



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Jamey Tesler, Acting Secretary & CEO



MINUTES

Joint Meeting of the MassDOT Board of Directors and the Fiscal and Management Control Board

May 24, 2021 AT 12:00 P.M.

10 PARK PLAZA, BOSTON, MA

This meeting was held virtually in accordance with the Order Suspending Certain Provisions of the Open Meeting Law issued by Governor Baker on March 12, 2020. Board members participated remotely. Public participation and comment occurred via written communication, voice message and live public comment through conference call.

This meeting was live streamed.

MASSDOT BOARD MEMBERS PARTICIPATING REMOTELY:

Chairman Jamey Tesler, Director Timothy King, Director Brian Lang, Director Dean Mazzearella, Director Robert Moylan, Director Kathleen Murtagh, Director Vanessa Otero, Director Betsy Taylor, and Director Monica Tibbits-Nutt

MASSDOT BOARD MEMBERS ABSENT: Director Chrystal Kornegay

FMCB MEMBERS PARTICIPATING REMOTELY:

Chairman Joseph Aiello, Vice-Chair Monica Tibbits-Nutt, Director Brian Lang, and Director Timothy Sullivan

FMCB MEMBERS ABSENT: OTHERS PRESENT AND/OR PARTICIPATING FOR VARIOUS PORTIONS OF THE MEETING:

Director Chrystal Kornegay

Highway Administrator Jonathan Gulliver, General Manager Steven Poflak, Governance Operations Officer Hope Patterson, Chief of Staff in the Highway Division Meghan Haggerty and Process Improvement Engineer Tracy Osimboni, Chief Administrative Officer of Human Resources Matthew Knosp, Chief Administrative Officer of the

Highway Division Matt Bamonte, Deputy Director of Treasury Services Christina Marin, South Coast Rail Manager Jennifer Tabakin, Chief Safety Officer Ron Ester, Deputy Director of Safety Oversight Matthew DeDonato, Chief Financial Officer Mary Ann O'Hara, Deputy CFO Michelle Ho, Manager of Capital Program Planning Jillian Linnell, Undersecretary Scott Bosworth, Director of Rail Transformation Alistair Sawers, Deputy Director of Policy and Strategic Planning Lynsey Heffernan, Senior Manager of Fare Policy Analysis Andy Stuntz, Chief of Strategy Kat Benesh, Capital Delivery Project Manager Nathan Rae, General Counsel Marie Breen and Chief Counsel Michelle Kalowski.

A. Open of Meeting of MassDOT

Secretary Tesler called to order the meeting of the MassDOT Board at 12:02 p.m.

General Counsel Marie Breen called the roll of the Members participating, being a quorum of the FMCB Board of Directors:

Chairman Tesler	Yes
Director King	Yes
Director Kornegay	Absent
Director Lang	Yes
Director Mazzearella	Absent for vote
Director Moylan	Yes
Director Murtagh	Yes
Director Otero	Yes
Director Taylor	Yes
Director Tibbits-Nutt	Yes

In accordance with current public health emergency, public comment was taken by regular mail, e-mail, and by voice message.

Wendy Landman of WalkBoston endorsed the all-at-grade option for the I-90 Allston project.

Galen Mook of MassBike discussed maintenance of the Allston viaduct and surrounding infrastructure.

Staci Rubin of the Conservation Law Foundation said the \$75 million maintenance amount should be viewed as a down payment on the multi-modal project.

Fred Salvucci expressed concern that viaduct maintenance could distract staff from completing an EIS for federal funding.

Heather Miller of the Charles River Watershed Association urged the Board to advance the multi-modal project and encouraged reducing the number of traffic lanes.

Harry Mattison of the I-90 taskforce asked for the taskforce to meet in person if possible.

Secretary Tesler presented his report, Agenda Item 1, providing a Covid-19 update and discussing some personnel changes. He also provided brief updates on the mentorship program, the Innovation Virtual Conference, the Industrial Rail Access Program, BEB studies and discussed Aeronautics' collaboration with NASA.

Highway Administrator Jonathan Gulliver presented his report, Agenda Item 2. He reviewed work on the Canal Bridges and Acceler-8 bridge project. Mr. Gulliver also discussed the Sumner Tunnel Centennial project, the Fenway Center Air Rights project and the Allston Multi-Modal Project. In response to questions from Director Mazzarella, he confirmed that the maintenance was already planned and would not need to be removed later that while some maintenance would still be required, annual maintenance costs should be reduced.

Agenda Items 3 through 5 were provided in writing.

Mr. Gulliver introduced Highway Division Chief of Staff Meghan Haggerty and Process Improvement Engineer Tracy Osimboni to present Agenda Item 6, an update on the Highway Capital Delivery Process. Ms. Haggerty discussed the streamlining of the process, adoption of an "agile scrum" approach and said that staff are working with dashboards and monthly

check-ins to sustain results. Ms. Osimboni explained how the improvements were achieved and tracked. Secretary Tesler thanked staff for the presentation and their work.

Chief Human Resources Officer Matt Knosp and Chief Strategic Officer Scott Bosworth presented Agenda Item 7, an update on human resources and the Future of Work phase 1. Staff are identifying elements that worked from the past year and designing a hybrid model to be in place by the end of 2021 which should maximize benefits for MassDOT and employees.

Matt Bamonte, Chief Administrative Officer of the Highway Division, presented Agenda Item 8, an amendment to the Massachusetts State Police Highway Services Memo of Understanding (“MOU”). Mr. Bamonte explained that this amendment to an existing MOU establishes a baseline level of service and ensures that MassDOT customers have adequate access to police services. In response to a question from Director Moylan, Mr. Bamonte clarified that there is an annual audit in place.

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

VOTED:

To approve the memorandum of understanding between the Massachusetts Department of Transportation (“MassDOT”) and the Massachusetts State Police (the “MSP”), in a form approved by the General Counsel, as presented to the Board of Directors at the May 24, 2021 joint meeting of the Massachusetts Board of Directors and Fiscal and Management Control Board, and as set out in Appendix A, attached hereto, through which MassDOT has agreed to pay the MSP up to \$19.5 million in exchange for the MSP’s agreement to provide police protection and services for certain MassDOT properties and to any other MassDOT properties mutually agreed upon between MassDOT and the MSP.

Chairman Tesler	Yes
Director King	Yes
Director Kornegay	Absent
Director Lang	Yes
Director Mazzerella	Yes
Director Moylan	Yes

Director Murtagh	Yes
Director Otero	Yes
Director Taylor	Yes
Director Tibbits-Nutt	Yes

B. Joint Board Meeting

Chairman Aiello called to order the meeting of the Fiscal Management and Control Board at 1:15 p.m. General Counsel Marie Breen called the roll of the Members participating, being a quorum of the FMCB:

Chairman Aiello	Yes
Vice-Chair Tibbits-Nutt	Yes
Director Kornegay	Absent
Director Lang	Yes
Director Sullivan	Yes

In accordance with current public health emergency, public comment was taken by regular mail, e-mail, and by voice message.

State Representative Mike Connolly asked the FMCB to include money for noise barriers and improvements in Somerville in the CIP.

State Representative Christine Barber asked the FMCB to include money for improvements to the 28/38 corridor and sound barriers.

State Senator Pat Jehlen supports noise barriers and pollution protection.

Councilor Kristen Strezo of Somerville supports \$2 million each for route improvements and noise barriers in East Somerville.

Amy Horton of East Somerville Main Streets' Board of Directors urged inclusion of funding for noise barriers and improvements in the CIP.

Councilor Mark Niedergang of Somerville asked the FMCB to include noise barrier and improvements funding in the CIP.

Stephanie DeLacey of Somerville expressed support for improvements in East Somerville.

Christina Ciampa of East Somerville Main Streets asked the FMCB to include funding for improvements and barriers in CIP.

A Somerville resident urged safety improvements for East Somerville.

Stacey Thompson of the Livable Streets Alliance expressed support for the all at-grade option for Allston multi-modal project and called for fare policy improvements before addressing fare evasion.

Deborah Peterson of Watertown expressed support for the electrification of the bus fleet.

Jackie Gross of Watertown Faces of Climate Change stressed the importance of fleet electrification and prioritizing all-electric garages.

Richard Prone of the MBTA Advisory Board urged the MBTA to resume weekend rail service to the South Shore and asked for an explanation of plans for South Coast Rail logistics.

Finn McSweeney said that protection from externalities of I-93 in Somerville should be prioritized over convenience of drivers.

Watertown Environment and Efficiency Committee member Brian Hebeisen said that the CIP should take state climate law into account and prioritize electrification.

Thomas Nally of A Better City urged the selection of the all at-grade option and construction of Southside rail maintenance facility.

Todd Procup of Somerville said that highway improvements should not be fast-tracked while pedestrian safety improvements are delayed.

Ken Carlson of Safe Streets Somerville noted that funding for sound and pedestrian protections is already secured and asked the FMCB to please include that funding in the CIP.

Meredith Fields of Watertown called for investment in in-motion charging buses and prioritization of electric garages.

For Agenda Item 9, Chairman Tesler asked for a motion from a MassDOT Board Member to approve the minutes of the April 26, 2021 Joint Board Meeting minutes.

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

VOTED:

To approve the minutes of the Joint Board Meeting held on April 26, 2021.

Chairman Tesler	Yes
Director King	Yes
Director Kornegay	Absent
Director Lang	Yes
Director Mazzarella	Yes
Director Moylan	Abstain
Director Murtagh	Yes
Director Otero	Yes
Director Taylor	Yes
Director Tibbits-Nutt	Yes

Chairman Aiello asked for a motion from an FMCB Member to approve the minutes of the April 26, 2021 Joint Board Meeting.

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

VOTED:

To approve the minutes of the Joint Board Meeting held on April 26, 2021.

Chairman Aiello	Yes
Vice-Chair Tibbits-Nutt	Yes
Director Kornegay	Absent
Director Lang	Yes
Director Sullivan	Absent for vote

Agenda Item 10, the Commuter Rail performance update, was provided in writing.

Deputy Chief Financial Officer Michelle Ho and Manager of Capital Program Planning Jillian Linnell discussed Agenda Item 11, the MassDOT/MBTA CIP draft plan. Ms. Ho discussed staff progress and explained staff are asking for feedback on draft proposed projects and changes, final proposed sources and uses and the draft CIP. She then reviewed proposed board engagement and discussed adjustments to revenues and sources. Ms. Linnell discussed the CIP in more detail, focusing on MBTA-specific elements, including accessibility improvements and targeted investments, and funding.

Ms. Ho discussed the public engagement process and next steps, stating the CIP would be presented to the board in June. Director Taylor asked for a link to the detailed list of programs and Ms. Ho promised to send it.

Chair Aiello suggested that staff look at the \$103 million in funding the MBTA received from the Biden administration for the Green Line Extension, which is under-budget, and see if some funds can be appropriated to support a Red Line-Blue Line connection. He recommended proactive engagement with the Federal Transit Administration.

Chairman Tesler first asked for a vote by the MassDOT Board.

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

VOTED:

That the Secretary/Chief Executive Officer, or his designee, is hereby authorized and directed to take any steps deemed necessary and appropriate to request public comment for the MassDOT/MBTA Draft FY22 Capital Investment Plan.

Chairman Tesler	Yes
Director King	Yes
Director Kornegay	Absent
Director Lang	Yes
Director Mazzarella	Yes
Director Moylan	Yes
Director Murtagh	Yes
Director Otero	Yes
Director Taylor	Yes
Director Tibbits-Nutt	Yes

Chairman Aiello then asked for a vote by the FMCB Board.

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

VOTED:

That the Secretary/Chief Executive Officer, or his designee, is hereby authorized and directed to take any steps deemed necessary and appropriate to request public comment for the MassDOT/MBTA Draft FY22 Capital Investment Plan.

Chairman Aiello	Yes
Vice-Chair Tibbits-Nutt	Yes
Director Kornegay	Absent
Director Lang	Yes
Director Sullivan	Yes

For Agenda Item 11, the Fiscal MBTA Fuel Hedge, Ms. O'Hara was joined by Deputy Director of Treasury Services Christina Marin. They explained that staff are seeking approval to execute the fuel hedge to mute budget volatility. They explained the mechanism of the fuel hedge and reviewed recent hedging by the MBTA.

Director Taylor said it was a good proposal that will reduce volatility.

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

VOTED:

To recommend that the Board of Directors of the Massachusetts Department of Transportation authorize the Chief Financial Officer or Treasurer of the Massachusetts Bay Transportation Authority ("MBTA"):

- **to enter into one or more hedges, with terms expiring no later than June 30, 2022, as determined to be necessary or appropriate, to hedge the MBTA's financial risks related to the price of diesel fuel, provided that such hedges shall be procured via competitive bid process and shall hedge not more than 10 million gallons; and**
- **to execute any and all documents, certificates and other instruments necessary or desirable to effectuate the transactions contemplated by the foregoing vote.**

Chairman Aiello	Yes
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Vice-Chair Tibbits-Nutt	Yes
Director Kornegay	Absent
Director Lang	Yes
Director Sullivan	Yes

VOTED:

To approve the recommendation of the Fiscal and Management Control Board to authorize and to hereby authorize the Chief Financial Officer or Treasurer of the Massachusetts Bay Transportation Authority ("MBTA"):

- to enter into one or more hedges, with terms expiring no later than June 30, 2022, as determined to be necessary or appropriate, to hedge the MBTA's financial risks related to the price of diesel fuel, provided that such hedges shall be procured via competitive bid process and shall hedge not more than 10 million gallons; and
- to execute any and all documents, certificates and other instruments necessary or desirable to effectuate the transactions contemplated by the foregoing vote.

Chairman Tesler	Yes
Director King	Yes
Director Kornegay	Absent
Director Lang	Yes
Director Mazzarella	Yes
Director Moylan	Yes
Director Murtagh	Yes
Director Otero	Yes
Director Taylor	Yes
Director Tibbits-Nutt	Yes

Ms. O'Hara presented the MBTA Investment Policy update, Agenda Item 12, involving mostly administrative changes since the last investment policy update in 2019. Ms. O'Hara explained staff are seeking approval to move forward with changes to investment policy.

Director Taylor said the adjustments were wise and broaden staff involvement and will increase investment income.

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

VOTED:

That the Fiscal and Management Control Board ("FMCB") recommends that the Board of Directors of the Massachusetts Department of Transportation ("Board") approve the amended Massachusetts Bay Transportation Authority Investment Policy as presented at the May 24, 2021 Joint Meeting of the FMCB and the Board and as attached hereto as Appendix A.

Chairman Aiello	Yes
Vice-Chair Tibbits-Nutt	Yes
Director Kornegay	Absent
Director Lang	Yes
Director Sullivan	Inaudible

VOTED:

That the Board of Directors of the Massachusetts Department of Transportation ("Board") approves the amended Massachusetts Bay Transportation Authority Investment Policy as presented at the May 24, 2021 Joint Meeting of the Fiscal and Management Control Board and Board and as attached hereto as Appendix A.

Chairman Tesler	Yes
Director King	Yes
Director Kornegay	Absent
Director Lang	Yes
Director Mazzearella	Yes
Director Moylan	Yes
Director Murtagh	Yes
Director Otero	Yes
Director Taylor	Yes
Director Tibbits-Nutt	Yes

South Coast Rail manager Jennifer Tabakin presented Agenda Item 14, the South Coast Rail quarterly update. She reported that \$562M in construction work is underway, with an additional \$27 million awarded. Ms. Tabakin discussed the status of work on major contracts, the cost curve for the Fall River Secondary and provided an overview of upcoming construction and design work. In response to a question from Director Moylan, Ms. Tabakin clarified that the designer's scope of work includes full-build of Phase 2 up to 30%. She said Phase 2 work will start after this year's construction, putting staff in a position where permit

issues have been determined and funding estimates can be evaluated for remainder of full-build work.

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

VOTED: To adjourn the meeting of the MassDOT Board of Directors.

Chairman Tesler	Yes
Director King	Yes
Director Kornegay	Absent
Director Lang	Yes
Director Mazzeella	Yes
Director Moylan	Yes
Director Murtagh	Yes
Director Otero	Yes
Director Taylor	Yes
Director Tibbits-Nutt	Yes

C. FMCB

Chairman Aiello then turned to the FMCB-only portion of the agenda, asking the Boardroom to play voicemail messages for Agenda Items 15 through 21.

Mayor Kim Janey of Boston voiced support for a low-income fare program.

Steve Owen of Cambridge commented on fare policy and spoke in support of equity and justice goals.

Veena Dhamaraj of Sierra Club urged the FMCB to implement a low-income fare program by the end of 2022.

Sylvia Parsons of 350Mass called for steep reductions in GHGs and prioritizing equity, also stating that regional rail work should focus on EMUs and updating infrastructure.

Caitlin Allen Connolly of A Better City said that the riding public needs safe, reliable, affordable service, and service should return to pre-pandemic levels as soon as practicable.

Susan Baxtrom of GreenRoots asked for low-income fare adjustment and stated that riders and unions deserve a voice on the board.

May Hua-Zheng, a home healthcare worker in Quincy said that residents are facing rent increases while returning to work and public transit is necessary for them.

Naftali Poritz made suggestions on EMU procurement and design.

Harry Mattison of the I-90 Allston Taskforce thanked the FMCB for pursuing a South-Side maintenance facility and asked them to reconsider a layover facility in Allston.

Jean Trubek of the Watertown Efficiency and Environment Committee was concerned by the proposal to take down overhead charging wires and replace buses with overnight charging diesel hybrids.

A caller expressed frustration with a bus schedule that is not coordinated with an adjacent commuter rail schedule.

Marilyn McNabb commented on lack of air conditioning in the RIDE vehicles.

Louise Baxter of the T Riders Union applauded the MBTA's commitment to safety and the rollout of regional rail. She commented that fare evasion is more like sneaking into a theater than traffic violations, which are an actual safety issue and asked the FMCB to ensure that people can buy cards near stops before implementing fare evasion policies.

General Manager Poftak presented his report, Agenda Item 15. He provided Covid-19 and ridership updates, discussed safety precautions following the governor's new orders, announcing that the CharlieCard store is reopening and the MBTA will return to its pre-Covid crowding policy.

Mr. Gonneville discussed planned service changes for the summer, which will increase service across modes and routes.

Mr. Poftak noted the kickoff of Rail-Grade Crossing Safety Month is next Tuesday.

Deputy Director of Stakeholder Engagement Hope Patterson presented Agenda Item 16, updates to FMCB schedule. In response to a question from the Chair, staff confirmed the

cashflow analysis will be comprehensive. Chairman Aiello asked if the means-tested fare discussion on June 21 could include a planning and execution analysis. Mr. Poftak said that those concepts would be covered today but the FMCB is welcome to ask for more analysis.

Chief Safety Officer Ron Ester and Deputy Director of Safety Oversight Matthew DeDonato presented Agenda Item 17, an update on the safety management system. Mr. DeDonato explained that SMS fundamentals training is intended to establish SMS as the medium for safety communications.

Director of Rail Transformation Alistair Sawers presented Agenda Item 18, the Regional Rail update. He discussed various options of EMU rolling stock and supporting infrastructure on the Providence line reviewing compatibility, modelling of scenarios and cost indications.

Chair Aiello asked about the timeline for a decision. Mr. Sawers said that Option A would have to be selected relatively soon, to some degree Option B would have more timeline leeway. A discussion ensued about the respective advantages and disadvantages of each approach. At the Chair's request, Mr. Sawers said staff would present the resources and work that would be needed for either approach.

Deputy Director of Policy and Strategic Planning Lynsey Heffernan and Senior Manager of Fare Policy Analysis Andy Stuntz presented Agenda Item 19, an update on Fare Policy. Ms. Heffernan reviewed the implementation timeline and Mr. Stuntz discussed fare strategy and promotions, along with the process for monitoring and analyzing fare recovery. Ms. Heffernan discussed means-tested fare eligibility assumptions, then explained the projected costs of the full program. Chair Aiello clarified that the times on the timeline are not cumulative.

Directors and staff engaged considered the benefits and drawbacks of a community-based partner versus the state agency approach. Directors explored avenues for launching a pilot program and a discussion ensued about the feasibility and desirability of funding a pilot program with MBTA resources to provide proof of concept for a means-tested fare program. Staff agreed to return at a future meeting with proposals.

Ms. Heffernan presented proposed Fare Evasion regulations, which would create a lower fine level for local bus/rapid transit and certain commuter rail and ferry lines and a higher level for express bus, other ferry and commuter rail lines, with fines set at \$25 and \$50 respectively for the first three offenses and \$50 and \$100 for subsequent offenses.

A discussion ensued on the appropriate fine amounts, with several directors expressing support for lower fines that proposed and staff expressing concerns that enforcement will have to be increased if fines are set too low. Staff agreed to write up multiple proposals from board members for discussion at a future meeting.

Ms. Heffernan presented Agenda Item 20, the Green Line Extension Title VI analysis on service equity. Staff found that extension service changes provided a disparate benefit to non-minority riders and a disproportionate benefit to minority riders. She noted that the demographics of the affected neighborhoods have shifted as the project developed and that the MBTA must avoid or mitigate any disproportionate benefits. Staff think investment in bus network redesign would be a better response than a reactive mitigation to the disparity.

Ms. Heffernan confirmed to the Chair that bus route 80 is being maintained as removing that service would create a fare increase for customers who would have to switch to rapid transit. Chief of Strategy Ops, Strategy, Policy and Oversight Kat Benesh noted the decision to include route 80 was because staff paused all future Forging Ahead changes when additional federal funding was announced.

On motion duly made and seconded:

- WHEREAS, the Massachusetts Bay Transportation Authority (“MBTA”) is in the final stages of constructing the Green Line Extension (“GLX”); and
- WHEREAS the Federal Transit Administration (“FTA”) Title VI Circular 4702.1B requires the MBTA to conduct a service and fare equity analysis within six months prior to the beginning of revenue service for a new fixed guideway capital project to determine whether such service would have a discriminatory impact based on race, color, or national origin; low-income populations would bear disproportionate burdens of the planned changes; or non-minority or non-low-income populations would receive disproportionate benefits because of the planned changes; and
- WHEREAS GLX will be a revenue service requiring a fare and service equity analysis under FTA Title VI Circular 4702.1B; and
- WHEREAS a fare and service equity analysis as to GLX was completed (the “Title VI Equity Analysis”); and
- WHEREAS the Title VI Equity Analysis did not find that GLX will have a disproportionate burden or adverse impact on low-income or minority riders; and
- WHEREAS the Title VI Equity Analysis further demonstrates that, under the MBTA’s Disparate Impact/Disproportionate Burden Policy (“DI/DB Policy”), GLX may provide a potential disproportionate benefit to non-low-income and non-minority riders; and
- WHEREAS the MBTA considers a disproportionate benefit to non-low-income or non-minority riders to be a disproportionate impact on low-income and minority riders;
- WHEREAS pursuant to the MBTA’s DI/DB Policy, upon finding a potential disparate impact on minority populations, the MBTA must consider alternatives or revisions to the proposed service change to avoid, minimize or mitigate the potential adverse effect from the change; and upon finding a potential disproportionate impact on low-income populations, the MBTA must take steps to avoid, minimize, or mitigate such impacts, where practicable;
- WHEREAS the MBTA considered alternatives and revisions to the proposed change and steps to avoid, minimize or mitigate such impacts; and
- WHEREAS the MBTA determined that there were no practicable near-term alternatives or changes to GLX to mitigate such impacts;
- WHEREAS the MBTA therefore proposes to mitigate the potential disproportionate impact through its Bus Network Redesign, which program is underway and due for adoption in 2022, and which program should benefit low-income and minority riders in the future;
- WHEREAS the Fiscal and Management Control Board (“FMCB”) has considered and reviewed the Title VI Equity Analysis and the proposed mitigation;

NOW, THEREFORE, IT IS VOTED THAT: The FMCB hereby approves the Title VI Equity Analysis and directs the Authority, through the General Manager, to take all steps necessary to provide notice of such acceptance to FTA, as appropriate.

Chair Aiello

Yes

**Vice-Chair Tibbits-Nutt
Director Kornegay
Director Lang
Director Sullivan**

**Yes
Absent
Yes
Yes**

Capital Delivery Project Manager Nathan Rae presented Agenda Item 21, a contract for the South-Side Commuter Rail Maintenance Facility, reviewing purpose and need. Mr. Poftak emphasized this contract would take the process to 30% design and will include robust engagement with the public.

Chair Aiello asked if the contract was EMU-focused. Mr. Rae said it is focused on existing but also accounting for future growth, which includes EMUs and confirmed the facility would be laid out to accommodate electric vehicles.

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

VOTED: To authorize the MBTA General Manager to award and execute MBTA Contract No. J19PS01: South-Side Commuter Rail Maintenance and Layover Facility, (Professional Services), with WSP, for an amount not to exceed \$8,970,400, with a contract duration of twelve (12) months after Notice to Proceed, to cover Planning, Environmental Review, and Preliminary Engineering (0-30% Design). Subsequent phases to be executed through individual contract amendments.

**Chair Aiello
Vice-Chair Tibbits-Nutt
Director Kornegay
Director Lang
Director Sullivan**

**Yes
Yes
Absent
Yes
Yes**

The FMCB adjourned at 5:46 PM.

Documents relied upon for this meeting:

MassDOT Board:

- May 24, 2021 MassDOT Agenda
- Secretary Jamey Tesler's Report to the MassDOT Board, May 24, 2021
- Highway Administrator's Report, March 2021
- RMV Update
- Rail and Transit Division Board Report

- Aero Division Board Report
- Capital Delivery Process Improvements
- HR Update- Future of Work
- MSP Memo of Understanding

Joint Board:

- May 24, 2021 Joint MassDOT and FMCB Agenda
- April 26, 2021 Joint Meeting Minutes
- Commuter Rail Performance Update
- CIP Presentation for Joint Boards May 24, 2021
- MBTA Energy Hedge Presentation
- Investment Policy Update
- South Coast Rail Update

FMCB:

- May 24, 2021 FMCB Agenda
- FMCB Public Schedule
- Safety Update
- Fare Policy Update & Draft Fare Evasion Policy
- Green Line Extension Title VI Equity Analysis
- South Side Maintenance and Layover Facility
- GLX April Progress Report