

A photograph of the Boston skyline, featuring the prominent City Hall tower with its clock face. To the left of City Hall is a building with a large blue glass dome. Other modern skyscrapers and older brick buildings are visible. The sky is a mix of blue and soft orange/pink clouds, suggesting sunrise or sunset. A dark grey diagonal shape cuts across the bottom left of the image, serving as a background for the title text.

2025 YEAR IN REVIEW

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WELCOME

January 2026

A Better City Members and Stakeholders:

Throughout 2025, A Better City was proud to partner with you, and with the Healey-Driscoll Administration, State Legislature, and Wu Administration, to navigate a year marked by economic challenges and uncertainty. We worked together to address some of Greater Boston's most critical obstacles and opportunities, delivering strategic solutions on transportation, climate, and land use issues.

Our transportation and infrastructure achievements in 2025 were headlined by our leadership on the Governor's Transportation Funding Task Force, where we helped shape the strategic investment of Fair Share revenue and secure record funding for the MBTA. We also championed the transformational I-90 Allston Multimodal Project, advocated for more creativity and transparency in the MBTA's next Commuter Rail contract, and launched new research to quantify the regional economic benefits of the MTBA system. Meanwhile, our Transportation Demand Management team executed an ambitious *Guided Ride Series*, analyzed the impacts of e-bikes in the Bluebikes system, and took a leadership role on the MassDOT Special Commission on Micromobility.

Our climate initiatives prioritized both policy reform and practical leadership. We continued to refine climate policies at the city and state level and launched the *Built to Lead: Lessons in Building Decarbonization and Resilience* series of in-person panel events to showcase the climate leadership of member companies and institutions. Beyond advocacy, we strengthened the green workforce by kicking off the fourth PowerCorpsBOS trainee cohort and renewed the B-COOL partnership to evaluate shade interventions that combat extreme heat. Throughout the year, A Better City remained a central voice in the climate conversation, serving on several stakeholder coalitions and state-convened commissions and working groups.

WELCOME

Reaffirming our commitment to land use and development, A Better City continued to oversee Greenway Business Improvement District operations, supporting a major lighting and pathways renovation, while continuing to invest in public art, activation, and critical maintenance on The Greenway. We also engaged deeply in efforts to influence new zoning for portions of Downtown Boston to enable equitable growth. Additionally, A Better City published the *Greening the Blue Line* report, investigating the potential to deploy nature-based solutions along the Blue Line MBTA corridor in East Boston.

Thank you for your unwavering support and for your shared commitment to the future of Greater Boston. We begin 2026 with a clear vision: to create a more vibrant, competitive, sustainable, and equitable city and region for all. We look forward to another year of impactful partnership!

Sincerely,



Kate Dineen
President & CEO
A Better City



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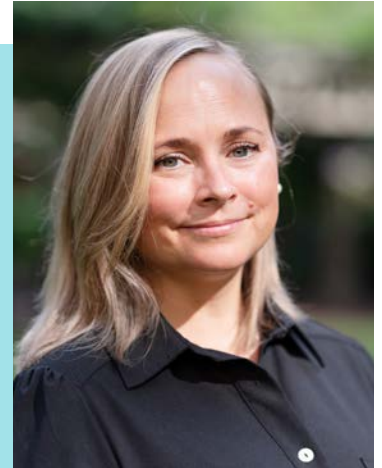


OUR TEAM

KATE DINEEN

President & CEO
she/her

Kate is the President & CEO of A Better City—she served at the Executive Vice President and Chief Operating Officer from May 2019 to April 2023. Prior to joining A Better City, Kate worked for the New York State Governor’s Office, serving as the Chief of Staff for State Operations, Assistant Secretary for the Environment, and Deputy Executive Director of the Governor’s Office of Storm Recovery after Superstorm Sandy. She was previously U.S. Senator Kirsten Gillibrand’s Policy Director and has worked in the non-profit and media sectors. Kate serves on numerous commissions and boards and is an Advisory Council Member for the Tufts University Center for State Policy Analysis. Kate was named to the 2024 Boston Business Journal Power 50 list and to the 2018 City & State Magazine 40 Under 40 list. Outside of her work at A Better City, Kate is a leading advocate for reproductive rights and was recognized as a 2022 Boston Globe Bostonian of the Year Honorable Mention. Kate holds a B.A. in English from Williams College and a Masters in City Planning from MIT, and was a Non-Resident Fellow at the Harvard Kennedy School Homeland Security Project. She lives in Boston with her family.



ISABELLA GAMBILL

Assistant Director of Climate, Energy, & Resilience
she/her

Isabella leads our extreme heat and legislative policy work across climate (both mitigation and adaptation) and clean energy priorities at both the city- and state-levels in Massachusetts. Prior to joining A Better City, Isabella served as a Policy Officer for the Secretariat to the United Nations’ Biodiversity Law and Governance Initiative and participated in the 14th Conference of the Parties to the U.N. Convention on Biological Diversity, in Sharm El-Sheikh, Egypt. She also served as a Carbon and Biodiversity Offsetting Intern to one of the world’s leading biodiversity offset consultancy firms, and more locally, as a Program Coordinator for Land Conservation at the Lincoln Institute of Land Policy. Isabella sits on the Board on the External Advisory Board of UMass Boston’s Sustainable Solutions Lab and the Board of Visitors at Fenway Health. She holds an MPhil in Conservation Leadership from the University of Cambridge, and a B.A. in Environmental Studies from Wellesley College.

OUR TEAM

LEANN KOSIOR

Membership & Business Development Manager
she/her

In her role, Leann oversees membership engagement, relations, and outreach. Leann also manages A Better City's marketing initiatives ranging from report and website design, and email communication. She collaborates with each department at A Better City to produce informed conversations and unique events. Leann strives to deepen relationships with each member organization through listening sessions, collaborative programming, and relaunching of the Emerging Leaders program. Prior to joining A Better City, Leann specialized in customer success at Business Wire. Leann also worked on digital and print advertising for USA Today and in New York City in healthcare advertising. She is a passionate advocate for sustainability and transit in her neighborhood; Brighton, participating on the board of a local park to increase accessibility and expand urban tree canopy, as well as serving on the Board of Faneuil Library. Leann received a BBA from Parsons the New School for Design.



BRIAN LILL

Manager of TMA Operations & Engagement
he/him

Brian joined A Better City in September 2023 as our Manager of TMA Operations & Engagement. In his role, Brian supports A Better City's Transportation Management Associations (TMAs), which serve over 100 member organizations, and is excited to continue to drive change towards a sustainable future. Prior to joining A Better City, Brian specialized in public healthcare at Public Consulting Group working with hospitals, EMS providers, and essential workers to secure funding and services for his clients. Brian holds a Bachelor's in Business Administration from Temple University where he studied Economics and Community Development.

OUR TEAM

SCOTT MULLEN

Transportation Demand Management Director
he/him

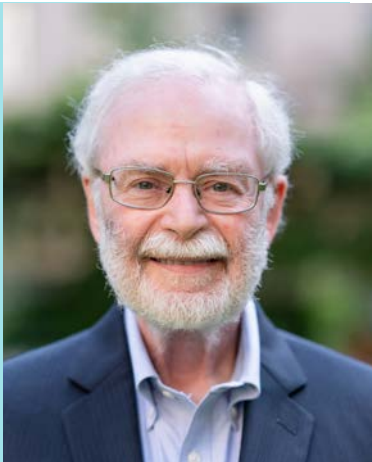
As Transportation Demand Management Director, Mully leads the transportation unit that develops innovative TDM programs for delivery to over 60 member companies through our multiple Transportation Management Associations. Mully was a startup employee at several groundbreaking transportation companies and helped in the formation and growth of the shared transportation industry: carsharing at Zipcar; bikesharing via Hubway (now Bluebikes); and most recently, micromobility at Lime. Mully is an elected Town Meeting Member in Arlington, where he and his family live, and is an appointed member of the Town's Zero Waste Committee. He was a charter Board member of the LivableStreets Alliance and is currently Board Secretary of Commonwheels. Mully holds a B.A. in Philosophy from Merrimack College.



THOMAS J. NALLY

Senior Advisor
he/him

Tom manages the role of A Better City in the MassDOT Allston I-90 Multimodal Project, monitors and contributes to work on other roadway, bridge, and transit projects, and directs work of the Land Use and Development Unit on the public realm and other projects. As Planning Director of the Artery Business Committee, predecessor to A Better City, on behalf of the business community, Tom managed work on construction mitigation, traffic management, and project design of the Central Artery/Tunnel Project, and chaired the Citizens' Advisory Committee for the Urban Ring Project. Previous experience includes senior positions in the Massachusetts Division of Capital Planning and Operations. He currently serves on the Economic Development Advisory Board and is President of the Greater Point Neighborhood Association in Brookline. Tom is a Registered Architect and holds a Bachelor of Architecture Degree from Cornell University and Master of Architecture in Advanced Studies and Master in City Planning degrees from the Massachusetts Institute of Technology.



OUR TEAM



TOM RYAN

Senior Advisor on Policy, Government & Community Affairs and Executive Director of the Greenway BID
he/him

Tom helps to coordinate policy development, legislative advocacy, and relationships with public officials and related stakeholders, with a primary focus on transportation finance issues. He also manages operations of the Greenway Business Improvement District (Greenway BID). Tom brings eleven years of experience in Massachusetts state government in both the Executive and Legislative branches, including five years managing the Commonwealth's capital infrastructure budget. He has worked in research positions for the successful political campaigns of President Barack Obama, Governor Deval Patrick, and Congressman Seth Moulton. He holds a Master of Public Administration from the Harvard Kennedy School of Government and a B.A. in History from Bowdoin College.

ELIZABETH A. SULLIVAN

Administrative Director
she/her

Betty manages all finance and administration responsibilities for A Better City and A Better City Initiative. Before joining the Artery Business Committee, as the organization was originally known, Betty worked in a variety of roles in human resources, banking, marketing, and event management in the Greater Boston region. She has a Master of Science in Adult & Organizational Learning and a bachelor's degree in Business Management from Suffolk University.



OUR TEAM



YVE TORRIE

Director of Climate, Energy, & Resilience
she/her

Yve fosters emissions reductions and climate preparedness planning in Boston and the region's commercial real estate and business sectors, overseeing the programming, policy, research, education, and events of the Energy & Environment unit. She also leads the Commercial Real Estate Working Group for the Boston Green Ribbon Commission. Previously, Yve worked at the University of Massachusetts Lowell, where she managed two environmental programs. The first focused on educating the public about climate change science, and the second promoted the development of sustainable systems of production and consumption. Yve received a Master of Arts in Urban and Environmental Policy and Planning from Tufts University in 2006 and holds a Bachelor of Science in Geography from the University of Canterbury in New Zealand. In 2018, she became one of the first Certified Climate Change Professionals (CC-P®) from the Association of Climate Change Officers.

AMIR WILSON

Transportation Policy & Data Manager
he/him

Transportation Policy & Data Manager, Amir Wilson, leads transportation research and analysis in service of advancing A Better City's Transportation & Infrastructure Policy Agenda. Amir also leverages his background in data science and visualization to uplift analysis across all three policy areas of focus at A Better City.

Amir graduated from Boston University in 2023 as the recipient of the CAS College Prize for Excellence in Earth and Environment and one of the recipients of the Student Sustainability Leadership Award. He holds a Master of Science in Remote Sensing & Geospatial Sciences from the Boston University Graduate School of Arts and Sciences and a Bachelor of Arts in Earth & Environmental Science from the Boston University College of Arts and Sciences.



OUR TEAM

GLEN BERKOWITZ

Project Manager (Part-Time)
he/him

Glen's work focuses on transportation analyses and studies related to both mass transit and highway infrastructure. His work has included helping the MBTA transition to electric buses and modernize its bus facilities; encouraging the MBTA to implement advanced train control signals and related technology to improve capacity, rider comfort and reliability on the Red and Orange Lines; and assisting with A Better City's efforts on the I-90 Allston Multimodal Project. Prior to working at A Better City, Glen ran a renewable energy consulting and development start-up. Previous to that, he helped manage traffic and transportation issues on Boston's Central Artery/Tunnel Project for nearly 20 years. He has a J.D. in Law from Suffolk University, and has been a member of the Massachusetts Bar since 2002. He also holds a Master's in Public Administration from the Kennedy School of Government at Harvard University, and a B.A. in Human Ecology from College of the Atlantic in Bar Harbor, Maine.



ACCOMPLISHMENTS: ENERGY & ENVIRONMENT



ACCOMPLISHMENTS

ENERGY & ENVIRONMENT

EQUITABLE WORKFORCE DEVELOPMENT: In 2025, A Better City continued to partner with the City of Boston to support the PowerCorpsBOS building operations training program, informing the curriculum and recruiting member businesses and institutions to serve as building partners to host trainees for in-service learning and offer employment at the end of the program. In April 2025, the third cohort of the PowerCorpsBOS building operations trainees graduated with 13 graduates—10 of whom secured full time employment or extended internships with A Better City member businesses and institutions. Building partners in this cohort included: BioMed Realty (operated by C&W Services), Boston Medical Center, Brigham and Women’s Hospital, BXP (operated by C&W Services), Carr Properties, Equity Residential, LC Anderson, MIT, Northeastern University, Related Beal, Schneider Electric, and WS Development (operated by C&W Services). The fourth cohort of 16 trainees began in May 2025, with four months of foundational training, followed by six months of technical training and in-service learning. Building partners in the fourth cohort include BXP (operated by C&W Services), Equity Residential, Related Beal, and Trinity Management. To offer additional support to the fourth cohort, A Better City hosted a meet and greet and cultural competency training for all building partners and trainees in October, invited all trainees and staff to A Better City’s [*Built to Lead: Lessons in Building Decarbonization and Resilience*](#) in-person panel series, and supported the Coalition for Criminal Offender Record Information Climate Inclusion to remove restrictive background check barriers. The City of Boston has adopted the building partners’ train-to-hire model for other PowerCorpsBOS training tracks because it has resulted in a high success rate of employment post-training and repeat partners each year. This work has been made possible with support from the Linde Family Foundation and the Barr Foundation.

EXTREME HEAT: In 2025, A Better City continued a multi-pronged approach to understand the impacts of extreme heat and to develop solutions to mitigate impacts to vulnerable populations, critical infrastructure, and the regional economy. In partnership with The Boston Foundation, the City of Boston’s Office of Climate Resilience, and the Boston University School of Public Health (BUSPH), the B-COOL Temperature Sensor Project completed a successful [summer 2024 pilot](#) exploring how effectively Boston’s emergency declaration protocols reflect heat island hotspot neighborhood temperatures, and whether neighborhood-specific temperature data may improve existing heat protocols. In summer 2025, the B-COOL partnership evaluated shade interventions at bus stops, playgrounds, an outdoor construction site, and early childcare centers, with results to be released in early 2026. In February 2025, A Better City also began subcontracting on the [Community Adaptations to City Heat \(CATCH\)](#) project, a three-year grant led by Dr. Patricia Fabián at BUSPH researching heat interventions and policy impacts on health across Boston, New Orleans, and Phoenix. A Better City’s Isabella Gambill moderated the keynote panel at the first-ever [Boston Heat Symposium](#) in June, partnered on an extreme heat panel event at the Climate Beacon conference in October, and was part of a team that presented at the American Geophysical Union conference in New Orleans to share B-COOL and CATCH heat partnership results in December. Finally, A Better City continues to advocate for policy interventions for extreme heat in Massachusetts and sits on the Heat Community of Practice convened by the Barr Foundation, which is exploring needed policy interventions for heat resilience at a regional scale. A Better City’s heat work is generously supported by the Barr Foundation, The Paul and Edith Babson Foundation, The Boston Foundation, and Wellcome Trust.

ACCOMPLISHMENTS

BUILT TO LEAD SERIES: A Better City met with member businesses and institutions over the summer to understand how they are both decarbonizing and fortifying their building stock to meet and go beyond compliance and to prepare for climate challenges. In an effort to share this important work, showcase member climate leadership, and identify replicable best practices, A Better City developed an in-person panel series called [*Built to Lead: Lessons in Building Decarbonization and Resilience*](#). The panel series kicked off on September 24, with a five-speaker panel focused on lessons learned in existing buildings, including four pilots ranging from new window technology to retrofit phasing, and a waste heat recovery project. On October 30, a six-speaker panel focused on lessons in new construction, including the Enterprise Research Center in Allston, two passive house developments, and two new developments in the Seaport. On December 17, a five-person panel focused on new technologies and opportunities, including AI envelope evaluation, the thermal energy potential of water sources, hybrid electrification, and the right sizing of geothermal projects. Additional panel events will be held in 2026, including one focusing on deconstruction and embodied carbon, and another focusing on climate resilience. The events have been both well received and well attended, resulting in requests for meetings and engagement with the City of Boston, Commonwealth, and other partners.

STATE-LEVEL POLICY: In February, A Better City's Energy and Environment Advisory Committee approved A Better City's [*2025-2026 Energy and Environment Policy Agenda*](#), which continues to include policy commitments across four main goals: mitigate the progression of climate change and scale up decarbonization of the built environment; adapt to the effects of climate change and promote critical infrastructure and community resilience; promote the decarbonization, reliability, and resilience of our energy supply; and support the development and expansion of equitable climate funding and financing opportunities. In 2025, A Better City submitted multiple comment letters on proposed legislation before the Legislature, including the following: Governor Healey's Mass Ready Act [*environmental bond bill*](#), the largest environmental bond ever filed in Massachusetts, with several significant commitments to resilience funding and permitting reform; Governor Healey's energy affordability, independence, and innovation [*omnibus bill*](#); the draft 2025 ResilientCoasts Plan; a bill seeking to establish a regional resilience authority; and a bill seeking to establish emergency shutoff protections during periods of extreme heat. A Better City also submitted comments to the Massachusetts Environmental Policy Act (MEPA) Office on proposed updates to MEPA regulations. Recently, A Better City submitted comments urging the Massachusetts Water Resources Authority against re-classifying the Charles, Mystic, Neponset, and Muddy Rivers. Finally, A Better City has continued to deepen both formal and informal collaboration with the Healey-Driscoll Administration, serving on the Global Warming Solutions Act Implementation Advisory Committee, Energy Efficiency Advisory Council's Commercial and Industrial Working Group, Energy Transformation Advisory Board, ResilientCoasts External Task Force, and ResilientMass Finance Advisory Committee.



ACCOMPLISHMENTS

CITY-LEVEL POLICY: A Better City participated in numerous Boston 2030 Climate Action Plan working groups and submitted [extensive comments](#) on the initial 66 strategies proposed for that plan, which included many recommendations for potential partnerships with A Better City members and community partners. On the emissions reduction front, A Better City has continued to facilitate the City of Boston Building Emissions Reduction and Disclosure Ordinance (BERDO) Commercial Real Estate Working Group to understand challenges and opportunities arising from BERDO compliance. A Better City's Yve Torrie also facilitated the panel on early climate leadership at the inaugural BERDO Fest in October. In May, A Better City hosted a focus group with members to discuss implementation of the Boston Zero Net Carbon Zoning requirements, which were approved in January 2025. In Cambridge, A Better City submitted comments on Phase 2 of the Building Energy Use Disclosure Ordinance (BEUDO) regulations and policies and procedures, and Phase 3 draft language was released for comment at the end of December. On the climate resilience front, A Better City submitted comments on proposed regulatory language for Phase III of the Boston Wetlands Ordinance regulations intended to incorporate climate resilience and environmental justice into the ordinance's implementation. A Better City continues to engage with the City of Boston and U.S. Army Corps of Engineers to support the advancement of the Coastal Storm Risk Management Feasibility Study underway to consider long-term flood risk and existing city, federal, state, and local plans and projects along Boston's 47-mile coastline, hosting informational events to brief members on the process and progress. Additionally, A Better City supported the City of Boston's annual Deployables Day event in October. Finally, A Better City staffs the Boston Green Ribbon Commission Commercial Real Estate Working Group, and is grateful for their support and partnership.

SPOTLIGHT: BUILT TO LEAD SERIES

IN THE FALL OF 2025, A Better City launched [*Built to Lead: Lessons in Building Decarbonization and Resilience*](#), a series of in-person panel events to showcase the climate leadership of A Better City member companies and institutions, to uplift innovative and replicable strategies, and to identify challenges to implementation and scalability. A Better City is grateful for the time and expertise of participating panelists, policy makers, and hosts—and looks forward to continuing the series in early 2026.



SPOTLIGHT: BUILT TO LEAD SERIES

Built to Lead: Lessons in Building Decarbonization in Existing Buildings

September 24, 2025, Fort Point Room

This [first event](#) in the series focused on decarbonizing existing buildings, exploring an array of strategies—from temperature control, to new window technology, to equipment optimization, to waste heat recovery, to innovative retrofit phasing.

- Torey Lee Brooks, Pembroke
- Saagar Patel, Equity Residential
- Al Scaramelli, Beacon Capital
- Neetu Siddarth, BXP
- Kailash Viswanathan, Consigli Construction

Additionally, this event amplified the launch of the new Boston Green Ribbon Commission [content hub](#) featuring case studies from several joint Green Ribbon Commission and A Better City members, including AvalonBay Communities, Beacon Capital Partners, BXP, Boston University, and Equity Residential.

Built to Lead: Lessons in Building Decarbonization in New Construction

October 30, 2025, One Financial Center

The [second event](#) in the series focused on decarbonizing new construction, exploring a variety of projects—passive housing developments, net zero office and residential spaces, an electric lab development, and methods of reducing embodied carbon from mass timber to insulation and lower carbon concrete.

- Randy Boles, Vertex
- Rustom Cowasjee, Tishman Speyer
- David Gillespie, AvalonBay
- Heather Henriksen, Harvard University
- Christoph Stump, Trinity Financial
- Yanni Tsipis, WS Development

Built to Lead: Lessons in Building Decarbonization New Technologies and Opportunities

December 17, 2025, Fort Point Room

The [third event](#) in the series focused on inspiring new technologies and opportunities, exploring a wide variety of projects with overlapping and intersecting potential—AI building envelope evaluation, thermal energy potential of water sources, hybrid electrification, and the rightsizing of geothermal projects.

- John E. Fernández, Massachusetts Institute of Technology & Lamarr.AI
- John Kastrinos, Haley & Aldrich
- Jacob Knowles, BR+A
- Zeyneb Magavi, HEET
- Colin Schless, Turner Construction

ACCOMPLISHMENTS: LAND USE & DEVELOPMENT



ACCOMPLISHMENTS

LAND USE & DEVELOPMENT

GREENWAY BID: A Better City continues to play a central role in [Greenway Business Improvement District \(BID\)](#) operations, including serving as a point of contact for abutters, the [Greenway Conservancy](#), and other public and private partners. In 2025, the Greenway BID joined MassDOT and the Greenway Conservancy to announce a major renovation effort that will transform three park areas in the Wharf District by adding new lighting and electrical capacity, while also upgrading the existing pathways to improve accessibility and stormwater drainage. The Greenway BID initiated this work by funding the study and design phases for these upgrades in previous years. This lighting and pathways project is expected to be completed before summer 2026, and it will dramatically improve safety and lighting throughout the parks between Seaport Boulevard and Summer Street. The Greenway BID also funded five public art exhibits throughout the Greenway corridor, as well as multiple maintenance projects, temporary winter lighting, and public activation efforts that continue to bring people to this important area of Boston. Reaffirming A Better City's commitment to both the Greenway BID and the Greenway district, the Greenway BID Board of Directors voted to name Tom Ryan the Executive Director of the BID, while appointing Rick Dimino to become a member of the BID Board.

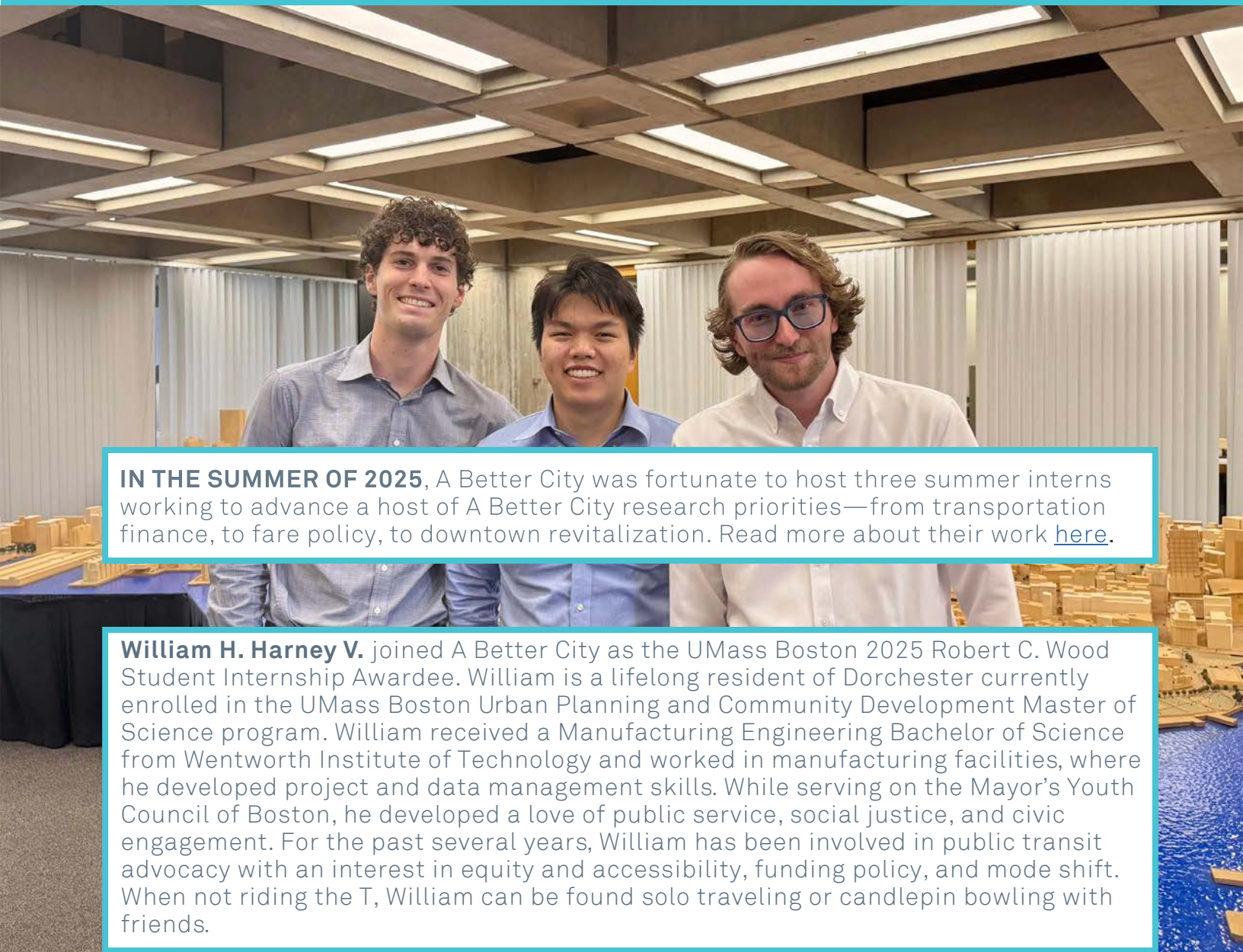
PLANNING & DEVELOPMENT: A Better City has continued to engage with City of Boston leadership to discuss short- and long-term downtown revitalization strategies, as well as the future of planning and development across the city. Throughout 2025, A Better City engaged deeply in efforts to shape new zoning for portions of Downtown Boston, soliciting member expertise, testifying at public meetings, and participating in high-level discussions with City leadership. In October, the City of Boston Zoning Commission voted unanimously to approve zoning amendments to create new Skyline Districts, implementing zoning recommendations from [PLAN: Downtown](#) to modernize land uses, incentivize preservation and adaptive reuse, and enable more growth, housing, and businesses Downtown. While A Better City raised concerns about several aspects of the proposed changes—namely the conditional use provisions for certain office, hotel, and lab projects—Tom Nally ultimately [testified](#) in support of advancing the final version of the zoning reforms. Beyond zoning, A Better City member perspectives have informed the City's approach to improve the Article 80 process—including early actions to enhance internal reviews, public engagement, and the role of the Boston Civic Design Commission—and longer-term actions that are subject to further refinement.

ACCOMPLISHMENTS

GREENING THE BLUE LINE: In April, A Better City published the *Greening the Blue Line* report in collaboration with Civic Space Collaborative and Weston & Sampson, made possible by the generous support from the Stone Living Lab. This report investigates the potential to deploy nature-based solutions along the Blue Line MBTA corridor in East Boston to protect critical transportation infrastructure from flooding, to support ecosystem restoration, and to improve the health and vibrancy of marginalized communities and commercial districts. The project team developed design concepts for each site—Wood Island Station and Frankfurt Street, Neptune Road, Intersection of Moore and Cowper Streets, Bennington Street Corridor, and Orient Heights Station and Bennington Street—featuring interventions like rain gardens, swales, inland wetlands, and trees. Based on consultation with city and state partners, this project prioritizes stormwater mitigation interventions that maximize community, environmental, and economic co-benefits. Next steps may include exploring and advancing select design concepts with city and state partners and community groups, completing additional design and engineering, securing funding for implementation, and utilizing the co-benefits tool.



SPOTLIGHT: SUMMER '25 INTERNS



IN THE SUMMER OF 2025, A Better City was fortunate to host three summer interns working to advance a host of A Better City research priorities—from transportation finance, to fare policy, to downtown revitalization. Read more about their work [here](#).

William H. Harney V. joined A Better City as the UMass Boston 2025 Robert C. Wood Student Internship Awardee. William is a lifelong resident of Dorchester currently enrolled in the UMass Boston Urban Planning and Community Development Master of Science program. William received a Manufacturing Engineering Bachelor of Science from Wentworth Institute of Technology and worked in manufacturing facilities, where he developed project and data management skills. While serving on the Mayor's Youth Council of Boston, he developed a love of public service, social justice, and civic engagement. For the past several years, William has been involved in public transit advocacy with an interest in equity and accessibility, funding policy, and mode shift. When not riding the T, William can be found solo traveling or candlepin bowling with friends.

Cole Lewis joined A Better City through the Forest Foundation Summer Fellowship. Originally from the San Francisco Bay Area, Cole is a senior studying sociology at Tufts University. He is fascinated by urban politics and public transit, and blends interests in data analysis and social sciences to work toward more livable cities. Cole previously interned at TransitMatters and enjoys hiking and biking around the Somerville/Cambridge area.

Kerry Li joined A Better City through the Williams College Alumni Sponsored Internship Program. Kerry is a senior at Williams College, where he is majoring in Political Economy. He has a strong academic interest in public works and tax policy and is part of a student group advocating for the restoration of a passenger rail line connecting Western Massachusetts to the East. As a native of Hong Kong, Kerry has a special appreciation for the extensive urban planning and public infrastructure building needed to sustain growth for a large city.

ACCOMPLISHMENTS: TRANSPORTATION & INFRASTRUCTURE



ACCOMPLISHMENTS

TRANSPORTATION & INFRASTRUCTURE

GOVERNOR'S TRANSPORTATION FUNDING TASK FORCE: After deliberating for most of 2024, Governor Healey's Transportation Funding Task Force released [final recommendations](#) in January that called for new transportation goals and spending plans to address immediate funding deficits at the MBTA. A Better City took a leadership role in shaping the report's recommendations to be strategic, fiscally responsible, and actionable in 2025. The Task Force report emphasized that the Commonwealth should dedicate 50% of Fair Share surtax dollars for transportation to address many current transportation challenges. Additionally, the Task Force report described future actions intended to occur after 2025 to enhance and further transform our transportation system. On January 14th, A Better City joined with Governor Maura Healey and other state leaders in Worcester to release the Task Force report and to announce the Governor's \$8 billion plan to stabilize our statewide transportation system—Kate Dineen spoke on behalf of the Task Force at the event. Once the state legislative leaders considered these recommendations during the state budgetary process, A Better City engaged with budget writers, testified at a joint committee hearing, and advocated for increased funding to prevent major service reductions and budget cuts at the MBTA. In summer 2025, Governor Healey signed two bills that provided historic levels of transportation funding and helped achieve a more even distribution of Fair Share surtax revenue between transportation and education spending plans, which the Task Force recommended.



ACCOMPLISHMENTS

FAIR SHARE SURTAX SPENDING: The final Governor's Transportation Funding Task Force report included a specific recommendation to expand capital infrastructure spending through a partial financing of the Fair Share surtax. This idea was based on a proposal originally suggested by A Better City. By dedicating a set portion of the surtax to allow for long-term borrowing, MassDOT and the MBTA will now be able to increase their annual budget for transportation infrastructure improvements. The concept became the foundation of Governor's Healey's ten-year \$8 billion transportation investment plan, which the Boston Globe called "A Political Home Run." The House of Representatives and Senate each endorsed the financing plan, and Governor Healey signed it into law. It will lead to increased infrastructure funding not only for the MBTA and the MassDOT road and bridge program, but also for municipally owned transportation infrastructure, culvert repair, and another \$615 million for the I-90 Allston Multimodal Project.

RECORD MBTA FUNDING: In 2025, A Better City successfully advocated for increased state funding for the MBTA. After months of advocacy and outreach with legislative leaders in the State House, Governor Healey [signed](#) a supplemental budget bill in June that provides almost \$800 million from the Fair Share surtax for transportation programs. This new funding provides the MBTA with multi-year stability for their operating budget and will maintain current service levels for riders. It also delivers on a key recommendation from the Governor's Transportation Funding Task Force by making progress toward achieving a 50/50 split between transportation and education spending from the Fair Share Surtax. When coupled with the Fiscal Year 2026 budget [signed](#) into law in July, this funding is a major win for transit riders, our economy, and for people eager to see transportation improvements in all areas of the Commonwealth.

I-90 ALLSTON MULTIMODAL PROJECT: A Better City has continued to champion this transformative project, serving on the official project Task Force and providing rigorous analysis on several priority components, including layover space, track configuration at West Station, and maintaining access to maintenance facilities on the Grand Junction line. In July, the federal government moved to defund several transportation infrastructure programs, and the state lost \$327 million of a \$335 million federal grant announced in early 2024. Fortunately, Governor Healey's recently enacted state finance plan intends to contribute \$615 million for the I-90 project, and key stakeholders and leaders of the city, state, and federal delegation remain committed to moving the project forward. In terms of the next steps in 2026, the state expects to complete funding gap and engineering analyses to inform financing and design decisions. A Better City contributed recommendations on the scope of these analyses as well as potential early actions that could benefit the project area in the near term.

CONTINUED TRANSIT ADVOCACY: In 2025, A Better City continued to advocate for a variety of transit and broader transportation issues before the MBTA and MassDOT Boards, State Legislature, and U.S. Department of Transportation. Speaking on behalf of A Better City, and sometimes as part of larger coalition of transit and environmental advocacy groups, A Better City emphasized the importance of safe, reliable, and equitable transit service to serve riders, reduce traffic congestion, improve affordable access to public transit, and support our regional economy. Other areas of focus included: bus network decarbonization, late-night MBTA service, and improvement to the Commuter Rail system. At the federal level, A Better City engaged with leaders writing the next transportation reauthorization bill to support projects that increase economic growth, catalyze transit orientated development, and prioritize safety in our transportation system for all modes.

ACCOMPLISHMENTS

COMMUTER RAIL & REGIONAL RAIL VISION: In 2025, A Better City led efforts to advocate for improved commuter rail service in the near-term, and for a modernized and decarbonized regional rail system in the long-term. Building upon the in-person event A Better City convened in late December 2024, A Better City continued to leverage the expertise of an internal advisory committee to provide recommendations for shaping a series of critical Commuter Rail procurements. The MBTA's current Operating Agreement for managing, operating, and maintaining the Commuter Rail system held by Keolis will expire on June 30, 2027. As such, in mid-July, the MBTA released an RFQ for a new Commuter Rail contract—and in mid-December, the MBTA [announced](#) that three qualified teams have been short-listed to submit proposals, with the goal of selecting the new operator by the end of 2026. Beyond the near-term Commuter Rail contract, the MBTA is expected to work with the Legislature to pursue project-specific enabling legislation to advance a 25-year electrification infrastructure contract—A Better City is eager to help shape and support this critical next step to deliver the benefits of a true regional rail system.

BOOSTING BLUEBIKES ANALYSIS: In November, A Better City published [Boosting Bluebikes: Assessing the Early Impact of E-Bikes on Bikeshare Ridership in Greater Boston](#). This report examined two years of Bluebikes ridership data in 2023 and 2024 to understand the growing role that the new e-bikes play in supporting ridership, coming off a record year with 4.7 million trips taken in 2024. This report concludes with recommendations for improving the reliability and capacity of the system, such as expanding the e-bike fleet, integrating charging infrastructure into bike docks, prioritizing co-location with transit, and filling gaps in the network when siting new stations. Also in November, Commonwealth Beacon featured an op-ed by A Better City's Amir Wilson, Transportation Policy & Data Manager at A Better City, which highlights the findings of the [Boosting Bluebikes](#) report.



ACCOMPLISHMENTS

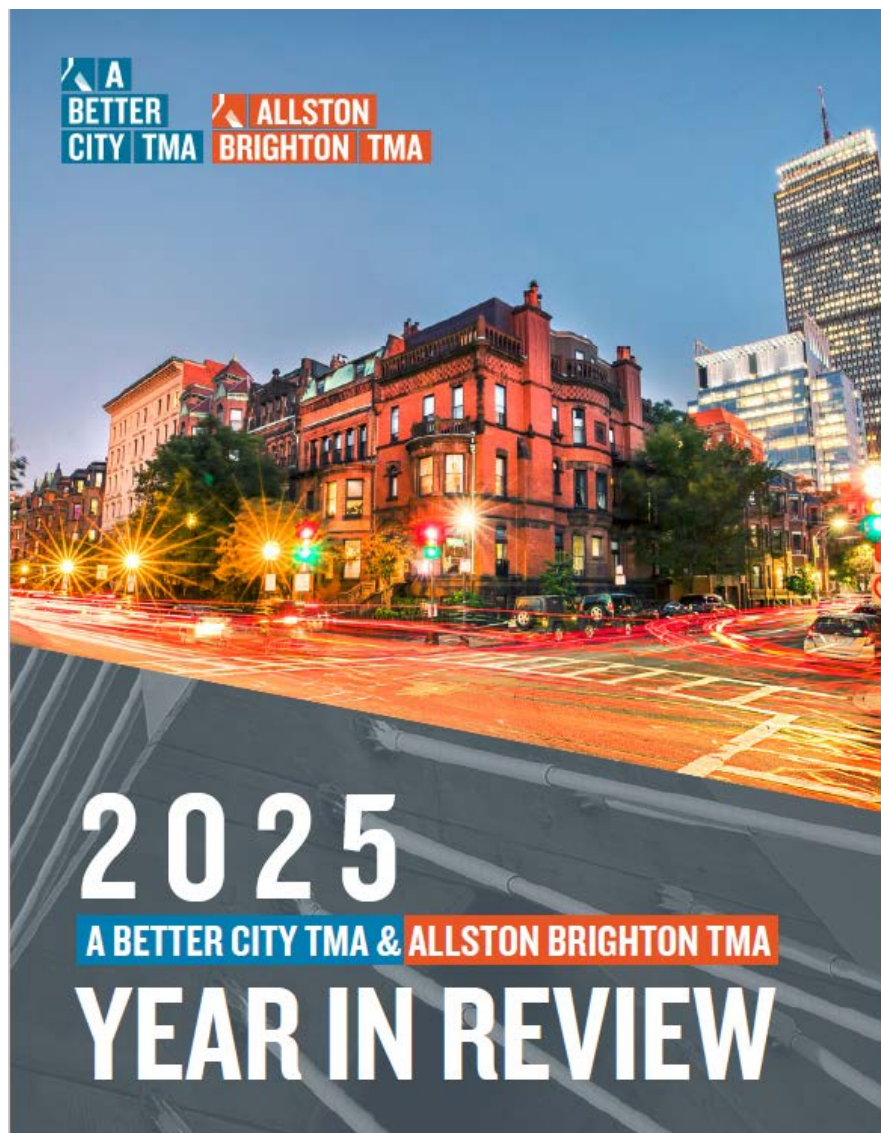
TRANSPORTATION DIVIDEND REPORT REFRESH: In 2025, A Better City launched an effort to refresh the frequently cited [*The Transportation Dividend: Transit Investments and the Massachusetts Economy*](#) report, which found that the MBTA generates \$11.4 billion per year in economic benefits, representing a five-time return on investment. The new analysis will update the core findings of the report and consider the additional impacts on jobs, spending, and development to provide a more complete picture of the economic impact of the MBTA on the region. This analysis is generously supported by Arnold Ventures, the Barr Foundation, The Boston Foundation, and the Greater Boston Chamber of Commerce. With results expected in the spring of 2026, the updated analysis will drive A Better City's ongoing advocacy for further investment in the transit system.

MICROMOBILITY SAFETY LEADERSHIP: In April, TDM Director Scott Mullen was appointed to the [*MassDOT Special Commission on Micromobility*](#) charged with reviewing the current state of classifications, regulations, and innovation of micromobility vehicles and producing a series of recommendations to the legislature in early 2026. Since convening in April, the Commission has officially met five times and members have been engaged in several rounds of drafting and reviewing outputs. Additionally, to inform A Better City's policy priorities and to equip property owners with the knowledge and tools to reduce the risk of micromobility battery fires from e-bikes and e-scooters, A Better City convened two webinars with Electric Avenue.


GUIDED RIDE SERIES: Launched in the spring and funded by a MassDOT grant, the A Better City [*Guided Ride Series*](#) aimed to lead people around the comfortable, separated bike infrastructure in the region to demonstrate how easy, convenient, and fun it can be to ride a bike in Boston. Rides launched in April with short-loop downtown options during the week and longer tours on weekends that include the regional paths plus the downtown loop. In July, A Better City learned that the MassDOT grant would be extended through June 2026, enabling the development of additional resources to significantly expand the self-serve offering through the Ride with GPS app. This smart platform provides turn-by-turn directions, key points of interest, and other information to help people navigate on their own. A Better City is excited to continue the Guided Ride Series in 2026, expanding self-serve resources, increasing marketing, and planning site-specific routes and rides with partners.

ACCOMPLISHMENTS

TDM LEADERSHIP & ANALYSIS: The A Better City Transportation Demand Management (TDM) team pushed forward on multiple fronts this past year. First, the team secured three grants to support the work of the A Better City and Allston Brighton Transportation Management Associations (TMAs), including a Federal Highway Administration Congestion Relief grant to expand the Allston Brighton Shuttle, MassDOT grant to extend the Guided Ride Series, and MassDOT grant to cover the cost of a new commuter engagement platform. Second, the team continued to grow both TMA membership and programming reach, adding four new members, expanding the popular Bike Clinic program by 57%, and introducing a new bicycle roadside assistance program. Third, members of the TDM team continued to serve in external leadership roles: Scott Mullen was appointed to the MassDOT Special Commission on Micromobility, Brian Lill continues to lead on the Association for Commuter Transportation Micromobility Council, and both Scott Mullen and Amir Wilson were invited to represent A Better City on the Community Advisory Committee of the Boston Region Metropolitan Planning Organization. You can read more about TDM team accomplishments in their 2025 Year in Review [here](#).



SPOTLIGHT: EQUITY IN THE BUILT ENVIRONMENT



THROUGHOUT 2025, A Better City continued to build upon the successful implementation of the Equity in the Built Environment Action Plan, initially released in March 2021. The Equity in the Built Environment Working Group, first convened in June 2020, continues to meet periodically to advance the objectives of the Action Plan. This year, in alignment with the Equity in the Built Environment Action Plan, each team within A Better City continued and expanded equity-focused priorities, including the following:

- **equitable workforce development** training and job placement in building operations with PowerCorpsBOS and A Better City member and partner buildings
- additional engagement in numerous **conversations at the intersection of training and employment**
- **extreme heat resilience initiatives** to assess both physical and policy interventions to protect vulnerable populations, safeguard critical infrastructure, and bolster our regional economy
- **energy affordability advocacy** to support potential policy changes that ensure energy affordability for all but especially those who pay disproportionately high percentages of their income to energy bills
- **public transit investment advocacy** to prioritize accessible, reliable, frequent, and affordable service across all modes, meeting the needs of all riders, especially those in environmental justice communities
- **alternative service advocacy** to ensure all MBTA riders have accessible alternatives during service disruptions
- **MBTA Income-Eligible Reduced Fare Program promotion** and broader fare policy analysis to identify strategies for meeting the needs of both lower-income and middle-income riders across the system

Additionally, with support from the Barr Foundation, the A Better City team participated in tailored training through the YW Boston in service of building a more inclusive culture and advancing A Better City's Strategic Plan goals that relate to diversity, equity, inclusion, and belonging. This training is slated to continue in 2026.

ACCOMPLISHMENTS

MEMBERSHIP, MARKETING & COMMUNICATIONS

MEMBER DEVELOPMENT: A Better City continues to welcome new members that bring diverse perspectives and represent key areas of growth in our regional economy, while also deepening engagement with current members through enhanced programming, networking opportunities, and listening sessions. In 2025, A Better City welcomed C&W Services, Environmental Health & Engineering, EY, Gilbane, indiGO Technologies, Inc., and Waymo as new A Better City members.

15TH ANNUAL NORMAN B. LEVENTHAL AWARDS: Named in memory of A Better City's founding director, the Norman B. Leventhal Excellence in City Building Awards recognize the leaders and innovators who have made significant contributions to our built environment. Thank you to the [2025 event sponsors](#), including Presenting Sponsor DLA Piper, for making the 15th annual event a success. This year, A Better City honored an inspiring slate of civic leaders and visionaries who are continuing to build a better city for all—watch the full event program, including awardee videos and acceptance speeches, [here](#).

- **Distinguished Leader:** Carole Charnow, President & CEO, Boston Children's Museum
- **Environment:** Walter Armstrong, Former SVP of Capital Facilities & Engineering, Beth Israel Deaconess Medical Center, and John Messervy, Former Corporate Director of Design & Construction, Mass General Brigham
- **Land Use:** John E. Rattigan Jr., Partner, DLA Piper LLP (US)
- **Transportation:** Pamela "Mela" Bush, Coordinator of Transit Equity & Environmental Justice, Action for Equity



ACCOMPLISHMENTS

MEMBERSHIP, MARKETING & COMMUNICATIONS

PUBLICATIONS & PROGRAMMING: In 2025, A Better City held four Board of Directors meetings, four Executive Committee meetings, and nearly 40 membership engagement programs, including briefings, focus groups, panel events, and building tours. Through this programming, A Better City connected members with an array of key decision makers, including Mayor Michelle Wu, MBTA General Manager Phil Eng, Massport CEO Rich Davey, Massachusetts Secretary of Economic Development Eric Paley, Massachusetts Director of Federal Funds Quentin Palfrey, Boston Chief of Economic Opportunity & Inclusion Segun Idowu, Boston Climate Chief Brian Swett, Boston Director of Climate Resilience Chris Osgood, and Former U.S. Ambassador to Denmark Alan Leventhal. A Better City's Emerging Leaders Program for young professionals included a spring kickoff with the Greenway at Quincy Market, returning to the Boston Public Art Triennial Lot Lab, and a volunteer cleanup on the Rose Kennedy Greenway. Some member event highlights in 2025 included a tour of Vicinity's new eSteam facility in Kendall Square, as well as a tour of the new South Station Tower hosted by Hines. A Better City also convened three substantial in-person panel events through the *Built to Lead: Lessons in Building Decarbonization and Resilience* series, referenced above, showcasing the innovation and expertise of member companies and institutions. This panel series will continue into 2026. Additionally, A Better City published four major [reports](#), nearly [50 blog posts](#), and more than 40 email blasts.



ACCOMPLISHMENTS

MEDIA ENGAGEMENT: In 2025, A Better City continued to expand media engagement and outreach activities, offering expert commentary and amplifying member perspectives on an array of topics. A Better City leadership and staff were quoted or referenced in more than 100 news articles and segments, totaling nearly 18 million digital impressions and representing continued value influence in A Better City's share of voice. A Better City received broad regional coverage in The Boston Globe, Banker & Tradesman, Boston Business Journal, Commonwealth Beacon, GBH, NBC10, NECN, State House News Service, WBUR, WCBV, as well as national coverage in the Christian Science Monitor. Key topics included transportation finance, I-90 Allston Multimodal Project, MBTA service diversions, service improvements, and staffing changes, as well as climate resilience and energy policy. Kate Dineen also joined the MBTA's popular Spilling the T podcast, and continued to speak at numerous events, including the MASsterList and State House New Service's inaugural TransitNEXT convening, the Climate Beacon conference, and the Greater Boston Chamber of Commerce City to City trip to Philadelphia.

ADMINISTRATION & FINANCE

GRANT DEVELOPMENT: In 2025, A Better City continued grant development efforts to diversify funding sources and to identify new opportunities to leverage the organization's expertise. A Better City is grateful for continued support from The Paul and Edith Babson Foundation, the Barr Foundation, Boston Green Ribbon Commission, The Boston Foundation, The Devonshire Foundation, Linde Family Foundation, and Wellcome Trust. A Better City was also pleased to launch a collaboration with Arnold Ventures, the Barr Foundation, The Boston Foundation, and the Greater Boston Chamber of Commerce to refresh the 2018 Transportation Dividend Report with AECOM. Additionally, A Better City's Transportation Demand Management Associations have received continued support from MassDOT, as well as the Federal Highway Administration Congestion Relief Program.

STRATEGIC PLAN: A Better City continues to enact the organization's updated strategic plan to sharpen the organization's value proposition and to strengthen its impact, ensuring that A Better City remains nimble and well-positioned to meet the evolving needs of member companies and institutions, and the Greater Boston region. In 2025, in support of that mission, A Better City implemented an increased membership dues structure, realigned Officer and Executive Committee terms, and held all-staff trainings.





LOOKING AHEAD

AS WE ENTER 2026, A Better City maintains its position as the preeminent advocate for Greater Boston's built environment—representing a coalition of more than 130 business and civic leaders. We are deepening our collaboration with member companies and institutions to tackle the region's most pressing transportation, climate, and land use issues. Through evidence-based policy and collective action, we are building a more vibrant, competitive, sustainable, and equitable city and region for all.

A safe, reliable, and accessible transportation network is the backbone of Greater Boston's regional economy. In 2026, A Better City will highlight the economic impact of the MBTA system and develop new strategies for financing not just existing operations and maintenance, but also transformation of the Commuter Rail and bus system. Despite federal interference, we remain committed to advancing the transformative I-90 Allston Multimodal Project. We are accelerating the shift toward an electrified, multi-modal future—shaping policy for EVs, micromobility solutions, and active transportation. Moreover, by leveraging our Transportation Management Associations, we continue to provide major employers with the tools to enhance sustainable commuting, ensuring that last-mile connections become a reality for the regional workforce.

Climate change represents an escalating threat to our region's future, making decarbonization and adaptation essential to our equitable growth. In 2026, A Better City will remain at the forefront of climate policy development and implementation, uplifting member perspectives and expertise to inform buildings policy, grid modernization, and energy affordability priorities. We will continue to focus on equitable workforce development within the building sector, while pioneering new strategies to mitigate extreme heat and advance flood resilience.

LOOKING AHEAD

To enable regional growth despite economic headwinds, A Better City is doubling down on efforts to address planning and development hurdles. In the coming year, A Better City will collaborate with city and state leaders to resolve complex obstacles—prioritizing streamlined permitting, new zoning reforms, and potential incentives to catalyze new construction starts. At the same time, we will continue our stewardship of the Greenway Business Improvement District as part of a broader strategy to create a thriving, activated downtown.

Thank you for your commitment to our collective success. We look forward to working alongside you in 2026 and beyond!



Kate Dineen
President & CEO
A Better City



