**Fiscal and Management Control Board**

**Transportation Board Room**

10 Park Plaza

June 18, 2018

12:00 noon

***MEETING MINUTES***

**Present:** Chair Joseph Aiello, Director Poftak, Director Brian Lang and Director Brian Shortsleeve

**Quorum Presen**t: Yes

**Others Present:** Luis Ramirez, Jeffrey Gonneville, Marie Breen, Owen Kane, Mike Abramo, Rob Garrity, Dave Abdoo, Nathan Peyton, Evan Rowe, Beth Larkin, Jen Schlesinger and Scott Hamwey

**PROCEEDINGS:**

At the call of Chair Aiello, a meeting of the Fiscal and Management Control Board was called to order at 12:08 p.m. at the State Transportation Building, Transportation Board Room, 10 Park Plaza, Boston, Massachusetts.

The Chair opened up the public comment session.

The following speakers, all members of the NSRL Working Group commented in support of the North South Rail Link Draft Study: former Governor Michael Dukakis, former Representative John Businger, Ed Mueller, Clay Scofield and Brad Bellows.

Next, Christopher Dreher commented in support of North-South Rail Link and submitted a petition for the interim rerouting of the No. 4 Bus Route.

Next, Dave Westerling from BSCES Government Affairs commented on public-private partnerships as it related to North-South Rail Link.

Next, Robert Kearns, Clint Richmond and John Kyper from the Sierra Club and Travis (inaudible) commented in support of the North-South Rail Link.

Next, Louise Baxter commented on MBTA bus inspectors and the North-South Rail Link.

Next, Richard Prone – MBTA Advisory Board member commented on the Kingston/Plymouth weekend commuter rail schedule and the North-South Rail Link.

Lastly, David Cain commented on outdated MBTA equipment.

Next was the approval of the minutes of the June 4, 2018 meeting.

On motion duly made and seconded, it was:

**VOTED: to approve the minutes of June 4, 2018.**

 **(Directors Lang and Shortsleeve abstained from voting)**

Chairman Aiello called upon General Manager Luis Ramirez to present Agenda Item C, the General Manager’s report. Mr. Ramirez provided the Board with a brief Focus40 update, as set forth in the attached document labeled, “General Manager’s Remarks, June 18, 2018.” Discussion ensued.

Next, Chair Aiello called upon Deputy General Manager Jeff Gonneville to present Agenda Item D, the Report of the Deputy General Manager. Mr. Gonneville briefed the Board on the Green Line Service Disruption that occurred on Tuesday, June 12, caused by a power issue on the Green Line. Mr. Gonneville continued to provide the Board with the results of a recent partnership with Emerson College that included a brief video of one to the films produced, as set forth in the attached document labeled, “Deputy General Manager Remarks, June 18, 2018.” Mr. Gonneville concluded with the introduction of Dina Allen, Mary Jane Bergeron, Mark Romaine, Todd Johnson from the MBTA and Brooke Knight from Emerson College who all took part in the production of the video.

Next, Chair Aiello called upon Nathan Peyton, MassDOT’s Deputy Chief of Staff to present Agenda Item E, the FMCB Public Schedule. Mr. Peyton reviewed upcoming agenda items with the Board, as set forth in the attached document labeled, “FMCB Public Schedule, June 18, 2018.” Discussion ensued.

Chair Aiello next called on Jen Schlesinger, Project Manager of Focus to present Agenda Item F, the Focus40 Update. Ms. Schlesinger noted Focus40 is a long-range plan for how the MBTA can meet the needs of the region in 2040. Ms. Schlesinger reviewed the process to date, proposed programs by mode, overview of plan elements and next steps, as set forth in the attached document labeled "Focus40 Draft Plan Review, June 18, 2018.” Discussion ensued. Chair Aiello expressed concern and requested some further analysis on strategic guidance for finalizing documents.

Next, Chair Aiello called upon MassDOT Manager of Long Range Planning Scott Hamwey to present Agenda Item G, a discussion of the North-South Rail Link Draft Study. Mr. Hamwey noted that the North South Rail Link (NSRL) is a concept that would connect the MBTA’s north and south commuter rail networks through the construction of rail tunnel under downtown Boston. Mr. Hamwey indicated the potential benefits would be to increase commuter rail capacity; improve access to employment; relieve rapid transit crowding; improve maintenance flexibility through easier access to facilities; reduce highway congestion and emissions and create redevelopment opportunities by repurposing property no longer need for rail layover.

Mr. Hamwey continued to provide the Board with key findings on the North-South Rail Link Feasibility Reassessment including project background and scope; tunnel alignments, portals and stations; service plans and ridership and cost estimates, as set forth in the attached document labeled, “North South Rail Link Feasibility Reassessment, June 18, 2018.” Discussion ensued.

Next, Chair Aiello called on Director of Revenue Evan Rowe to present Agenda Item H, an update on the Parking Policy. Mr. Rowe provided the Board with three options for a new parking policy based on feedback from the Board at FMCB meetings held on March 26 and April 9, 2018. Mr. Rowe noted the policy outlined objectives for improving customer experience, reducing regional congestion and improving efficiency of the MBTA parking system. He said the policy sets pricing methodology to incorporate demand, total trip cost and ridership goals, as set forth in the attached document labeled, “Parking Policy: Pricing and Implementation, June 18, 2018.” Discussion ensued.

On motion duly made and seconded, it was:

**VOTED:**

**That the General Manager & CEO, or his designee, is hereby authorized to take all necessary steps to implement the MBTA Parking Policy, and to implement initial pricing changes effective August 1, 2018 in accordance with Option 1 as presented at the June 18, 2018 meeting.**

**FURTHER VOTED:**

**That staff will provide a review to the Fiscal and Management Control Board within a month of the first 90 days after implementation on revenue, utilization and any unintended consequences.**

Next, Vice Chair Poftak called upon Mr. Gonneville to present Agenda Item I, the Green Line Train Protection Program update. Mr. Gonneville noted that because of accidents on the Green Line in 2008 and 2009, the National Transit Safety Board (NTSB) issued a safety recommendation to the MBTA to implement a positive train protection control system. He said initially conceived solutions envisioned the implementation of a Communication Based Train Control system and its associated costs and time. In December 2015, the focus shifted toward evaluations of alternative technologies that improved safety but were less costly, easier to implement without compromising service reliability and passenger capacity.

Director of Vehicle Engineering Bill Wolfgang continued with the presentation noting that as a result, the Green Line Train Protection System (GLTPS) concept and approach was developed. After a 2016 briefing with the NTSB and the DPU, and subsequent the System Procurement RFP released in October 2016, the FMCB was presented with an update on GLTPS in January 2017. The action proposed at this meeting was to award and execute a professional services award with LTK Engineering Services, as set forth in the attached document labeled “Green Line Transformation Program: Green Line Train Protection System (GLTPS), June 18, 2018.” Discussion ensued.

 On motion duly made and seconded, it was:

**VOTED:**

**That the General Manager, or his designee, is hereby authorized to 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, MBTA Construction Contract No. X20PS01: Green Line Train Protection System Engineering and Program Management Services with a team led by LTK Engineering Services for an amount not to exceed $18,370,472.**

Next, Chair Aiello called upon Assistant General Manager of Project Delivery Beth Larkin to present Agenda Item J, a Construction Contract Agreement for Cabot Yard and Maintenance Facility Improvements. Ms. Larkin outlined the need for executing a contract that would allow for the rebuild of the Cabot Yard and improvement of the Cabot Maintenance Facility as part of the Red Line/Orange Line Improvements Program to support the acceptance of new Red Line vehicles, as set forth in the attached document labeled, “MBTA Construction Contract No. R44CN02: Cabot Yard & Maintenance Facility Improvements, June 18, 2018.” Discussion ensued.

 On motion duly made and seconded, it was:

**VOTED:**

**That the General Manager & CEO, or his designee, is hereby authorized to 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, MBTA Construction Contract No. R44CN02: Cabot Yard & Maintenance Facility Improvements for the Red Line/Orange Line Infrastructure Improvements Program with LMH-Lane Cabot Yard JV for an amount not to exceed $213,817,000.**

Ms. Larkin continued and presented Agenda Item K, a Professional Services Agreement for the Wellington Yard Rebuild and Signal Upgrades. Ms. Larkin provided an overview of the contract noting it would allow for construction phase services to be provided by the Engineer of Record for the Wellington Yard Rebuilt & Signal Upgrades project as part of the Red/Orange Line Improvements Program to support the acceptance of new Orange Line vehicles, as set forth in the attached document labeled “MBTA Contract No. R32PS02 Amendment No. 3 Wellington Yard Rebuild & Signal Upgrades, June 18, 2018.” Discussion ensued.

**VOTED:**

**That the General Manager and CEO, or his designee, is hereby authorized to 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, Amendment No. 3 to MBTA Contract R32PS02: Wellington Yard Rebuild & Signal Upgrades for the Red Line/Orange Line Improvements Program with HNTB Corporation for an amount not to exceed $3,211,113.**

 Lastly, Ms. Larkin continued to discuss the Winchester Station Final Design and Construction contract for the Winchester Center Commuter Rail Station Rehabilitation Project. The project design was for full reconstruction of the existing station and included new high-level accessible platforms, elevators and replacement of all walkways, ramps, canopies, signage, lighting and communication systems, as set forth in the attached document labeled “MBTA Contract No. J66PS02, Winchester Center Commuter Rail Station Rehabilitation, Final Design and Construction Phase Services, June 18, 2018.”

**VOTED:**

**That the General Manager & CEO, or his designee, is hereby authorized to 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, MBTA Contract No. J66PS02: Winchester Center Commuter Rail Rehabilitation Final Design and Construction Phase Services, with Jacobs Engineering Group for an amount not to exceed $3,937,875.00.**

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

 Chairman Aiello Yes

 Director Poftak Yes

 Director Lang Yes

 Director Shortsleeve Yes

**VOTED: to adjourn to Executive Session for a discussion of strategy related to real estate and collective bargaining at 3:34**

**Documents relied upon for this meeting:**

-Minutes of June 4, 2018

-GM Remarks, June 18, 2018

-FMCB Public Schedule, June 18, 2018

-Focus40 Draft Plan Review, June 18, 2018

-North South Rail Link feasibility Reassessment, June 18, 2018.

-Parking Policy: Pricing and Implementation, June 18, 2018

-Green Line Transformation Program: Green Line Train Protection System (GLTPS), June 18, 2018.

-MBTA Contract No. J66PS02, Winchester Center Commuter Rail Station

Rehabilitation, Final Design and Construction Phase Services, June 18, 2018

-MBTA Contract No. R32PS02 Amendment No. 3 Wellington Yard Rebuild & Signal Upgrades, June 18, 2018

-MBTA Construction Contract No. R44CN02: Cabot Yard & Maintenance Facility Improvements, June 8,2018