorms with wind impacts). Finally, he reviewed the MBTA's successful work to remove speed restrictions and delays from the system.

Secretary Pollack thanked the General Manager and noted that it may be necessary to conduct an aggressive tree survey, as it is a safety concern. This survey would need to cooperate with communities and the DEP.

Mr. Poftak said that staff would be happy to share an aggressive vegetation program.

Chair Aiello moved on to Agenda Item 17, and introduced Chief Safety Officer Ron Ester, who presented on “Lost Time Injuries,” defined as injuries that cause an employee to miss one day of work or one shift. Mr. Ester said that rail transit is showing slight improvements on long-term injuries, while buses have an overall favorable trend. There has also been a reduction in the main lost time injury types for commuter rail workers. He concluded that bus and rail operator barriers have been installed for Covid-19 and staff are hopeful that these barriers could also reduce altercations. The department is also working to identify daily hazards and improve their equipment catalogue.

Chair Aiello thanked Mr. Ester and stated that he hoped that altercation injuries can be reduced to zero. He also asked how we received the commuter rail data, given that commuter rail is operated by Keolis. Mr. Ester explained that Keolis and railroad operations provided the information directly.

Chair Aiello thanked Mr. Ester and moved on to Item 18, introducing CFO Mary Ann O’Hara to provide the FY21/22 budget update. She began by reviewing the components of the operating budget update and outlining the principles underlying the MBTA’s fiscal strategy. Ms. O’Hara explained that the MBTA has developed early indicators in case fare revenues come in below budget. She then discussed programmatic savings actions implemented and planned and discussed other proposals for savings.

Ms. O’Hara discussed the methodology used to generate scenarios and said that staff projections are informed by the scenarios. She said that between an increase in CARES funding and a delay in FEMA reimbursement would essentially cancel each other out, resulting in a net reduction of \$1.8 million. She stated that the ending budget is projected at -

\$18 million but noted that this projection does not account for the revised H.2 budget. She also said that federal formula funding reallocation could be used to balance FY21.

Ms. O'Hara continued by reviewing potential fare revenue scenarios for FY22, stating that a wide range will be run through the model and discussed in November. She plans on returning next month with actual results from September, detailed service packages and capital planning recommendations. Ms. O'Hara closed by saying she expected to introduce the FY22 budget in March or April and hopes to end FY22 with savings.

Chief of Paratransit Services Ben Schutzman presented Item 19, an update on the RIDE. He said that some of the planned updates would be presented at the next meeting due to time constraints. Mr. Schutzman said that fixed route changes will impact the RIDE but will not eliminate service areas, although some trips may move from ADA to premium service areas. He stated that hours may be adjusted, and staff are considering extending the scheduling window from 30 minutes to 40 minutes to smooth out demand. He promised to discuss non-dedicated service provider use at the next meeting.

Chair Aiello asked if there were any further questions. Upon hearing none and noting that the planned Executive Session would have to be rescheduled, he asked for a motion to adjourn.

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

**VOTED: to adjourn at 5:00 p.m.**

<b>Chair Aiello</b>	<b>Yes</b>
<b>Vice-Chair Tibbitts-Nutt</b>	<b>Yes</b>
<b>Director Kornegay</b>	<b>Yes</b>
<b>Director Lang</b>	<b>Yes</b>

Documents relied upon for this meeting:

- October 19, 2020 Joint MassDOT and FMCB Board Agenda
- September 21, 2020 Joint Meeting Minutes
- Secretary Stephanie Pollack’s Report to the MassDOT Board, October 19, 2020
- Highway Administrator’s Report, October 19, 2020
- RMV Update, October 19, 2020
- Rail and Transit Board Report
- Aero Division Board Report
- Staff Summary Sheet Ashland Roadway Reconstruction (Route 126 – Pond Street)
- Hancock Garage West Tower Air Rights Project Enabling Work Letter
- East-West Rail Study Update
- Commuter Rail Performance Update
- I-90 Allston Interchange Project Update
- Economic Scenario Planning
- FMCB Public Schedule
- General Manager’s Report, October 19, 2020
- Safety Update – Lost Time Injuries
- FY21/22 Budget Update
- RIDE Update