



MINUTES

**Meeting of the Massachusetts Bay Transportation Authority
 Board of Directors**

November 16, 2023, AT 12:00 P.M.

**10 Park Plaza, 2nd Floor Board Room, Suite 2890
 Boston, MA 02116**

Public participation and comment occurred via written communication, voice message and in-person public comment.

This meeting was broadcast virtually.

**BOARD MEMBERS
 PARTICIPATING IN-
 PERSON:**

Chair Tom Glynn, Director Robert Butler, Director Thomas Koch, Director Tom McGee, Director Charlie Sisitsky, Director Mary Skelton Roberts, Director Chanda Smart, Secretary Monica Tibbits-Nutt

**BOARD MEMBERS
 PARTICIPATING
 REMOTELY:**

Director Eric Goodwine

**Others Presenting
 and/or Participating for
 Various Portions of the
 Meeting:**

General Manager Phillip Eng, Transit Police Chief Ken Green, Chief of Staff Katie Choe, Chief Workforce Officer Ahmad Barnes, Senior Director of Labor Relations Dan Kazakis, MassDOT Chief Safety Officer Pat Lavin, Chief of Quality, Compliance, and Oversight Meredith Sandberg, Executive Director of Capital Strategy Jillian Linnell, Director of Asset Management Ronnie Valdivia, Chief Administrative Officer David Panagore, Chief Operating Officer Ryan Coholan

Others Present:

General Counsel Douglas McGarrah, Chief Counsel Kevin Scanlon, Counsel- Corporate Governance Noah Potash

OPEN OF MEETING/Call to order by the Chair

Chair Tom Glynn called the meeting of the Massachusetts Bay Transportation Authority (“MBTA”) Board to order at 12:02 p.m. Noah Potash called the roll of the MBTA Board of Directors participating, being a quorum of the MBTA Board:

Chair Glynn

Yes

| | |
|---------------------------------|------------|
| Director Butler | Yes |
| Director Goodwine | Yes |
| Director Koch | Yes |
| Director McGee | Yes |
| Director Sisitsky | Yes |
| Director Skelton Roberts | Yes |
| Director Smart | Yes |
| Director Tibbits-Nutt | Yes |

EXECUTIVE SESSION

1. Chair Glynn said that the first item on the agenda was an executive session to discuss strategy with respect to collective bargaining. He said that he had determined that an open meeting could have a detrimental effect on the bargaining position of the MBTA. He noted that the Board would return to open session following the discussion.

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

VOTED:

To enter executive session to discuss strategy with regard to collective bargaining if an open meeting may have a detrimental effect on the bargaining position of the public body.

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|---------------------------------|------------|
| Chair Glynn | Yes |
| Director Butler | Yes |
| Director Goodwine | Yes |
| Director Koch | Yes |
| Director McGee | Yes |
| Director Sisitsky | Yes |
| Director Skelton Roberts | Yes |
| Director Smart | Yes |
| Director Tibbits-Nutt | Yes |

Note: The Board entered executive session at 12:02 p.m. and returned to open session at 12:30 p.m. Director Butler recused himself from the executive session and did not participate.

Public Comment Period #1

Peter Cay said he appreciated bus and subway updates and suggested boosting productivity to address future budget deficits.

Dan McElhenney pointed out that Boylston Street Station is not accessible and discussed the need for improvements.

Evan Foss of the T Riders Union agreed about Boylston station, said the collective bargaining agreements would have a profound impact on safety, and criticized the public comment process.

Julia Wallerice of the Metropolitan Area Planning Council commented on the Capital Needs Assessment Inventory, stating that investment in the system will produce returns for the region.

Caitlin Allen Connolly of A Better City congratulated Secretary Tibbits-Nutt on her appointment, said she appreciated the track maintenance plan, and addressed the Capital Needs Assessment Inventory and the need for adequate resources for the system.

Don Sergio, a member of the Feingold lawsuit, discussed inadequate accessibility features on the bus system.

REPORTS

2. Report from the General Manager

General Manager Phillip Eng delivered his report, stating that the Capital Needs Assessment Inventory would be a good planning tool and launch a dialogue about needs. He discussed the Track Improvement Program and the timeline for addressing existing speed restrictions. Mr. Eng then addressed the narrow gauge on the Green Line Extension and ongoing work on the Government Center Garage demolition. He then continued with recent repairs of Green Line rail between Arlington and Boylston and power taps and feeders on the Red Line Ashmont Branch. The General Manager discussed the

improved on-time performance of the commuter rail and ridership recovery. He then discussed scheduled service to Salem in October and the construction of a temporary Commuter Rail station in Lynn to restore service by mid-December. He said that the automated fare collection system is in testing. Mr. Eng said that new Red Line and Orange Line vehicles are currently exceeding requirements for miles between mechanical failures by 45%. He then discussed the net increase of hires in 2023 and introduced Transit Police Chief Ken Green to discuss the agreement with the Police Association. Chief Green called the contract generous and said it would help with retention and recruitment by making the Transit Police competitive with other departments. General Manager Eng acknowledged a new class of recruits then discussed recent town halls with employees. He mentioned Commonwealth Performance Recognition awards given to Kimberly Dwarika and Megan Chann, then celebrated the contributions of indigenous nations and thanked veterans. Director Smart asked about the process for acting on public comments and Mr. Eng said that staff are taking notes and incorporating feedback into their own processes. Secretary Tibbits-Nutt congratulated the General Manager on the aggressive track program and asked about diversions. Mr. Eng discussed the alternative service plans and noted the system has been segmented to reduce bussing needs. He stated that the buses are expected to be accessible. Director Smart asked about travel time related to the JFK trackwork and Chief of Staff Katie Choe said a three-minute improvement was expected. Mr. Eng said that the ride would be more comfortable as well.

ACTIONS & PRESENTATIONS

3. Consent Agenda

Chair Glynn explained that a vote to adopt the consent agenda would approve the

October meeting minutes and authorize the General Manager to enter into Collective Bargaining Agreements with the Alliance of Unions, Local 600, and the Police Association.

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

VOTED:

To adopt the consent agenda.

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|---------------------------------|----------------|
| Chair Glynn | Yes |
| Director Butler | Abstain |
| Director Goodwine | Yes |
| Director Koch | Yes |
| Director McGee | Yes |
| Director Sisitsky | Yes |
| Director Skelton Roberts | Yes |
| Director Smart | Yes |
| Director Tibbits-Nutt | Yes |

5. Safety Programs Update

MassDOT Chief Safety Officer Pat Lavin presented a Safety Programs Update, discussing how the new Advanced Mobile Flagger program would improve Right-of-Way Safety. He also discussed additional planned actions on Right-of-Way procedures and safety, including an inventory of high-hazard locations, Operations Control Center expansion, and a communications solution. Director Smart and Mr. Lavin discussed how the gap between trains and platforms can be mitigated.

6. Safety Management Inspection Update

Chief of Quality, Compliance and Oversight Meredith Sandberg presented an update on the Safety Management Inspection, noting that the FTA granted MBTA requests for relief, all documentation for the September Immediate Action Letter had been submitted, and staff are working on the closeout of the April Immediate Action Letter. She said that Track Improvement Program materials are on the MBTA website,

and explained how the development of the Special Maintenance Repair Plan will address speed restrictions and help build the Track Improvement Plan. She concluded by discussing the overall progress on the SMI response, which has reached 59%.

Public Comment Period #2

Chair Glynn stated that there were no additional people signed up to comment.

7. Capital Needs Assessment Inventory

Executive Director of Capital Strategy Jillian Linnell presented the Capital Needs Assessment Inventory, beginning with a discussion of the State of Good Repair Index and the updated, comprehensive inventory. Director of Asset Management Ronnie Valdivia explained that assets outside of a state of good repair were not unsafe, but inefficient to continue operating. He discussed the State of Good Repair assessment supported by FTA submissions and how the inventory has matured. Ms. Linnell noted that the assessment does not address modernization, just the baseline condition and replacement cost, estimated at \$24.5 billion. Chair Glynn and Ms. Linnell discussed asset values. Director Goodwine asked about assets leaving a state of good repair and Ms. Linnell said that information is tracked and can be provided. Director Skelton Roberts asked about power and Ms. Linnell discussed capital projects related to the power system. Director McGee asked how the cost has more than doubled since the previous assessment. Ms. Linnell said she would get to that explanation and discussed the interaction of asset replacement and modernization. Mr. Valdivia explained the calculation of the state of good repair index and reviewed the history of the asset management program. Ms. Linnell explained that cost increases were driven by a larger

asset count due to a more sophisticated asset inventory, inflated costs, assets aging faster than replacement, and noted that replacement is a multi-year effort. Mr. Valdivia discussed the changes in the asset count, including increases in power and a slight decrease in transit signals. Ms. Linnell addressed the impact of inflation and the continued aging of the assets. Chair Glynn asked about the percentage cost increase and Ms. Linnell said that it varies by asset, but staff can provide averages. She discussed the long lead time for capital investments and reviewed the example of the commuter rail coach procurement project timeline. Mr. Valdivia said that the outcome is an improved state of good repair investment strategy and project scoping. Ms. Linnell discussed the opportunity to modernize and upgrade the system, using the examples of bus facility modernization and Green Line Type 10 vehicle procurement. She said the agency has invested significantly in repair and replacement and will need sustainable funding to fix the system. Director Koch and Mr. Valdivia discussed the MBTA's position relative to other transit agencies. Director Skelton Roberts, Ms. Linnell, General Manager Eng, and Chief Administrative Officer David Panagore discussed the appropriate annual capital budget to address the state of good repair backlog. Director McGee discussed the need to build consensus about getting revenue into the system. Director Smart asked how the agency can ensure that it is thinking about the long-term state of good repair of assets and Ms. Linnell said staff want to be prepared to replace assets at the right time and are trying to mature internal decision making. Director Smart and Ms. Linnell discussed spending on modernization. Director Skelton Roberts said that the ambition of the analysis was impressive and urged staff to ask for what they

need. Ms. Linnell said she would return in January to begin the Capital Improvement Plan process.

Note: Director Koch left the meeting at 2:36 p.m.

8. Operations Winter Preparedness Update

Chief Operations Officer Ryan Coholan presented an Operations Winter Preparedness Update, discussing the MBTA's approach to snow and ice clearing, stating that staff create a solid baseline while maintaining flexibility and adaptability. He said that it was important to maintain situational awareness to enable timely responses and communication. He recapped the winter of 2022-2023, which had icy conditions and extreme cold due to the polar vortex. Mr. Coholan discussed preparations for the 2023-2024 winter, including preparations for rail vehicles, bus winterization, commuter rail preparation, and work on transit infrastructure and non-revenue vehicles. He addressed the agency's reliance on contractors and the importance of municipal partnerships. Mr. Coholan discussed the public information strategy and storm and event management, which is guided by the Snow & Ice Operations plan. He also discussed alternative schedules and Emergency Operations Center Improvements. Director Sisitsky said he was pleased with the preparation and said the situation in Framingham has been good. Director McGee called it a good, connected plan.

Adjournment

Chair Glynn requested a motion to adjourn the MBTA Board meeting.

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

VOTED: to adjourn at 2:58 p.m.

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| Chair Glynn | Yes |
| Director Butler | Yes |

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|---------------------------------|------------|
| Director Goodwine | Yes |
| Director McGee | Yes |
| Director Sisitsky | Yes |
| Director Skelton Roberts | Yes |
| Director Smart | Yes |
| Director Tibbits-Nutt | Yes |

Documents relied upon for this meeting:

- November 16, 2023 Agenda
- Minutes of October 24, 2023 Board Meeting
- GM Report to the Board 11.16.2023 v6
- Alliance - Collective Bargaining Authorization- 2023.10.23_v2
- Local 600 - Collective Bargaining Authorization- 2023.10.17_v5
- Police Assoc - Collective Bargaining Authorization- 2023.10.23
- Safety Program Update November 16 2023 Approved
- 11. QCO Update Nov Board 2023
- CNAI Presentation - DRAFT - 2023-11-14
- 20231113_MBTA Winter 2023-2024 Preparedness