



MINUTES

Meeting of the Massachusetts Bay Transportation Authority Board of Directors

March 28, 2024, AT 10:00 A.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 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, Director Robert Butler

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

General Manager Phillip Eng, Deputy Chief of Staff Darrin McAuliffe, New York City Transit President Richard Davey, Chief Financial Officer Mary Ann O'Hara, Deputy General Manager Jeff Gonneville, Acting Chief Administrative Officer Jeff Cook, Chief of Policy and Strategic Planning Lynsey Heffernan, MBTA Advisory Board Executive Director Brian Kane, Chief Operating Officer Ryan Coholan, Chief of Paratransit Services Michele Stiehler, Senior Director of Fare Policy and Analytics Steven Povich, Chief Safety Officer Tim Lesniak, Manager of MPO Activities Derek Krevat

Others Present:

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

1. Safety Briefing

Deputy Chief of Staff Darrin McAuliffe began with a safety briefing, pointing out the board room's safety features and noting that it was motorcycle safety week.

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 10:00 a.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
Secretary Tibbitts-Nutt	Yes

2. Transportation Funding Task Force

Chair Glynn began by inviting the Secretary to deliver remarks on the Transportation Funding Task Force. Secretary Tibbitts-Nutt discussed the need for a plan for sustainable, equitable transportation funding. She noted that the challenge is tied to housing and economic issues and discussed how to fund infrastructure, stating that the Task Force will look at all revenue options.

Chair Glynn noted that the meeting would include a lunch break, end by approximately 2 p.m., and asked commenters to keep their remarks to two minutes.

EXECUTIVE SESSION

3. Chair Glynn said that the next 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.

Chair Glynn	Yes
Director Butler	Yes
Director Goodwine	Yes
Director Koch	Yes
Director McGee	Yes
Director Skelton Roberts	Yes
Director Sisitsky	Yes
Director Smart	Yes
Secretary Tibbitts-Nutt	Yes

Note: The Board entered executive session at 10:05 a.m. and returned to open session at 10:13 a.m. Director Butler recused himself from the executive session and did not participate.

OPEN SESSION/ACTION ITEMS

4. Consent Agenda

Chair Glynn first noted that materials from previous consent agendas had been uploaded to mbta.com. He then explained that a vote to adopt the consent agenda would approve the February meeting minutes, authorize the General Manager to enter into a Collective Bargaining Agreement with the Transportation Executives Association, approve an emergency track improvement contract to support work on the Red Line, and approve two supplemental systemwide track improvement contracts. He noted that Director Butler would abstain from the collective bargaining portion of the vote.

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

VOTED:

To adopt the consent agenda.

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
Secretary Tibbits-Nutt	Yes

Public Comment Period #1

Jonathan Clark, President of Local 318, the machinists who maintain the commuter rail system, said that the union members were proud of their work with some of the best on-time performance in the nation, but were the lowest paid. He addressed the ongoing bargaining process with Keolis and said that workers deserve a livable wage that allows them to remain in their neighborhoods.

Tom Ryan of A Better City discussed the budget update and asked what would be done if the Governor's proposal for increased funding was not adopted. He also expressed support for the low-income fare and said more work was needed to improve service.

Jocelyn Lee of the Conservation Law Foundation expressed strong support for reduced fares as a critical step for equity.

Reggie Ramos of Transportation for Massachusetts expressed support for low-income fares on all modes, acknowledged the efforts of the Bus Network Redesign Team, and expressed support for bus lane enforcement.

Kat Torres Radisic of the Boston Center for Independent Living and the Riders' Transportation Access Group said that automated enforcement of bus lanes was a safety issue and expressed support for the related bill in the legislature.

Bill Henning of the Boston Center for Independent Living echoed comments on bus lane enforcement and expressed support for implementing the low-income fare.

5. Report from the General Manager

General Manager Phillip Eng delivered his report, beginning by reviewing a catenary issue on the Blue Line and a switch issue on the Red Line and discussing mitigations. He then reviewed recent work during diversions, including Rail Rub replacement at Chinatown, painting at Ruggles, new maps on the Green Line, and ceiling painting at Kenmore. He discussed the ongoing work to replace the Dorchester Avenue bridge. Mr. Eng addressed the FTA's proposed rule to strengthen rail transit worker safety and announced that an RFI had been issued for the commuter rail successor contract. The General Manager discussed the BEMU Innovation Proposal for the Fairmount Line and reviewed high ridership numbers from St. Patrick's Day. He discussed how bus operator hiring was rebuilding the workforce and said that it was Transit Driver Appreciation Month. Mr. Eng discussed the launch of the T Insights program to promote employee engagement and announced the celebration of Women's History Month. He recapped a recent visit to the T Training Center by Horace Mann students and announced that Senior Asset Planning Manager Ocean (Tao) Luo had been named a 2024 Transformative Justice Fellow. Director McGee said that fairness to employees must be included with regard to the commuter rail RFI and said that Lynn should be part of the important discussion regarding BEMUs. The General Manager noted that the RFI is looking at Regional Rail, as more frequent service is building ridership. Director Skelton Roberts commented on the importance of the Fairmount work.

6. MTA Funding Presentation

New York City Transit President Richard Davey discussed the Metropolitan Transportation Authority's funding approach, explaining that state leaders delivered new funding sources in 2023 to address a fiscal cliff based on ridership projections.

He broke down various sources of revenue, including a payroll mobility tax generating about \$1.1 billion, an increase in New York City's share of paratransit funding (\$165 million), state general fund aid (\$300 million), casino license fees and gaming tax revenue, and an additional \$150 million in the state budget to offset service related costs including a reduction of fare increases, additional service, safety and fare enforcement investment, and a pilot program for fare free buses. He discussed a survey of the dedicated taxes of various transit agencies and showed where the MTA's \$19.3 billion budget comes from and is allocated. He discussed work to find \$427 million in operating efficiencies and broke down the savings by agency, spend type, and department. Mr. Davey reviewed his agency's 2024 transit initiatives to continue improving service. He concluded by discussing how a reimagined fiscal model had ended up delivering a balanced budget. Director Smart said she loved the increased funding to paratransit and would like to see next steps. Chair Glynn said that the Task Force was taking the lead and the Secretary said that Task Force speakers would continue to present to the Board. Director Butler discussed the importance of having the support of the governor and the legislature. Director McGee discussed the importance of partnerships to solve the deficit.

7. FY25 Budget Preview

Chief Financial Officer Mary Ann O'Hara presented the FY25 Budget Preview, beginning with a review of increased state support and the impact on the organization, particularly the increase in the size of the workforce and related acceleration of service improvements. Ms. O'Hara recapped the FY24-29 Pro Forma, then outlined next steps including identifying \$93 million in savings and efficiencies, continuing

hiring and headcount analyses, developing the FY25 Preliminary Budget, and working with departments to correctly prioritize sequencing. She said that staff are engaging with the Transportation Funding Task Force and the state. Director McGee said that the MBTA's new initiatives need to be continued and that recurring revenue sources must be found. Director Koch noted that with state revenue down and local aid flat, funding must be found for the MBTA given its importance to the economy.

8. Orange and Red Line Car Procurement Update

General Manager Eng discussed the importance of replacing the Orange Line and Red Line fleets. CRRC President/Chairman Wang Zhaofu discussed in-depth discussions to accelerate delivery and expressed appreciation to MassDOT and the MBTA for their support. He discussed how the production process would be optimized to meet the new production schedule and said that deliveries would be strengthened. He added that CRRC was proud to call Springfield home and was committed to job retention and delivering the fleet. CRRC Deputy General Manager Bao Yujun said that the Red Line and Orange Line vehicles were the highest priority for CRRC and that they would strengthen operations and accelerate delivery to deliver on commitments to the MBTA.

Deputy General Manager Jeff Gonneville said that the legacy fleet was near or past the end of its useful life and reviewed the history of the contract. He noted that the original delivery goals have not been met, with 112 Orange Line and 18 Red Line cars delivered to date. He noted that the new fleet is four times as reliable as the legacy fleet. Mr. Gonneville reviewed challenges including manufacturing process issues in Springfield, pandemic shutdowns, technical issues requiring reengineering,

increased tariffs on China, the 2019 NDAA that excluded CRRC from bidding at new agencies, high inflation, and low worker availability. He explained that an alternatives review had concluded that a reset was necessary and that a new procurement would be slower and more expensive. The review suggested moving some early production work to China while retaining jobs in Springfield. He noted that the contract changes would provide visibility.

Acting Chief Administrative Officer Jeff Cook discussed the negotiations and the resulting new schedule. He explained that COVID claims would be settled, project issues would be resolved, and noted that the MBTA would gain a right of first refusal if CRRC ever sells the Springfield facility. He compared the new schedule to the original plan, the current timeline, and the alternative of a new procurement. He reiterated that while some production work will move to China, the agreement will provide job protection for Springfield workers. Mr. Cook said that COVID time relief had been negotiated to 20 months and discussed accrued liquidated damages, noting that CRRC is subject to additional liquidated damages if they miss the schedule, but has incentives to earn back liquidated damages by meeting the schedule. He explained a partial offset of COVID expenses and other costs, noting that all reimbursements were tied to documented, verified costs. He broke down the overall cost adjustment of \$148 million. Mr. Cook said that the ongoing focus on production stabilization would include CRRC providing more insight into commercial relationships and an expansion of financial incentives and consequences. He said the MBTA would extend operational and contractual oversight through its key executives in a monthly review.

Director Butler asked about the production work in China and Mr. Gonneville explained that most of the work being moved involves the terminal ends of wiring, building out cabinets and other electronic work. He noted that the number of employees in Springfield would remain the same. Director Butler said that he agreed with the COVID adjustments and the need for enhanced oversight and said the contract needs to happen. Director Skelton Roberts asked what would happen if CRRC decides to leave the US and Mr. Cook discussed the right of first refusal and said CRRC would have a conversation about continuing operations in a year. Director Skelton Roberts asked what would happen with maintenance if CRRC leaves and Mr. Cook said that leadership are implementing reliability-centered maintenance programs and contracting with CRRC's subcontractors. Director Smart agreed that a new procurement would be too costly and asked about the plan for regular meetings. Mr. Cook said there were commitments for monthly meetings and daily aspects. Director Smart asked about the plan in the event of a breakdown of communications and Mr. Cook discussed the importance of operational and contractual oversight and third-party meetings with vendors. The General Manager commented on the cultural shift to early engagement of management at the MBTA. Director Smart thanked CRRC leadership for presenting their perspective. Director Koch discussed the procurement process, recognized the supply chain inputs, and asked about the amount of the tariffs. Mr. Cook said that staff have verified \$19 million paid to date with the estimated total payment at \$35 million. Director Koch asked about lessons learned and the General Manager discussed the need for price adjustments with rolling stock procurement. He added that the team is looking to facilitate longer-term

investment to replace cars gradually in the future without having to produce a brand-new design each time. Director Koch said that he intended to support the adjustment and it would be irresponsible not to do so. Director Sisitsky said that the Board had no choice but to approve the reset because the alternatives would not deliver the cars quickly enough. He said the team had done a good job renegotiating and asked what is happening with CRRC's other US contracts. Mr. Gonneville said he could not speak for other transit agencies but addressed issues with other contracts at a high level. Director Butler asked who is in the shop at CRRC and Mr. Gonneville said that four contracted employees are inspecting, plus one lead staff member three days per week. He said a consultant was supplementing this work and that the project director is on daily calls with CRRC. Director Butler asked about materials from China requiring re-work in the US and Mr. Gonneville acknowledged that this had happened, particularly with early cars. Director Skelton Roberts asked about the number of cars remaining and management's confidence regarding the delivery deadline. Mr. Gonneville said that 272 cars were left and discussed the need for continuous improvement to meet the deadline. He said that additional work tasks in China and the wind-down of CRRC's other US contracts should help. Director McGee asked about the source of funding and Mr. Cook said that the upcoming Capital Investment Plan presentation would have further details.

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

**Whereas, the MBTA needs new Orange Line and Red Line cars to replace its aging fleet in order to operate a safe and reliable service for its riders;
and**

**Whereas, an Advisory Team to the MBTA has recommended that the current contract with CRRC MA be re-set to mitigate certain project risk;
and**

Whereas, a new delivery schedule will be adopted providing that all 404 Orange and Red Line Cars will be delivered by December 31, 2027 in accordance with the terms and conditions of a Change Order with CRRC; and

Whereas, the MBTA's reimbursement for unanticipated price volatility and cost increases as set forth in the Change Order will only be paid after such costs are verified, documented and paid by CRRC MA and will also be tied to specific car delivery schedules.

Now Therefore, it is hereby VOTED to authorize the General Manager or his designee to execute a Change Order to the December 2014 contract awarded to CRRC MA permitting an increase to the contract price in a sum of up to \$148,000,000, in a form approved by the General Counsel and is further authorized to execute any necessary or ancillary documents on behalf of the Massachusetts Bay Transportation Authority to effectuate such agreement.

Chair Glynn	Yes
Director Butler	Abstain
Director Goodwine	Yes
Director Koch	Yes
Director McGee	Yes
Director Skelton Roberts	Yes
Director Sisitsky	Yes
Director Smart	Yes
Secretary Tibbitts-Nutt	Yes

Public Comment Period #2

Kathy Paul of the Mass Senior Action Council ("MSAC") spoke in favor of including RIDE Premium trips in the low-income fare, said the new contract with RIDE drivers should improve understaffing by improving working conditions and wages, and encouraged the MBTA to promote the RIDE Flex program. She said that more accessibility on the system in general was needed and expressed for more funding from the legislature. She also called for enforcement of bus lanes and accessible buses for service diversions.

An unidentified commenter from MSAC noted that senior citizens in China and Istanbul get free bus trips. Chair Glynn said that the MBTA is looking at other systems.

Carolyn Villers of MSAC encouraged the Board to make a decision for equity and not to exclude transit-dependent riders. She called for expansion of the Flex program.

Oneida Mejia of GreenRoots said that Chelsea and East Boston residents rely on public transit and that a low-income fare should be approved for all low-income residents.

Noemy Rodriguez of Green Roots expressed frustration with the lack of language accessibility.

Chief of Policy and Strategic Planning Lynsey Heffernan introduced the Fare Change section of the meeting, reviewing the history of the reduced fare program's development.

9. MBTA Advisory Board Presentation on Fare Changes

MBTA Advisory Board Executive Director Brian Kane presented the Advisory Board's recommendations on the Fare Changes proposal, stating that the Advisory Board recommended approval based on the clear need for a low-income fare, but expressing caveats based on the lack of a long-term funding plan. He provided context on the expense of RIDE service and reiterated the Advisory Board's support with caution over funding.

The Board paused for lunch from 12:51 p.m. to 1:09 p.m. Director Koch left the meeting at approximately 1:00 p.m.

10. The RIDE Presentation

Chief Operating Officer Ryan Coholan began the presentation on the RIDE by outlining the service. Chief of Paratransit Services Michele Stiehler explained that the RIDE is an ADA-mandated mode of transportation serving 30,000 customers on a \$130 million budget. She said that MBTA has maintained low fares and that the service exceeds ADA requirements in many ways. She noted that RIDE Flex provides

a large portion of trips and explained how paratransit differs from fixed route service. She discussed the history of the program and reviewed maps of the service area. Ms. Stiehler discussed the increasing demand for paratransit and capacity issues related to staffing. She said that induced demand from low-income fare would strain service and possibly reduce on-time performance. She discussed the Reduced Fare Application and said time was needed to evaluate the impact of low-income fares on the RIDE and to continue driver recruitment. She said the plan was to re-visit non-ADA service when operations stabilize. Chair Glynn and Ms. Stiehler discussed the RIDE Flex service provided by Uber and Lyft. Director Butler asked about the cost of RIDE Flex and Ms. Stiehler said that customers pay the RIDE rate and the MBTA subsidizes the full cost. Director Butler said that the MBTA's efforts should be focused on the RIDE rather than on Uber and Lyft. Director McGee asked about driver recruitment and retention and Ms. Stiehler discussed hiring efforts, the status of wage increases with the two vendors and explained that sedan driver wages would raise to \$25 per hour and van driver wages would raise to \$27 per hour. Director McGee commented on the importance of getting information out and asked if the recruitment is coordinated with HR. Ms. Stiehler said it is done by the service providers, but that they report out daily. She added that the increases will be effective in mid-April and that recruitment and training will take additional time. Director McGee requested future updates. Secretary Tibbits-Nutt and Ms. Stiehler discussed the use of Uber and Lyft for premium service. The Secretary stated that the Premium area should not have been removed from core service and that there are already too many barriers to accessing paratransit. The General Manager said that expanding the RIDE workforce

and building in-house capacity is necessary. Director Smart and Ms. Stiehler discussed how opting in can be made easier for seniors who cannot use the online option. Chair Glynn requested ongoing updates.

11. Fare Changes

Senior Director of Fare Policy and Analytics Steven Povich presented the Fare Change proposal, reviewing the timeline and summarizing the changes, including reduced fares, the replacement of change tickets with CharlieCards, and making the \$10 weekend pass permanent. He discussed public support noted in public comment, then addressed questions regarding the design and administration of the low-income fare program and advocacy for inclusion of Premium trips. Mr. Povich presented the results of the Equity Analysis, which showed no disparate impact or disproportionate burden. He discussed details on eligibility for low-income fares and discussed the application process. He provided information on community partner support for the in-person application, back-office verification, and marketing. He then provided an update on legislative touchpoints. Mr. Povich said the program was expected to enroll 60,000 riders and costs would start at \$25 million and rise to \$50/60 million by the fifth year. Director Smart and Mr. Povich discussed options for individuals who are not enrolled in the eligibility programs. Director Skelton Roberts, Secretary Tibbits-Nutt, and Mr. Povich discussed enrollment and identity verification. Director Skelton Roberts asked who will vet the agency's partners and Mr. Povich said they would go through the standard procurement process. Director Smart asked about out-of-state riders and Mr. Povich said that staff were still working on the issue. Director Skelton Roberts said that the City of Boston supports implementation and wants to move to

fare-free buses. Mr. Povich summarized the proposed vote as accepting the equity analysis and approving the fare changes. The Secretary made a motion to add RIDE Premium Service to the low-income fare program.

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

VOTED: To amend the vote language to reflect that RIDE Premium trips will be included in the Reduced Fare program.

Chair Glynn	Yes
Director Butler	Yes
Director Goodwine	Yes
Director McGee	Yes
Director Skelton Roberts	Yes
Director Sisitsky	Yes
Director Smart	Yes
Secretary Tibbitts-Nutt	Yes

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

WHEREAS, the Massachusetts Bay Transportation Authority (“MBTA”) has proposed to make three changes to its tariff including the following: (1) Expanding Reduced Fares to Riders with Low-Income; (2) Replacing Change Tickets with CharlieCards; (3) Making \$10 Weekend Pass Holiday Expansion Permanent (together, the “Tariff Changes”); and

WHEREAS, the Tariff Changes (together, the “Title VI Fare Changes”) are fare changes that will last longer than six months; and

WHEREAS, the Federal Transit Administration (“FTA”) Title VI Circular 4702.1B requires the MBTA to conduct a fare equity analysis for fare changes that last longer than six months to evaluate the impacts of such fare changes and determine whether such fare changes would have a discriminatory impact based on race, color, or national origin, low-income populations would bear disproportionate burdens of the fare changes, or non-low-income populations would receive disproportionate benefits because of the fare changes; and

WHEREAS, the Title VI Fare Changes are fare changes requiring a fare equity analysis under FTA Title VI Circular 4702.1B; and

WHEREAS, a fare equity analysis as to the Title VI Fare Changes was completed on March 28, 2024 (“the Title VI Equity Analysis”); and

WHEREAS, the Title VI Equity Analysis demonstrated that the Title VI Fare Changes, taken together, do not have a disparate impact on riders of color or a disproportionate burden on riders with low-income; and

WHEREAS, MBTA Board of Directors (“Board”) has considered and reviewed the Title VI Equity Analysis;

On motion duly made and seconded, it is by roll call VOTED that:

The Board hereby approves the Title VI Equity Analysis for the Title VI Fare Changes and directs the MBTA, through the General Manager, to take all steps necessary to provide such acceptance to the FTA, as appropriate.

And further that the income-eligible and senior reduced fares will apply to RIDE Premium trips.

And further that the Board hereby approves the Tariff Changes as set forth herein.

Chair Glynn	Yes
Director Butler	Yes
Director Goodwine	Yes
Director McGee	Yes
Director Skelton Roberts	Yes
Director Sisitsky	Yes
Director Smart	Yes
Secretary Tibbitts-Nutt	Yes

12. Safety Program Update

Chief Safety Officer Tim Lesniak presented the Safety Program Update, beginning by reviewing recent incidents including a Green Line derailment at Kenmore, a non-MBTA incident at the Air Rights South Station Project, pantograph damage on the Blue Line, and a Red Line derailment near Broadway. He then reviewed Safety Performance Indicators, noting that bus exceeded targets for events and reportable smoke/fire incidents, but met targets for reportable and customer injuries. He said that heavy rail exceeded events and reportable injuries targets but had no derailments or collisions and significantly improved mean miles between

mechanical failures. Mr. Lesniak noted that light rail exceeded events, smoke/fire incident, vehicle derailment, and customer injury targets, but met the reportable injury target. Finally, he explained that the commuter rail reported no derailments or major rules violations, while the ferry recorded one safety incident in January.

16. Beyond Mobility

Manager of MPO Activities Derek Krevat presented Beyond Mobility, the legally required long range transportation plan. He reviewed the plan schedule and noted development was based on extensive public engagement and work with staff and subject matter experts. He reviewed the relationship to other plans. Mr. Krevat then discussed the priority areas, including Safety, Reliability, Clean Transportation, Destination Connectivity, Resiliency, and Travel Experience, briefly discussing potential actions for each area.

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 2:13 p.m.

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

Documents relied upon for this meeting:

- March 28, 2024 Agenda
- Minutes of February 29, 2024 Board Meeting
- MBTA March Safety Briefing
- TEA - Collective Bargaining Authorization_v3- 2024.03.04

- Quincy Bus Presentation to MBTA Board March 2024
- 49th Supplemental Trust Agreement (1)
- MBTA Board authorization of TIFIA loan for Quincy and related matters (1)
- MBTA_Quincy_TIFIA_Loan_Agreement Skadden draft 1223-515050121-v2 (002) (1)
- Quincy Bus Financing Memorandum from Financial Advisors (1)
- T90CN07-Emergency Track Improvements Contract - Red Line - Board Presentation
- Staff Summary Review - T90CN07 Track Impr Program Contract 3 Red Line Systemwide 3-25-24 (Final)
- T35CN01- Supplemental Track Improvement Contract - Green, Blue and Orange Line, Systemwide - Board Presentation
- Staff Summary Review - T35CN01 Supplemental Track Improvement Program Contract 1-Green Blue and Orange Line Systemwide
- T40CN02- Supplemental Track Improvement Contract - Red Line, Systemwide - Board Presentation
- Staff Summary Review - T40CN02 Supplemental TIP Contract 2 Red Line Systemwide 3-25-24-Final
- Quarterly Results to board Q2 v10
- QCO Update Mar Board 2024
- GM Report to the Board 03.28.2024 v7
- FY25 Budget Preview Final 3.28.24
- CRRC Change Order FULL Board 3.28.24
- AdvisoryBoardFareChanges(03-28-24)
- 2024FareOversightReport(03-12-2024)
- Board RIDE service LIF 3.28.24
- 2024 Fare Change Proposal March Full Board v1
- 2024 Fare Change Proposal FINAL Equity Analysis
- MBTA Board of Directors Meeting Draft Deck March 20 2024 12 PM
- 12 MBTA Board Presentation - Beyond Mobility 3.28.24