



DRAFT Minutes

CAPITAL BUDGET OVERSIGHT COMMITTEE

April 26, 2024

- A. **Call to order**- Susanne Rasmussen (Cambridge) – Chair called the meeting to order at 1:03 PM.
- B. **Discussion and action on the minutes of the 12/11/23 meeting.** Alan Slavin (Wareham) moved to approve the minutes. Susanne Rasmussen (Cambridge) seconded the motion, which was approved without objection.
- C. **Capital Investment Program FY25-29:** Lyndsey Heffernan, Chief of Policy & Strategic Planning, MBTA gave the presentation:
- The CIP is aligned to the goals of the Administration and are based on the Capital Needs Assessment. The CIP is a rolling 5-year capital programming helping the Authority determine its short term, fiscally constrained infrastructure investments. The CIP is limited by its revenue sources.
 - The Authority understands that its process is delayed, with the final document due to the Advisory Board no later than May 15. This is because the Authority has changed its process for the CIP, because it took a longer process to go through every existing project to ensure there are still needed. This process will be repeated annually hereinafter.
 - The revenue available is \$843 million for the next CIP. The need is in the billions of dollars, so decisions must be made. The focus of this CIP



is the Track Improvement Program and the ongoing procurement of Red and Orange Line Vehicles.

- B. Kane noted that this approach is different from what he has experienced in the past.
- Karen Canfield (Scituate) asked about the effect of removing projects from prior funding plans and resequencing them. What is the effect on existing projects. L. Heffernan noted that this means that some projects will not be funded.
- S. Rasmussen asked what is the effect of those projects/programs that are not funded. What is the cost of not funding, or underfunding? L. Heffernan stated that there is no compromise on safety, but this approach may lead to older assets being used longer, possibly degrading service.
- Half of the funding for this CIP is borrowing by the MBTA itself, with state and federal funding making up the difference.
- Major investments include full funding for Draw 1 at North Station- a potential single-point-of-failure for the entire north side commuter rail network. Funds are also included to electrify the Fairmount Line. Green Line type 10 procurement, accessibility improvements, employee facilities, and other important projects were highlighted.
- Sustainability and Resilience: A long-term, program is being implemented along with a program to electrify the internal vehicle fleet.



- \$11 billion in project were requested, but only \$843 is programmed.

D. Discussion and direction for staff: The Chair led the discussion. B. Kane noted that the committee’s schedule is to have a final report by May 10 to provide to the MBTA Advisory Board for its May 14 meeting.

- Chester Osbourn (Maynard) noted that the MBTA must do a better job of inspections and preventative maintenance so that the need to adjust the CIP annually.
- S. Rasmussen noted that the prospect of delaying the purchase of new CNG buses is horrifying, because it would lock in 14 years of emissions. The continued failure of the subway system to attract back ridership is also depressing.

E. Old/New business: Next Meeting May 3, 2024

F. Adjourn. With all business transacted, Frank Tramontozzi (Quincy) moved to adjourn. Without objection the meeting adjourned at 2:00 PM.

Note: This agenda has been prepared in advance and does not necessarily include all matters which may be taken up at this meeting. This meeting is accessible to people with disabilities. For accommodation or language assistance requests, please contact info@mbtaadvisoryboard.gov. Requests should be made as soon as possible. This notice was posted on Monday, January 26, 2024 at or before 4:00 PM. A copy of this notice has been transmitted by electronic mail to the Secretary of the Commonwealth, Regulations Division (regs@sec.state.ma.us).

A revised agenda was posted on 4/24/24.

Attendees:

Cambridge: Susanne Rasmussen
Hanover: James Hoyes
Maynard: Chester Osbourn



Quincy: Frank Tramontozzi
Wareham Alan Slavin

MBTA

Lynsey Heffernan- Chief of Policy and Strategic Planning

Josh Ostroff- Director of Capital Strategy

Josh Klingenstein- MBTA Capital Program Planning

Angela Servello- MBTA Capital Strategy

Walker Harrison- MBTA Capital Programming

MBTA Advisory Board

Brian Kane