



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO



MINUTES

Joint Meeting of the MassDOT Board of Directors with the Fiscal and Management Control Board, December 9, 2015

At the call of the Chair, the joint meeting of the Board of Directors of the Massachusetts Department of Transportation and the Fiscal and Management Control Board was called to order at 1:05 p.m. at the State Transportation Building, Conference Rooms 1, 2 and 3, Boston, Massachusetts.

Those present were: Secretary Pollack, Chair, Directors Ruth Bonsignore, Domenic Blue, Betsy Taylor, Monica Tibbits-Nutt, Lisa Calise, Russell Gittlen, Dean Mazarella, Robert Moylan, Joseph Sullivan and Steven Poftak, being a quorum of the Board of Directors of the Massachusetts Department of Transportation.

Also present were the members of the Fiscal and Management Control Board, Chairman Joseph Aiello and Director Brian Lang, as well as Directors Lisa Calise, Monica Tibbits-Nutt and Steven Poftak, who also serve as members of the Massachusetts Department of Transportation Board.

Also present were General Manager Frank DePaola, Chief Administrator Brian Shortsleeve, General Counsel John Englander, Aeronautics Administrator Jeffrey DeCarlo, Registrar of Motor Vehicles Erin Deveney, and Owen Kane, Senior Counsel to the Board.

Upon calling the meeting to order, Chair Pollack noted for the record that both Boards would be discussing the current status of the Green Line Extension (GLX) project and would be hearing from the consultants retained by the Fiscal and Management Control Board.

Next Chair Pollack opened up the public comment period.

The following speakers spoke in favor of the GLX: project moving forward: Mayor Joseph Curtatone of Somerville; Mayor-Elect Stephanie Burke of Medford; Senator Pat Jehlen; Representative Christine Barber; Town Manager Adam Chapdelaine; Joseph Barr, Cambridge, Director of Traffic, Parking & Transportation; Elizabeth Bayle; John Elliott of Medford; Ken Krouse of Medford Citizens Advisory Board; Marc Draisen, Executive Director of MAPC; Lynn Weisman, Friends of the Community Path; Wig Zamore, ROC; John McDougal, TRU. Raphael Mares, CLF and Steven Kaiser spoke in favor of the GLX only with a new procurement method. Claudia Murrow from Somerville spoke against the GLX going forward. The following members of the TRU spoke against a potential fare increase: Tyree Ware, Jeremy Hanson, David McLean, Louise Baxter, Justin Nguyen, Manny DeBarros, Vince Dixon, Caroline Casey and Lee Matsueda.

The following speakers from Mass. Senior Action spoke against any potential fare increases and changes to the RIDE: Dorothy MacAione, Helene Azanow, and Edna Puce.

Next Chair Pollack asked Chairman Aiello to give the report of the Fiscal and Management Control Board.

Next, Chair Pollack gave the Secretary's report and in the interest of time stated that there was a written memo summarizing the key provisions of the new Federal Transportation Act, or FAST, as they relate to both MassDOT, as set forth in the attached document "Fixing America's Surface Transportation Act "FAST ACTS." Similarly, the Administrators of Aeronautics and Highway and Registrar of Motor Vehicles submitted their division reports in writing, as set forth in the attached documents: "Aeronautics Division, Toll Workers Report, and the Board Report of the RMV." The quarterly report of the Accelerated Bridge Program was also submitted in writing, as set forth in the attached document "Accelerated Bridge Program December 2015 Progress Briefing."

Secretary Pollack continued on to the presentation of the GLX Project "Path Forward," which would be covering four topics: the roles and responsibilities of both boards, the path forward, project delivery options and scope and methodology.

Chair Pollack asked John Englander, General Counsel of MassDOT, to review the board roles and responsibilities, as set forth in the attached document labeled "MassDOT Board/MBTA Fiscal & Management Control Board Green Line Extension Project Review" at pages 4 and 5.

Next, Chair Pollack began the discussion of "The Path Forward" and said there have been three options under consideration for the GLX project:

1. Build the project as currently designed and delivered using Commonwealth monies to fund budget overruns;
2. Cancel the project (except for the purchase of 24 new Green Line cars); or
3. Substantially reduce the costs and fiscal impact of the project through redesign, reprocurement or modification of the existing procurement and seeking addition funding from non-Commonwealth sources.

The presentation is set forth in the attached document labeled "MassDOT Board/MBTA Fiscal & Management Control Board Green Line Extension Project Review *"The Path Forward,"* pages 7 -17.

Next, Chair Pollack asked Attorneys Geoff Yarema and Ann-Therese Schmid from the law firm Nossaman LLP to discuss recommendations for the best alternative to the current CM/GC under the existing circumstances that the process is in, as set forth in the attached document labeled "MassDOT Board/MBTA Fiscal & Management Control Board Green Line Extension Project Review *"Project Delivery Options,"* pages 19-25.

Secretary Pollack asked John Karn from ARUP, a global, integrated multidisciplinary firm of professionals with over 13,000 people in 90 offices around the globe to discuss ideas for a more substantial redesign rather than just value engineering and what the potential of those could be. The presentation is set forth in the attached document labeled "MassDOT Board/MBTA Fiscal & Management Control Board Green Line Extension Project Review *"Cost Reduction Opportunities,"* pages 1-30.

After motion duly made and seconded,

By roll call:

VOTED: to enter into executive session at 3:46pm