



MINUTES

MassDOT BOARD MEETING OF MARCH 11, 2015

At the call of the Chair, a Meeting of the Board of Directors of the Massachusetts Department of Transportation was held at the State Transportation Building, MassDOT Boardroom, Suite 3830, Boston, MA.

Those present were: Messrs. Jenkins, Bonfiglio, Blue, Whittle, and Misses Chase, Loux, and Secretary Pollack being the Board of Directors of the Massachusetts Department of Transportation.

Also present were Frank DePaola, Interim General Manager, Celia Blue, Registrar of Motor Vehicles, Jonathan Davis, Chief Financial Officer-MBTA; Dana Levenson, Chief Financial Officer-MassDOT; Owen Kane, Senior Counsel to the Board, Joe Pesaturo, Michael Verseckes and Paula Fallon.

The Chairman, Mr. Jenkins, presided.

Chairman Jenkins called the Open Meeting to Order and presented the order of business.

Chairman Jenkins opened up public comment period.

The first speaker was Mike Stanley from Transit Option X. Mr. Stanley proposed a pilot to help with generate revenue for the transit system.

The next speaker was James White from AACT. He would like a proper evaluation to be done to see what the cost is to fix the system.

The next speaker was John Lovett from Bridging Forest Hills. Mr. Lovett is against the at-grade crossing that is being built through Forest Hills.

The next speaker was Robert Peters from Mattapan. Mr. Peters is against the at-grade crossing chosen for the Casey Overpass.

The next speaker was Vince Dixon a transit activist. Mr. Dixon is against the at-grade crossing chosen for the Casey Overpass.

The next speaker was Marilyn MacNab a resident of Boston. Ms. MacNab would like the penalties and no show charges to be rescinded during the storms. She would like to make sure that the RIDE is included in any of the rebate options chosen.

The next speaker was Jeffrey Ferris from Bridging Forest Hills. Mr. Ferris is against the at-grade solution for the Casey Overpass.

The next speaker was Steven Kaiser a resident of Cambridge. Mr. Kaiser spoke in preservation of the Board.

The final speaker was John Ratliff from Mass Senior Action. Mr. Ratliff is in support of the RIDE Pilot project survey has gone out. He noted that it has gotten positive reception.

Chairman Jenkins closed public comment period.

Next was approval of the minutes for February 11, 2015. Director Loux asked that the town of where the commuter rail accident be changed from Braintree to Weymouth.

On motion duly made and seconded, it was with Director Bonfiglio abstaining;

VOTED: to approve the minutes of February 11, 2015 as amended.

Next was approval of the minutes for February 16, 2015.

On motion duly made and seconded, it was with Director Whittle abstaining;

VOTED: to approve the minutes of February 16, 2015.

Next Secretary Pollack gave her report. In the report she stressed the need for MassDOT to have a better way to prioritize what they spend on capital projects. One group that has been meeting is the Project Selection Advisory Council which will come up with a 5 year rolling plan on what MassDOT is proposing to fund and what will not be funded. She also announced that the Capital Investment Plan will be ready no later than May 2015.

Next Frank DePaola gave the Highway Administrators report. He began with the year-to-date spending of the snow and ice budget. So far \$129,390,891 has been spent. They budgeted for \$107 million. There is a \$50 million earmark

in the supplement budget for snow and ice from the State. Next he updated the Board on the pothole hotline. He noted they had 580 calls the week before. The Board asked where the money comes from to pay the potholes. Mr. DePaola answered that the potholes are paid for out of the capital budget which is state bond funded.

Next Frank DePaola gave the General Managers report. He began with the discussion of the winter storms. Between January 22, 2015 and February 15, 2015 there was over 100 inches of snow. He went through all the hardships the MBTA faced on the system with the cold weather and the recurring storms. He also thanked all of the labor groups working together on the Right of Way to get things up and working again. He also announced that he has asked Jody Ray to help get Commuter Rail back on schedule. Next he talked about the APTA peer review. Other agencies with similar climates came in and reviewed the MBTA's policy and procedures to see where things worked or where they could make improvements based on those transit agencies own experiences. He ended his presentation noting that ridership numbers. Even though ridership was down in January overall ridership has grown .2 percent. Director Loux stressed the need for the MBTA to adopt the culture of safety. She asked for an independent review of the accident that happened with the commuter rail train in Weymouth. She asked if Keolis paid a DBE for a safety contract and what is that company doing. She emphasized that the message of safety needs to be loud and clear. The Board also asked about the problem with the locomotives during the storm. Mr.

DePaola answered that the locomotives have traction motors and those take longer to repair because they are more complex. He added that MassDOT is starting to receive new MPI's as they are rebuilding the old ones. The Secretary also noted that communication was also a failure during the storms and she went through questions that need to be answered. In regards to the snow trains, did they run and how often. With equipment readiness they need to know what they own and what was borrowed. What were the staffing levels day by day, and the standard operating procedures; did the MBTA have them and were staff trained and/or were they followed.

Next Registrar Celia Blue came up to give her report. She updated the Board on the wait times in the branches. She also showed a brief video advertising the new kiosks that will be available to renew your license and other transactions. The Board thanked Ms. Blue for her work as Registrar.

Chairman Jenkins announced that MassDOT's Quarterly Performance will be deferred until the next meeting.

Next Jonathan Davis went over the Extreme Weather Fare Options. The decision was to give a free ride on the MBTA on April 24, 2015 during school vacation week and also a discount to the monthly pass holders for the month of May. The Board agreed that this would be a nice gesture for the customers on all modes for all of the issues that resulted with all of the snow storms. Mr. Davis noted the free fare day included the RIDE as well.

On motion duly made and seconded, it was:

VOTED: The Board of Directors authorize the Interim General Manager take any and all steps made to implement the recommendation made by the Authority to (1) provide a free fare as described in option 1 and (2) the discount for the month of May as described in option 5 out of the customer fare rebate/discount options.

Next Mary Ainsley updated the Board on the Green Line Extension project. Ms. Ainsley went through the timeline of the funding grant agreement for the project. FTA Full Funding Grant Agreement was signed on January 5, 2015 with Federal Transit Administration (FTA). The FTA will provide \$996M in Capital Investment Grant program (New Starts) funds for design, property acquisition, vehicle procurement and construction of Green Line Extension. This is half the project capital cost of \$1.992B (\$2.3B with finance charges). The ISA transfer from MassDOT to MBTA for \$1.208B for GLX was approved September 2014. Next Ms. Ainsley went through the phases of the project and the timeline. She ended discussing what the delegated authority allows the MBTA to accomplish.

Next Jonathan Davis presented the MBTA's preliminary Fiscal Year 2016 operating budget. Mr. Davis went through the FY 2016 Statement of Revenue & Expenses (SORE) and the changes since February 5, 2015. Next he discussed the Weather Resiliency Fund. The Weather Resiliency Fund was established in an outside section of Governor Baker's FY 2016 budget proposal. Although the establishment of this fund has not been approved by the Legislature, the MBTA's FY 2016 budget includes a transfer of \$11.7M from net revenue after additional assistance. Specific equipment, materials and services have not been identified related to the Weather Resiliency Fund but the MBTA anticipates that the APTA

peer review will include some direction regarding what programs should be included. The Board discussed benchmarking data to help with making their decisions. Director Chase asked for the compared costs to other transit agencies. The Board discussed the ridership numbers and asked for a schedule of debt and debt service. The Board asked Mr. Davis to take a look at the cost of getting a type of insurance that would cover costs if a scenario of the storms happens again.

On motion duly made and seconded, it was;

VOTED: That the Board of Directors approve the Authority's preliminary budget of current operating expenses and debt service costs for a one year period—July 1, 2015 through June 30, 2016—in the amount of \$2,019,767,566;

That the General Manager is hereby authorized and directed to submit the preliminary budget, in the name and on behalf of the Authority, to the MBTA Advisory Board; and

That following the Advisory Board review, a final itemized budget will be submitted to the MBTA Board of Directors no later than April 15, 2015 in accordance with Section 20 of Chapter 161A of the Massachusetts General Laws.

Next was approval of the contract for MBTA Local 717 Memorandum of Understanding for 2015-2019 presented by Kim Poirier, Director of MBTA Labor Relations. Local 717 represents approximately 48 full-time Electrical Workers within Operations at the Everett Main Repair Facility who maintain and repair electrical components removed from revenue vehicles. The parties began negotiations in November 2014 over the terms and conditions of a successor collective bargaining Agreement to replace the contract that will expire on June

30, 2015. T The total four year wage increase is 10% (10.4% when compounded) and is the same as the wage increases recently negotiated between the Authority and Local 589 as well as nine other unions with negotiated settlements.

On motion duly made and seconded, it was;

VOTED: That the Interim General Manager is hereby authorized to enter into a collectively bargained Agreement in the name and on behalf of the Authority, between the Massachusetts Bay Transportation Authority and the International Brotherhood of Electrical Workers, Local Union 717, relative to the terms and conditions of employment for a period from July 1, 2015 through and including June 30, 2019, and the Acting General Manager is authorized to execute said Agreement in the name and on behalf of the Authority upon ratification by the Union membership. Copy of said Agreement in the form submitted is hereby ordered filed with the records of the meeting.

The final item on the agenda presented Registrar Blue was the Drivers License Procurement. The RMV provides driver's licenses for approximately 4.9 million licensed drivers in the Commonwealth and an additional 400,000 Mass IDs for residents needing a state-issued identity credential. Additionally, the RMV conducts 320,000 permit tests and 200,000 road tests for all classes of licenses annually to ensure drivers are prepared to operate their motor vehicles safely on our roadways. In order to support these core functions, the RMV is seeking MassDOT Board approval to enter into contract with MorphoTrust USA, LLC (MorphoTrust) in an amount not to exceed \$40 million for driver's license/ID (DL/ID) card production solution services. The duration of the contract is five years with three one-year extension options to be exercised at MassDOT's

discretion. The contract is to be funded by the operating budget with payment amortized over the life of the contract on a cost-per-card basis at \$3.85 per card.

On motion duly made and seconded, it was;

VOTED: the Board of Directors award and authorize the Secretary/CEO to execute in the name of and on behalf of the Massachusetts Department of Transportation, and in a form approved by the General Counsel, a contract with MorphoTrust an amount not to exceed \$40 million to fund branch office DL/ID card equipment (including hardware and software); credential manufacture and delivery; knowledge and road test hardware and software; self-service kiosks; and training services.

Chairman Jenkins announced that the Board was going into executive session to discuss personnel matters and they will not be going back into open session.

On motion duly made and seconded, it was;

VOTED: To adjourn.

Documents used for this reports
Minutes for February 11 and 16, 2015
Green Line Extension Powerpoint
Extreme Weather Fare Options Spreadsheet
MBTA FY16 Powerpoint
MBTA Local 717 Staff Summary
Driver License Procumbent Staff Summary