



Maura Healey, Governor
Kimberley Driscoll, Lieutenant Governor
Monica Tibbits-Nutt, Secretary & CEO



MINUTES

Meeting of the Massachusetts Department of Transportation Board of Directors February 26 AT 12:00 P.M.

10 Park Plaza, 2nd 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
IN-PERSON:**

*Chair Monica Tibbits-Nutt, Director Eric Batista,
Director Joseph Beggan, Director Ilyas Bhatti,
Director Richard Dimino, Director Tim King,
Director Thomas Koch (left meeting at 1:58
p.m.), Director Dean Mazzearella*

**BOARD MEMBERS
PARTICIPATING
REMOTELY:**

Director Lisa Iezzoni

**OTHERS
PARTICIPATING:**

*Highway Administrator Jonathan Gulliver,
Registrar of Motor Vehicles Colleen Ogilvie,
Administrator of Rail & Transit Meredith
Slesinger, Undersecretary Hayes Morrison,
Deputy Chief Engineer Jack Moran, Director of
Major Projects Michael O'Dowd, Deputy Chief
Safety Officer Michael Cairo, Chief Financial
Officer David Pottier, Chief Engineer Carrie
Lavalee*

OTHERS PRESENT:

*Interim General Counsel Susan D. Cobb, Deputy
General Counsel Owen Kane*

Chair Tibbits-Nutt called to order the meeting of the MassDOT Board at 12:02 p.m. Owen Kane called the roll of the members participating, being a quorum of the MassDOT Board of Directors:

Chair Tibbits-Nutt	Present
Director Batista	Present
Director Beggan	Present
Director Bhatti	Present
Director Dimino	Present
Director King	Present
Director Koch	Present
Director Mazzarella	Present
Director Iezzoni	Present

Safety Briefing

Deputy Chief Safety Officer Michael Cairo presented the Safety Briefing. Mr. Cairo noted that February is Heart Health Month.

Employee Recognition

The Chair continued the meeting by recognizing two MassDOT employees. Registrar Colleen Ogilvie presented RMV employee Michele Ellicks with a commendation from the Board and Jason Thibault, Director of Compliance and Audit presented Brie-Anne Dwyer with a commendation

from the Board.

On behalf of the Board and the Department, the Chair thanked each employee for their dedication and service to the people of the Commonwealth.

Minutes

Chair Tibbits-Nutt asked for a motion to approve the minutes of the November 20, 2024, MassDOT Board Meeting.

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

VOTED: To approve the minutes of the MassDOT Board Meeting held on November 20, 2024.

Chair Tibbits-Nutt	yes
Director Batista	yes
Director Beggan	yes
Director Bhatti	yes
Director Dimino	yes
Director King	yes
Director Koch	yes
Director Mazzeella	yes
Director Iezzoni	yes

The Chair then asked for a motion to approve the minutes of the January 8, 2025, MassDOT Board Meeting.

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

VOTED: To approve the minutes of the MassDOT Board Meeting held on January 8, 2025, 2024.

Chair Tibbits-Nutt	yes
Director Batista	yes
Director Beggan	yes
Director Bhatti	yes
Director Dimino	yes
Director King	yes
Director Koch	yes
Director Mazzarella	yes
Director Iezzi	yes

STANDING REPORTS

Chair Tibbits-Nutt then presented her report to the Board. The Chair discussed recent visits to the Woronoco Bridge, Pittsfield and Lenox (where she joined student winners of the Snow Plow Naming Contest).

The Secretary also discussed the recently released report of the Transportation Task Force.

Highway Administrator Jonathan Gulliver provided his report to the Board. Administrator Gulliver provided the Board with the seasonal Temperature and Precipitation totals. While colder than average temperatures were experienced, there was less precipitation than normal.

Mr. Gulliver also provided an update on the recent incident in the Prudential Tunnel. Director Dimino commended the Administrator and the Highway staff for the prompt response to the incident and the thorough review currently being conducted on this and other tunnels.

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

Presentations and Actions

Director of Revenue Max Tassinari presented Item #10, a request to allow the Department to execute the renewal of Letters of Credit on certain MHS Senior Variable Rate Bonds with TD Bank.

Mr. Tassinari explained that the renewal of the Letters of Credit will result in savings to the Department of more than \$1.4 million over the term of the bonds

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

VOTED: To authorize the Secretary of Transportation, or their designee, to execute MassDOT renewal of Letters of Credit on the MHS Senior Revenue Variable Rate Bonds Series A-1 and A-2, with TD Bank, for an annual fee of 0.19% of total obligations and imputed interest.

Chair Tibbits-Nutt	yes
Director Batista	yes
Director Beggan	yes
Director Bhatti	yes
Director Dimino	yes
Director King	yes
Director Koch	yes
Director Mazzarella	yes
Director Iezzoni	yes

In anticipation of the next eleven agenda items, Chief Engineer Carrie Lavallee then spoke to the Board about how and when Engineer's estimates are developed. She acknowledged that, on occasion, the Engineer's Estimate may be much lower than the actual bids for any construction project. While there are many reasons for the difference on cost estimates, the Department is working to improve the process of developing the Engineer's Estimate.

Director Beggan stated that the Capital Programs Committee discussed this issue at length during its meeting last week. He assured the Directors that the Department provided good explanations for every project that had such a large difference between the Engineer's Estimate and the successful bid.

Director of Major Projects Mike O'Dowd presented **Item #11**, a request to authorize the Secretary of the Massachusetts Department of Transportation, or their designee, to award and execute MassDOT Construction Contract 126251: Bridge Replacement, H-12-040=M-17-030, I-495 (NB & SB) over Merrimack River and M-17-031, I-495 (NB & SB) over Route 110 and H-12-056; Industrial Avenue (EB & WB) over I-495 with SPS-D.W.White Joint Venture in the amount of \$337,584,363.00.

The proposed project will replace four bridges in Methuen and Haverhill, MA: I-495 Northbound and Southbound over the Merrimack River and Routes 110/113 (H-12-040=M-17-030 & M-17-031), and Industrial Avenue (Route 125) EB & WB over I-495 (H-12-056 NB and SB) with new bridges designed for a 75-year design life. The Project limits extend along I-495 from approximately 200 feet north of the Pleasant Valley Street overpass in Methuen to approximately 150 feet north of the Industrial Avenue (Route 125) overpass in Haverhill. The work includes portions of Industrial Avenue and the Interchange ramps, and a portion of Merrimack Street (Route 110/113) under I-495 in Methuen. The project also addresses substandard shoulders, acceleration and deceleration lanes, the ability to provide additional capacity on I-495. The project also

proposes modifications to I-495 in the area of the Industrial Avenue (Route 125) interchange to improve safety and operational efficiency. The major elements of work are further described below:

Bridge: The proposed project includes the design and construction of four full bridge replacements. The bridge design will ensure current clearances under, over Routes 110/113 (Merrimack Street) and Industrial Avenue (Route 125) over I-495, will be maintained. The I-495 bridges will be widened to accommodate a future fourth lane. The project also entails the design and construction of retaining walls. Phased construction will be utilized to maintain traffic.

Roadway: The Project includes the reconstruction and resurfacing of I-495 including portions of the ramps to and from Industrial Avenue (Route 125) Eastbound and Westbound. Also included is widening of the I-495 inside and outside shoulders and the construction lengthening the acceleration/deceleration lane on I-495 Northbound and Southbound at the Industrial Avenue (Route 125) interchange. Roadway work includes sections of full depth pavement construction, pavement milling, and variable depth overlay and/or leveling course as required for development of proposed cross

slopes. Temporary roadway “crossovers” on I-495 will be constructed to maintain traffic during construction. Also included are construction of ADA compliant pedestrian ramps, median barrier, guardrail, associated barrier end treatments, fences, granite curb, side slopes, and updates to the highway lighting system.

Stormwater Design and Construction: The Project includes comprehensive updates to the highway drainage system for temporary and permanent conditions. Included is the design and construction of a new stormwater sewer system and multiple stormwater BMPs in accordance with Massachusetts Stormwater Management Standards.

Extensive discussion ensued.

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

VOTED: to authorize the Secretary, or her designee, to award and execute MassDOT Contract No.126251 titled Bridge Replacement, I-495 (NB & SB) over Merrimack River and I-495 (NB & SB) over Route 110 and Industrial Avenue (EB & WB) over I-495 – Design-Build Project, with SPS New England/DW White JV and HNTB Corporation, in a form approved by the General Counsel, in the amount of \$337,584,363.00.

Chair Tibbits-Nutt	yes
Director Batista	yes
Director Beggan	yes

Director Bhatti	yes
Director Dimino	yes
Director King	yes
Director Koch	yes
Director Mazzearella	yes
Director Iezzoni	yes

Mike O'Dowd then presented **Item #12**, a request to authorize the Secretary of Transportation, or their designee, to award and execute MassDOT Contract No. 612574 titled Dennis-Yarmouth: Bridge Replacement, D-07004=Y-01-003, Route 28 over Bass River including Intersection Improvements at Main Street (Route 28)/North Main Street/Old Main Street, for Bridge Replacement and Highway Improvement, with A.A. Will Corporation, in the amount of \$64,706,362.50.

Mr. O'Dowd explained that the proposed project addresses the structurally deficient bridge carrying Route 28 over Bass River in Southern Cape Cod. It will also implement pedestrian accommodations in the adjacent Yarmouth intersection such as a shared use path for bicycles and improved pedestrian safety at the intersection of Main Street and Old Main Street.

The Project will address the immediate need to replace the deficient bridge structure that serves as the primary crossing of the Bass River for

Southern Cape Cod (Route 28) and to modernize the Yarmouth intersection by introducing new traffic alignment and complete street measures. The bridge structure is currently rated as serious and is being inspected at 6-month intervals. Improvements Include: • Building bicycle lanes and a shared use path along Main Street (Route 28) • Construction of a new parking lot at the corner of Mill Lane and Main Street • Adjusting pedestrian timings based on MUTCD guidelines • Reconstructing sidewalks to comply with ADA and MAAB guidelines • Reconfiguring the Station Avenue North Main Street Intersection • Upgrading all traffic signal equipment • Addition of exclusive right turn and left-turn lanes • Modifying vehicle approach lanes.

Extensive Discussion ensued.

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

VOTED: to authorize the Secretary of Transportation, or their designee, to award and execute MassDOT Contract No. 612574 titled Dennis-Yarmouth: Bridge Replacement, D-07004=Y-01-003, Route 28 over Bass River including Intersection Improvements at Main Street (Route 28)/North Main Street/Old Main Street, for Bridge Replacement and Highway Improvement, with A.A. Will Corporation, in the amount of \$64,706,362.50.

Chair Tibbits-Nutt

yes

Director Batista	yes
Director Beggan	yes
Director Bhatti	yes
Director Dimino	yes
Director King	yes
Director Koch	yes
Director Mazzearella	yes
Director Iezzoni	yes

Mr. O'Dowd then presented **Item #13**, a request that the MassDOT Board authorize the Secretary of the Massachusetts Department of Transportation, or their designee, to award and execute MassDOT Construction Contract 128114: Rourke Bridge Replacement, L-15-088, with New Bridge, L-15-114, Wood Street Extension over Merrimack River and MBTA/CSX Railroad with Skanska USA Civil Northeast Inc. in the amount of \$273,840,000.00.

The proposed Project is being advanced by the Massachusetts Department of Transportation, Highway Division (MassDOT) to replace the existing temporary Rourke Bridge with a new structure designed and constructed for a 75-year service-life. The Project also improves safety, accessibility and mobility for all users including motorists, pedestrians, and bicyclists.

The scope of work includes, but is not limited to, the design and construction of a new, relocated Rourke Bridge carrying Wood Street over the Merrimack River in Lowell, Massachusetts. The limits of the Project begin on Wood Street, south of the intersection of Wood Street and Middlesex Avenue, and extends northerly to a terminus at Old Ferry Road, north of its intersection with Pawtucket Boulevard (Route 113) in Lowell. The Project will also include complete removal of the existing temporary bridge structure, roadway reconstruction, highway drainage/storm water management facilities, traffic management, upgrading the traffic signals, highway lighting, landscaping, pavement markings and signage, utility relocation/protection and all other related bridge and highway work.

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

VOTED: To authorize the Secretary of the Massachusetts Department of Transportation, or their designee, to award and execute MassDOT Construction Contract 128114: Rourke Bridge Replacement, L-15-088, with New Bridge, L-15-114, Wood Street Extension over Merrimack River and MBTA/CSX Railroad with Skanska USA Civil Northeast Inc. in the amount of \$273,840,000.00.

Chair Tibbits-Nutt

yes

Director Batista	yes
Director Beggan	yes
Director Bhatti	yes
Director Dimino	yes
Director King	yes
Director Koch	yes
Director Mazzearella	yes
Director Iezzoni	yes

Mr. O'Dowd then presented **Item #14**, a request that MassDOT Board authorize the Secretary of the Massachusetts Department of Transportation, or their designee, to award and execute MassDOT Construction Contract 127763: Bridge Replacement, N-06-020, I-195 (EB & WB) Ramp C & F over ST18, County Street, State Street, Mass Coastal Railroad, Purchase Street, Weld Street, Includes Improvements to N-06-021, N-06-022, F-01-008 with D.W.White/SPS JV in the amount of \$295,225,000.00.

The proposed Project will design and construct the full replacement of I-195 and Ramp bridges located in the City of New Bedford, Massachusetts. Additionally, three adjacent bridges to the east will receive improvements to replace the bridge parapets with new parapets.

The scope also includes roadway reconstruction, horizontal and vertical alignment shifts, and localized widening of I-195 Eastbound and Westbound.

Route 18 Northbound and Southbound, County Street, State Street, Purchase Street, Cedar Grove Street, Penniman Street, North Front Street, Kenyon Street, Belleville Avenue and various Ramps will also be milled and paved or receive full-depth reconstruction. Design and Construction of new retaining walls, noise walls, parking lots, a skate park, stormwater drainage system, highway lighting, landscaping, and a shared use path are also included.

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

VOTED: to authorize the Secretary of the Massachusetts Department of Transportation, or their designee, to award and execute MassDOT Construction Contract 127763: Bridge Replacement, N-06-020, I-195 (EB & WB) Ramp C & F over ST18, County Street, State Street, Mass Coastal Railroad, Purchase Street, Weld Street, Includes Improvements to N-06-021, N-06-022, F-01-008 with D.W.White/SPS JV in the amount of \$295,225,000.00.

Chair Tibbits-Nutt	yes
Director Batista	yes
Director Beggan	yes
Director Bhatti	yes
Director Dimino	yes
Director King	yes
Director Koch	yes
Director Mazarella	yes
Director Iezzoni	yes

Mr. O'Dowd then presented **Item #15**, a request that the Board to authorize the Secretary of the Massachusetts Department of Transportation, or their designee, to award and execute MassDOT Construction Contract No. 127762 titled Bridge Superstructure Replacement & Widening, B-16-052, Bowker Overpass over I-90, MBTA, and Ipswich Street, for Highway Construction, with Barletta Heavy Division, Inc., for the amount of \$83,900,000.25.

This Project includes a Bridge Superstructure Replacement with Widening and Related Work The award of Contract No. 127762-606496 Boston- Bridge Superstructure Replacement and Widening, B-16-052, Bowker Overpass Over I-90, MBTA and Ipswich Street, will address immediate needs to replace the deteriorated Bridge infrastructure and pavement, improve deficient pedestrian and bicycle accommodations while enhancing safety, and reduce ongoing maintenance costs with the demolition and removal of the ramp over the Muddy River. B-16-052 was originally constructed in 1965 and consists of four simple span rolled beams with a composite concrete deck. The piers are reinforced concrete column and wall piers on concrete filled pipe piles. The abutment is supported on concrete filled pipe piles and

supports a concrete tee beam approach structure. The overall condition of the bridge is poor. The roadway work is comprised of excavation, borrow, grading, installation of full depth hot mix asphalt pavement, pavement milling and overlay, demolition and construction of medians as required at intersections, installation of granite curb, pavement markings, installation of new roadway drainage, construction of underground utilities, installation of traffic signals, extensive landscaping, a new shared-use path for non-motorized traffic, and related work.

Extensive discussion ensued.

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

VOTED: to authorize the Secretary of the Massachusetts Department of Transportation, or their designee, to award and execute MassDOT Construction Contract No. 127762 titled Bridge Superstructure Replacement & Widening, B-16-052, Bowker Overpass over I-90, MBTA, and Ipswich Street, for Highway Construction, with Barletta Heavy Division, Inc., for the amount of \$83,900,000.25.

Chair Tibbits-Nutt	yes
Director Batista	yes
Director Beggan	yes
Director Bhatti	yes
Director Dimino	yes
Director King	yes
Director Koch	yes

Director Mazzarella
Director Iezzoni

yes
yes

Mr. O'Dowd presented **Item #16**, a request to authorize the Secretary of the Massachusetts Department of Transportation, or their designee, to award and execute MassDOT Construction Contract 128035: Bridge Replacement, M-5-001=W-06-013 & W-06-016, Marion Road/Wareham Road (Route 6) Over Weweantic River in Marion and Wareham with Northern Construction Services in the amount of \$68,987,200.00.

The Proposed Project consists of constructing new bridges within the same general footprint of the existing structures. The proposed replacement of bridge M-05-001=W-06-013 is a two span structure that will increase the vertical clearance over the Weweantic River to accommodate future sea level rise and increase the width of US 6 to provide 4' shoulders and a 10' wide shared use path on each side of the roadway. The proposed replacement of bridge W-06-016 is a three-span structure that will increase the vertical clearance over the Weweantic River to accommodate future sea level rise and increase the width of US 6 to provide 4' shoulders and a 10' wide shared use path on each side of the roadway. The vertical profile of the roadway will

be raised to increase the minimum vertical clearance over the Weweantic River. Posted speed limits will remain unchanged.

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

VOTED: to authorize the Secretary of the Massachusetts Department of Transportation, or their designee, to award and execute MassDOT Construction Contract 128035: Bridge Replacement, M-5-001=W-06-013 & W-06-016, Marion Road/Wareham Road (Route 6) Over Weweantic River in Marion and Wareham with Northern Construction Services in the amount of \$68,987,200.00.

Chair Tibbits-Nutt	yes
Director Batista	yes
Director Beggan	yes
Director Bhatti	yes
Director Dimino	yes
Director King	yes
Director Koch	yes
Director Mazzarella	yes
Director Iezzoni	yes

Deputy Chief Engineer Jack Moran then presented **Item #17**, a request to authorize the Secretary of the Massachusetts Department of Transportation, or their designee, to award and execute MassDOT Construction Contract 128034– Lawrence– Lawrence Manchester Rail Corridor

(LMRC) Rail Trail, with J F WHITE CONTRACTING CO, in the amount of \$39,407,000.00.

This regional trail project will connect areas of cultural, economic, social, and natural significance along the multi community corridor and provide a non-motorized transportation and recreational alternative for people of all ages and abilities. The project meets Beyond Mobility priorities for Safety, Supporting Clean Transportation and Destination Connectivity. The Lawrence - Manchester Rail Corridor (LMRC) Rail Trail is an abandoned Boston-Maine Railroad right-of-way between Lawrence, Massachusetts and Manchester, New Hampshire. The overall project (as proposed) at 7,900 feet or 1.5 miles in length would utilize the right-of-way to create multi-modal connectivity between the two cities through the construction of a shared-use path. Installation of street space elements along the shared-use path are proposed to enhance and promote multi-modal usage, such as benches, shade trees and pedestrian plaza space. Within the City of Lawrence, the LMRC generally parallels State Route 28 from north to south. The LMRC will rehabilitate the existing bridges over the Merrimack River and the South Canal at the south end of the project to provide for the Rail Trail traversing the

existing structures. The project proposes replacing two bridges toward the north end of the project, one over Manchester Street and one under Lowell Street. The goal of the LMRC section in Lawrence is to provide a safe and inviting multi-use transportation project that spurs economic development, provides strong pedestrian and bicycle connections, and creates newly developed open space encouraging recreational and educational opportunities. Other related work includes clearing, grading, pavement and concrete sidewalk, access ramps, installation of signage, pavement markings, plantings, lighting and bike path amenities.

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

VOTED: to authorize the Secretary of the Massachusetts Department of Transportation, or their designee, to award and execute MassDOT Construction Contract 128034– Lawrence– Lawrence Manchester Rail Corridor (LMRC) Rail Trail, with J F WHITE CONTRACTING CO, in the amount of \$39,407,000.00.

Chair Tibbits-Nutt	yes
Director Batista	yes
Director Beggan	yes
Director Bhatti	yes
Director Dimino	yes
Director King	yes
Director Koch	yes
Director Mazarella	yes

Director Iezzoni

yes

Mr. Moran presented **Item #18**, a request to authorize the Secretary of the Massachusetts Department of Transportation, or their designee, to award and execute MassDOT Construction Contract 128031– Lowell–Dracut–Methuen– Resurfacing and Related Work on Route 110, with PJ Albert Inc, in the amount of \$15,447,156.43.

Improvements will consist of mill and overlay of Route 110 from the area of 333 First Street Blvd in Lowell to the intersection of Riverside Drive in Methuen. In addition to pavement resurfacing, the project will consist of sidewalk reconstruction along the north side of the 6.3-mile corridor with ADA compliant pedestrian curb ramps at all side streets and driveways. The roadway will include buffered bike lanes with flex posts proposed in isolated areas at some intersections, as well as proposed median islands at selected locations to assist with traffic calming and speed management. Sinusoidal rumble strips are proposed along the center line and along shoulder lines. The drainage system will be adjusted to account for any changes in curb line and to ensure catch basins are located at low points. This project includes updated signage and striping along the entire corridor as well as the addition

of speed feedback signs and a “traffic entering when flashing” sign at the Wheeler Street approach. A work zone speed limit is proposed and a speed zoning study will be completed at the end of the construction period with the goal to reduce the posted speed limit.

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

VOTED: to authorize the Secretary of the Massachusetts Department of Transportation, or their designee, to award and execute MassDOT Construction Contract 128031– Lowell–Dracut–Methuen– Resurfacing and Related Work on Route 110, with PJ Albert Inc, in the amount of \$15,447,156.43.

Chair Tibbits-Nutt	yes
Director Batista	yes
Director Beggan	yes
Director Bhatti	yes
Director Dimino	yes
Director King	yes
Director Koch	yes
Director Mazzearella	yes
Director Iezzoni	yes

Mr. Moran then presented **Item #19**, a request that Board of Directors authorize the Secretary of the Massachusetts Department of Transportation, or their designee, to award and execute MassDOT Construction Contract

128297: Arlington – Construction of a New District Four Administration Building on Appleton Street with Cranshaw Construction of New England in the amount of \$37,613,024.00.

The project consists of constructing a new District 4 Administration office building to replace the existing office building constructed in 1956. The new building will be approximately 47,500 sq ft., comprising 3 stories with a partial basement and mechanical penthouse. The existing District 4 office was constructed 69 years ago, is currently only 24,500 sq. ft., and does not meet modern building codes, including accessibility. A building study showed that more space is required to serve the district's current and future needs.

Preliminary study investigated renovation vs. new construction options and concluded that new construction was preferred because the existing building would require significant upgrades to meet current building and energy codes. In addition to expanding the size of the building for staff needs, this would require addressing seismic/structural needs, accessibility, fire sprinklers, energy and HVAC system deficiencies. Furthermore, renovation would require relocating staff to an alternate location during construction. For these reasons a new building is considered a better value. The proposed

office will be a Zero Net Energy building which will meet or exceed Executive Order No. 594 "Leading By Example: Decarbonizing and Minimizing Environmental Impacts of State Government" and meet the new "Stretch Energy Code". The project will seek Passive House Certification and use on-site renewables including solar photovoltaics (PV) arrays on the roof, sunshades and in solar canopies over the parking area. Construction will require the phased demolition of the existing concrete-framed building, The 2-story and 1-story wings are to remain operational while the new building is constructed. The existing cell tower will remain intact and operational during construction. Parking and landscape on the north, east, south, and west sides of the site will be modified as part of the project. The building will also provide a state-of-the-practice Materials Lab on the 1st floor including a concrete curing room designed with a system for constant misting. Vertical circulation is via a 4-stop elevator, two rated egress stairs, and a monumental open stair.

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

VOTED: to authorize the Secretary of the Massachusetts Department of Transportation, or their designee, to award and execute MassDOT Construction Contract 128297: Arlington – Construction of a New District

**Four Administration Building on Appleton Street with Cranshaw
Construction of New England in the amount of \$37,613,024.00.**

Chair Tibbits-Nutt	yes
Director Batista	yes
Director Beggan	yes
Director Bhatti	yes
Director Dimino	yes
Director King	yes
Director Koch	yes
Director Mazzearella	yes
Director Iezzoni	yes

Rail and Transit Administrator Meredith Slesinger presented the next item on the agenda, **Item #20**, a request that MassDOT Board of Directors authorize the Secretary of Transportation to execute in the name of and on behalf of MassDOT:

a Release Deed conveying to the Massachusetts Bay Transportation Authority all of MassDOT's right, title and interest in:

- the South Coast Lines, so-called, excepting a portion of the Watuppa Branch over which the MBTA will not be operating service; and
- any portion of the Middleboro Branch, so-called, over which the MBTA will be providing revenue service; and
- such other documents as are associated with the transfers or are

otherwise related to the MBTA's commencement of revenue service on, or the management of the use of, such lines.

Ms. Slesinger explained that MassDOT owns nearly 300 miles of rail lines across the Commonwealth. MBTA intends to operate new South Coast Rail (SCR) service in March 2025. SCR service will utilize multiple rail lines owned by MassDOT, and MassDOT intends to transfer their ownership to the MBTA to align ownership with operations.

This is a no-cost transfer. Current transfer includes ~43 miles of track from the New Bedford Subdivision (17.92 miles), the Fall River Subdivision (14.31 miles), the Middleboro Branch (4.9 miles) and the North Dartmouth Industrial Track, also known as Watuppa Branch, (5.92 miles).

This is part of a broader MassDOT effort to transfer rail lines to align ownership with operations.

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

VOTED: to authorize the Secretary of Transportation to execute in the name of and on behalf of MassDOT:

a Release Deed conveying to the Massachusetts Bay Transportation Authority all of MassDOT's right, title and interest in:

• the South Coast Lines, so-called, excepting a portion of the Watuppa Branch over which the MBTA will not be operating service; and

- any portion of the Middleboro Branch, so-called, over which the MBTA will be providing revenue service; and
- such other documents as are associated with the transfers or are otherwise related to the MBTA's commencement of revenue service on, or the management of the use of, such lines.

Chair Tibbits-Nutt	yes
Director Batista	yes
Director Beggan	yes
Director Bhatti	yes
Director Dimino	yes
Director King	yes
Director Koch	yes
Director Mazzarella	yes
Director Iezzoni	yes

Chief Financial Officer David Pottier presented the final item on the agenda, **Item 21**, The Fiscal Year 2026 Operating Budget Proposal.

The Governor's House 1 Budget, filed on January 22, 2025, includes recommendations from the Transportation Funding Task Force to:

- Stabilize statewide public transportation and increase Chapter 90 funding
- Leverage Fair Share in the Commonwealth Transportation Fund (CTF) to expand borrowing capacity
- Prioritize state of good repair and resilience, including bridges, pavement, and culverts
- Maintain stable funding for RTAs and support innovative micro-transit and

last mile providers; and

- Invest in MassDOT operations and workforce.

Mr. Pottier explained that the House 1 budget builds on last year's historic investments, recommending \$617 million for MassDOT operations to stabilize statewide transportation.

Notably, House 1 proposes:

- \$617 million for MassDOT operations which includes increasing the snow and ice allocation to \$80 million which better reflects the 5-year average spending level
- \$204 million to sustain RTA funding levels, with \$110 million from Fair Share resources to meet service needs
- \$125 million for MassDOT Contract Assistance
- \$11 million to fund the Merit Rating Board
- Dedicated funding to increase staffing levels for MassDOT operations and strengthen the capital program, ensuring long-term improvements and increased efficiency.

There was extensive discussion.

Chair Tibbits-Nutt asked for a motion to adjourn.

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

VOTED: To adjourn at 2:09 p.m.

Chair Tibbits-Nutt	yes
Director Batista	yes
Director Beggan	yes
Director Bhatti	yes
Director Dimino	yes
Director King	yes
Director Koch	yes
Director Mazarella	yes
Director Iezzoni	yes