

**Mattapan Line Transformation Program
Public Information Meeting**

Wednesday, April 13, 2022, 6:30 PM
Zoom Webinar

Meeting Notes

1. Meeting Introduction – Erica Blonde (HNTB)

Erica Blonde welcomes meeting attendees. Erica explains that A.J. Tanner (MBTA Program Manager) will be giving the presentation and that all attendees should hold their comments until the end of the presentation. Erica also explains the Zoom controls for the meeting. She then provides the meeting agenda.

2. Zoom Controls – Erica Blonde (HNTB)

Erica explains that there are Spanish, French, Creole, and ASL translators and interpreters and shares the ways in which attendees can access language services for the meeting. Closed captioning is also provided, and any questions regarding technical assistance should be directed to Mikayla Jerominek. Erica then introduces the Senior Director of Infrastructure Engineering and Planning, Joe Pavao.

3. Program Introductions – Joe Pavao (MBTA) and Angel Donahue-Rodriguez (MBTA)

Joe Pavao introduces himself and his team. A.J. Tanner is the Lead Program Manager, and he will be working with the Designer of Record, HNTB, on Program development and preliminary engineering phase for this Program. Joe explains that once this Program phase is complete, the Program will transition to Guinevere Dunlevy, the Senior Program Manager within the Capital Transformation Team for the MBTA. Guinevere will be responsible for the final design phases and will execute the construction phase of this Program. The Office of Chief Engineer, led by A.J. Tanner, will remain to provide engineering support throughout all phases of design and construction of this Program. Joe then introduces the Deputy Chief of Staff, Angel Donahue-Rodriguez.

- Angel addresses the meeting attendees, thanking members of the community for joining and for the advocacy demonstrated by elected officials that have helped get this Program to where it is now. Angel also acknowledges the staff of the elected officials and his own team.
- Angel explains that the presentation will go over the difference between the Mattapan PCC Trolley Refurbishment and the Mattapan Line Transformation Program. He also explains that at the end of the presentation, the elected officials will have the opportunity to provide comments and attendees can submit their questions about the Program.

4. Program Purpose – Angel Donahue-Rodriguez (MBTA)

Angel clarifies that the Mattapan PCC Trolley Refurbishment Project and Mattapan Line Transformation Program are occurring simultaneously.

The purpose of Mattapan PCC Trolley Refurbishment Project is to complete the overhaul for the 75+ year-old PCC cars operating on the Mattapan High Speed Line to improve the reliability of the fleet. This work includes the following:

- Propulsion systems, trucks, auxiliary electrical power system, wiring, lighting, doors, car body repairs, and paint

The MBTA has requested \$12.2M in the current Capital Investment Plan (CIP) FY23-27, which is an increase of \$4M for the Mattapan PCC Trolley Refurbishment Project. This is to ensure that there is a group of individuals who will work solely on the refurbishment of the vehicles to prevent further delays.

The purpose of the Mattapan Line Transformation Program is to implement state of good repair and accessibility improvements to all stations and facilities, replacement, and modernization of the power infrastructure, strengthening of corridor bridges, improvements to corridor drainage, new at-grade crossings, and other infrastructure improvements to meet the needs for today and future deployment of the Type 9 vehicles.

- The MBTA has requested a total of \$114.5M in the current Capital Investment Plan FY23-27.

- The proposed FY2023-2027 CIP is available for viewing and open or public comment. Comment period closed on April 25, 2022.
- Website for CIP - <https://www.mbta.com/financials/fy-2023-2027-capital-investment-plan-cip>
- Website for CIP comment form (now inactive) - https://mbta.qualtrics.com/jfe/form/SV_d4KC7cPmfhAW6oK

5. Program Overview – Angel Donahue-Rodriguez (MBTA)

Angel references an image of a refurbished Mattapan trolley that is currently in service and explains that every five months, a refurbished car will be introduced to the fleet.

Angel references an image of the Type 9 light rail vehicle (LRV) that is currently in service on the Green Line. These will be fully handicap accessible and will be reconfigured to accommodate the needs of the Mattapan Line.

6. Agenda – Angel Donahue-Rodriguez (MBTA)

Angel briefly explains that the agenda consist of the following:

- Program Approach
- Program Team
- Program Timeline
- Public Q&A/ Discussion

7. Fleet Options – Angel Donahue-Rodriguez (MBTA)

There were six options that were proposed during the last round of outreach, and based on the feedback provided by the community, the third option was selected. This option was to repurpose exiting MBTA Green Line Type 9 LRVs, notably most adored by the community.

Angel then introduces A.J., who goes over the Program approach.

8. Program Approach – A.J. Tanner (MBTA)

A.J. introduces himself as Program Manager (MBTA) for the Mattapan Line Transformation Program. A.J. explains that outside of a few major themes for the

Program, no major decisions have been made regarding the designs, and the MBTA is seeking public comment during the early stages of design to ensure public feedback is implemented into the Program.

The Program currently resides in the MBTA's Chief Office of Engineer (primarily with A.J. Tanner and Joe Pavao). A.J. explains that he and Joe will be working with their design team and the public to develop concepts for new infrastructure upgrades that will modernize the Mattapan Line and provide new Type 9 vehicles. They will work with the public to evaluate these concepts and select options that will be further developed into a set of 15% design plans. As the concepts are developed, the Program team will also work to define the Program and identify the most efficient ways to execute it. This includes pulling aside elements that can be fast-tracked for construction.

Once the Program team has defined the Program and it is at 15% design, the Office of the Chief Engineer will hand the Program off to Capital Transformation Program team under Angel Peña, who will take the Program to its 100% design stage, put the Program out to bid for construction, and oversee the construction phase of the Program.

9. Program Team and Design Team – A.J. Tanner (MBTA)

A.J. introduces and explains the roles of the Program and the design teams which include the following:

MBTA Program team:

- Senior Director of Infrastructure Engineering, and Planning, Joe Pavao, PE
- Program Manager, Infrastructure, Engineering, and Planning, A.J. Tanner
- Senior Program Manager, Capital Transformation Programs, Guinevere Dunlevy (Guinevere D. will take over as Program manager once at 15% design plans are complete)
- Chief of Capital Transformation Programs, Angel Peña (Angel P. will oversee the Program once Guinevere D. takes over as PM)
- Deputy Chief of Staff, Angel Donahue-Rodriguez

The MBTA put out a request-for-proposal for the design aspect of this Program and selected a team comprised of HNTB and Jacobs. Both HNTB and Jacobs

have designed multiple changes to the Mattapan Line since the 1980's, completed inspections of the Mattapan Line, and conducted the studies during the planning phase.

Design Team:

- Program Manager, Phil Santos, PE (HNTB) (Phil Santos and Amanda DeGiorgi will be leading the design team)
- Deputy Program Manager, Amanda DeGiorgi (Jacobs)
- Community Outreach Lead, Erica Blonde, AICP (HNTB)
- Environmental Support, Sean Ross (HNTB)
- Bridges and Structures, Kristen Whitman, PE (Jacobs)

10. Public Participation Plan – A.J. Tanner (MBTA)

The MBTA is committed to a robust public outreach process. The MBTA will:

- Prioritize transparency and inclusion
- Communicate on-time and often
- Maximize public engagement opportunities
- Incorporate public input into the Program (public meetings for this Program are expected to be scheduled for every six months)

11. Equitable Public Outreach and Engagement – A.J. Tanner (MBTA)

It is essential to build a network of support. A database of community-based organizations in Dorchester, Milton, Mattapan and beyond has been researched, identified, and developed. A stronger community engagement process will be built, more stakeholders will be identified, and the MBTA will take initiative to make it a more inclusive and transparent process. There is an existing platform to promote engagement and reach a consensus.

Groups, stakeholders, and community-based organizations include, but are not limited to the following:

- Greater Mattapan Neighborhood Council, Mattapan Food and Fitness Coalition, East Milton Neighborhood Association, Dorchester Lower Mills Civic Association, Transit Matters, Alternatives for Community and

Environment (ACE), Clean Water Action, Green Roots, Green Justice Coalition, Green Energy Consumers Alliance, Chinese Progressive Association, Livable Streets, T Riders Union, SEIU Stronger Together, Greater Ashmont Street, Transportation for Massachusetts, Action of Equity, Greater Boston Interfaith Coalition, Community Labor United, and Massachusetts Immigrant and Refugee Advocacy (MIRA) Coalition.

12. Program Goals – A.J. Tanner (MBTA)

Identified goals for the Program include the following:

- Increase the safety of the system for passengers and staff
- Provide ADA accessibility improvements to all stations on the Mattapan Line (all eight stations from Ashmont to Mattapan will be entirely ADA accessible)
- Improve customer experience
- Provide state of good repair and increase overall system reliability
- Reduce lifecycle maintenance costs
- Create infrastructure readiness for new fleet of LRVs

The Program will revamp the entire line and prepare it for the Type 9 vehicles, while trying to fast-track specific improvements in this Program.

The Mattapan Line Transformation Program will include accessibility enhancements to all stations and facilities along the line (includes replacement/modernization of the power infrastructure, strengthening of the corridor bridges, walls and culverts, improvements to corridor drainage, new at-grade crossings, possible signalization of the Mattapan High Speed Line (MHSL), communications improvements, construction of a new maintenance facility, and implementation of state of good repair (SGR) improvements).

This Program will design the overhaul of the MHSL for future deployment of the Type 9 vehicles with an approach that strategically phases the Program to allow for the continued use of PCC vehicles until the smooth transition to the new LRV deployment - all while limiting impacts to transit operations.

13. Program Timeline – A.J. Tanner (MBTA)

Step One - Planning

Step Two - Program definition, design development, and repairs and modernization

- The Program is currently at the beginning phase of this step
- In Fall 2022, the full survey of the Mattapan Line was completed. This survey will be used by the design team to develop concepts and the 15% design. The MBTA had elected to complete this survey while looking to procure a design team to expedite the process.
- Prior to step 2, the MBTA completed a full assessment of the line, and completed the planning and analysis phase of the Program (this phase is complete). The third option was selected, and all infrastructure upgrades will be catered around that choice moving forward.

Step Three - Integration of future vehicle fleet.

- The integration of the future vehicle fleet will begin once the required infrastructure improvements are complete.

14. Program Step Two Summary – A.J. Tanner (MBTA)

Steps taken - The MBTA has completed initial survey data acquisition for the entirety of Mattapan Line, including all stations. The HNTB Corporation has been selected as Program Designer for the Mattapan Line Transformation Program.

Next steps - The immediate next steps will be to work with the design team to develop concepts for all aspects of the Mattapan Line. The teams will lay out a full plan on how the improvements will be implemented, including an evaluation of specific and critical elements which require immediate attention. The improvements to the Mattapan Line will be consistent with PCC vehicle operations, as well as the eventual conversion to modern light rail vehicles.

The MBTA will work closely with this community to continuously provide Program updates and solicit input. The 15% package will also include items such as environmental reviews, noise and vibration impact assessment, constructability analysis, and urban usage plan to ensure accessible and user-friendly travel, pick-up and drop-off areas, intermodal connections, and signage.

During this phase, the Program will be transferred to Capital Transformation Program for construction and design oversight. This will bring the Program from 0% to 15% design level. The MBTA estimates this first task will take 15 to 20 months to complete.

15. Public Involvement Schedule – A.J. Tanner (MBTA)

Now - Public Information Meeting

- The Program website will be updated regularly as the MBTA works on this Program.
- The MBTA will plan to meet with the community about every six months, and there will be times where meetings will be more frequent. The meeting dates and times will be announced in advance and posted on the website.
- The community can email the MBTA at trolley@mbta.com regarding any questions about the Program.
- The community can call the Program hotline number (617-222-3030) regarding any questions about the Program.

Summer 2022 - Public Information Meeting

Six months later - Program update

16. Discussion with Elected Officials – Angel Donahue-Rodriguez (MBTA), Erica Blonde (HNTB)

Angel Donahue-Rodriguez (MBTA) asks the elected officials to share any remarks before the Q&A portion begins. Angel calls upon MA Senator Walter F. Timilty, MA Representative Brandy Fluker Oakley, and MA Representative Bill Driscoll, and MA Representative Russel Holmes to provide comments.

- Walter F. Timilty (MA Senator) - When will Phase Two be reached? I am concerned about Milton Station, which has been shut down, and is considered a blight and a public safety hazard.
 - Angel Donahue-Rodriguez (MBTA) - The MBTA is committed to moving as quickly as possible on this Program. Program plans include a full evaluation to ensure all stations are fully ADA accessible. The stations will need to fully be designed and an exact timeline can't be given since the 0-15% portion of the design plan

is the most critical and timely part of the process. Some portions of the design process have already been completed, such as the land surveys, to expedite the Program.

- Brandy Fluker Oakley (MA Representative) - I ask that the MBTA keep the community up to date, be transparent about any delays, and ensure that they deliver on the things they said they would do.
 - Angel-Donahue-Rodriguez (MBTA) – Thank you.
- Bill Driscoll (MA Representative) - I appreciate the enhanced communication that has emphasized the delays of the Program. The legislative delegation along the MHSP has been meeting quarterly with the MBTA this past year to accelerate the progression of the Program as they receive more concerns regarding the inefficiency of the current Mattapan Line. I seek to hear more from the MBTA and request that any more Program updates be continuously shared with everyone. The additional funds and people power put towards refurbishing the cars is a welcome addition, and I would like to see that get voted into CIP. What can everyone expect as this goes forward the years ahead, in terms of closures of the stations?
 - Joe Pavao (MBTA) - This question will be answered as the Program is further developed, however there will certainly be disruptions during construction. We will be briefing everyone as soon as the design plans are solidified.
- Russel Holmes (MA Representative) - Please just make sure you deliver this time so that we can build trust. The trust will be built by the small things you're doing to repair everything along the way and delivering the trollies on time. I did see the comment about the refurbishment, but I do think what we heard two or three years ago is important for us to move to a system that is not putting us in a place where we're going to have to redo all these cars all over again. We want to be able to use these cars that are being used across the system. We thought that was most appropriate, but I will be here for the remainder of the call and

thank you to everyone for attending and thank you for allowing me to speak.

- Joe Pavaio (MBTA) - This question will be answered as the Program is further developed.

Erica Blonde (HNTB) - Erica thanks the members of the community and the elected officials for attending the meeting and proceeds to explain the ways in which attendees can submit their questions and comments. Erica also explains that if any questions arise after this meeting, they can be sent to trolley@mbta.com.

17. Public Q&A – Erica Blonde (HNTB)

- Anonymous - What is your approach to get input from individuals who are direct abutters?
 - Erica Blonde (HNTB) - Thank you for this question. This is critical to us. You may have seen us doing some in station outreach in preparations for this public meeting. You can certainly expect to see that again for future meetings. We are setting up a 24-hour day form on the Mattapan website and comments go to the team. This will help us understand your concerns, communicate with you quickly, and help us understand how you prefer to be communicated with as well. We will look into different types of meetings outside of the large public meeting format. We are really looking forward to hearing from you and being in touch with you. If there are certain times you would like to meet with us and ask questions that we can help with, do not hesitate to reach out via email and we will alert everybody that subscribed to the Program when we have the comment form available. Again, thank you for your question.
- Robert Rosofsky (Milton Resident) - Over the past thirty years it felt like every now and then an elected official would make Program plans and

then back out, so I really hope the T stays committed to what you started presenting already. What is your commitment to winter service? The first ten to twenty years of taking the trolley, the trolley pretty much ran almost all the time in the winter, and occasionally the Boston Globe would do this feature about your giant snow plow and in the last few years, it felt like when there was barely a dusting of snow on the rails, this trolley shut down when the rest of the Green Line continued and it really felt like it was really disproportionate impact on all the communities served by the trolley. How do you plan to make the Malley Road stop accessible? Lastly, I am curious, generally, what are the types of improvements needed for the Type 9 cars over the PCC cars? Why were those same vehicles able to run successfully in the snow twenty to thirty years ago, but you're saying they can't run now, what's changed?

- Joe Pavao (MBTA) - As the PCC vehicles build in the 1940's age, they are less able to run in inclement weather. Refurbishing them will extend their life by another 9 to 10 years but will not solve the winter service delays. A comprehensive overhaul with new light rail vehicles will provide more reliable winter service that's safe and accessible.
- Justin H - I feel this is an over commitment that we have too many times in the past. I don't think the Mattapan Line needs this comprehensive overhaul; it just needs refurbishment of existing infrastructure.
 - Phil Santos (HNTB) - A comprehensive overhaul of the entire Mattapan Line is needed to fit the line for light rail vehicles. We are fully committed to this Program and a full overhaul of the line will allow for safety and accessibility.
- Robert Kearns - I am a resident of Hyde Park in Massachusetts. In Boston, I take the 24 bus to Ashmont or sometimes the Mattapan Trolley, Fairmount Line, or the 32 bus on the Orange Line to get to work

as well as other things Downtown. I am happy that you all are going to keep this as a rail service and not a bus line to echo former speakers. Will you have transit signal priority at the grade crossings? If it's not something you're looking at, I think it will be a good thing to look into for faster service and more safety. Would you consider keeping any of the PCCs like they've had in San Francisco and other places where they run the PCCs and the Light Rail together? I echo the concerns with the accessibility and the stairs and that sort of thing. And I just want to say again having signal priority for the trains could be very important, faster service and more accessibility, even for the Green Line.

- Joe Pavao (MBTA) - HNTB will be looking at grade crossings to evaluate for safety measures not only for vehicles, but for pedestrians. As far as the PCC cars, we are not considering integrating them with the new light rail vehicles.
- Anonymous - I am curious what has changed to assure missed opportunities of the past are not repeated and the project in fact moves forward?
 - A.J. Tanner (MBTA) - We have HNTB contracted to do a 100% design of this Program, which shows that the MBTA is fully committed to moving the Program forward in a way that lets us collaborate with the public. \$114 million in funding is already there as well as the design contract. We've committed to meeting with the public every 6 months and we'll do our absolute best to build trust with this community through regular engagement.
 - Joe Pavao (MBTA) - The MBTA has also undergone internal changes where we'll develop the Program scope and then hand it off to the Capital Transformation Team. The commitment to public engagement is something that we'll do more than we did in the past to ensure every stakeholder is heard.
- Barbara Crichlow (WSSVNA) - Are there going to be any changes at the

Ashmont or Mattapan Station to accommodate the new vehicles? Will there be electronic signals at the stops along the way to signify how far away (5 to 10 minutes away) the trolleys are from the station? I also want to know if this committee will have a number so the public can contact you when they have issues instead of calling the regular phone number for the T because they're not going to know.

- A.J. Tanner (MBTA) - Each station will be evaluated for restructuring needs, and we will look at electronic signaling along the entire line. The whole infrastructure will be prepared for the fleet of vehicles. We do have the trolley@mbta.com email for any public comments or questions.
- Erica Blonde (HNTB) - We are setting up a comment form on the website and each participant will be emailed a link to the form.
- Angel Donahue-Rodriguez (MBTA) - We are also committed to providing a phone number for public comments and questions.
- Anonymous - One issue that continually gets overlooked is the rail section between Valley Road and Central Ave. These PCC trolleys were not designed to ride on concrete ties (only wooden ties) which has resulted in excessive noise, vibration, and soil erosion from neighboring properties. Additionally, these concrete ties have resulted in reducing the life of the PCC's trucks. This needs immediate attention and continually gets ignored.
 - A.J. Tanner (MBTA) - The intent is to replace all the concrete ties with wood ties. A full noise and vibration analysis will be conducted with the new line to mitigate this.
 - Joe Pavao (MBTA) - The new vehicles will be much quieter than the old vehicles.
- Judie Jeanbaptiste - I live around the corner from Mattapan, and I think every morning around 5 AM, I hear the trolly trains rev up for service. Are the new trains going to be quieter? My other question is there any

talk of parking spaces being added for the public with the revamping of the stations? I am looking forward to this change. I think it is overdue, and I am so glad that you're incorporating and involving the community. I think there's a lot to be said as the plans develop, so thank you.

- Joe Pavao (MBTA) - The new vehicles will be quieter based on age and suspension.
- Angel Donahue-Rodriguez (MBTA) - Parking will be evaluated at each location to see if additional parking can be accommodated.
- Anonymous - It makes sense to do the design re-haul. How long will this project take? Will the new trains be quieter?
 - A.J. Tanner (MBTA) - Phase one is expected to take about 15-20 months. During this time, we'll develop a construction schedule. I think we've addressed the noise part of the question.
- Anonymous - Can the T commit to treating each station individually based on its unique needs and challenges? For example, public address systems on 5 minutes repeats are not appropriate with direct, residential abutters. Each at-grade crossing is materially different, the use profile and safety risks at Capen Street are markedly different than at Central Ave.
 - Angel Donahue-Rodriguez - We understand that every station is different there will be design challenges with each station. We're involving the public through engagement to improve each station to better fit the character of the community.
 - A.J. Tanner - Our intent is to do several concept designs for each station so the public can comment. We'll aim to provide a similar aesthetic throughout the line, but each station will be different.
- Kenya Bearman - I am a Mattapan resident, lifelong Mattapan resident born and raised, and I remember as a child I used to always take the

trolley from Mattapan to Ashmont and Ashmont to Mattapan. I don't live that far from Mattapan Station. Although I very much love the old style - you know, the way the trollies look like now which I do adore. In past meetings, and from my understanding, I know that eventually that those style trolley cars will be phased out due to a lack of parts available to fix them. I understand that that means we will need new trolley cars, and as a Mattapan resident, I am okay with that. I want to say that I do love the trollies that we have now and would like to see them archived or put in a museum so we can cherish them and the history that they brought to the Mattapan community. I also understand that they might need to be phased out and removed due to the mechanical constraints.

- Erica Blonde (HNTB) – Thank you very much.
- Judie Jeanbaptiste - I noticed that if I must use the trolley, I will start off at Mattapan Station and have noticed there are a lot of senior commuters at that station. Not too far from there is the senior home, and I am on the Milton side, and I know some of them use the T line. So, I just want in the design that there be consideration for the elderly, and I am not sure if this could happen at all. If I could make some type of suggestion that there be some sort of tie-in with the ride where there is a safe space where they can use it as a space for pick-up and drop-off because that older community does not get recognition. There are also a lot of young kids at that station, so I just want there to be a safe layout for the senior citizens at least.
 - Joe Pavao (MBTA) - That is a fantastic comment and certainly something we'll look into as we develop this Program.
- Anonymous - My question is how will the greater communities of Mattapan and Milton be made aware of these plans? Additionally, what is the overall timeline for this project?

- A.J. Tanner (MBTA) - The intent is to do meetings with the public every 6 months where various design concepts and alternatives will be presented for community feedback. Phase one will take 15-20 months and during that time we'll develop a construction schedule which will be shared with the public.
- Anonymous - Will Valley Road station be upgraded to have ADA accessibility?
 - A.J. Tanner (MBTA) - Yes, every station along the line will be fully ADA accessible at the completion of this Program*.
- Laurie Sheridan – I live near the Capen Street stop and for many years, when the trolley has been out of service, we have been sort of serviced by shuttle buses down by Elliot Street, which however has never stopped at Valley Road or Capen Street. In fact, in the past, my husband who was disabled and in a wheelchair was sometimes dumped at Central Avenue by the shuttle bus which did not continue all the way down Elliot Street to our stop, which was unfortunate. Others have raised the issue about the shuttle service in the winter and when the trolley is shut down. I just want to add that some of us are not served at all when the trolley is not running, and I wondered if there was a plan for rectifying that with the new trolley service. I am not only concerned about snow emergency, but other eventualities that are inevitable when the trolleys are shut down for mechanical reasons or during construction. I would encourage the T to find ways to allow shuttle buses to stop at all the Mattapan and Ashmont stops, not just some.
 - Angel Donahue-Rodriguez (MBTA) - The LRV's will not have to be taken out of service in the winter and the need for shuttles will not be comparable to the need we have now. What we'll do is look at comments during storms and see what can be done to accommodate.

* June 2022 update: the design intent is to improve overall accessibility and bring stations into ADA compliance to the fullest extent possible as existing infrastructure allows - all of which would be coordinated with the MBTA's Systemwide Accessibility Group.

- Vivian Ortiz – I just wanted to follow up on the point that Laurie had made about accessibility when it has to do with snow emergencies. I live in Mattapan and when the trolley is down, the additional buses would not stop along River Street, and we were required to wait for the 24 bus that ran on an hourly basis after a certain time. I do not know if it is still like this. There have been times when I would be walking on the street, and some of those shuttle buses would be completely empty on River Street because they had been told ‘don’t stop for people’ or ‘you’re only allowed to stop at those stops that have been designated’ and it was the middle of a snowstorm, and I was walking in the middle of the street. The other thing I want to point out is that having a conversation with DCR about accessibility when it comes to restroom facilities. The community room within the MBTA station at Mattapan has a restroom but because the transit police are not there on a regular basis, that bathroom is inaccessible about 90% of the time. From that point, the next bathroom that is available on the trail, which I use often for bike rides, is not available until Pope John Paul because Ryan Playground facilities are only open when the spray decks are open, and this is only during the day. There needs to be consideration in having some type of bathroom facilities at the Mattapan Station because Ashmont has that, and you don’t have that at the other station. So, make sure that there is some facility that is accessible while the trolley is running.
 - Angel Donahue-Rodriguez (MBTA) – That is great feedback and thank you for that.

18. Closing Remarks – Angel Donahue-Rodriguez (MBTA)

Angel Donahue-Rodriguez says that the MBTA believes this is a great reset on how the relationship with the community can be rebuilt on such an important Program. The MBTA looks forward to hearing from the public and designing a Program that will benefit the community and provide people with reliable and accessible service.

Attendees:

Program Team:

- A.J. Tanner (MBTA - Program Manager)
- Adam Kamoune (MBTA)
- Angel Donahue-Rodriguez (MTBA)
- Guinevere Dunlevy (MBTA)
- Joe Pavao (MBTA)
- Kristen Whitman (Jacobs)
- Lydia Rivera (LydRiv Communications)
- Phil Santos (HNTB)
- Gary Bua (HNTB)
- Erica Blonde (HNTB)
- Lauren Dvonch (HNTB)
- Mikayla Jerominek (HNTB)
- Sara Stoja (HNTB)

Translators/Interpreters:

- Liz Finnerty (ASL)
- Linda Gregorio (ASL)
- Denise Gracia (CART)
- Marie Roche (French)
- Joanne Auguste (Haitian Creole)
- Steeve Auguste (Haitian Creole)
- Alexandra Fortich (Spanish)
- Katy Moonan (Spanish)

Public Attendees:

1. Allan Jayne
2. Allentza Michel
3. Andrea Synnott
4. Andrew Brunn
5. Andrew Reovan
6. Barbara Crichlow (WSSVNA)
7. Bill Driscoll Jr. (MA Representative)
8. Brandy Fluker Oakley (MA Representative)

9. Charlotte Fleetwood
10. Chris Collins
11. Daniel Carroll
12. Desiree Patrice
13. Ellen DeNooyer (MBTA)
14. Erica Hendershot
15. Fafa Magloire-Auguste
16. Fatima Ali-Salaam
17. Fred Hanson
18. Geneise Israel
19. Glenola Mitchell
20. Janet Taylor
21. Jared Fijalkowski
22. Jarred Johnson
23. Jeffrey Kramer
24. Jennifer Ross
25. Joan Williams
26. Joseph Strafacci
27. Judie Jeanbaptiste
28. Justin H
29. Katie Norton
30. Keisha Adarkwah
31. Kenya Beaman
32. Kirstie Hostetter
33. Kristine Gorman
34. Laurie Sheridan
35. Lee Toma
36. Matt Moran (BTD)
37. Matthew Skelly
38. Norm Joger
39. Pamela Jones
40. Peter Kamaru
41. Robert Kearns
42. Robert Rosofsky
43. Roshni Sudharsan
44. Russell Holmes (MA Representative)
45. Sam Altenberger
46. Sarah Leung
47. Sarah Valenti
48. Seth Daniel
49. Shavel'le Olivier
50. Stefan Wuensch (MBTA)
51. Teyana C
52. Thomas Mannion
53. Vanessa
54. Vivian Ortiz
55. Walter F. Timilty (MA Senator)
56. Will Jeffers