



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



**Fiscal and Management Control Board Meeting**  
**Joint MassDOT and Fiscal and Management Control Board Meeting**  
**Transportation Board Room**

**10 Park Plaza**

**June 17, 2019**

**11:00 a.m.**

***MEETING MINUTES***

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**Present:** Chair Joseph Aiello, Director Monica Tibbits-Nutt, Director Brian Lang (arrived at 12:09 p.m.), Director Chrystal Kornegay and Director Brian Shortsleeve

**Quorum Present:** Yes

**Others Present:** Secretary Stephanie Pollack, General Manager Steve Poftak, Deputy General Manager Jeffrey Gonneville, Owen Kane, Marie Breen, Michelle Kalowski, MassDOT Director Joseph Sullivan (arrived at 11:53 a.m.), Beth Larkin, Danny Levy, Hope Patterson, Rob DiAdamo, Dan Grabauskas, Rick Colon, Michelle Ho, Dave Abdoo and David Panagore

**MassDot Board Members Present for the Joint Meeting:**

**Secretary Pollack, Director Betsy Taylor, Director Dean Mazzarella, Director Joseph Sullivan, Director Monica Tibbits-Nutt, Director Brian Shortsleeve, Director Timothy King, Director Chrystal Kornegay and Director Vanessa Otero**

[Massachusetts Bay Transportation Authority](#)

[Ten Park Plaza, Boston, MA 02116](#)

[www.mbta.com](http://www.mbta.com)

At the call of Chair Aiello a meeting of the Fiscal and Management Control Board (Board) was called to order at 11:07 a.m. at the State Transportation Building, Transportation Board Room, 10 Park Plaza, Boston, Massachusetts.

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

The first speakers were Richard Prone, MBTA Advisory Board Member from Duxbury and Louise Baxter from the Transit Riders Union who commented on commuter rail double tracks on the South Shore.

Next, David Vieira from RTAG commented on fare increases and fare evaders. He also complimented the Systemwide Accessibility Department.

Next, Kathryn Carlson from A Better City commented on the derailment, deferment of the fare increase and requested a safety audit independent of the MBTA.

Next Evan Foss commented on engineering, maintenance and station brightening.

Public comment period concluded at 11:19 a.m.

Chair Aiello continued with the agenda and called upon General Manager Steve Poftak to present the Report of the General Manager, Agenda Item 1. Mr.

Poftak updated the Board on the recent Red Line derailment and apologized for the disruption of service to the riders. He continued with details of the actual derailment noting that operator error (including speed), foul play and infrastructure had been ruled out, and attention was aimed at the car itself. He said every effort was being made to expedite the repair work as safely and as soon as possible, and a comprehensive would be continuing with MBTA staff. The General Manager noted the MBTA had also coordinated with LTK Engineering Services (LTK) to perform a third-party independent review of MBTA in-service mainline derailments for a two-year period from January 1, 2107 thru June 11, 2019, with a report detailing their analysis and finding due within 90 days.

General Manager Poftak thanked MBTA staff and contractors for their non-stop efforts over the past several days and going forward for as long as it would take to make repairs and ensure a safe return to full service.

Chair Aiello appreciated the General Manager's thoughtfulness and proposed the Board reach out to other transit system experts within the next week to compare best practices.

Secretary Pollack had further questions on inspections and findings of the cause of the derailment.

Director Tibbits-Nutt requested to see a plan for emergency communication process and strategy.

Deputy General Manager Jeff Gonneville continued with a discussion of the formal process as it related to derailments and the reporting of derailments on the National Transit Database.

Mr. Gonneville concluded with a detailed review of all derailments that have occurred in 2017 through the present, as set forth in the attached document labeled, "General Manager and Deputy General Manager Report, June 17, 2019." Extensive discussion ensued.

Director Shortsleeve asked the Deputy General Manager if the upcoming Capital Investment Plan (CIP) included enough funding to fix the infrastructure. Mr. Gonneville indicated that the MBTA had a very robust capital plan and does have enough to invest in the system. Director Kornegay requested a further look back at derailments. Director Tibbits-Nutt questioned whether there was a specific internal process for corrective actions. Chair Aiello said the MBTA should think about a strategy of how to cease derailments.

MassDOT Director Joe Sullivan had specific questions on the rail car involved in the derailment and the rebuilding of the signal bungalows. He inquired as to when the delays would be non-existent and requested some type of solution or mitigation plan to the affected commuters on the South Shore to offset the upcoming fare increase.

Chair Aiello and the Board appreciated Mayor Sullivan's concern and empathized with the riders but were not sure how the Authority could mitigate the customers on the South Shore.

Secretary requested train counts for the affected area be made available at next week's FMCB meeting.

Next, Hope Patterson, Deputy Director for Stakeholder Engagement presented Agenda Item 2, the FMCB Calendar. Ms. Patterson reviewed upcoming agenda items with the Board, as set forth in the attached document labeled, "FMCB Public Schedule, June 17, 2019." Discussion ensued.

Chair Aiello noted that Agenda Item 3, the update on the Quality of Life Program was a written submittal and included in their Board Books, as set forth in the attached document labeled, "Quality of Life Program Update, June 17, 2019."

Next, the Chair called on Beth Larkin, Assistant General Manager of Capital Delivery to present Agenda Item 4, a change order for the Positive Train Control (PTC). Ms. Larkin was requesting authorization to award and execute a change order to the PTC Systems Integrator Contract with Hitachi Rail STS for the installation of Automatic Train Control (ATC) on the MBTA's five North Side commuter rail lines. The installation of ATC would further improve safety and reliability of the commuter rail system, as set forth in the attached document labeled

“MBTA Contract No. 42-14: Positive Train Control (PTC) Change Order: Commuter Rail North Side Automatic Train Control (ATC), June 17, 2019.” Discussion ensued.

On motion duly made and seconded, it was:

**VOTED:**

**That the General Manager, or his designee, is hereby authorized to award and execute in the name of and on behalf of the Massachusetts Bay Transportation Authority (the “MBTA”), and in a form approved by the General Counsel, a Change Order to MBTA Contract No. 42:14: Positive Train Control (PTC) Commuter Rail for North Side Automatic Train Control (ATC) with Hitachi Rail STS, for an amount not to exceed \$253,000,000.00 for implementation of ATC on the MBTA Commuter Rail North Side Lines.**

At the call of Chair Stephanie Pollack, a meeting of the MassDOT Board of Directors (Board) was called to order at 12:48 p.m. at the State Transportation Building, Transportation Board Room, 10 Park Plaza, Boston, Massachusetts joining the Fiscal and Management Control Board meeting for Joint Board presentations.

The Chair opened up the public comment session.

The first speaker was Chris Dempsey from Transportation for Massachusetts who commented on congestion and the southbound I-93 HOV lane.

Next, Sara Levy from Green Roots commented on the outreach process for the Capital Investment Plan and translation of all investments.

Next, Staci Rubin from CLF commented on the CIP outreach process, requested more funding for the Red/Blue Line Connector, the Allston multi-modal project and the I-93 southbound HOV lane causing longer commutes and more gases – climate change.

Next, Mela Miles from TRU commented on the Fairmount commuter rail riders getting access to Charlie Cards and requested a delay in the CIP vote scheduled for this meeting.

Next Chris Osgood, City of Boston's Chief of Transportation, Streets and Sanitation commented on the Red Line derailment and appreciated the work of the Board, first responders and staff. He said the Mayor has supported a third-party review of the derailment and requested the fare increase be delayed, as it was unfair to the riders.

Lastly, Evan Foss commented on engineering and maintenance.

Chair Pollack closed the public comment session at 1:04 p.m.

Secretary Pollack called upon Chair Aiello to present Agenda Item 6, the Report from the Fiscal and Management Control Board. Chair Aiello provided highlights from the four recent meetings including votes taken: the revised MBTA Investment Policy, a design-build contract for commuter rail bridges, a contract for the overhaul of North Station's existing signal systems, a system integration contract

for the Green Line Train Protection System, implementation of late night bus service, a policy on the process for soliciting sponsored pilot proposals and bus network redesign projects and a contract for replacement of eight duct bank sections.

Additionally, the FMCB heard updates on the following topics: Positive Train Control, ridership, draft CIP, AFC Program and Proof of Payment Strategy, Commuter Rail Zone Study, The RIDE software transition and customer and stakeholder outreach plan, climate resiliency efforts and the MBTA energy management program.

Next, Chair Pollack called upon Michelle Ho, Deputy Chief Financial Officer to present Agenda Item 7, the Capital Investment Program (CIP) Review.

Ms. Ho discussed the planning processes and public outreach and asked Rick Colon, Government and Public Affairs Director to discuss public engagement. Ms. Ho announced the resignation of Rick Colon prior to him continuing the presentation.

Mr. Colon noted there were 13 public meetings across the Commonwealth and 934 comments had been received through June 11. Mr. Colon recapped the key highlights of the public comments by divisions, public meeting attendance and summarized the CIP outreach based on meeting locations.



Ms. Ho continued to discuss the equity analysis, noting the totality of investment appeared to distribute funding in a manner that effectively benefited the diverse populations of the Commonwealth. She summarized the equity analysis with a snapshot of minority communities: communities with 24% minority or more; low-income at or below \$44,100; communities with limited English proficiency; and communities with 16.5% or more of individuals with disabilities. Ms. Ho concluded her presentation with a discussion of changes in spending, as set forth in the attached document labeled, "Final CIP Update SFY 2020-2024 Joint Boards Presentation, June 17, 2019." Discussion ensued.

On motion duly made and seconded, it was:

**VOTED:**

**That the Board of Directors hereby approve the Capital Investment Program (CIP), and that the Secretary/CEO is authorized, in the name of and on behalf of the Massachusetts Department of Transportation (Department), to take any steps she deems necessary and appropriate, to provide notice to the Legislature and the public of the Department's proposed Fiscal Year 2020 - Fiscal Year 2024 CIP.**

On motion duly made and seconded, it was:

**VOTED:**

**That the Fiscal and Management Control Board hereby approves the Capital Investment Program (CIP), and that the Secretary/CEO is authorized, in the name of and on behalf of the Massachusetts Department of Transportation (Department), to take any steps she deems necessary and appropriate, to provide notice to the Legislature and the public of the Department's proposed Fiscal Year 2020 - Fiscal Year 2024 CIP.**

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Next, Chair Pollack called on the new Executive Director for Commuter Rail, Rob DiAdamo and outgoing Executive Director Dan Grabauskas to present Agenda Item 8, the Commuter Rail Performance Update. Mr. DiAdamo reviewed equipment availability, on-time performance in general, on-time performance within five minutes and within 10 minutes, the Worcester Line performance, Keolis hiring, Franklin double-track project and the F40PH-3C locomotive overhaul program, as set forth in the attached document labeled, "FMCB Commuter Rail Update, June 17, 2019." Discussion ensued.

On motion duly made and seconded, it was:

**VOTED: to adjourn the Fiscal and Management Control Board at 1:55 p.m.**

**Documents relied upon for this meeting:**

General Manager and Deputy General Manager Report, June 17, 2019  
FMCB Public Schedule, June 17, 2019  
MBTA Contract No. 42-14: Positive Train Control (PTC) Change Order: Commuter Rail North Side Automatic Training Control (ATC), June 17, 2019  
Quality of Life Program Update, June 17, 2019  
Final CIP Update SFY 2020-2024 Joint Boards Presentation, June 17, 2019  
FMCB Commuter Rail Update, June 17, 2019