



## **CAPITAL INVESTMENT PLAN OVERSIGHT COMMITTEE**

### **MINUTES (DRAFT)**

December 11, 2023

1:00 PM – 2:00 PM

**A. Call to order-** Chair Susanne Rasmussen (Cambridge) called the meeting to order at 1:05 PM via zoom.

**B. 2024-2029 CIP Timeline.** Jillian Linnell, MBTA Executive Director of Capital Strategy presented the CIP 2024 timeline. The CIP will be presented first to the MBTA Board of Director's Administration & Finance Committee in January/February. This will begin the public process. State law requires approval by the MBTA Board of Directors by June 15. Brian Kane, MBTA Advisory Board Executive Director, noted that his preference is for the CIP approval timeline to follow the Operating Budget timeline as closely as possible.

**C. Capital Needs Assessment & Inventory (CNAI) Presentation:** J. Linnell and Ronnie Valdivia, MBTA Director of Asset Management gave the presentation jointly. The CNAI report is updated every 3-4 years by the Authority. It is a listing of all infrastructure that is beyond its useful life. Just because an asset is beyond its useful life does not mean it is unsafe, it does, however, mean that an asset is less efficient to operate than ones within their useful life. The total CNAI is \$24.5 billion (2022 USD). This does not include expansion, resiliency, or other such improvements. 64% of T infrastructure is beyond its useful life. Understanding this helps the agency understand replacement costs and schedules. The T does not need \$24.5B today, but rather is a ballpark analysis. It is also unnecessary to replace each existing asset one-for-one, and instead modernization should be the norm. The CNAI represents a temperature check. Replacement cost is based on industry average costs, recent MBTA project costs, costs per area, etc. It represents an attempt to get a close to the replacement cost as possible. The estimate jumped from \$10B to \$24.5B since 2029. There are 4 reasons why, more things in the inventory (60,000 assets in 2019 to 80,000 assets in 2023), inflation, age and lack of timely replacement, and long-lead time for certain replacements due to supply change, planning time, and public process delays.

Dan Carty (Sudbury) asked about certain counts. J. Linnell answered that the calculation of the number of assets out of SGR and the dollar replacement value are different.

B. Kane asked about the influence of the CNAI on the CIP and PMT. J. Linnell answered that the CHAI acts as a floor for investments programmed in the CIP, as well as a temperature check on how assets are ageing overall. R. Valdivia added that CNAI now also offers a list of what needs to be replaced.

S. Rasmussen asked about how assets are added to the inventory- either based on observation or warrantee information, etc. R. Valdivia answered that field observation is the backbone of the inventory. These observations are ongoing and rolling. The plan is to inspect 25% of the system annually, so that every 4 years 100% of the system is inspected and cataloged. S. Rasmussen asked if the system is better or worse today than in recent years given recent investments. J. Linnell noted that the answer depends on the asset class. Some classes have dramatically improved, while others have continued to age without action. There is much more work needed to begin to move the needle because so much depends on classification.

**D. Program for Mass Transportation:** Jonathan Church, Manager of Transit Planning at the MassDOT Office of Transportation Planning offered a presentation on the Program for Mass Transportation (PMT). The PMT is a 25-year horizon document that is a roadmap for MBTA Capital Needs. It provides input on long range transportation plans statewide as well as MBTA-focused. The PMT must be updated every 5 years. Most recent was March 2019 and the new one is due March 2024. J. Church went through this history of the last 20 years' worth of PMTs. The 2024 version will be fiscally constrained, based on the MBTA's goals and metrics, it will offer a public process for stakeholders, and it will begin in Spring 2024. The Advisory Board is a key partner, and will receive it 60 days prior to the adoption by the MBTA Board of Directors. Timeline calls for an expected completion in December 2025. B. Kane noted that this timeline will make the PMT 19 months late, as the last one was published in March 2019. B. Kane asked about stakeholder involvement over the next 2 years. J. Church mentioned that there will be a robust public process. B. Kane noted that he hopes that since the PMT will not be



published until December 2025, much later than required, he hopes that the MBTA Advisory Board will have a large role in any stakeholder processes in the development of the plan. The Committee was in general agreement.

Following Mr. Church’s departure, the Committee discussed next steps. B. Kane noted that the Committee will likely next meet in April to begin the CIP review process, with at least 2 meetings in May and 1 in early June. This assumes a June 15 deadline to approve the CIP by the Authority. Chester Osborn (Maynard) suggested that the MBTA, OPT, and Advisory Board enter into a Memorandum of Understanding regarding its interface with the CIP, Operating Budget, and PMT. The Committee seemed to generally agree with this idea.

**E. Adjourn:** With all business transacted, Chair Rasmussen requested a motion to adjourn. A. Slavin moved to adjourn, a motion that Frank Tramontozzi (Quincy) seconded. Without objection the meeting adjourned at 2:05 PM.

Attendees:

Cambridge	Susanne Rasmussen
Hanover	James Hoyes
Malden	Yem Lipp
Maynard	Chester Osborn
Quincy	Frank Tramontozzi
Sudbury	Dan Carty
Wareham	Alan Slavin
<b>Advisory Board</b>	<b>Staff</b>
Brian Kane	Executive Director
<b>MBTA</b>	<b>Staff</b>
Jillian Linnell	Ex. Dir. Cap. Strategy
Ronnie Valdivia	Dir. Asset Mgmt
Sandy Johnson	MBTA
<b>MassDOT Office</b>	<b>Of Transport Planning</b>
Jonathan Church	Transit Planner