



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



MINUTES

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

November 23, 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.

BOARD MEMBERS

PARTICIPATING REMOTELY:

Chair Stephanie Pollack, Director Timothy King, Director Brian Lang, Director Dean Mazzarella, Director Robert Moylan, Director Kathleen Murtagh, Director Vanessa Otero, Director Betsy Taylor

BOARD MEMBERS ABSENT:

Director Monica Tibbits-Nutt

FMCB MEMBERS

PARTICIPATING REMOTELY:

Chairman Joseph Aiello, Director Brian Lang, and Director Chrystal Kornegay; Director Timothy Sullivan

FMCB MEMBERS ABSENT:

Vice-Chair Monica Tibbits-Nutt

OTHERS PRESENT AND/OR PARTICIPATING FOR VARIOUS PORTIONS OF THE MEETING:

Highway Administrator Jonathan Gulliver, Allston I-90 Project Manager Michael O'Dowd, Manager of Advanced Transportation Technologies Carrie McInerney, Deputy Chief of Staff Jenny Zeng, Chief Human Resources Officer Matthew Knosp, Director of Capital Programs Michelle Ho, General Manager Steven Poftak, Deputy Director of Stakeholder Engagement Hope Patterson, Program Manager for

the Green Line Extension John Dalton, Chief Financial Officer Mary Ann O'Hara, Transportation Program Planner for Bus Network Redesign Caroline Vanasse, Director of Vehicle Engineering Bill Wolfgang, Assistant General Manager of Strategic Initiatives Mike Muller, Chief Engineer Erik Stoothoff, General Counsel Marie Breen, Chief Counsel Michelle Kalowski and Senior Counsel Amy Nash.

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:

Chair Pollack	Yes
Director King	Yes
Director Lang	Yes
Director Mazzarella	Yes
Director Moylan	Yes
Director Murtagh	Yes
Director Otero	Yes
Director Taylor	Yes

Board Members participated remotely and had materials provided to them prior to the meeting.

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. Prior public comments, Chair Pollack introduced Tim Sullivan as the new member of the FMCB and welcomed current FMCB member, Brian Lang to the MassDOT Board, explaining that both members were sworn in this morning. Chair Pollack asked for voice mail 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, at the beginning of each section of the meeting, and would correspond to the agenda items by section. She also noted that the Allston Multi-Modal Project is not an agenda item for this meeting. The Board listened to public comments left via voicemail:

Staci Rubin, Senior Attorney with the Conservation Law Foundation, addressed Agenda Item 7, the Congestion Study update and commended Secretary Pollack and her team, General Counsel Marie Breen, Highway Administrator Jonathan Gulliver, and Attorney Eileen Fenton for their work and dedication to the study. She also expressed her support for the planning of bus lane pilot programs, and the reinstatement of the HOV lane on I-93.

Heather Miller, General Counsel and Policy Director of the Charles River Watershed Association, spoke in support of delaying a decision for the preferred alternative for the Allston Multi Modal Project until an environmental study is complete. She stated that the At-Grade option is the least harmful to the river's ecology, but not making any decision now is the proper action.

Fred Salvucci of Brighton expressed opposition to the decision to defer a decision on the preferred alternative for the Allston Multi Modal Project and stated that the community supports the at-grade option.

Tom Ryan of A Better City shared his disappointment in the decision to delay choosing a preferred alternative for the Allston Multi Modal Project. He stated that 90% of the community is in favor of the at-grade option and urged the Board to move forward.

Harry Mattison, member of the Allston I-90 Task Force, expressed his support for the at-grade option for the Allston Multi Modal Project. He asked the Board to make the process fully transparent and urged the release of all documentation regarding the Project requested by A Better City and the Conservation Law Foundation.

Jessica Robertson, member of the Allston I-90 Task Force, stated opposition to the No-Build option for the Allston Multi Modal Project and stated that she supported the at-grade option.

There were no real-time commenters.

B. Standing Reports

The Chair began Agenda Item 1, the Secretary's Report, by again welcoming Tim Sullivan to the Fiscal Management Control Board, and Brian Lang to the MassDOT Board. She then reviewed the 2021 budget, noting that the Interim 2021 budget expires November 30, however the House and Senate have passed their versions of an updated budget and expects those to be on the Governor's desk soon.

The Chair provided COVID-19-related updates. She said that a survey of employees revealed that over 80% of employees would like to continue to telework in the future in some manner.

The Chair reviewed the Town Halls she conducted in October. She said that she reviewed the budget and that there were no plans for early retirement incentives, lay-offs or furloughs through the current budget year. She said that she will continue to hold Town Halls to share information.

Chair Pollack concluded her report by reiterating that the decision regarding the preferred alternative for the Allston I-90 Multi Modal project will be delayed until an environmental impact study can be completed. Director Lang asked the Chair for a brief overview of what the transportation bond bill contains. She replied that Governor Baker filed the bill over a year ago, and that it contains \$18,000,000 in bond authorization for the DOT and MBTA. She stated she would give a more in-depth report on the bill in December.

Chair Pollack reminded the Board that Agenda 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 began his presentation, Agenda Item 2, by urging all Commonwealth residents not to travel for the Thanksgiving holiday and noting that the Department will be monitoring conditions closely. He reviewed the status of the re-opening of the I-93 Southbound HOV lane and Tobin bus lane pilot program. Mr. Gulliver gave an update on the exit renumbering project, as well as current snow and ice planning for the upcoming winter season. He concluded his presentation acknowledging the employees recognized at the yearly Performance Recognition Program.

Chair Pollack clarified that the Tobin bus lane pilot currently involves a southbound-only lane, with an opportunity to expand later, and stated that there will be a legislative briefing to get more input on the pilot. Chair Pollack also stated that, when evaluating whether bus lane pilots are effective, two main issues are weighed: whether the lane is helping riders, and whether the lane causes any traffic back-ups or issues for drivers.

Director Moylan congratulated Mr. Gulliver for taking progressive steps on a snow and ice strategy, describing it as a cutting-edge plan. Chair Pollack agreed and remarked that experimenting with snow removal on bike lanes and pedestrian areas is something to look forward to this winter, provided more snow falls than last year.

C. MassDOT Board Presentations & Actions

Allston I-90 Project Manager Michael O'Dowd presented Agenda Item 6, a discussion of a proposed MassDOT Highway construction contract for replacement of the Belden G. Bly Drawbridge in Lynn and Saugus.

Director Moylan stated that the Capital Planning Committee has voted to recommend that the Secretary be authorized to execute this contract. Upon hearing no questions or comments from the Board, Chair Pollack called for a motion to approve the proposed 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 award and execute in the name of and on behalf of the Massachusetts Department of Transportation, and in a from approved by the General Counsel, a certain Highway Division Contract (No. 109691) for the replacement of the Belden G. Bly bascule drawbridge on Route 107 (Salem Turnpike/Western Avenue) over the Saugus River, with SPS New England, Inc., in the amount of \$87,523,965, said contractor being the lowest responsible and eligible bidder in response to a request for sealed proposals.

Chair Pollack	Yes
Director King	Yes
Director Kornegay	Yes
Director Lang	Yes
Director Mazzarella	Yes
Director Moylan	Yes
Director Murtagh	Yes
Director Otero	Yes
Director Taylor	Yes

Deputy Chief of Staff Jenny Zeng discussed Agenda Item 7, an update on the Traffic and Congestion Initiatives study. Ms. Zeng reviewed the initial report from 2019 and introduced Manager of Advanced Transportation Technologies Carrie McInerney, who proceeded to discuss how the Covid-19 pandemic has affected traffic along all corridors. Chair Pollack commented that the facilities mentioned by Ms. McInerney are tolled facilities that they generate revenues used in both the operating and capital budgets. Chair Pollack

added that there will be updates in the future discussing how changes in traffic volume affect toll collection and the budgets.

Ms. McNerney reviewed recent traffic data and the MassDOT Mobility Dashboard. Chair Pollack added that there is a recent addition to the dashboard that allows users to click on specific corridors for two years of travel times for each area, which allows MassDOT to monitor traffic during the pandemic.

Ms. Zeng presented possible future travel scenarios that can be used to project possible impacts. Chair Pollack added that pre-COVID-19 data was used to determine scenarios involving managed lanes.

Ms. McNerney then reviewed the selection process and methodology for a managed lanes program. Chair Pollack stated that it is important to emphasize that these are preliminary aspects of traffic study and that more work would need to be done to determine the best scenarios.

Director Moylan commented generally that, pre-COVID-19, the discussion was about how to combat congestion and the quality of life for those experiencing that congestion. Due to COVID-19, he stated that our transit system is more in line with demand, and the current challenge may be to figure out how to incentivize employers to continue to utilize the work-from-home model, which helps reduce congestion. Chair Pollack agreed and mentioned that a tax incentive had been proposed when the congestion study was released. The concept did not gain much traction, but the work will need to continue through various means, including surveys to employers, to discover the potential for reducing congestion by having employees work from home.

Director Aiello urged the team not to let uncertainty stall the project and encouraged the private sector to provide input. Chair Pollack agreed that, while private sector input would not be the sole determining factor, considering it is important to evaluation and planning.

Director King suggested exploring ways to get people out of vehicles and onto bike lanes and multi-use paths, as well as bus lanes. Chair Pollack agreed and said that his point comes up in a variety of ways during the study in travel and traffic patterns.

Next, Chief of Human Resources Matt Knosp provided a Human Resources Update, Agenda Item 9. Mr. Knosp outlined MassDOT's policies relating to Covid-19 and teleworking and reviewed employee surveys regarding teleworking, revealing that over 95% of employees currently teleworking would like to continue doing so, whether part-time or on a regular schedule, going forward. There were no questions for Mr. Knosp, however Chair Pollack commented that safety is the top concern when the time comes for employees to return to the office.

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:

Chair Aiello	Yes
Director Kornegay	Yes
Director Lang	Yes
Director Sullivan	Yes

D. Joint Board Presentations and Actions

Chair Pollack announced that the meeting would proceed with public comments on Agenda Items 9 through 14. There were no public comments, recorded or live.

For Agenda Item 9, Chair Pollack asked for a motion from a MassDOT Board Member to approve the minutes of the October 19, 2020 Joint Board Meeting minutes.

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

VOTED:

To approve the minutes of the Joint Board Meeting held on October 19, 2020.

Chair Pollack	Yes
Director King	Yes
Director Kornegay	Yes
Director Mazzarella	Yes
Director Moylan	Yes
Director Murtagh	Yes
Director Taylor	Yes

Chair Aiello asked the Senior Counsel to call the roll for the FMCB to vote to approve the minutes of the October 19, 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 October 19, 2020.

Chair Aiello	Yes
Director Kornegay	Yes
Director Lang	Yes

Chair Aiello provided the FMCB monthly report, Agenda Item 10. He noted that the FMCB recently approved a lease change at Riverside, heard reports on the Ride Flex program, and discussed budget issues associated with the Forging Ahead initiative regarding

service changes. Finally, Chair Aiello noted that the FMCB heard updates on the bus fleet and facilities.

Chair Pollack announced that Agenda Item 11, the South Coast Rail Quarterly Report, was provided to board members in written form.

Chair Pollack then began a discussion of Agenda Item 12, which she said required votes from both the MassDOT Board and FMCB for additional capital funding for the MBTA. Director of Capital Programs Michelle Ho presented. Upon conclusion of the discussion and with no questions, Chair Pollack explained that the MassDOT Board will take a vote first, followed by the FMCB Board.

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

VOTED that:

WHEREAS the Massachusetts Bay Transportation Authority (“MBTA”) has experienced significant ridership and revenue loss due to the public health emergency resulting from the COVID-19 pandemic; and

WHEREAS, due to such decrease in revenues, the MBTA projects that it will have a significant shortfall in its operating budget; and

WHEREAS the MBTA is evaluating its capital plan to determine if certain capital funds can be reallocated on a short-term basis to address the projected shortfall in its operating budget; and

WHEREAS the Executive Office for Administration and Finance has determined to provide the Massachusetts Department of Transportation (“MassDOT”) with additional funds to assist the MBTA in its efforts to maintain its capital investment strategies, as set out in the MBTA’s FY21 Capital Investment Plan, and consistent with the MBTA’s Forging Ahead Initiative;

The Secretary, or her designee, be authorized to execute in the name of and on behalf of the MassDOT, and in a form approved by the General Counsel, an interagency service agreement with the MBTA in the total amount of \$140,000,000 to increase the contracts between MassDOT and the MBTA by such amount.

Chair Pollack

Yes

Director King	Yes
Director Kornegay	Yes
Director Lang	Yes
Director Mazzearella	Yes
Director Moylan	Yes
Director Murtagh	Yes
Director Otero	Yes
Director Taylor	Yes

Chair Aiello then asked for a motion from the FMCB for the reallocation vote.

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

VOTED that:

WHEREAS the Massachusetts Bay Transportation Authority (“MBTA”) has experienced significant ridership and revenue loss due to the public health emergency resulting from the COVID-19 pandemic; and

WHEREAS, due to such decrease in revenues, the MBTA projects that it will have a significant shortfall in its operating budget; and

WHEREAS the MBTA is evaluating its capital plan to determine if certain capital funds can be reallocated on a short-term basis to address the projected shortfall in its operating budget; and

WHEREAS the Executive Office for Administration and Finance has determined to provide the Massachusetts Department of Transportation (“MassDOT”) with additional funds to assist the MBTA in its efforts to maintain its capital investment strategies, as set out in the MBTA’s FY21 Capital Investment Plan, and consistent with the MBTA’s Forging Ahead Initiative;

The Secretary, or her designee, be authorized to execute in the name of and on behalf of the MassDOT, and in a form approved by the General Counsel, an interagency service agreement with the MBTA in the total amount of \$140,000,000 to increase the contracts between MassDOT and the MBTA by such amount.

Chair Aiello	Yes
Director Kornegay	Yes
Director Lang	Yes
Director Sullivan	Yes

The Chair thanked Governor Baker and Lieutenant Governor Polito and the Executive Office of Administration and Finance for their assistance in finding the funds to continue to support investment in the MBTA for fiscal year 2021.

Program Manager for the Green Line Extension, John Dalton, presented an update on the Green Line Extension project, Agenda Item 13. He reviewed the status of the project and the projected spending timeline. Chair Pollack thanked Mr. Dalton and his team for the progress on the project and for staying on budget. Chair Aiello echoed the Secretary's comments and asked about any continuing supply chain issues. Mr. Dalton replied that they have about six suppliers who are still experiencing difficulties due to the pandemic and that they have engaged in some outsourcing to alleviate any impacts. Chair Aiello next asked if he was correct in remembering that the original contractor for facilities was replaced. Mr. Dalton replied that the contractor had indeed been replaced, to which Chair Aiello asked how the new contractor was doing. Mr. Dalton said that there is a lot to be done, but that the new contractor is coming along. Lastly, Chair Aiello commended Mr. Dalton on his skills, communication, and hard work. Mr. Dalton replied that he is surrounded by a team of highly capable people and that the work is most certainly a group effort.

Director Lang stated that Mr. Dalton and his team were a bright spot from the moment he began leading the team. Director Lang also stated that leadership attracts talent. Director Kornegay added her congratulations for a job well done. Mr. Dalton expressed his gratitude for the well wishes but reminded the members that the project is not done yet.

Chair Pollack added that both Boards played critical roles in defining what success looks like and this update made two things clear: that the team needs to have enough capacity so that over-reliance on contractors is not necessary, and that this project and the other capital

projects can be executed at the same time.

With no other comments or questions, Chair Pollack asked for a motion to adjourn the MassDOT Board meeting.

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

Chair Pollack	Yes
Director King	Yes
Director Kornegay	Yes
Director Lang	Yes
Director Mazzeella	Yes
Director Moylan	Yes
Director Murtagh	Yes
Director Otero	Yes
Director Taylor	Yes

VOTED: to adjourn at 2:32 p.m.

E. FMCB

Chair Aiello opened the FMCB portion of the meeting and recorded video and voice public comments were played for the Board.

Thomas McGee, Mayor of Lynn, Massachusetts, urged the Board to continue with phase one of the resolution to transform the commuter rail system with electrification. Lynn will have new residential housing units soon, making effective transportation paramount.

Massachusetts State Senator Brendan Crighton stated his support of phase one of the electrification plan for the commuter rail system. He spoke on behalf of other State Senators representing citizens in the Environmental Justice Corridor.

Staci Rubin, Senior Attorney with the Conservation Law Foundation, commented on agenda items 18 and 19, regarding bus transformation, urging the Board to reject the redesign,

stating that procuring busses that add emissions is irresponsible.

Gaurab Basu, Physician and Co-Director of Center for Health Equity Education and Advocacy at the Cambridge Health Alliance, said that electrification of the bus fleet would provide health benefits to everyone and that people of color are disproportionately affected by climate change and pollution.

Jivan Sobrinho-Wheeler, Cambridge City Council Member and Chair of the Transportation Committee, stated that the Cambridge City Council passed a unanimous resolution opposing the replacement of electric trolley buses with battery-powered buses. He suggested the Board consider in-route and in-motion charging buses.

Stephen O'Brien, Braintree Town Councilor, urged the FMCB to consider investment in zero emission, all-electric vehicles. He said that the FMCB's plans to replace the Silver Line fleet today conflicts with the Governor's 2016 Executive Order #569 regarding climate change, which commits the Commonwealth to making positive changes in greenhouse gas emissions.

Caitlin Allen-Connelly, Project Director with A Better City, commented on the Forging Ahead initiative, asking the FMCB to delay its decision on service planning, use scenario option 2 rather than 3 in budgeting, and dedicate existing and new sources of revenue to fill the budget gap.

Collique Williams of Community Labor United urged the FMCB to consider low-income riders in considering the Forging Ahead initiative and not to make a decision too quickly which could adversely affect communities and workers trying to recover from the Covid-19 pandemic.

Brad Rawson, Director of Mobility and speaking on behalf of Somerville Mayor Joseph Curtatone, encouraged regional solidarity when making service changes. He urged the FMCB to consider the contributions made by the city in partnership with the MBTA, and to not make

any severe cuts in service, including those bus lines in Somerville.

Richard Crone of Duxbury and a member of the MBTA Advisory Board urged the Board to not cut ferry or commuter rail service.

Scott Mullen, Transportation Demand Management Director for A Better City, said that it is not the time for service cuts, noting that riders want to return to the T, all transit is essential, and healthcare workers are disproportionately affected by any cuts.

Ari Ofsevit with the Institute for Transportation and Development Policy opposed the purchase of new diesel buses and urged the FMCB to not accept this purchase.

Scott Ryder, MBTA Bus Operator for lines #71 and #73, and urged the FMCB not replace the Silver Line buses with diesel buses.

Venna Dharmaraj, Director of Transportation for the Sierra Club, urged the FMCB to not approve the procurement of diesel hybrid buses for the Silver Line.

Jarred Johnson with Transit Matters urged the FMCB to delay a vote on the acquisition of more diesel-hybrid buses and engage the community before making any decisions.

Scott Plimpton, a resident of Hull and commuter boat rider for over thirty (30) years, urged the Board to reject cuts to boat service on the South Shore, calling the potential cuts, draconian.

Rosemary Khan, Cohasset resident, shared her opposition to any potential service cuts to the ferry service. She stated that senior citizens need the service to travel and get to medical appointments.

There were no real-time commenters.

General Manager Steve Poftak presented his report, Agenda Item 14. Mr. Poftak

reviewed ridership trends, noting a decline in bus and subway riders, but a slight up-tick in commuter rail ridership. He also presented an update on fare pilot programs, Charlie Card access programs, and information gathered at Forging Ahead public hearings.

Chair Pollack commented that she is excited about the Brockton Fare Program and thanked the T and Brockton Area Transit for putting the program together. She said it would be a good way to test the proposition that fares may be a barrier to commuter rail ridership.

Chair Aiello echoed the Secretary's remarks and reiterated that a pilot program just as Brockton's where integration is key is a great experiment.

Director of Stakeholder Engagement Hope Patterson then presented the FMCB's public schedule, Agenda Item 15. She noted that the schedule has been updated through the end of February 2021. Chair Aiello commented on a portion of the agenda for December 7, and asked new member, Tim Sullivan to let Ms. Patterson know if he had any agenda items to add or questions on the agendas. Mr. Sullivan thanked Chair Aiello and asked if information on the upcoming public hearings on the Forging Ahead initiative could be provided. Mr. Poftak responded in the affirmative. He then commented on the safety presentation scheduled for the December 7 meeting agenda, stating that he anticipates the update will be lengthy.

Chair Aiello asked Mr. Poftak if, at the December 7 meeting, he could propose a few future meeting dates where there could be updates on facilities with visual renditions on the risks and opportunities at various stations. Mr. Poftak replied that he would identify dates.

Chief Financial Officer Mary Ann O'Hara presented the Agenda Item 16, fiscal year 2022 Budget Update. Ms. O'Hara reviewed the current projected budget gap for fiscal year 2022, discussing the costs and revenue models. In reference to the Revenue Source slide for Scenario #3, Chair Aiello asked if Ms. O'Hara can provide a similar table for Scenario #2. Ms.

O'Hara stated that she could do so.

Secretary Pollack clarified that, with respect to Scenario #2, the savings of \$101 million reduces the deficit to \$473 million deficit. She further asked that there be a side-by-side comparison of Scenarios for fiscal year 2022. Ms. O'Hara agreed.

Secretary Pollack also commented that it is important to review fiscal year 2021 and 2022, step-by-step, so that stakeholders understand the full picture of what lies ahead for the budgets. She stated that the goal is to create a surplus in fiscal year 2021 so that when fiscal year 2022 begins, the gap is lessened. The good news is that the legislature has provided \$64 million in aid to reduce the gap. Secretary Pollack asked Ms. O'Hara if the savings of \$14 million from service planning is predicated on the assumption that some of the potential cuts could occur in January and March of 2021. Ms. O'Hara said that it was. The Secretary then asked if that number of \$14 million could increase depending upon how the pandemic proceeds. Ms. O'Hara agreed. Secretary Pollack then reviewed other means of aid but wanted to continue to make the point that the more savings are achieved in fiscal year 2021, the better off the fiscal year 2022 budget will be.

Secretary Pollack asked Ms. O'Hara to outline, generally, what risks she is considering in developing the fiscal year 2022 budget projections.

Director Lang asked if capital salaries are projected to continue, in keeping with generally accepted accounting principles, and whether those salaries are being paid out of the operating budget when the employees are working on capital projects. Ms. O'Hara said that they were. Director Lang then stated that it would be good to correct that going forward. Secretary Pollack agreed.

Chair Aiello stated that it is important to have another simple graphic with side-by-side

comparisons regarding what the FMCB can impact regarding the budget. Ms. O'Hara replied that she could provide those comparisons.

Secretary Pollack noted, with respect to Appendix slide 20, that fare revenue returns are not a function only of the economy and a possible vaccine, but also of behavioral changes. Secretary Pollack cautioned against expecting ridership to return when the vaccine arrives and economy recovers.

Chair Aiello asked Ms. O'Hara to clarify that any surplus reserves of fiscal year 2022 could spill into fiscal year 2023. Ms. O'Hara agreed that was the case and could be discussed in the future.

Director Sullivan asked what the best estimate would be on PPE and cleaning, and whether the figure presented is the highest estimate. Ms. O'Hara said it is the best estimate they have now. Chair Aiello stated that it would be helpful to denote in the timeline when service changes would begin.

Director Kornegay asked when the Forging Ahead decision needs to be made by the Board. Mr. Poftak responded that December 7 would be ideal and provide enough time for implementation, which will be phased. Mr. Poftak stated that they would need to know what the Board decides by December 14 at the latest. Secretary Pollack noted that there may be an issue with the timing of the Joint Board meeting and that they will work to resolve it as soon as possible so that they can plan accordingly.

Assistant General Manager of Strategic Initiatives, Michael Muller, presented Agenda Item 17, the Forging Ahead Update. Mr. Muller summarized information from the public engagement meetings and reviewed key takeaways from public comments and specific questions submitted by the FMCB for his presentation.

Secretary Pollack clarified that the questions were collected by Vice Chair Tibbits-Nutt and passed along to Mr. Muller for discussion. Chair Aiello commented that all programs are undergoing some sort of transformation and will have some degree of impact upon all areas, but that in some areas the FMCB can afford to be more proactive, such as buses and bus facilities.

Director Kornegay said it would be helpful to know which pilots are cancelled or delayed and why. Secretary Pollack stated that issues regarding the bus transformation projects that should be divided into three categories: 1) Issues that are affected by the operating budget shortfall; 2) issues affected by the capital budget shortfall; and 3) issues not affected by either of the budget shortfalls. Secretary Pollack said there is a larger conversation to be had on the issue of buses, to which Director Kornegay asked for more information on the network redesign in the next presentation.

Given the hour, Mr. Poftak stated that the executive session scheduled for today will need to occur on at the December 7 FMCB meeting, but deferred to the Chair regarding whether other agenda items can occur today. Chair Aiello suggested they move on to bus procurement.

Secretary Pollack then suggested that Board members go through the deck and reach out to Mr. Muller or Mr. Poftak with further questions. Chair Aiello thanked Mr. Muller for his presentation.

Director of Vehicle Engineering Bill Wolfgang presented Agenda Item 19, regarding the Silver Line Bus Fleet Replacements. Prior to starting his presentation, Mr. Poftak clarified that the discussion and any action take at the meeting concerns only the Silver Line Bus Fleet replacements, not any other line, including any in Cambridge.

Mr. Wolfgang reviewed the purpose and need for the procurement of bus replacements and presented the timeline and budget of the proposed contract. Director Lang asked about emissions and requested the Mr. Wolfgang re-review that portion of his presentation. Director Lang then asked why it is not possible to obtain buses that use the same electric lines currently being used, supplemented by battery power. He also asked how these buses are an improvement over what currently exists in the fleet. Mr. Wolfgang explained that buses have improved in terms of emissions and in other ways since 2004. Director Lang asked to clarify whether, for a two mile stretch of road in Chelsea, the vehicle will be running on electric power. Mr. Wolfgang replied yes. Secretary Pollack clarified that this new purchase would allow the MBTA the ability to define places where the bus will run on the battery rather than the diesel motor. Secretary Pollack said that the MBTA will be able to work with communities to define when to use battery power only.

Director Lang asked if the technology exists for the batteries to recharge en route. Chief Engineer Erik Stoothoff clarified that the technology exists but that the design engineering to support such technology does not yet exist and that it will take several years to deliver that feature. Currently, the battery capacity for those specific service lines is not there.

Director Lang reaffirmed that the buses would be able to run on battery power for two miles outside of the tunnel. Mr. Wolfgang affirmed that it is buses currently can run on battery for two and a half miles and that this is driver activated. In response to Chair Aiello's question about often the buses will run on diesel, Mr. Stoothoff said that the plan is to then work with affected communities on when to use diesel power as little as possible.

Chair Aiello then asked if the buses were deployable to other locations, to which Mr. Wolfgang replied that they are. He then asked if it was helpful to think about other places to

plan for a charging station or other similar planning. Mr. Stoothoff replied that exploring other areas to do some planning is currently underway.

Secretary Pollack echoed the broader points made by Director Lang and Chair Aiello that the environmental impact of the bus depends upon how much time it is running off of the diesel engine and how much it is running off the battery. Secretary Pollack said that we need the new buses now but must continue to push to minimize use of diesel power. Mr. Wolfgang agreed with her summary and stated that the team is working toward that goal.

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

VOTED:

That, the subject to the completion of the FTA Buy America audit requirements, the General Manager be, and hereby is, authorized to execute, in the name of and on behalf of the Massachusetts Bay Transportation Authority, and in a form approved by the General Counsel, an option to Formal Contract No. 683 with New Flyer of America, Inc., for the manufacture, furnishing and delivery of 45 sixty-foot Enhanced Electric Hybrid New Flyer Buses with spares, training/training aids, special tools, publications and communications, for a total not to exceed delivered cost of \$80,889,990.

Chair Aiello	Yes
Director Kornegay	Yes
Director Lang	Yes
Director Sullivan	Yes

Chair Aiello noted that the planned Executive Session would have to be rescheduled in order to include Vice Chair Tibbits-Nutt, and then he asked for a motion to adjourn.

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

VOTED: to adjourn at 5:16 p.m.

Chair Aiello	Yes
Director Kornegay	Yes
Director Lang	Yes
Director Sullivan	Yes

Documents relied upon for this meeting:

MassDOT Board:

- November 23, 2020 Joint MassDOT and FMCB Board Agenda
- Secretary Stephanie Pollack's Report to the MassDOT Board, November 23, 2020
- Highway Administrator's Report, November 23, 2020
- Registrar of Motor Vehicles Report
- Rail and Transit Board Report
- Aero Division Board Report
- MassDOT Highway Construction Contract for Replacement of Belden G. Bly Drawbridge in Lynn/Saugus
- Congestion Study Update
- Human Resources Update

Joint Board:

- November 23, 2020 Joint MassDOT and FMCB Board Agenda
- October 19, 2020 Joint Meeting Minutes
- FMCB Report
- South Coast Rail Quarterly Report
- Forging Ahead Capital Reallocation and Additional MBTA Capital Funding Inter Agency Service Agreement (ISA)
- Green Line Extension Update

FMCB Board:

- November 23, 2020 Joint MassDOT and FMCB Board Agenda
- General Manager's Report, November 23, 2020
- FY22 Budget Update
- Forging Ahead Update
- Bus Transformation Update: Bus Network Redesign
- Silver Line Bus Fleet Replacements