



MINUTES

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

January 11, 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.

BOARD MEMBERS

PARTICIPATING REMOTELY:

Chair Stephanie Pollack, Director Timothy King, Director Chrystal Kornegay, Director Brian Lang, Director Dean Mazzarella, Director Robert Moylan, Director Kathleen Murtagh, Director Vanessa Otero, Director Betsy Taylor, and Director Monica Tibbits-Nutt

BOARD MEMBERS ABSENT:

None

FMCB MEMBERS

PARTICIPATING REMOTELY:

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

FMCB MEMBERS ABSENT:

None

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

Highway Administrator Jonathan Gulliver, Aeronautics Administrator Jeff DeCarlo, Registry of Motor Vehicles Registrar Jamey Tesler, Chief Financial Officer David Pottier, Director of Performance Management Jessica Baas, Deputy Rail Administrator Meredith Slesinger, Deputy Chief Engineer of Project Development John Bechard,

Allston I-90 Project Manager Michael O'Dowd, Director of Capital Programs Michelle Ho, General Manager Steven Poftak, Deputy Director of Stakeholder Engagement Hope Patterson, Executive Director for Commuter Rail Robert DiAdamo, Chief Strategic Officer Scott Bosworth, Deputy Chief of Operations Support Eric LeGuelaff, Chief of Capital Programs Jay Neider, Deputy Chief Administrative Officer Samantha Silverberg, Johanna Aalto, Deputy Chief of Capital Programs Vikram Dogra, General Counsel Marie Breen, Chief Counsel Michelle Kalowski and Senior Counsel Amy Nash.

Chair Pollack called the meeting of the MassDOT Board of Directors to order at 12:05 P.M. Senior Counsel Amy Nash called the roll of the Board Directors participating, being a quorum of the MassDOT Board of Directors:

Chair Pollack	Yes
Director King	Inaudible
Director Lang	Yes
Director Mazarella	Yes
Director Moylan	Yes
Director Murtagh	Yes
Director Otero	Yes
Director Taylor	Yes
Director Tibbits-Nutt	Yes

Board Members participated remotely and had materials provided to them prior to the meeting.

Director King arrived at 12:41 p.m.

A. Opening and Public Comment

In accordance with current public health emergency, public comment was taken by mail or email, and by voice message. The Chair explained that public comments would be presented in three segments, at the beginning of each section of the meeting, and would correspond to the agenda items by section. There were no public comments for the MassDOT-only portion of the meeting.

B. Standing Reports

Chair Pollack began the meeting with Agenda Item 1, the Secretary's Report. Next, Highway Administrator Jonathan Gulliver began his presentation, Agenda Item 2 with an update on the snow and ice data and budget. Mr. Gulliver reported on the technologies being used to quickly react to snow and ice. Mr. Gulliver provided an update on the status of exit renumbering on the Commonwealth's highways and discussed Chapter 90 reimbursements to cities and towns. He then discussed the Municipal Small Bridge program, noting that the program has been quite successful.

Registrar Jamey Tesler began his report, Agenda Item 3, with an overview of the Federal Real ID Modernization Act and RMV service updates. Mr. Tesler then updated the Board on several public safety issues and reported that the NTSB completed the investigation of the June 19, 2019 accident, noting the progress that the RMV has made since the incident. Mr. Tesler that the RMV Out-of-State Unit completed reprocessing the paper backlog, as suggested by Grant Thornton, in November of 2020. The Registrar then described the details of a First-Time Drivers Page and reviewed items regarding credentialing in the Commonwealth.

Chair Pollack reminded the Board that Agenda Item 4, the Rail and Transit Administrator's Report, was submitted in writing and will not be reviewed during the meeting.

Aeronautics Administrator Jeff DeCarlo began his report, Agenda Item 5, with an announcement of an award from the Department of Energy and Resources for the division's sustainability initiatives. Mr. DeCarlo reviewed the solar panel investment at the Turner Falls Municipal Airport and highlighted FY20 projects. He also reviewed the details of a \$1 million federal grant awarded to the division for a drone program. Secretary Pollack congratulated the Aeronautics team on their work and the grant award.

C. MassDOT Board Presentations & Actions

Chief Financial Officer David Pottier presented Agenda Item 6, proposed changes to the FY21 Budget. Mr. Pottier reviewed specific changes to both revenues and expenses, including toll collection revenues from July through November. Mr. Pottier stated that the proposed budget changes considered a variety of factors, including safety enhancements and the Capital Investment Plan. On the revenue side, Mr. Pottier highlighted the relatively level funding, and noted that MassDOT expects to receive approximately \$150 million in new federal funding via the CARES Act.

Secretary Pollack said that toll revenues from July through September came in above expectations and added that the proposed changes to the budget reflect anticipated toll revenues. Director Taylor reviewed the budget discussion that occurred at the January 6 Finance and Audit Committee meeting. Director Taylor said that the committee debated the merits of using the anticipated \$150 million in federal funds immediately or instead using reserves. Director Taylor said that the committee agreed with the Staff's recommendation that using reserves first was the prudent course of action. She said that the committee also discussed air rights revenue from the Back Bay project. Director Taylor said that the committee feels that this revenue, from a long-term lease, should be allocated for long-term capital projects. Director Taylor said the committee voted to recommend that the full Board accept the staff's proposed revisions to the budget.

Hearing no further questions, Chair Pollack asked for a motion on the proposed action.

WHEREAS the Massachusetts Department of Transportation ("MassDOT") Board of Directors ("Board") approved a Fiscal Year 2021 operating budget on June 22, 2020; and

WHEREAS MassDOT Staff has operated under such approved budget from July 31, 2020 until today's date; and

WHEREAS, since the Board approved such budget, there have been a substantial number of changes to assumptions underlying the budget that was approved; and

WHEREAS, in light of such changes to these assumptions, it is necessary to revise the MassDOT budget for Fiscal Year 2021;

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

VOTED:

That the Board adopts the revised Fiscal Year 2021 Operating Budget for MassDOT, as presented to the Board on January 11, 2021 and as set out in more detail in the document entitled "MassDOT FY21 Revised Operating Budget, January 11, 2021," attached hereto.

Chair Pollack	Yes
Director King	Yes
Director Kornegay	Yes
Director Lang	Yes
Director Mazzarella	Yes
Director Moylan	Yes
Director Murtagh	Yes
Director Otero	Yes
Director Taylor	Yes
Director Tibbits-Nutt	Yes

Director of Performance Management Jessica Baas provided an update on the Tracker 2020, Agenda Item 7. Ms. Baas reviewed the target setting methodology and discussed how the Covid-19 pandemic has affected performance measuring. Ms. Baas discussed new tracker additions, including new drone program measures for the aeronautics division, as well as tracking the transit priority measures for the MBTA. Secretary Pollack said that the tracker will help identify potential capital investments that may help achieve other goals.

Deputy Rail Administrator Meredith Slesinger presented an update on the East West Rail Study, Agenda Item 8. Director Lang asked Ms. Slesinger to elaborate on her comment that one alternative would reduce travel time by one hour. She responded that the 4/5 hybrid alternative would result in a travel time reduction, presuming that an independent alignment could be built on CSX territory and corresponding infrastructure improvements occur. Director Lang asked Ms. Slesinger to remind the Board of the costs for that option. She replied that it would cost an estimated \$1.5 billion.

Deputy Chief Engineer of Project Development John Bechard presented both Agenda Items 9 and 10, two proposed highway construction contracts.

Mr. Bechard first presented on a proposed contract for certain bridge replacements and related work along a Section of I-91 in Northampton. Secretary Pollack asked if this contract was discussed at the last Capital Programs Committee Meeting. Director Moylan confirmed that the CPC discussed the proposed contract and that the CPC voted to recommend that the Board approve it. Upon hearing no questions or comments, Secretary Pollack called for the vote.

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

VOTED:

To authorize the Secretary, and/or her designee, to award and execute, in the name of and on behalf of the Massachusetts Department of Transportation, and in a form approved by the General Counsel, a certain Highway Division Contract (#112337) entitled “Bridge Replacements and Related Work (Including Signals) along a Section of Interstate 91 at Interchange 18, Br. No. N-19-059 (Steel) over Route 5 and B&M Railroad and Br. No. N-19-060 (Steel) over Hockanum Road,” in the amount of \$42,115,135.60, with J.F. White Contracting Company.

**Chair Pollack
Director King**

**Yes
Yes**

Director Kornegay	Yes
Director Lang	Yes
Director Mazzarella	Yes
Director Moylan	Yes
Director Murtagh	Yes
Director Otero	Yes
Director Taylor	Yes
Director Tibbits-Nutt	Yes

Mr. Bechard then discussed a proposed highway contract for bridge replacement and related work over Route 140 in Taunton. Secretary Pollack again asked Director Moylan if this contract was discussed at the last Capital Programs Committee meeting. Director Moylan stated that it was reviewed by the CPC and that the CPC voted to recommend that the Board approve it. Director Moylan said that the CPC noted and discussed that the lowest bid for this project came in well below the engineers' estimates. Secretary Pollack called for the vote.

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

VOTED:

To authorize the Secretary, and/or her designee, to award and execute, in the name of and on behalf of the Massachusetts Department of Transportation, and in a form approved by the General Counsel, a certain Highway Division Contract (# 112402) entitled "Bridge Replacement and Related Work (Including Signals & Wall Structures) along a Section of Route 24 at Interchange 12, Br. No. T-01-046 (Steel) over Route 140 and Br. Nos. T-01-045 & T-01-047 (Steel) over Railroad," in the amount of \$116,498,483.53, with Cardi Corporation.

Chair Pollack	Yes
Director King	Yes
Director Kornegay	Yes
Director Lang	Yes
Director Mazzarella	Yes
Director Moylan	Yes
Director Murtagh	Yes
Director Otero	Yes
Director Taylor	Yes
Director Tibbits-Nutt	Yes

This completed the MassDOT-only portion of the agenda.

D. Joint Board Presentations and Actions

Chair Aiello called the FMCB meeting to order. Senior Counsel Amy Nash called the roll, being a quorum of the Fiscal and Management Control Board:

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

Chair Pollack announced that the meeting would proceed with public comments on Agenda Items 11 through 14. Recorded video and voice public comments were played for the Board.

A commenter from Transit Matters said the cost estimate for the East West Rail is very high and that the framework for the Allston Multi-Modal Project being discussed would be bad precedent.

Chris Osgood, Mayor Walsh's Chief of the Streets, Transportation, and Sanitation, registered opposition to the financing plan for the Allston Multi-Modal Project.

Fred Salvucci of Brighton expressed opposition to draft financial proposal for the Allston Multi-Modal Project and support for the at-grade option.

Staci Rubin, Senior Attorney with the Conservation Law Foundation, commented on agenda items 6 and 14. She urged the FMCB to reconsider MBTA service cuts and any layoffs. She registered supports for the creation of a financial plan for Allston but stated that such plan should address all three alternative plans.

Alex Guardiola, Director of Government Affairs and Public Policy for the Worcester Regional Chamber of Commerce, said he supports the at-grade proposal for Allston.

Tom Ryan of A Better City shared opposition to the proposed financial plan for the Allston Multi-Modal Project.

Harry Mattison, member of the Allston I-90 Task Force, expressed his opposition to the proposed financial plan for the Allston Multi-Modal Project.

Michelle Wu, Boston City Councilor-at-Large, stated support for the all at-grade option for the Allston Multi-Modal Project and cautioned that the proposed financial plan will leave the no-build alternative as the favored option.

Richard Prone of Duxbury, a member of the MBTA Advisory Board, commented on the East West Rail study and urged the FMCB not to eliminate weekend service on the Greenbush Commuter Rail line.

There were no real-time commenters.

For Agenda Item 11, Chair Pollack asked for a motion from a MassDOT Board Member to approve the minutes of the November 23, 2020 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 November 23, 2020.

Chair Pollack	Yes
Director King	Yes
Director Kornegay	Yes
Director Mazzarella	Yes
Director Moylan	Yes
Director Murtagh	Yes
Director Otero	Yes
Director Taylor	Yes
Director Tibbits-Nutt	Abstain

Chair Aiello asked for a motion from an FMCB Member to approve the minutes of the November 23, 2020 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 November 23, 2020.

Chair Aiello	Yes
Vice-Chair Tibbits-Nutt	Abstain
Director Kornegay	Yes
Director Lang	Yes
Director Sullivan	Yes

Deputy Chief Financial Officer Michelle Ho discussed Agenda Item 12, the CIP strategic framework and timeline for both MassDOT and the MBTA. Ms. Ho reviewed the development approach for the capital investment plan and its goals and a framework for CIP public engagement. Chair Pollack shared her enthusiasm for the process of building on the recently passed Transportation Bond Bill.

Executive Director for the Commuter Rail Rob DiAdamo provided an update on Commuter Rail Performance, Agenda Item 13, and mentioned that service changes impacts will be addressed by General Manager Poftak. Chair Aiello asked if contractor operators would be included in a vaccination group. Mr. DiAdamo confirmed this. Director Kornegay asked how passenger on-time performance is measured. Mr. DiAdamo said it is based on ridership so a busier train might rate higher. Director Kornegay asked Mr. DiAdamo confirm that the measurement is not related to passenger input, which he did.

Project Manager Michael O'Dowd provided an update on the status of the Allston I-90 Multimodal Project, Agenda Item 14. He first reviewed the MEPA review process to date and said that MassDOT is now unpausing the process. Director Lang asked if the project would be going through the DEIR and FEIR processes based on the three alternatives. Mr. O'Dowd responded that MassDOT filed an environmental impact report in 2017, which included three

alternatives, after which the Secretary convened an independent review team that devised a hybrid plan encompassing the three alternatives. Chair Pollack explained that the review process going forward will include evaluation of all three alternatives for the throat and that one of the reasons she delayed the decision on a preferred alternative was to allow for additional review. Mr. O'Dowd said that the final DEIR/SDEIR is scheduled to be released in September of 2021. Chair Pollack added that a new scope will be developed and will be available for Board and public review in March. Director Lang then asked if it is reasonable to expect that a decision might be made by the end of 2021. Chair Pollack said yes.

Chair Aiello asked if there is an available combined timeline in which the Board can review the parallel processes for the project. Mr. O'Dowd stated the team is preparing such a schedule and will share it with the Secretary and the Board when it is ready. Chair Pollack said that the goal is to ensure that all decision makers have all available information at the same time, to ensure full understanding of all options. Chair Aiello and Director Kornegay thanked Mr. O'Dowd for his hard work on the project.

Hayes Morrison, Chief of Mobility Operations, discussed a mitigation plan for the Allston project. Ms. Morrison stated that the first meeting of the mitigation plan group would occur in February or March. Chair Aiello reconveyed to Ms. Morrison that the FMCB has emphasized the importance of maintaining two tracks throughout the construction process.

Undersecretary and Chief Strategy Officer Scott Bosworth presented a proposed financial plan for the Allston project, and the purposes of same, including a proposed Sense of the Board on which staff would like the Board to vote. Chair Pollack explained the rationales behind the financing plan.

Director Taylor described the discussion about the resolution at the most recent Finance

and Audit Committee meeting. She said that without a finance plan, the project cannot secure MEPA approval, adding that no major construction company will bid on a project without a clear and viable financial plan, adding lastly, that the resolution does not mean that the process will lead to the no-build option.

Chair Aiello expressed concern about some language in the resolution presented and discussion ensued among the Directors concerning such language. The Directors agreed on language, which Chair Pollack read to the Directors, that they determined provides MassDOT with sufficient flexibility. Chair Pollack called for a motion on the agreed-upon resolution.

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

WHEREAS the I-90 Allston Multimodal Program consists of an integrated series of multimodal improvements intended to address transportation deficiencies across modes within the Project Area that affect connections between the Project Area and the greater Boston region, the nearby neighborhoods and the Charles River Reservation; and

WHEREAS in addressing these deficiencies an opportunity exists to improve livability, connectivity, and open space for residents of the Project Area and the City of Boston and improve regional multimodal mobility and roadway safety with the straightening of I-90;

WHEREAS the straightening of I-90 and new ramp system will create an expansive, unencumbered swath of land ideal for large scale commercial, residential, educational and public realm economic development and enable, over time, the addition of millions of mixed-use square feet of development on the former Beacon Park Yards;

WHEREAS the I-90 Allston Multimodal Program is only one of many potential capital investments that MassDOT can make that achieve such important goals and objectives and capital funding must be prioritized across many different projects and programs;

NOW THEREFORE it is the sense of the Board of the Massachusetts Department of Transportation that a finance plan for the I-90 Allston Multimodal Program needs to be developed as soon as possible and, in any event, a final plan needs to be in place by the time environmental review is completed under MEPA and NEPA;

AND FURTHER that Finance Plan must examine multiple funding sources and represent a fair, stable and equitable sharing of Program costs by all users and beneficiaries of the Program, including substantial value sharing contributions from municipal, private, educational partners, and public-private partnerships;

AND FURTHER it is the sense of the Board that unless such a Finance Plan is created and approved by all relevant parties, the “No Build” or “Build in Place” option will be the preferred option that the Department recommends and proceeds with;

AND FURTHER it is the sense of the Board of the Massachusetts Department of Transportation that any alternative of the I-90 Allston Multimodal Program should only proceed if the following conditions are met:

- **A robust and effective transportation project mitigation plan is designed, vetted and implemented;**
- **Environmental justice and accessibility requirements are met;**
- **Full funding for an MBTA south side commuter rail maintenance facility, should it be necessitated by the I-90 Allston preferred alternative, must be provided to the MBTA as part of the finance plan, soon enough to allow for design, construction and operation before the I-90 Allston Multimodal Program construction plan requires closure of the Grand Junction Bridge; and**
- **Any additional project elements, added to the Program after Board approval of the Finance Plan, will only be considered if said elements are fully funded by parties other than MassDOT, unless required as part of mitigation or anticipated as part of the design-build procurement.**

Chair Pollack	Yes
Director King	Yes
Director Kornegay	No
Director Lang	Yes
Director Mazzarella	Yes
Director Moylan	Yes
Director Murtagh	Yes
Director Otero	Inaudible
Director Taylor	Yes
Director Tibbits-Nutt	Yes

After discussion, Chair Aiello determined that an FMCB vote was not required on the resolution.

Chair Pollack asked for a motion to adjourn the MassDOT Board meeting.

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

Chair Pollack	Yes
Director King	Yes
Director Kornegay	Yes
Director Lang	Yes
Director Mazzarella	Yes
Director Moylan	Yes
Director Murtagh	Yes
Director Otero	Yes
Director Taylor	Yes
Director Tibbits-Nutt	Yes

VOTED: to adjourn at 3:44 p.m.

E. FMCB

Chair Aiello opened the FMCB portion of the meeting and asked for recorded voice mail public comments to be played for the FMCB.

Robert Kordenbrock, Executive Director of the Fenway Community Center, spoke in opposition to the suspension of the bus 55 service to the Fenway neighborhood.

Alice Brown of Boston Harbor Now registered opposition to ferry service cuts.

Caitlin Allen-Connelly of A Better City asked the FMCB to use federal funds to avoid MBTA service cuts.

Julia Wallerice of The Institute for Transportation and Development Policy urged the FMCB to reevaluate service cuts in light of federal funds to be awarded to the MBTA.

Staci Rubin, Senior Attorney with the Conservation Law Foundation, commented in support of bus fleet electrification.

Venna Dharmaraj, Director of Transportation for the Sierra Club, urged the FMCB to

commit to an accelerated replacement plan for the transition to all electric buses.

Jing Ma, Trustee for 137 Peterborough Street, expressed opposition to the cancellation of the 55 bus.

John Bookston of the Fenway Civic Association FMCB said he opposed potential cuts to the 55 bus.

David Reedy, Medical Case Manager for Fenway Health, urged the FMCB not to cut the 55 bus.

Fredericka Veikley spoke in opposition of the elimination of 55 bus in the Fenway neighborhood, stating that cutting service times could be an option for cutting, but not the entire line.

Nina Sahi, a Fenway resident, expressed concern about cuts to the 55 bus.

Stephen Gallenter of the Fenway Civic Association urged that the 55 bus service not be suspended.

Brenda Harwood, resident of the Fenway neighborhood, asked the FMCB to reconsider cutting the 55 bus.

Ron Laurey, resident of the Fenway neighborhood, requested that 55 bus service not be suspended.

Janet Baskerville, resident of the Fenway neighborhood, urged the FMCB not to cut the 55 bus.

Jaimila Carmia urged the FMCB to not cut the 55 bus.

Marie Sacuda, resident of the Fenway neighborhood, stated opposition to cuts to the 55 bus.

Kathleen McBride voiced her opposition to the removal of the 55 bus.

Louise Baxter of the T-Riders Union urged the FMCB to continue supporting diversity plans and discouraged the FMCB from implementing any layoffs.

Marilyn McNabb complained about service on The Ride.

There were no real time commenters.

Chair Aiello stated that the next item on the agenda concerned an administrative matter, the approval of minutes from the June 5, 2020 FMCB meeting, Agenda Item 15. It was decided to return to the item later in the meeting.

General Manager Steve Poftak provided the General Manager's report Agenda Item 17. Mr. Poftak reviewed the MBTA's Covid-19 data, ridership trends on all transportation modes, and highlighted the effects of both the snowstorm in December and the holiday weeks. The General Manager discussed the pending federal aid and said that the MBTA plans to proceed with the majority service changes voted by the FMCB in December, with targeted restoration where ridership is likely to rebound. Director Kornegay asked when and which services will be restored and how changes will affect staffing. Mr. Poftak replied that the service planning team is still developing schedules and will review and report back. Secretary Pollack clarified that no changes are being made until March and that planning is ongoing.

Mr. Poftak reviewed the status of diversity, equity, and inclusion planning. He introduced the FMCB to a new dashboard which will be utilized to review progress and communication. Vice-Chair Tibbits-Nutt asked if the FMCB could be provided access to the dashboard, and for a timeline of development of strategies beyond information gathering. The General Manager said that he anticipated having strategies to report in the next quarter, and that once the

dashboard is out of the Beta testing phase, he would make sure the FMCB has access. Director Kornegay asked about expanding diversity programs and the timeline for same. Mr. Poftak said that he would follow-up with the FMCB with specifics.

Chair Aiello returned to the approval of the June 5, 2020 meeting minutes, Agenda Item 15. Director Lang commented that the minutes concern an FMCB decision to prohibit using MBTA vehicles to transport non-MBTA police to Black Lives Matter demonstrations and said that it was a good decision. He added that the public meeting violation was asserted by a legislator who has not participated or commented on prior FMCB meetings or actions. Director Lang said he believes the FMCB is currently one of the most transparent boards in the Commonwealth.

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

VOTED:

To approve the minutes of the FMCB meeting held on June 5, 2020.

Chair Aiello	Yes
Vice-Chair Tibbits-Nutt	Yes
Director Kornegay	Yes
Director Lang	Yes
Director Sullivan	Abstain

Hope Patterson presented Agenda Item 16, the FMCB schedule. Chair Aiello asked for Director input on the January 25 agenda and on items set to be discussed in February. He suggested Directors contact the General Manager or David Abdoo directly. Director Kornegay asked if it would be possible to take votes early in the agendas for these meetings. General Manager Poftak agreed.

Deputy Chief of Operations Support Eric LeGuelaff presented on Bus Maintenance

Facility Improvements, Agenda Item 18. Chair Aiello thanked Mr. LeGuelaff for his presentation and congratulated the team on work well done. Director Lang echoed the Chair's comments.

Deputy Chief Financial Officer Johanna Aalto and Deputy Chief of Capital Programs Vikram Dogra provided an update on FY21 Capital Programs, Agenda Item 19. Ms. Aalto reviewed the Key Performance Indicators, summarizing data from FY19 through FY21. Mr. Dogra who reviewed current capital projects on the various transportation modes. Chair Aiello congratulated the team on outstanding results and on building a sustainable plan. Secretary Pollack echoed the Chair's comments and stated that it was a pleasure to receive their updates despite the challenges the team faced this year.

Chair Aiello noted that the staff requested that the FMCB enter an executive session to discuss certain real estate matters as to which he had determined, and the General Counsel concurred, discussion during an open session may have a detrimental effect on the negotiating position of the MBTA. He said that the FMCB would not return open session.

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

VOTED: to enter executive session to discuss certain real estate matters, the discussion of which during open session may have a detrimental effect on the negotiating position of the MBTA.

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

The FMCB entered executive session at 5:11 p.m.

Documents relied upon for this meeting:

MassDOT Board:

- January 11, 2021 Agenda for Joint Meeting: MassDOT and Fiscal and Management Control Board

- Secretary Stephanie Pollack’s Report to the MassDOT Board, January 11, 2021
- Highway Administrator’s Report, January 11, 2021
- Registrar of Motor Vehicles Report
- Rail and Transit Board Report
- Aero Division Board Report
- FY21 Revised Operating Budget
- Tracker 2020
- East-West Rail Study Final Report
- Northampton Board Presentation
- Northampton Staff Summary
- Route 24-140 Taunton Presentation
- Taunton Staff Summary

Joint Board:

- January 11, 2021 Joint MassDOT and FMCB Board Agenda
- November 23, 2020 Joint Meeting Minutes
- Capital Investment Plan Strategic Framework and Development Timeline
- Commuter Rail Performance Update
- Allston Update and Finance Policy Framework
- Proposed MassDOT Board Funding Resolution

FMCB Board:

- January 11, 2021 Joint MassDOT and FMCB Board Agenda
- General Manager’s Report, January 11, 2021
- June 30, 2020 FMCB Meeting Minutes
- FMCB Public Schedule
- General Manager’s Report
- Bus Maintenance Facility Improvements
- FY21 Capital Programs Update