



Maura Healey, Governor  
Kimberley Driscoll, Lieutenant Governor  
Phillip Eng, Interim MassDOT Secretary



**MINUTES**  
**Meeting of the Massachusetts Department of Transportation Board**  
**of Directors**  
**February 25, 2026 AT 12:00 P.M.**

**10 Park Plaza, 2<sup>nd</sup> Floor Board Room, Suite 2890**  
**Boston, MA 02116**

***Public participation and comment was available via written communication, voice message and in-person public comment.***

***This meeting was broadcast live online.***

**MASSDOT BOARD**  
**MEMBERS**  
**PARTICIPATING:**

*Chair Phil Eng, Director Eric Batista (left meeting at 2:41 p.m.), Director Ilyas Bhatti, Director Richard Dimino, Director Tim King (arrived at 12:12 p.m.), Director Tom Koch (left meeting at 1:48 p.m.), Director Dean Mazzarella*

**OTHERS**  
**PARTICIPATING:**

*Highway Administrator Jonathan Gulliver, Registrar of Motor Vehicles Colleen Ogilvie, Aeronautics Administrator Denise Garcia, Darrin McAuliffe, Director of Major Projects Mike O'Dowd, Chief Innovation Officer Kris Carter, Brendan Kearney, Kara Oberg, Scott Mullen, Erika Mazza, Rod Brooks, Amy Getchell, Undersecretary Samantha Silverberg*

**OTHERS PRESENT:**

*General Counsel Carrie Wicker, Deputy General Counsel Owen Kane*

Chair Eng called to order the meeting of the MassDOT Board at 12:10 p.m. Owen Kane called the roll of the members participating, being a quorum of the MassDOT Board of Directors:

<b>Director Batista</b>	<b>Present</b>
<b>Director Bhatti</b>	<b>Present</b>
<b>Director Dimino</b>	<b>Present</b>
<b>Director Koch</b>	<b>Present</b>
<b>Director Mazarella</b>	<b>Present</b>
<b>Chair Eng</b>	<b>Present</b>

## **Safety Briefing**

Darrin McAuliffe presented the Safety Briefing.

## **Approval of Minutes**

The Chair then asked for a Motion to Approve the Minutes from the January 28, 2026 Meeting of the MassDOT Board.

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

**VOTED:**

**To approve the minutes of the Board of Directors meeting held on January 28, 2025.**

<b>Director Batista</b>	<b>Yes</b>
<b>Director Bhatti</b>	<b>Yes</b>
<b>Director Dimino</b>	<b>Yes</b>
<b>Director King</b>	<b>Yes</b>
<b>Director Koch</b>	<b>Yes</b>
<b>Director Mazzarella</b>	<b>Yes</b>
<b>Chair Eng</b>	<b>Yes</b>

**Public Comment**

Bob Young expressed concern that the American flag outside the Transportation Build appeared to be torn. (Note: Darrin McAuliffe took Mr. Young’s concern to Building Management and arranged for a new flag to replace the torn flag).

Mr. Young also spoke about a corner/request he has made during the Public Comment portion of a previous Board Meeting. Mr. Young stated that, while the actual name is the Leonard P. Zakim Bunker Hill Memorial Bridge, television and radio stations, as well as signage, simply refer to the bridge as the Zakim Bridge. Mr. Young asked that the Department take the necessary steps to change the signage and convince the media to use the full name of

the bridge.

Mary Beth Ellis submitted her comments via voicemail. Ms. Ellis relayed the moving story of her daughter, Sidney, who was killed after being struck by a car while in a crosswalk. She spoke in favor of Recommendation #8 of the Micro-Mobility Commission Report, a recommendation to the Legislature requesting statutory approval of Automated Enforcement for violations that endanger vulnerable road users, including speeding, improper use of bus and bike lanes and red light running.

Andrew Vernon submitted public comment via email. His email is attached to these minutes and was provided to each of the Directors prior to the meeting.

In his email, Mr. Vernon indicated that he had submitted several public records requests since August 2025 to MassDOT which have not been answered.

In particular, he is looking for information on the policy applied when the RMV is notified of a change in medical data about a driver, the policy used by the RMV to issue Real ID (not license) identification and state of MA

identification to individuals with disabilities who present themselves in a service center, the name and contact information for the ADA compliance officer of the RMV, and the policy regarding complaints made to the RMV.

Mr. Vernon stated that in May 2025 MassDOT was provided with information regarding his medical circumstances. In August 2025 MassDOT provided untimely communication and demand that still has not been addressed. In August 2025 MassDOT repeatedly was unwilling and unable to provide a reasonable or equal service / accommodation to Mr. Vernon. He reported that as of his communication MassDOT continues to maintain incorrect license status data. The policy and process by which an individual with a developing disability must surrender their required Massachusetts ID card license is of concern. He would also like to know how the status values of "canceled", "suspended" and "surrendered" are maintained and interpreted.

## **STANDING REPORTS**

The Secretary presented his report to the Board.

He discussed the recent blizzard which deposited the greatest amount of snow on parts of Massachusetts since 2015. Approximately 3,000 pieces of equipment were used on roadways statewide. Most of the equipment was redeployed Monday afternoon and evening to the South Coast to assist municipalities responding to extraordinary levels of snowfall. Parts of South Coast and the Cape saw over 2 feet of snow, along with wind gusts of 60-75 mph.

The Governor ordered a ban on non-essential travel for the South Coast and Cape Cod which was in place Monday afternoon through noontime Tuesday, February 24.

The Secretary led a discussion on the Governor's proposed FY2027 Budget. He noted that the support of the Administration via a commitment of \$8 billion over the next ten years has allowed us plan and implement important, far-reaching projects that can only be accomplished because we know that the funding is available.

Secretary Eng discussed the Fair Share Dashboard and the incredible return on investment that we have seen thus far. MassDOT has been able to

replace or rehabilitate hundreds of bridges and assist municipalities to repair an historic number of road miles.

The Secretary also talked about the “Getting Stuff Done” Summit recently hosted by Lt. Gov. Driscoll. State and municipal leaders from across the state met to discuss state-local partnership opportunities.

The Secretary then spoke about the report of the Micromobility Commission which will be discussed by Kris Carter during today’s meeting.

He also discussed several grant programs that have provided great benefits to municipalities and regional transportation agencies.

Finally, Secretary Eng introduced the newest member of MassDOT’s Senior Leadership team, Samantha Silverberg, the Undersecretary of Transportation Policy.

Director Mazzeella commended the Secretary and the Micromobility Commission for its report and recommendations and agreed that we, as a Commonwealth, have not done enough to combat aggressive driving. He asked if the Department could consider creating a group to study this issue and make recommendations to the Legislature,

The Secretary responded that as a transportation engineer, he understands that there is always a balance that we must achieve with transportation projects, we must move efficiently and safely – following the 3 Es, Engineering, Enforcement and Education.

Director Bhatti expressed his appreciation to the Department noting that the roads are in remarkable shape after the storms.

Secretary Eng stated that our people did a great job out there – they were out when the Governor told everyone to stay in. He is very proud of the entire staff.

Highway Administrator Jonathan Gulliver provided his report to the Board. Administrator Gulliver updated the Board on the Snow and Ice activities thus far. The Department had more than 3000 pieces of equipment plowing and treating the roads throughout the storm.

The Administrator also announced the 2<sup>nd</sup> round of the FY26 Complete Streets Grants. More than \$6.6 million has been awarded to fifteen municipalities.

Mr. Gulliver also discussed several recent successful projects that are

in the final stages of completion, including the Maffa Way in Boston and Davol Street in Fall River.

There was extensive discussion. Director Dimino wanted to highlight the Davol Street project as an example of transportation improvements that are much more than simply transportation – this project, and MassDOT’s partnership with Fall River, has resulted in greater land use opportunities as well as improved economic development within the region.

Director King noted that he was familiar with Davol Street both before and after this project and commended the Department for such a transformative project.

Aeronautics Administrator Denice Garcia presented her Division’s report. The Administrator provided updates on the construction projects at the New Bedford and Orange Airports. She also showed a video of the successful use of drones in tunnel inspections for the Highway Division.

Director Dimino asked how many of the airports are open after the storms. Administrator Garcia stated that at least twelve airports were back in operation already.

Due to time constraints, the reports of the RMV and Rail & Transit were presented in writing.

## **Presentations and Actions**

Director of Major Projects Mike O'Dowd presented a request that the Board authorize and approve the Secretary/CEO, or his designee, to execute MassDOT Contract No. 132406 titled Wilmington – Reconstruction on Route 38 (Main Street), From Route 62 to Woburn C.L. , for Highway Construction, with Northern Construction Services LLC, for the amount of \$36,389,683.00.

The award of Contract No. 132406 titled Wilmington – Reconstruction on Route 38 (Main Street), from Route 62 to the Woburn C.L., will address the immediate need to reconstruct approximately 2.1 miles of Route 38 (Main Street), replace the deficient bridge structure that crosses Maple Meadow Brook, and improve the overall safety of the corridor by introducing new complete street measures. The project will also include extensive utility relocations and drainage improvements within the project area.

The deficient bridge structure, Bridge W-38-011 (CVE), is located in the southeastern part of the Town of Wilmington, approximately 6,500 feet north

of the Wilmington/Woburn town line and carries Route 38 (Main Street) over Maple Meadow Brook. The existing bridge is a single-span structure with an overall length of approximately 20 feet and an overall width of approximately 40 feet. The structure has a curb-to-curb width of approximately 35 feet and carries two travel lanes, one in each direction. The existing structure is in overall poor condition and has never been reconstructed. Due to its poor condition, it has been recommended that the bridge be fully replaced.

The proposed bridge width will be 37 feet 6 inches with two 11-foot lanes, two 5-foot shoulders, and one 5-foot sidewalk on the southern side of the bridge. The proposed abutments will be supported by drilled micro-piles. The bridge replacement will be constructed in stages to maintain one lane of traffic in each direction. A temporary pedestrian bridge will be constructed to maintain continuous pedestrian access throughout the duration of construction.

This project will reconstruct the bridge to accommodate the proposed full travel width of Route 38 (Main Street), address the deteriorated roadway conditions throughout the corridor, enhance safety for all users, and

accommodate connections to adjacent town projects to improve pedestrian and bicycle accessibility.

Director Bhatti noted that the project was discussed at the Capital Programs Committee and that the Committee unanimously voted to recommend the project for approval.

Director Dimino asked why a project of only two miles will take 5 ½ years to complete and if we had considered any value engineering measures such as incentives that might reduce that time. Mr. O'Dowd explained that the project includes extensive utility relocation. In addition, the plan is to maintain access, keeping all lanes open as much as possible. In determining whether to include incentive clauses in these types of project, the Department looks at road user costs. The analysis in this case did not rise to the level required to include such incentives.

Director Mazzarella asked that this presentation be given to the Town of Wilmington because he is certain that they will get multiple inquiries about how long this project is taking to complete.

Discussion ensued.

The Chair asked for a motion to approve this project.

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

**VOTED: To authorize the Secretary, or his designee, to award and execute MassDOT Contract No. 132406 entitled Reconstruction on Route 38 (Main Street), from Route 62 to Woburn C.L. , with Northern Construction Services LLC , in a form approved by the General Counsel, in the amount of \$36,389,683.00.**

<b>Director Batista</b>	<b>Yes</b>
<b>Director Bhatti</b>	<b>Yes</b>
<b>Director Dimino</b>	<b>Yes</b>
<b>Director King</b>	<b>Yes</b>
<b>Director Koch</b>	<b>Yes</b>
<b>Director Mazarella</b>	<b>Yes</b>
<b>Chair Eng</b>	<b>Yes</b>

Chief Financial Officer David Pottier then provided an update on the Fiscal Year 2027 Operating Budget.

Mr. Pottier noted that Governor Healey submitted her Budget request to the Legislature on January 28. The request, referred to as House 2, advances the administration’s transformative \$8 billion plan to upgrade roads, bridges and public transportation across the Commonwealth.

Mr. Pottier led a lengthy discussion on transportation benefits derived

from three main funding vehicles: FY27 House 2 Budget, FY26 Fair Share Supplemental Filing and the Chapter 90 Supplemental Bill.

Mr. Pottier noted that, excluding the sales tax transfer, the FY27 House 2 Budget recommends \$1.3 billion in transportation funding, representing a \$94.5 million (8 percent) increase over the FY26 General Appropriations Act (GAA), the FY26 Fair Share Supplemental Filing includes a proposed \$784.7 million investment in transportation, and the Chapter 90 Supplemental Bill provides \$1.2 billion over four years to ensure stable, increased funding for municipal road and bridge repairs.

The House 2 Budget supports MassDOT operations at \$645 million, representing an \$86 million increase compared to the FY26 GAA, an \$85 million appropriation for snow and ice removal, based on the five-year average of actual costs. This reflects a \$50 million increase from the FY26 GAA to maintain safe roadway conditions during winter storms.

Mr. Pottier stated that, across House 2 and the Supplemental Budget, Fair Share Funding will support \$1.8 billion in transportation investments for the following:

MassDOT – \$545.0 Million

- o \$263.2million for MassDOT Service Investments
- o \$229.8 million in support of RTAs
- o \$30.0 million for the Sustainable Aviation Fuel Credit
- o \$15.0 million for Microtransit and Last Mile grants
- o \$7.0 million for Unpaved Roads

MBTA – \$1.1 Billion

- o \$993.0 million in support of MBTA operations
- o \$121.7 million for Federal Transportation Authority (FTA) reserve

Other Transportation related initiatives – \$162.0 Million

- o \$100.0 million to support the Human Services Transportation Office
- o \$62.0 million to support Education Transportation

The Healey-Driscoll Administration is proposing a four-year \$1.2 billion

Chapter 90 authorization which would provide:

- \$300 million annually for 4 years with a \$100 million distributed by lane

miles

The bill includes significant support for infrastructure improvements

statewide:

- \$500 million for MassDOT Lifecycle Asset Management Program,
- \$200 million for MBTA Rail Reliability & Modernization
- \$200 million for Parkway Resilience Improvement and Safety

Modernization (PRISM) Program for DCR Assets

- \$200 million for transportation projects to unlock housing

development

It also proposes reauthorization of popular programs funded by the

2022 Transportation Bond Bill:

- \$2.3B in reauthorized federal aid highway spending
- \$800M in reauthorized nonfederal aid highway spending
- \$65M in reauthorized municipal pavement program spending
- \$12M in reauthorized Shared Streets and spaces program spending.

Director Koch stated, while grateful to the Governor for her support for Chapter 90, he has an obligation, as a local elected official, to point out that the Chapter 90 money hasn't moved much. We need to take a closer look at it and see if there might be a way to increase the Chapter 90 funds for

municipalities.

Director Koch also asked whether there has been a decrease in gas tax revenue due to the greater number of electric vehicles. Mr. Pottier said that we will check and get the information to the Directors.

Erika Mazza, Rod Brooks and Amy Getchell then provided an update on the FIFA World Cup 26 preparations.

Ms. Mazza began the presentation by describing the unprecedented opportunity to showcase the Commonwealth and MassDOT/MBTA on a global stage. Our initial estimates indicate upwards of 2M visitors descending on the Boston area for World Cup events. At the same time, we expect additional visitors for the 250th Anniversary festivities, Tall Ships, and summertime events (Red Sox, concerts, etc.).

She discussed the World Cup schedule, of the seven matches scheduled, six will be held on weekdays, the first match will be Saturday, June 13, with start times between 3:00 and 9:00 pm. Parking at Gillette Stadium, which will be renamed Boston Stadium for the World Cup, will be severely limited, with only 5,000 spots available.

The Fan Festival will be held on City Hall Plaza, further complicating the traditional march to the match by the fans. The march will obviously not go from Boston to Foxborough, it will begin at Boston Common and end at South Station.

The MBTA expects to transport more than 20,000 fans per match and has upgraded the Foxborough station in anticipation.

Mr. Brooks led a discussion on MBTA's Operational Overview for the World Cup. He stated that the MBTA will have an opportunity to practice its operations plans with a friendly match between Brazil and France on March 26 at 4:00 pm.

Amy Getchell discussed MassDOT's planning thus far. MassDOT is developing a traffic management plan for Route 1 in Foxborough, and is looking at various options for utilizing our Park and Ride lots to relieve some of the congestion.

Director Mazzarella was interested in knowing why the parking was reduced from 20,000 spots to 5,000. Mr. Brooks indicated that the safety perimeter around the stadium has been greatly increased for the World Cup.

Director King was interested in the impact this event will have on commuters. Mr. Brooks says that he expects an impact on commuter rail. He indicated that Railroad Operations was looking at several options. He will report back to the Board as the plans are developed.

Secretary Eng emphasized the need for a great deal of coordination with several entities, including MassDOT, the MBTA and the municipalities of Boston and Foxborough.

Director Batista asked about staffing for the effort. Secretary Eng indicated that all hands will be on deck for the events.

Director of Innovation Kris Carter, along with Brendan Kearney, Kara Oberg and Scott Mullen then presented an update on the Report of the Micromobility Commission, which was recently filed with the Legislature.

Mr. Carter provided each Director with a summary of the final report, entitled Small Wheels, Big Potential. He also encouraged the Board and the public to check out the full report which can be found at the MassDOT web site.

The Special Commission on Micromobility was established by the

Legislature in November 2024, to review current laws, provide recommendations on regulations and recommendations to support the expansion of micromobility use, including shared options for municipalities.

The Commission was chaired by the Secretary of Transportation and comprised of representatives of Transportation Committee Co-Chairs, EOPSS, DCR, WalkMass, MassBike, small business owners, academics, law enforcement, City of Boston, Town of Amherst, and the Consulting Planners of Massachusetts

There are sixteen overall recommendations in the final report created by the Commission to clean up confusion, improve safety, and enable further adoption of this mobility mode. The Commission has recommended 14 new definitions and a handful of modified definitions in state law to address confusion about device and infrastructure terms and give rulemaking authority to RMV to establish device requirements, using speed as a defining characteristic to classify vehicles; linked to safety.

Mr. Carter led a discussion, along with his fellow Commissioners, on the 16 recommendations. The underlying premise for the recommendations are

as follows:

#### Safety is Proactive

Creating speed tiers and allowances provides awareness and education for many parties, which can create a safe riding environment and a culture of safety and responsibility.

#### Safer Speeds

Promoting safer speeds in all environments through a combination of thoughtful, equitable, context-appropriate design, appropriate speed limit-setting, targeted education, outreach campaigns, and enforcement Safer Vehicles Reducing risk of fire by creating new battery certification and safety equipment requirements for devices that can go over 20 MPH and which are used on public infrastructure.

#### Safer People

Requiring helmets and minimum operating age for some devices and restricting use of higher speed devices where pedestrians are present.

Extensive discussion ensued.

Director Bhatti said that he found the presentation and the report

fascinating. He asked specifically about pedestrian safety and what efforts did the Commission feel should be expended to increase safety. Mr. Carter said that the increase in the number of rail trails has proven to be both a positive and negative – the trails are attractive to motorized vehicles as well as pedestrians. Now the issue has become how do they co-exist. The implementation of the Commission’s recommendations is a good start.

Director Dimino commended the Commission on its work. The Commission pulled together a great deal of data points, the implementation of the recommendations is certainly valuable.

Director Mazzarella agreed with Director Dimino and said the work of the Commission has been a step in the right direction.

Chair Eng adjourned the meeting.

**The meeting formally ended at 2:41 p.m. due to a lack of quorum.**

Vernon Email

-----Original Message-----

From: Andrew Vernon <[andrew.ben.vernon@gmail.com](mailto:andrew.ben.vernon@gmail.com)>

Sent: Tuesday, February 24, 2026 7:51 PM

To: MassDOT Public Comments <[publiccomment@dot.state.ma.us](mailto:publiccomment@dot.state.ma.us)>

Subject: 02.25.2026 MassDOT Board of Directors – Public Comment

CAUTION: This email originated from a sender outside of the Commonwealth of Massachusetts mail system. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

I have submitted multiple public records requests since August 2025 (i.e. P002750-120425) to MassDOT which have not been answered. The records owner beyond the RAO has also not responded to this matter.

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1. The policy applied when the MA RMV is notified of a change in medical data about a driver.
2. The policy used by the RMV to issue Real ID (not license) identification and state of MA identification to individuals with disabilities who present themselves in a service center.
3. The name and contact information for the ADA compliance officer of MA RMV.
4. The policy regarding complaints made to the MA RMV.

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In May 2025 MassDOT was provided with timely information regarding my medical circumstances. In August 2025 MassDOT provided an untimely communication and demand that still has not been addressed. In August 2025 MassDOT repeatedly was unwilling and unable to provide a reasonable or equal service / accommodation to me. As of this communication MassDOT continues to maintain incorrect license status data regarding me. The policy and process by which an

individual with a developing disability must surrender their required Massachusetts ID card license is of concern. As well, how the status values of "canceled", "suspended" and "surrendered" are maintained and interpreted remain of concern. Please feel free to reach me at 413.695.2313.

Sincerely,

-Andrew Vernon