

Rapid Transit & Bus Committee

MINUTES

Tuesday, April 7, 2026

- A. Call to Order:** Co-Chair Hon. Jen Grigoraitis (Melrose) called the committee to order at 10:04 AM via Zoom.
- B. Minutes:** Co-Chair M. Moran requested a motion to approve the minutes of the March 10, 2026 meeting. John DePriest (Chelsea) motioned to approve and Len Diggins (Arlington) seconded. The motion passed unanimously.
- C. Discussion on the FY2027-FY2031 CIP draft:** Brian Kane (Executive Director) presented the CIP draft to the committee with a Rapid Transit & Bus perspective.
- a Matt Moran (Boston) thanked B. Kane for the overview and commented that the CIP is a very good basket of programs and projects that is programmatically headed in the right direction. He commented that the City of Boston has been coordinating with the MBTA on E branch design for the last three years. The design is up to 30% and will rebuild the branch from Brigham Circle to Heath Street, consolidating some stops along the way. The B branch has been a more stop and start project that began in the early 2010s when the city identified the need to reconstruct portions of Commonwealth Avenue. This will be a significant undertaking that will

- transform Comm. Ave in Allston and Brighton. He said it has been a collaborative and productive partnership and the MBTA has been very engaged with the city.
- b Jay Monty (Everett) agreed that the CIP is great and better than previous years. He asked if, given reductions in state and federal funding, this program is a plan that can realistically be executed. B. Kane said he shares the concern about unpredictability of funds; however, he believes there will be a federal reauthorization that will maintain some level of federal funds to the T. He believes the MBTA can afford the CIP with the acknowledgement that there will be debt pressure on the operating budget in perpetuity as the CIP is largely funded by the MBTA's own borrowing. J. Monty asked if any new additions to this year's CIP came at the expense of projects from previous years. B. Kane confirmed that there were not. The biggest projects that rolled off due to completion were GLX and South Coast Rail which freed up funds for new projects to be added. Hanna Switekowski (Deputy Director) added that state funding will also decrease over the next 5 years and it is imperative that communities continue to advocate for additional state support for capital projects.
- c Steve Olanoff (Westwood) commented that the structure of funding capital projects by bonding and paying debt service from the operating budget cannot be sustainable forever. B. Kane agreed and added that until the MBTA has dedicated revenue sources for infrastructure projects, this



system will continue and will eventually reach a point where the mBTA is paying more in interest than principal payments.

- d B. Kane said that members can reach out to staff at any time with specific feedback for the Advisory Board's report.

D. Old Business/New Business: No additional business to discuss.

E. Next Meeting Dates: May 14, 2026 at 10:00 AM.

F. Adjourn: Co-Chair M. Moran closed the meeting at 10:45 AM.

Note: The committee voted to approve these minutes with a correction at their May 14, 2026 meeting.

Attendees:

Committee:

Arlington

Boston

Braintree

Cambridge

Chelsea

Everett

Medford

Melrose

Len Diggins

Matthew Moran

Anita Guo

Andy Reker

John DePriest

Jay Monty

Todd Blake

Hon. Jen Grigoraitis



Newton
Quincy
Westwood

Ned Codd
Frank Tramontozzi
Steve Olanoff

MBTA Advisory Board Staff:

Brian Kane
Hanna Switekowski
Isabella MacKinnon

Executive Director
Deputy Director
Budget & Policy Analyst