



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



Fiscal and Management Control Board
Transportation Board Room
10 Park Plaza
May 13, 2019 #167
12:00 Noon
MEETING MINUTES

Present: Chair Joseph Aiello, Director Monica Tibbits-Nutt, Director Chrystal Kornegay and Director Brian Shortsleeve

Quorum Present: Yes

Others Present: General Manager Steve Poftak, Deputy General Manager Jeffrey Gonneville, Nathan Peyton, Owen Kane, Marie Breen, Michelle Kalowski, Laurel Paget-Seekins, Kat Benesh, Samantha Silverberg, Angel Pena, Beth Larkin, Bill Wolfgang, David Barker, Kimberly Woollard, Erik Stoothoff, Karen Antion, David Sikorski and Desiree Patrice

At the call of Chair Aiello a meeting of the Fiscal and Management Control Board (Board) was called to order at 12:04 p.m. at the State Transportation Building, Transportation Board Room, 10 Park Plaza, Boston, Massachusetts.

Massachusetts Bay Transportation Authority

Ten Park Plaza, Boston, MA 02116

www.mbta.com

Chair Aiello opened up the public comment period for items appearing on the agenda.

The first speakers, Jonathan Lee from the City of Boston Transportation Department, Jarred Johnson- CEO from Transit Matters and Julie Wallerice from the Institute for Transportation and Development Policy commented on the Late Night Bus Pilot.

Next, Louise Baxter from Transit Riders Union commented on the Late Night Bus Pilot and Charlie Cards.

Next, Sarah Levy from Green Roots commented on the Capital Investment Plan (CIP) outreach efforts, AFC 2.0 new fare structure inspections and bus routes in Chelsea.

Next, Kristiana LaChiusa from Livable Streets commented on Automated Fare Collection 2.0.

Next, MBTA Advisory Board representative from Duxbury Richard Prone commented on late night commuter rail service on the South Shore and the Capital Needs Assessment Plan.

Next, Staci Rubin from the Consumer Law Foundation commented on AFC 2.0, cash paying riders and Chelsea transportation issues.

Lastly, Mela Miles from the Fairmount Indigo Group commented on AFC 2.0, cash penalty surcharge, Charlie Card vs. cash paying and the Better Bus Project.

Public comment period concluded at 12:26 p.m.

Next was the approval of the minutes of the May 6, 2019 meeting.

On motion duly made and seconded, it was:

**VOTED: to approve the minutes of May 6, 2019.
(Director Shortsleeve abstained.)**

Chair Aiello continued with the agenda and called upon General Manager Steve Poftak to present the Report of the General Manager, Agenda Item D. Mr. Poftak discussed the commencement of the Tobin Bridge/Chelsea Curves southbound lane reductions, the upcoming Capital Investment Plan (CIP) public meeting schedule and concluded with the announcement that he was allowing the proposal for late night South Shore commuter rail service to go forward, as set forth in the attached document labeled, "General Manager's Remarks, May 13, 2019." Discussion ensued.

Next, Chair Aiello called upon Deputy General Manager Jeff Gonneville to present Agenda Item E, the Deputy General Manager's Report. Mr. Gonneville updated the Board on Workforce Modernization and The RIDE software transition,

as set forth in the attached document labeled, “Deputy General Manager’s Remarks, May 13, 2019.” Discussion ensued.

Next, MassDOT’s Deputy Chief of Staff Nathan Peyton presented Agenda Item F, the FMCB Calendar. Mr. Peyton reviewed upcoming agenda items with the Board, as set forth in the attached document labeled, “FMCB Public Schedule, May 13, 2019.” Discussion ensued.

Next, Chair Aiello called on Angel Pena, Chief of the Green Line Transformation (GLT) to present Agenda Item G. Mr. Pena began with an overview of the Green Line statistics; the five program phases; defining measurable outcomes for safety and resilience; demand; service delivery; customer experience and continued with the goal of the transformation.

Mr. Pena invited Assistant General Manager for Capital Delivery Beth Larkin to continue with the presentation. Ms. Larkin highlighted track, power, signal replacements, stations, structures and accessibility projects.

Next, Bill Wolfgang, Director of Vehicle Engineering reviewed the Green Line rolling stock, specialty equipment and facilities.

Next, David Barker, Director of Realtime Apps and Customer Technology discussed the tools available for riders and operations.

Next, Mr. Pena introduced the new Senior Directors of the Green Line Transformation, Kimberly Woollard and Desiree Patrice who reviewed the GLT program plan and next steps, as set forth in the attached document labeled, “Green Line Transformation, May 13, 2019.” Discussion ensued, and the Board acknowledged the terrific teamwork on GLT.

Next, Chair Aiello called upon Samantha Silverberg, Senior Director of Capital Planning to present Agenda H, the Capital Needs Assessment (Long-Term Capital Plan), with contribution from Deputy Chief Operating Officer of Infrastructure Erik Stoothoff. Ms. Silverberg provided background of the Capital Needs Assessment, the new FTA Transit Asset Management requirement for asset inventory and condition ratings. She noted the MBTA-wide effort throughout 2018 produced the most detailed asset inventory collected to date, with updated approaches for counts and condition rating, per FTA guidance. Ms. Silverberg continued to discuss the process, detailing the different approaches to counts, conditions and costs than prior analysis. Ms. Silverberg discussed the assessment alignment with the CIP and the Long-Term Capital Plan and concluded with next steps for understanding, prioritizing and delivering capital needs, as set forth in the attached document labeled, “Capital Needs Assessment, May 13, 2019.” Discussion ensued.

Ms. Silverberg remained at the podium to present Agenda Item I, the Draft Capital Investment Plan. Ms. Silverberg provided the Board with a recap of the

FY20-24 CIP process and an update of the CIP funding sources and uses since April. Ms. Silverberg noted that she would be presenting the Draft CIP to the FMCB today, the Capital Programs Committee on May 15 and the Joint Board on May 22 for approval to release to the public for comments. She reviewed new projects, budget increases and notable changes, programmed investments for lockbox/pay-go funds and overall FY20-24 CIP spending by priority, program and mode.

Ms. Silverberg concluded discussing the CIP program in comparison to MBTA spend targets and reviewed the upcoming FY20-24 CIP public input process, public meeting schedule and next steps, as set forth in the attached document labeled, "FY20-24 Capital Investment Plan, May 8, 2019." Discussion ensued.

Next, Chair Aiello called upon Laurel Paget-Seekins, Assistant General Manager of Policy to present Agenda Item J, an update of the Strategic Plan. Ms. Paget-Seekins provided a recap and background of the FMCB Strategic Plan adopted in April of 2017. Ms. Paget-Seekins discussed goals of the update process that would reflect the past two years of work, would organize the revised plan around the modal program structure and develop an ongoing process and staff ownership of the plan. Ms. Paget-Seekins concluded with a timeline, noting the draft revised strategic plan would be available to the Board by December 2019, and concluded with public review, as set forth in the attached document labeled, "Strategic Plan Update, May 13, 2019." Discussion ensued

Next, Kat Benesh, Chief of Operations Strategy, Policy and Oversight was called upon to present Agenda Item K, the LEAN Productivity Update. Ms. Benesh provided a recap and executive summary of LEAN at the MBTA. Ms. Benesh noted that for this presentation, she would be focusing on the four key initiatives in vehicle maintenance and engineering and maintenance that would help drive financial and operational results. Ms. Benesh reviewed vehicle maintenance costs from FY16 to today, noting that targeted LEAN efforts continue and that areas of focus represent some of the greatest challenges for bus and rail maintenance.

Ms. Woollard continued with a discussion of LEAN efforts and results at Riverside, and Ms. Benesh concluded the presentation with next steps, as set forth in the attached document labeled, "LEAN at the MBTA, May 13, 2019." Discussion ensued

Chairman Aiello noted for the record that Agenda Item L, the Green Line Train Protection System Contract had been pulled from the agenda at the request of staff.

Next, Chair Aiello called upon Karen Antion, Positive Train Control Project Manager to present Agenda Item M, an update on Positive Train Control (PTC). Ms. Antion updated on the Board on the current activities and progress of the MBTA's PTC Program with a focus on the status of the resolution of issues with Siemens PTC hardware and software. She noted some progress had been made with the hardware issue and investigation was continuing with the software problem, as set

forth in the attached document labeled, “Commuter Rail Positive Train Control Program Update, May 13, 2019.” Discussion ensued, and the Board requested an update of the situation in two to three weeks.

Next, Chair Aiello called upon AFC 2.0 Project Manager David Sikorski and Ms. Paget-Seekins to present Agenda Item N, an update on the Automated Fare Collection 2.0. Mr. Poftak introduced the presentation and discussed what continued to happen behind the scenes with the Cubic to advance the project. Mr. Sikorski provided an overview of the complexities of the project – pilot changes, system connectivity and fare engines. Mr. Sikorski continued with highlights including payment technology, on-board equipment placement, tours, website, and Streetscape Fare Vending Machine and transition planning. Discussion ensued,

Ms. Paget-Seekins continued with an update of the AFC 2.0 policy, timeline and outreach strategy. Ms. Paget-Seekins indicated the AFC 2.0 Team was working to implement foundational policies that were approved by the FMCB in 2016 and built into procurement and design of AFC 2.0. She reviewed the current principles of the MBTA fare structure and the need for Board direction on a future structural policy change, as set forth in the attached document labeled, “AFC 2.0 Update to the FMCB, May 13, 2019.” Discussion ensued.

Lastly, Chair Aiello invited Ms. Benesh back to the podium to present Agenda Item O, the Late Night Bus Pilot Update. Ms. Benesh provided a summary of the

three late night service categories, noting the goal of the late night pilot was to provide new mobility, especially for work trips, and to reduce over-crowding during a time when resources could be added. An evaluation of the three elements of the late night pilot showed increased weekly ridership and decreased crowding, but not all changes were equally successful. Ms. Benesh indicated that in the next few weeks MBTA staff would be asking the Board for a formal vote on whether and how to continue service in accordance with the 2017 Transit Pilot Policy, as set forth in the attached document labeled, "Late Night Pilot Update, March 13, 2019." Discussion ensued.

The Chair announced the Board would not be entering into Executive Session.

On motion duly made and seconded, it was:

VOTED: to adjourn the meeting at 4:24 p.m.

Documents relied upon for this meeting:

- Minutes of May 6, 2019
- General Manager's Remarks, May 13, 2019
- Deputy General Manager's Remarks, May 13, 2019
- FMCB Public Meeting Schedule, May 13, 2019
- Green Line Transformation, May 13, 2019
- Capital Needs Assessment, May 13, 2019
- FY20-24 Capital Investment Plan, May 8, 2019
- Strategic Plan Update, May 13, 2019
- Commuter Rail Positive Train Control Program Update, May 13, 2019
- LEAN at the MBTA, May 13, 2019
- Commuter Rail Positive Train Control Program Update, May 13, 2019
- AFC 2.0 Update to the FMCB, May 13, 2019
- Late Night Pilot Update, May 13, 2019