

RAPID TRANSIT & BUS COMMITTEE

Minutes

Wednesday, April 15, 2025

- A. Call to Order:** Co-Chair Matthew Moran (Boston) called the committee to order at 10:00 AM via Zoom. M. Moran recognized Co-Chair Jen Grigoratis (Melrose) was unable to attend, but Lauren Grymek of Melrose would attend in her place. Additionally, the city of Boston was joined by two Northeastern students.
- B. Presentation of Capital Investment Plan:** Brian Kane (Executive Director) presented the Capital Budget Oversight Committee’s draft report commenting on the MBTA’s Fiscal Years 2026-2030 Capital Investment Plan and asked committee members for feedback and questions.
- a** M. Moran commented that there will be significant re-building work alongside the introduction of Green Line Type 10 vehicles, and asked if preparation for the vehicles is included in the costs of the vehicle purchase or in a separate category. B. Kane answered that it is a separate category, such work would be classified under “Guideway, Signal, and Power” or “Structures” categories.
 - b** B. Kane noted that the overwhelming majority of the CIP money is going to vehicle procurement projects including Red/Orange vehicles, Battery

Electric Buses, and the Quincy facility. He shared a spreadsheet with the committee with the CIP's project breakdown.

- c** Jay Monthy (Everett) asked how the “Programmed Spend” category fits into the “Total Authorized Budget” amount. B. Kane answered that many projects exceed the CIP's duration, but the “Programmed Spend” number is the amount to be spent within the FY 2026 to FY 2030 timeframe. J. Monty clarified that there is no guarantee that the projects will be completed to their full budget if only the “Programmed Spend” is guaranteed, which B. Kane confirmed.
- d** Amy Ingles (Brookline) clarified is the “Green Line Train Protection” program referred to the system that would have prevented the recent train to train collision. B. Kane answered that he believed that was true, but did not have the full picture. A. Ingles also asked if the money that had been taken from Operations to Capital and subsequently disappeared would have allowed this system to already be in place. B. Kane clarified that the T has discussed Green Line train protections for many years. Under a previous GM, the Board voted to move half a billion dollars from Operating to Capital to advance this program and he is unclear what happened to that money.
- e** Alan Castaline (Brockton) asked why Milton was included in the “B Branch Short Term Accessibility Improvements” program. B. Kane answered that the program extended to the Mattapan line. A. Castaline also affirmed

- that the Green Line Train Protection program planning has extended back several decades.
- f** Steve Olanoff (Westwood) commented that a helpful addition to the chart might be a section noting if the program completes the overall project or advances it. B. Kane agreed that this would be helpful.
 - g** B. Kane review CIP programs that target light and heavy rail including stage of good repair and vehicle procurements. Additionally, he reviewed CIP programs that target the bus system including facility maintenance and the procurement of Battery Electric Buses. Todd Blake (Medford) asked if the Bus Network Re-design programmed spend number is inclusive of Phase 1. B. Kane answered that he was unsure, but would ask.
 - h** B. Kane said he would share a draft of the report prior to the full Advisory Board meeting for everyone's review. He said the overall theme of the Capital Budget Oversight Committee's conversation was the need for a cohesive, long-term plan and vision to guide each year's capital needs.
 - i** M. Moran said that the City of Boston will be commenting on the CIP through a letter sent by the Chief of Streets and emphasized the importance of municipalities voicing their feedback and concerns.
 - j** Jay Monty (Everett) commented the CIP focuses predominantly on maintenance of current systems and lacks expansion plans for bringing service to underserved municipalities. This creates an investment in communities that already have service and a disinvestment in the

communities that don't. B. Kane agreed and added that there need to be greater discussions about the communities that don't have rail service or bus service within the service district.

k M. Moran asked if there were opportunities for communities to send joint comments to the T about projects or areas that they have in common. B. Kane said that would be a good idea and he would look into it.

C. Minutes: Co-Chair M. Moran asked for a motion to approve the February 27th, 2025 minutes, which John DePriest (Chelsea) made and Frank Tramontozzi (Quincy) seconded. The motion passed unanimously.

D. Adjourn: F. Tramontozzi moved to adjourn the meeting, a motion which J. DePriest seconded. The motion was approved without objection and the meeting adjourned at 10:36 AM.

Note: These minutes were approved by vote of the committee at their 5/20/25 meeting.

Attendees:

Committee Members:

Arlington

Len Diggins

Boston

Matthew Moran

Brockton

Alan Castaline

Cambridge

Andy Reker



Chelsea
Melrose
Quincy

John DePriest
Lauren Grymek
Frank Tramontozzi

MBTA Advisory Board Staff:

Brian Kane
Hanna Switekowski

Executive Director
Deputy Director