

ACCOMPLISHMENTS

January-June 2025

ENERGY & ENVIRONMENT

- **Graduated the third cohort and launched the fourth cohort of the PowerCorpsBOS building operations equitable workforce development program.** In April, A Better City presented at the graduation for the third cohort of the PowerCorpsBOS building operations program. Of the 15 trainees who started the building operations program, 13 graduated and 10 have already secured full time employment or are on extended internships that will transition into full time employment. 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). A Better City is currently recruiting building partners for the fourth cohort of PowerCorpsBOS building operator trainees that began in May 2025 and will begin in-service learning in October 2025. A Better City is also engaging academic institutions and non-profits with HVAC training programs so that additional pathways can be offered to A Better City members who are eager to find employees for their large building operations. A Better City is generously funded for this work by the Linde Family Foundation and the Barr Foundation.
- **Continued to advance 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.** The B-COOL Temperature Sensor Project, which is a partnership with The Boston Foundation, the Boston University School of Public Health, and the City of Boston, shared results from a successful summer 2024 pilot exploring how neighborhood temperatures may impact emergency heat declaration protocols for Boston. In summer 2025, the B-COOL team is evaluating shade interventions at bus stops, playgrounds, and early childcare centers. In February 2025, A Better City began participating as a subcontractor in the Community Adaptations to City Heat (CATCH) project, a three-year grant led by the Boston University School of Public Health researching heat interventions and policy impacts on health, across Boston, New Orleans and Phoenix. In June, A Better City moderated the keynote panel at the first-ever Boston Heat Symposium. Finally, A Better City continues to advocate for policy interventions for extreme heat, submitting comment letters supporting emergency

shutoff protections during periods of extreme heat, the establishment of heat safety standards for worker protections, the creation of a statewide Clean Power Prescription program, and the establishment of an Extreme Heat Advisory Council. A Better City's heat work is generously supported by the Barr Foundation, The Boston Foundation, the Wellcome Trust, and the Babson Foundation.

- **Worked with member companies and institutions to shape building decarbonization policies at the state and city level.** A Better City's continuing objective is to leverage the expertise of member companies and institutions to help inform smart and strategic climate policies at the city and state level. At a state level, A Better City submitted comments on the Large Building Energy Reporting draft regulations released by the Massachusetts Department of Energy Resources (DOER) in December 2024, resulting in important changes to the final regulations that became effective at the end of February 2025. In February, DOER also released updates to the Stretch and Specialized Energy codes for residential and commercial buildings, informed by a fall 2024 A Better City focus group and comment letter. At the city level, A Better City provided substantial feedback on the Net Zero Carbon (NZC) Zoning Initiative, as well as updates to the Building Emissions Reduction and Disclosure Ordinance (BERDO) regulations. A Better City also provided feedback on the second of three regulatory phases for the City of Cambridge Building Energy Use and Disclosure Ordinance (BEUDO).
- **Continued leadership in shaping state-led decarbonization and resiliency efforts.** In February, A Better City's Energy and Environment Advisory Committee approved the [2025-2026 Energy and Environment Policy Agenda](#), which continues to include policy commitments across four main goals: mitigate the progression of climate change & scale up decarbonization of the built environment; adapt to the effects of climate change & 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 the first half of 2025, A Better City submitted comment letters on three pieces of legislation before the Legislature, including a bill seeking to establish emergency shutoff protections during periods of extreme heat, a bill seeking to establish a regional resilience authority, and Governor Healey's energy affordability, independence, and innovation omnibus bill. A Better City also submitted comments on the draft 2025 [Resilient Coasts Plan](#). In June, the Healey-Driscoll released the [Mass Ready Act](#) environmental bond bill, the largest environmental bond ever filed in Massachusetts, with several significant commitments to resilience funding and permitting reform. In addition, A Better City participates in the Energy Efficiency Advisory Council Commercial & Industrial Working Group to prioritize

energy efficiency and decarbonization for this sector, amplifying member feedback regarding the necessity of MassSave incentives and programs. A Better City continues to serve on the Energy Transformation Advisory Board, the ResilientMass Finance Advisory Committee, the Global Warming Solutions Act Implementation Advisory Committee, and the ResilientCoasts External Task Force.

- **Honored with City of Boston Climate Leaders Award.** A Better City was honored with the Resilient Boston Award at the inaugural Boston Climate Leaders Awards on April 17. The event brought together civic leaders, community partners, advocates, businesses, and innovators to honor organizations, institutions, and individuals making extraordinary contributions to the City’s climate and sustainability goals. In addition, several A Better City member companies and institutions were among the winners and finalists, including Boston Building Resources, Beacon Capital Partners, Boston Children’s Hospital, Boston Children’s Museum, Boston Medical Center, Boston University, BXP, Mass General Brigham, Pembroke, Turner Construction, UMass Boston, Vicinity Energy, and Zipcar.

TRANSPORTATION & INFRASTRUCTURE

- **Helped shape Governor Healey’s Transportation Funding Task Force report recommendations.** Governor Healey’s Transportation Funding Task Force released [final recommendations](#) in January that produced policy goals and new legislation for addressing transportation funding deficits. A Better City helped to shape this report to be strategic, fiscally responsible, and immediately actionable to avoid the MBTA’s fiscal cliff. 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 also 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.
- **Realized A Better City vision to leverage Fair Share surtax revenue for infrastructure improvements.** The specific recommendation in the final Governor’s Transportation Funding Task Force report to expand capital infrastructure spending through a partial financing of the Fair Share surtax is 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 be able to increase their 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.

- **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 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. 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.
- **Continued to champion the I-90 Allston Multimodal Project.** Over the past six months, A Better City has continued to champion this transformative project, serving on the official project Task Force and providing rigorous analysis on several priorities, 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 programs, and the state lost \$327 million of a \$335 million federal grant announced in early 2024. Fortunately, Governor Healey's recently enacted financing plan intends to contribute \$615 million to support the I-90 project, and key stakeholders and leaders at the city, state, and federal level continue to support this project. In terms of the next steps, the State expects to complete funding gap and engineering analyses to inform financing and design decisions.
- **Advocated for improved Commuter Rail service and a transparent and strategic MBTA Commuter Rail procurement process.** In 2025, A Better City continued 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 on an internal advisory committee to provide recommendations for shaping a series of critical Commuter Rail procurements. In mid-July, the MBTA released an RFQ for

a new Commuter Rail O&M contract, as the current contract held by Keolis expires in June 2027. In addition, 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 realize the regional rail vision.

- **Launched the Guided Ride Series.** In April, the A Better City Transportation Demand Management team officially launched the MassDOT-funded [Guided Ride Series](#), which aims to give people the knowledge and confidence to navigate Greater Boston by bicycle and transit. The series focuses on the five main pathways that feed into the network of separated, comfortable bike infrastructure in the downtown core, and highlights where it overlaps with the MBTA. In late June, A Better City received notice that MassDOT will continue to support the series through FY26.
- **Expanded digital tools and TMA programming.** In Q1, A Better City’s Transportation Demand Management team added two new data layers to the Zip Code Analysis report to strengthen and communicate a comprehensive transportation outlook for Transportation Management Association (TMA) members. Updates include detailed summaries of the member workforce’s regional transportation resources, local transportation connections, and specific bike infrastructure within a mile of campus. Additionally, in April, the team fully deployed the NEMO roadside assistance benefit across both TMAs. In May, June, and July, the team held more than 15 bike clinics and began planning for [Water Transit Month](#), a collaboration with other area TMAs that launched on July 1 and included a partnership with the Leventhal Map Center and a “dock-to-dock” ferry tour with MBTA Ferry Chief, David Perry.
- **Continued expansion of the Allston-Brighton consolidated shuttle program.** The Allston-Brighton TMA has onboarded several new partners this year, set aside a small pot of funds in escrow, and developed multiple scenarios to expand and enhance service in Operational Year four. Options include adding Saturday service, offering mid-day service during the week, or launching the east-west route developed as part of the Allston Brighton LINK Study.
- **Appointed to the statewide Special Commission on Micromobility.** In April, the Massachusetts Department of Transportation [announced](#) the creation of a Special Commission on Micromobility that will be responsible for studying current state and local regulations and developing recommendations to expand micromobility use to help achieve shared goals for increasing mobility options, emission reductions, and economic

vitality. Micromobility vehicles include bicycles, scooters, e-bikes, skateboards, one-wheels, and other small personal travel devices. The commission is a result of Governor Healey's economic development legislation, the Mass Leads Act. Scott Mullen, Transportation Demand Management Director, will represent A Better City on the commission.

- **Successfully advocated for the launch of the statewide e-bike rebate.** In April, after deep engagement with the Healey-Driscoll Administration and outside stakeholder groups, the A Better City team celebrated the launch of a statewide e-bike rebate program for low-and-moderate income residents. Up to 3,000 vouchers of \$800 or \$1,200 will be awarded via random selection under the first-round funding of \$4.5 million.

LAND USE & DEVELOPMENT

- **Continued leadership of the Greenway BID and support for a vibrant Greenway Corridor in Boston.** The Greenway Business Improvement District (BID) approved new funding for public activation events, including expanding public art exhibits and events designed for office workers throughout the Greenway corridor. The BID Board also approved funding to enhance lighting and pathways that will improve safety, add additional tables and chairs for park visitors, and improve the appearance of the parks during the busy tourism season. The BID Board of Directors also voted to name Tom Ryan the Executive Director of the BID, while appointing Rick Dimino to become a member of the BID Board of Directors. This will continue A Better City's role with this group and dedication to the Greenway district of Boston.
- **Shaped Article 80 Modernization and PLAN: Downtown Zoning efforts in the City of Boston.** 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. Through focus groups and comment letters, 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. Additionally, A Better City staff participated in several public meetings on the proposed downtown zoning, delivering a statement in support of the current version at a public hearing in mid-June. With an emphasis on catalyzing vitality, the proposed zoning would allow increased height under state shadow law and FAA flight path restrictions, and sites greater than one acre with a

landmark structure would be eligible for a Planned Development Area designation.

- **Published the *Greening the Blue Line* report in collaboration with Civic Space Collaborative and Weston & Sampson and with generous support from the Stone Living Lab.** This [report](#) investigates the potential to deploy nature-based solutions along the Blue Line 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, and utilizing the co-benefits tool.

MEMBERSHIP & COMMUNICATIONS

- **Organized an extensive calendar of programming and publications to engage and educate our members and other stakeholders.** During the first half of 2025, A Better City held two Board Meetings, three Executive Committee Meetings, and 21 member briefings and conversations. Additionally, A Better City published 25 blog posts, 25 email blasts, and two reports. Through this programming, A Better City connected members with an array of key decision makers, including: Boston Mayor Michelle Wu, MBTA General Manager Phil Eng, Massachusetts Climate Chief Melissa Hoffer, and Director of Federal Funding and Infrastructure for Massachusetts Quentin Palfrey. Other highlights included a tour of Vicinity’s eSteam facility in Kendall Square, an update on the I-90 Allston Multimodal Project, a briefing from the MassCEC Climatech team, an Emerging Leaders Spring Kickoff event in collaboration with the Greenway, and an Emerging Leaders Boston Public Art Triennial curator tour at the Charlestown Navy Yard. A Better City also held a series of sector-specific listening sessions with member companies and institutions and several topic-based focus groups with City of Boston leadership.
- **Continued successful member retention and new member recruitment efforts.** A Better City continues to have robust member retention, as well as a strong focus on strategic new member recruitment to broaden our representation across growing and representative sectors of Boston’s economy. In the first six months of 2025, A Better City welcomed C&W Services, EY, IndiGo, and Waymo as new members. In addition, the

Allston-Brighton TMA onboarded two new members, Alder in Allston and Brookliner in Brighton, and resumed relations with BMC Brighton, formerly known as St Elizabeth's Medical Center.

- **Kicked off preparation for the 15th annual Norman B. Leventhal Excellence in City Building Awards.** Named in memory of A Better City's founding Chair, the Norman B. Leventhal Excellence in City Building Awards recognize the leaders and innovators who have made significant contributions to our built environment. On Monday, December 8, 2025, at the Boston Harbor Hotel, A Better City will celebrate its 15th year of honoring a notable slate of civic leaders and visionaries that are continuing to build a better city for all. Learn more about sponsorship opportunities [here](#).

ADMINISTRATION & FINANCE

- **Expanded grant development efforts.** In the first half of 2025, A Better City continued grant development efforts to diversify funding sources and identify strategic new opportunities to leverage the organization's expertise. A Better City is grateful for the support of The Paul and Edith Babson Foundation, the Barr Foundation, The Boston Foundation, the Green Ribbon Commission, the Linde Family Foundation, and the Forest Foundation.
- **Welcomed three summer interns.** Beginning in the spring of 2025, A Better City was fortunate to host three interns to support critical research and analysis related to transportation and infrastructure, as well as land use and development. William H. Harney V. joined A Better City through the UMass Boston 2025 Robert C. Wood Student Internship, Cole Lewis joined through the Forest Foundation Summer Fellowship, and Kerry Li joined through the Williams College Alumni Sponsored Internship Program.