



MINUTES

Meeting of the Massachusetts Bay Transportation Authority Board of Directors

February 25, 2025, 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 McGee, Director Robert Butler, Director Thomas Koch, Director Chanda Smart, Secretary Monica Tibbits-Nutt

**BOARD MEMBERS
PARTICIPATING
REMOTELY:**

Director Eric Goodwine, Director Charlie Sisitsky, Director Mary Skelton Roberts

**BOARD MEMBER
ABSENT:**

Director Peter Koutoujian

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

Deputy Chief of Staff Darrin McAuliffe, General Manager Phillip Eng, Chief Operating Officer Ryan Coholan, Chief of Staff Katie Choe, Chief Safety Officer Tim Lesniak, Director of Vehicle Engineering Bill Wolfgang, Senior Director of Procurement Operations Ray Wise, Chief of Policy & Strategic Planning Lynsey Heffernan, Acting Director of CIP Development Josh Klingenstein, Chief of Paratransit Services Michele Stiehler, Chief Financial Officer Mary Ann O'Hara, Senior Operating Budget Director Joe Regan

Others Present:

Acting Chief Counsel John Martin, Counsel- Corporate Governance Noah Potash

1. Safety Briefing

Deputy Chief of Staff Darrin McAuliffe provided a safety briefing, pointing out the boardroom's safety features and exit routes.

OPEN OF MEETING/Call to order by the Chair

Chair Tom McGee called the meeting of the Massachusetts Bay Transportation Authority (“MBTA”) Board to order at 12:00 p.m. Noah Potash called the roll of the MBTA Board of Directors participating, being a quorum of the MBTA Board:

Chair McGee	Present
Director Butler	Present
Director Goodwine	Present
Director Koch	Present
Director Sisitsky	Present
Director Skelton Roberts	Present
Director Smart	Present
Director Tibbits-Nutt	Present

REPORTS, PRESENTATIONS & ACTION ITEMS

3. Consent Agenda

Chair McGee explained that a vote to adopt the consent agenda would approve the January meeting minutes, the 10 Park Plaza Occupancy Agreement, the acceptance of the transfer of ownership of South Coast Rail from MassDOT to the MBTA, and the Ruggles Station Accessibility Improvement Project Phase II.

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

VOTED:

To adopt the consent agenda.

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

Public Comment Period

Kathy Paul of the Mass Senior Action Council expressed support for reliable, frequent bus service and said that the Bus Network Redesign included some positive changes, such as increased frequency, but that more frequency was needed on certain routes.

She called for maintaining existing connections on certain bus routes and the installation of bus shelters at stops used by senior citizens.

Dave Stevenson, representing Commuter Rail conductors, provided an update on collective bargaining negotiations, expressed excitement regarding the South Coast Rail opening, and presented the shovel from the South Coast Rail groundbreaking to the General Manager.

David Brooks of the Jericho Mountain Wind Company discussed the potential benefits of a podway system, including substantial savings.

Mela Bush of Action for Equity and the Fairmount Indigo Transit Coalition stated that public comments submitted before meetings should be played during meetings. She expressed support for the Mass Senior Action Council's stance on the Bus Network Redesign and said that diverting certain bus routes from Ruggles Station would increase costs for riders.

Evan Foss of Newton echoed the comments of Ms. Paul and Ms. Bush and asked that meeting presentations be provided to the public in advance of meetings. He expressed concern about presidential actions regarding transportation funding.

3. General Manager's Report

General Manager Phillip Eng began his report by inviting Chief Operating Officer Ryan Coholan to recognize members of the workforce. Mr. Coholan discussed how MBTA workers took decisive action during recent flooding on the Mattapan Line, including the rescue of a PCC trolley from freezing waters, allowing for a speedy return to normal service. He presented the workers with certificates of recognition.

General Manager Eng praised the workforce then discussed the upcoming March

24th launch of South Coast Rail, which he said would include free weekend travel and parking for its first month. Mr. Eng said that the full schedule would be released in March, featuring more service than planned. The General Manager reviewed an accessible platform recently opened at Wellsley Station and discussed others due to open soon. He discussed work to accelerate the installation of the Green Line Train Protection System (“GLTPS”) and played a video demonstrating how the system will function. Turning to the RIDE, Mr. Eng said that ridership was up 7% and on-time performance had increased. He said that water transportation ridership was up 2% and outlined service improvements. Mr. Eng discussed updates to the MBTA Go app and highlighted how the MBTA provided hand warmers to riders during recent cold weather. The General Manager discussed a 3.2% increase in bus trips over the previous year and several days without any dropped trips. He discussed reduced subway headways on weekdays and more trips on weekends. Mr. Eng said that improved service has led to a 25% increase in subway ridership, a 9% increase in bus ridership, and greater rider satisfaction. He discussed the Capital Investment Plan (“CIP”) process and enhanced communication with business groups, riders, and advocates, and recognized Black History Month.

Director Smart and Mr. Eng discussed how GLTPS speeding alerts work and what data is reported to the Operations Control Center (“OCC”). Director Smart and Mr. Eng discussed how to best facilitate regular communications with various groups. Director Smart asked about the MBTA’s approach to funding and the General Manager discussed work to identify further efficiencies, build internal capacity, and said that staff were still reviewing the organization’s finances. Director Smart thanked the Mattapan workers. Secretary Tibbits-Nutt asked about the public comments regarding playing voicemails and

providing materials earlier and the General Manager said he could follow up on those issues. Chief of Staff Katie Choe said that she was working with staff on a solution. The Secretary and Ms. Choe discussed the issue. Director Butler asked whether money was owed on the prior GLTPS contract and Mr. Eng said that \$18 million had been recouped. Chair McGee said that the ferry enhancements were exciting.

4. Safety Program Update

Chief Safety Officer Tim Lesniak provided his report, discussing how Short Train Operations allow small headways when cars are down for maintenance and said that Security Risk Management (“SRM”) workshops are used to identify hazards and mitigations. He then discussed Single Track Operation, which is safe due to signals and SRM workshops, and allows for continuous service. Mr. Lesniak discussed a recent rail vehicle collision near Somerville Station, stating that he could not provide further details as the investigation was being conducted by the National Transportation Safety Board (“NTSB”). Director Smart requested that information on incidents be provided in written form and Mr. Lesniak said that he could not provide further information on the collision due to NTSB restrictions.

5. Green Line Train Protection System 2 Contract

Director of Vehicle Engineering Bill Wolfgang began a presentation on the Green Line Train Protection System (“GLTPS”) 2 Contract by thanking the team and reviewing the objectives of the system, including preventing red signal violations, speeding, and collisions. He explained that the first installation phase would apply to older Type 7, 8, and 9 vehicles, followed by installation on Type 9 and 10 vehicles. He discussed design and the production readiness demonstration, then summarized the system to be installed by

Piper, which will include radio and LIDAR elements. Senior Director of Procurement Operations Ray Wise reviewed the timeline and the current procurement, which received one bid, then discussed the scope and costs. Mr. Wise said that Piper had committed to meeting a 7% Disadvantaged Business Enterprise (“DBE”) requirement and that payments were linked to various milestones. He reviewed the total project budget and summarized the proposed action.

Director Butler asked where Piper was based, and Mr. Wise said that they are based in California but are opening a local office. Director Butler, Mr. Wise and Mr. Wolfgang discussed the installation process. Director Smart and Mr. Wolfgang discussed potential electrical noise issues and ongoing testing. Director Smart asked what happens if an operator exceeds the speed limit and Mr. Wolfgang explained that light and sound warnings will occur and for Type 9 and 10 vehicles, braking activity will reset, notifying the OCC. Ms. Choe noted that the more advanced technology is not being installed on the older vehicles because they are due to be retired. Mr. Wise cited a readiness study on electrical interference. The Secretary and Mr. Wolfgang discussed how the services budget was to be allocated and how his team will interface with others. Director Goodwine and Mr. Wise discussed controls to ensure that the DBE goal is met.

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

VOTED:

To authorize the General Manager/CEO of the Massachusetts Bay Transportation Authority to award RFP 80F-24 Green Line Train Protection System contract to Piper Networks, Inc. to manufacture, furnish all labor, management, materials, tools, services, parts, data, systems, equipment, other items and incidentals which are necessary to complete the Work including additional functionality described in RFP 80F-24 for the Green Line Train Protection System Specification VE-24-056, for a total delivered amount not to exceed \$112,529,564 and to

execute any necessary or ancillary documents in the name of and on behalf of the MBTA to effectuate this Agreement.

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

6. Capital Investment Plan Overview

Chief of Policy & Strategic Planning Lynsey Heffernan presented the Capital Investment Plan (“CIP”) Overview, beginning with the state, federal, and MBTA funding sources, noting significant state funding. She reviewed federal discretionary grants, including notable awards. She said that drawdowns and obligations vary by agency. Ms. Heffernan discussed risks, including uncertain federal funding levels and future actions, with 128 federally funded projects. She said that opportunities include recurring Commonwealth Transportation Fund (“CTF”) funding and additional proposed funds. She explained how state sources, namely the Rail Replacement Program and Station Accessibility and Reliance project, will be expended. She then discussed how staff were proposing to allocate \$60 million in Fair Share Funding and noted declining capital sources for a State of Good Repair.

Acting Director of CIP Development Josh Klingenstein reviewed new funding requests, noting that available funds are sufficient for just 13% of the requested \$7.7 billion and reviewed the scorecard that is used to prioritize projects and goals for improvement. He provided context for the CIP including ongoing initiatives including

Battery-Electric Buses, the Bus Network Redesign, ADA compliance, the North Station Draw 1 Bridge, rail modernization, and ferry improvements.

Ms. Heffernan concluded the presentation with a review of the timeline for future board presentations and public engagement.

Director Skelton Roberts asked about the implications of concern about federal funding and Ms. Heffernan said that she appreciates the anxiety but noted that the agency's bills to the federal government are still getting paid and discretionary grants are still scheduled for release. She said that her team is not slowing down and continues to plan with the best knowledge available. Director Skelton Roberts asked for more information on a "plan b" and asked about collaboration with municipalities. Ms. Heffernan discussed her team's work with the Metropolitan Planning Organization and noted that her team has a dedicated regional planner. Director Skelton Roberts stated that there are opportunities for greater coordination.

7. The RIDE Update and Contract Option

Chief of Paratransit Services Michele Stiehler presented an update on the RIDE and proposed contract options, beginning with an overview of paratransit service and the RIDE Flex program. She noted that the number of trips shifted to Uber and Lyft under RIDE Flex continues to go down. She described the structure of the RIDE and discussed its growing staff. Ms. Stiehler said that the RIDE provides 1.5 million annual trips and fields 1.1 million calls from 30,000 customers. She discussed the mobility center and services and the functions of the RIDE Access Center. She noted that ridership is trending up and highlighted improvements in on-time performance and call center hold times. She discussed recent initiatives and improvements. Director Smart

and Ms. Stiehler discussed how staff, drivers, and call center employees are hired.

Director Smart and Ms. Stiehler discussed instances of negative experiences with the call center. Director Smart and Ms. Stiehler discussed the contracts for the RIDE.

Director Smart and Ms. Stiehler discussed how success is measured. Director Smart asked why the Medford facility is being closed and Ms. Stiehler said that it was because the newly purchased facility is in Quincy. Ms. Stiehler discussed the history of the Flex amendments and the need for the additional options.

With no further questions, Chair McGee requested a motion.

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

VOTED:

To authorize the General Manager/CEO of the Massachusetts Bay Transportation Authority to execute a contract amendment with Lyft, Inc. in the amount of not-to exceed \$11,460,289 to provide Non-Dedicated Paratransit Services and to execute any necessary or ancillary documents in the name and on behalf of the Massachusetts Bay Transportation Authority to effectuate this Agreement.

To authorize the General Manager/CEO of the Massachusetts Bay Transportation Authority to execute a contract amendment with Uber, Inc. in the amount of not-to exceed \$8,564,271 to provide Non-Dedicated Paratransit Services and to execute any necessary or ancillary documents in the name and on behalf of the Massachusetts Bay Transportation Authority to effectuate this Agreement.

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

8. Green Line Extension Constructors Settlement

Acting Chief Counsel John Martin presented a proposed settlement with the Green Line Extension Constructors (“GLXC”), reviewing the project background, including disputes over delays, the narrow-gauge issue, payment stoppage, and subsequent mediation. He said that the \$31 million settlement had been calculated based on the maximum value of the delay, MBTA credits, change orders, and a credit for parts. He noted that there is no payment for the narrow-gauge defect correction, the total amount is within the project budget, no payments have been made since October 2022, and that while the MBTA does not waive future claims, GLXC does. He said that insurance coverage will be in effect for six years and that substantial completion is scheduled for May 2025, with final completion in June and the ability for the MBTA to order a total stop in July.

Director Butler and Mr. Martin discussed ongoing and future work by members of GLXC and legal constraints requiring the MBTA to consider certain bids.

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

VOTED:

That the General Manager be, and hereby is, authorized to execute in the name of and on behalf of the Authority the Settlement Agreement dated February 25, 2025 by and between the Massachusetts Bay Transportation Authority and GLX Constructors, Fluor Enterprises, Inc., The Middlesex Corporation, Herzog Contracting Corp., and Balfour Beatty Infrastructure, Inc. relative to the Green Line Extension Design Build Project.

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

9. Hybrid Bus Overhaul

Director of Vehicle Engineering Bill Wolfgang presented the Hybrid Bus Overhaul, explaining staff were proposing to execute a contract option to overhaul 156 buses from 2016 and 2017, allowing the fleet to maintain their required 12-year service life and maintain availability and reliability. He discussed savings over purchasing new buses and outlined the project budget.

Director Butler and Mr. Wolfgang discussed why the work was being contracted out and what maintenance can be done by in-house labor. Director Butler and Mr. Wolfgang discussed the elements of the proposed rehabilitation and whether further maintenance by the MBTA would be needed. The General Manager noted that the MBTA is working on growing its in-house capacity. Mr. Wolfgang noted that Vehicle Engineering is collaborating with the maintenance team. Director Smart asked why the overhaul is being handled with one large contract and Mr. Wolfgang explained that it is an option on a prior contract. Director Smart and Mr. Wolfgang discussed the distinction between project administration and professional services. Director Smart and Mr. Wolfgang discussed the size of the team and the overall Vehicle Engineering team. Director Goodwine and Mr. Wolfgang discussed the potential for extensive hidden damage.

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

VOTED:

To authorize the General Manager & CEO, or his designee, to award and execute Option 6 of Formal Contract No. 719 to Midwest Bus Corporation to overhaul and deliver 156 forty-foot hybrid buses for a total delivered amount not to exceed \$94,111.706.52 and to execute any necessary or ancillary documents in the name and on behalf of the Massachusetts Bay

Transportation Authority to effectuate this Agreement.

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

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

10. Pro Forma/Budget Preview

Chief Financial Officer Mary Ann O'Hara presented the Pro Forma and Budget Preview, beginning with the budget timeline and milestones and noting that infusions of state funds had reduced the FY25 projected deficit from \$696 million to \$155 million. She said that the final amounts could vary and noted that sales tax projections were down \$80 million. Ms. O'Hara said that the FY26 budget was under development.

Senior Operating Budget Director Joe Regan provided details on the change in the FY26 projected budget deficit. He reviewed FY25-28 financials, noting \$2.3 billion in state operating support and said that the revenue growth rate was 5.6 % while the operating expense growth rate was 7.1%. He then discussed cost savings targets and explained that the MBTA's ridership trends mirror peer agencies. He highlighted how workforce support accelerates service improvements and noted that increased state funding allowed the MBTA to eliminate slow zones via the Track Improvement Program. Mr. Regan said that next steps include returning to the board with a proposed budget, which will be impacted by how the state budget is resolved. He said they would continue to pursue cost savings and revenue generating activities.

ADJOURNMENT

With no additional items on the agenda, Chair McGee asked for a motion to adjourn.

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

VOTED:

To adjourn the meeting at 2:48 p.m.

Chair McGee	Yes
Director Butler	Yes
Director Koutoujian	Yes
Director Sisitsky	Yes
Director Skelton Roberts	Yes
Director Smart	Yes
Director Tibbits-Nutt	Yes

Documents relied upon for this meeting:

- February 25, 2025 Agenda
- Minutes of January 23, 2025 Board Meeting
- 1. MBTA February 2025 BOD Presentation Draft Final 01 17 2025
- 2ia. Safety Division Board Report Feb 2025
- 2ib. SHE_QCO Update Feb Board 2025
- 2iib. 10PP Occupancy Agreement 02.20.25 v2
- 2iib1. Occupancy Agreement – FINAL
- 2iic. SCR -- Consent Agenda Executive Summary and Vote
- 2iid. S31CN03 Ruggles Phase 2- 2025_02_14
- 2iid1. Ruggles Station -- Staff Summary - MBTA Contract No. S31CN03 Ruggles Station Accessibility Improvements Phase 2 with Judlau Contracting
- 3. GM's Report to the Board 02.25.2025 v9
- 4. Board of Directors Safety Draft Deck 2025.1.24
- 5. GLTPS-2 Staff Summary Presentation 2-24-2025 FINAL_2PM
- 5a. GLTPS2 Staff Summary - Rev8
- 6. FY26-30 CIP Intro_Draft_Full_Board
- 7. RIDE Board Presentation 2.25.25 v2
- 8. GLXC -- Settlement Slide Deck for Board Vote
- 9. Board Presentation - MBC Overhaul of 156 Hybrid 40-foot Buses - 2-18-25 (003) FINAL (002)
- 9a. Staff Summary - 156 MBC Hybrid Buses Option 20250218 V3
- 9b. TAB A -- Board of Directors Vote 156 Hybrid Option Order 20241111
- 10. FY25-FY28 Pro Forma V14 _changed speaker