
MassDOT/MBTA Capital Investment Plan (CIP)

Joint MassDOT/FMCB Boards

April 26, 2021

Agenda

- **CIP Process Recap**
 - Status update on CIP development activities
- **Preliminary sources and uses for MassDOT and MBTA**
 - Additional adjustments to sources and/or changes
 - Proposed uses
- **Appendix**



CIP Process Recap

- **Since last meeting:**

- Reviewed and finalized programs and funding requests
 - CIP / STIP alignment underway and will influence final programs and draft project universe once federally funded projects are fully incorporated
 - CIP programs and prioritization has focused on aligning with strategic priorities/ performance targets and incorporates:
 - Proposed funding for new municipal programs authorized in the final Transportation Bond Bill (TBB)
- Reviewed and refined source assumptions
 - Bond Cap targets provided by Executive Office for Administration and Finance (ANF) January 29 (to be finalized)
 - MassDOT pay-go capital projections updated
 - Incorporated additional Federal Highway Administration discretionary funding and other funding sources not captured in the 2021-2025 STIP
- Planning is underway for virtual CIP public meetings

- **Today:**

- Need feedback on preliminary sources and uses
- Feedback and discussion on programs and sizes

Proposed Board Engagement

	Capital Program Committee	Joint Boards
December	CIP discussion postponed until January	
January	CIP development approach / strategic framework / timeline / milestones / public engagement	Strategic framework / public engagement
February	Status of CIP programs / changes / preliminary sources assumptions	Status of CIP programs / changes / preliminary sources assumptions
March	Final discussion on programs, sizes / prior CIP comparisons and initial fiscal constraint analysis	
April	Final draft sources and uses; initial list of key initiatives; new programs; public outreach plan	Final draft sources and uses; initial list of key initiatives; new programs; public outreach plan
May	Draft CIP including any updates to sources & uses / project changes from 2021 CIP / Joint Boards vote to release for public comment	
June	Final CIP / public outreach analysis / equity analysis / Joint Boards vote to approve CIP	

Transportation Bond Bill – new funding and/or programs

Program	Description	TBB Authorization	CIP Funding assumptions
Municipal Pavement*	Program would provide funds through partnerships and/or grants to cities and towns to assist them in repairing and replacing municipal-owned pavement	\$100 million authorized	\$10 million in FY22 proposed spending; Proposed and under consideration by ANF
Local Bottleneck Reduction*	Program would provide new funding for cities and towns for moderate, cost effective congestion relief (e.g., smart signals)	\$25 million authorized	Program or funding not proposed for this CIP
Transit Infrastructure Improvements*	Program will provide funds through partnerships and/or grants to municipalities to implement transit-supportive infrastructure to improve and facilitate more efficient delivery of transit operations, improve the passenger experience, and enhance transit rider and pedestrian service and safety for both the MBTA and RTA networks	\$25 million authorized	\$5 million in FY22 proposed spending; Proposed and under consideration by ANF
Public Realm Improvements (aka Shared Streets and Spaces)	Program will continue a successful initiative launched in FY 21 and to provide in grants for cities and towns to launch or expand improvements to sidewalks, curbs, streets, on-street and off-street parking in support of public health, safe mobility, and commerce in their communities	\$20 million authorized	\$4 million in FY22 proposed spending; Proposed and under consideration by ANF
Water Transportation	Grants to support landside water ferry terminal projects that leverages municipal, nonprofit and private investments to deliver public water transportation services in greater Boston	\$30 million	Program or funding not proposed for this CIP

*TBB stipulates that for communities with ready access to public transit or commuter rail that any grants provided shall be given to those communities that encourage Transit-Oriented Development (TOD), including multifamily housing near transit; MassDOT and the MBTA will work with the Executive office of Housing and Economic Development to define these parameters as part of the establishing the programs.



Transportation Bond Bill – new programs and funding *continued*

Program	Description	Authorization	CIP Funding assumptions
Bus Transit Access	Grants to municipalities for prioritization and enhancement of access to mass transit by bus	\$25 million	Programs and funding not proposed for this CIP
Transit and Commuter Rail Access	Grants to municipalities to increase access to mass transit and/or commuter rail	\$25 million	
Enhancements for Transit Access	Funding for enhancements to increase access to mass transit (including study and design)	\$25 million	\$2 million in FY22 proposed; not programmed for this CIP
Electric Vehicle	Grants to municipalities and RTAs for electric vehicles and charging infrastructure	\$25 million	No grants for vehicles anticipated in FY22
New Funding/Program	Description	Authorization	CIP Funding assumptions
Next Generation Bridge Program	Focus on bridge preservation/bundling of smaller MassDOT bridges	\$1.25 billion authorized	\$50 million to be obligated in FY22 in the STIP*; proposed \$15 million in estimated spending for FY22

*State Transportation Improvement Program (STIP)

New federal sources to support the CIP

- New Federal Sources included:
 - Federal Highway Infrastructure Program funds (\$51.3 million)
 - Federal Railroad Administration \$10.8 million BUILD grant (New England Central Rail project)
 - Federal Highway BUILD grant (\$21 million) for I-90/I-495 Interchange reconstruction project
 - Federal Railroad Administration grant (\$58.6 million) for Worcester Union Station New State sources
- Disbursement of \$150.8 million in Federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funding is still under consideration and a portion or all may be incorporated in the final CIP
- With the receipt of CRRSAA funds and the pending receipt of ARPA funds, the MBTA has been able to restore all FTA preventative maintenance funds to the MBTA capital program
- American Rescue Plan Act (ARPA) of 2021, was signed into law on March 11, 2021, and includes \$30.5 billion in federal funding to support the national's public transportation systems and additional funding to support state and local investments
 - MassDOT and the MBTA are working closely with ANF and our Federal partners on the programming of the new funds and is awaiting more specific details on the eligible uses
 - MassDOT/MBTA continue to actively prepare to capitalize on the prospect of additional federal investment, and will continue to rely on our annual capital planning process to inform how best to utilize any new capital Federal funding sources
 - The current CIP does not include any assumptions for these new funds



New state sources for CIP (proposed)

- MassDOT has proposed additional bond cap that will be utilized to improve the condition of transportation assets across the Commonwealth and fund new programs authorized in the final Transportation Bond Bill
 - \$10 million for Municipal Pavement program
 - \$5 million for the Transit Infrastructure Partnership program
 - \$4 million for Shared Streets/Spaces (Public Realm)
- An additional \$3 million/year to support for Cape Cod Bridges – Approaches design and permitting
 - \$2 million already programmed as part of our current base cap
- \$15 million in new Grant Anticipation Notes (spending) to support the Highway bridge program is assumed for 2022 which will include the state match (anticipated to be special obligation bonds)

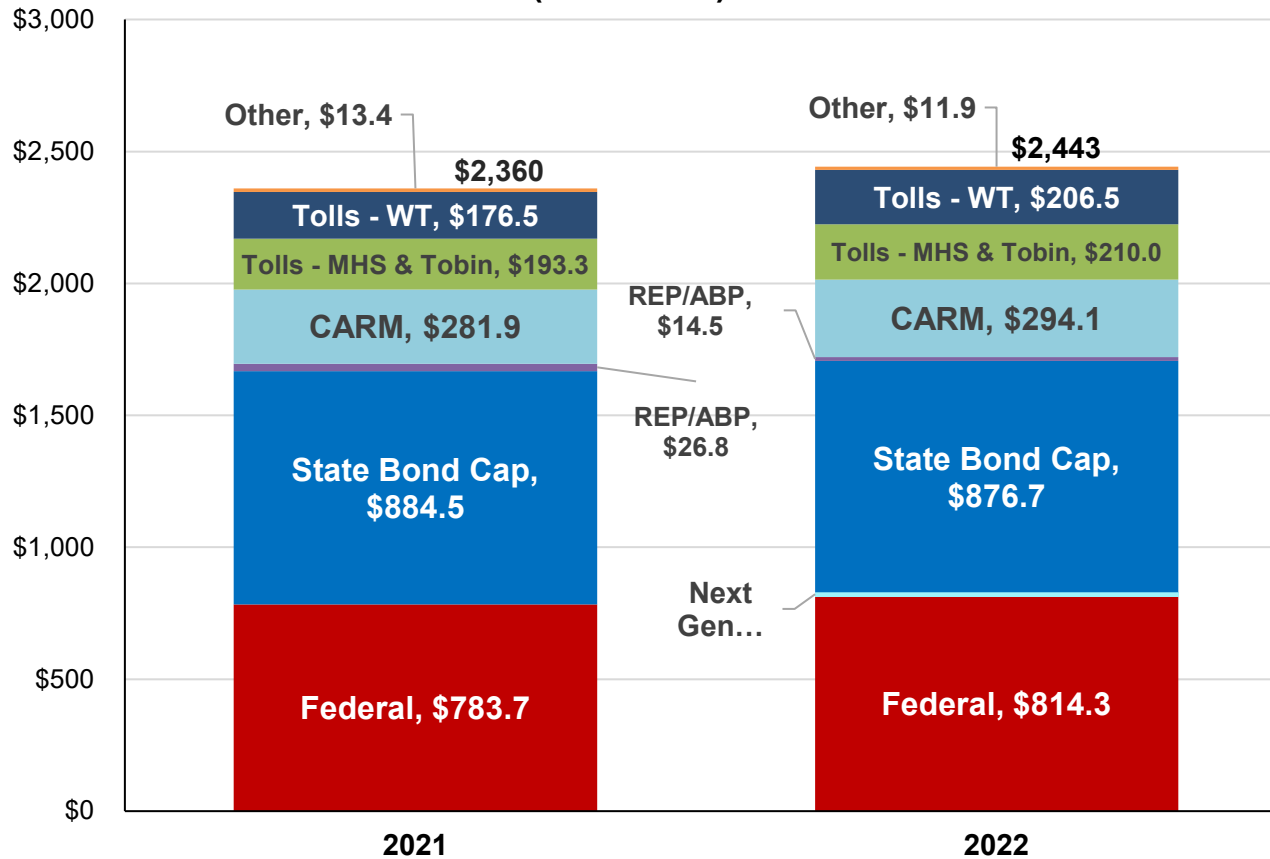


MassDOT Sources Comparison: 2021 vs 2022 (\$ millions)

Key Highlights

- **Bond Cap: \$876.7 M** base bond cap
Excludes \$22 M for new programs
- **Federal:**
 - \$774.8 M in anticipated FHWA reimbursements (Highway)
 - \$30.0 M in FAA grants
 - \$6.0 M in FTA grants to support Mobility Assistance Program
 - FRA BUILD grant: **\$5.0 M** in FY 22 (10.8 M total)
 - FHWA Freight Funds: \$2.5 M in FY22 (\$4.5 M total)
- **GANs: \$15M** (to be spent; including state match)
- **Operating:**
 - Tolls Pay-Go Capital: **\$146.5 M for FY22** plus \$270 M in reserves
 - Assumes conservative scenario for toll revenue recovery to align with preliminary FY22 operating budget assumptions
- **CARM: \$294.1 M** available balance a/o 3/2/21
- **Other:**
 - Local Funds, Reimbursements, Other State
 - **\$20 M** for FY22

2021 vs 2022 MassDOT Sources
(\$ millions)



MBTA Estimated Sources for 2022

Federal Program Source Assumptions:

- Updated to reflect the reallocation of \$0 in preventative maintenance funds to support the operating budget shortfall
- With the receipt of CRRSAA funds and with the pending receipt of ARPA funds, the MBTA has been able to return all preventative maintenance funds to the capital program
- As a result, the remaining \$281M in preventative maintenance funds come back as sources that will support the capital program



Comparison of 2021 vs *preliminary* 2022 CIP (\$ millions)

Division	2021 ¹	2022 ²	Increase / (Decrease) ¹
Aeronautics	\$31.0M	\$43.9M	\$12.9M
Highway ³	\$1,323.8M	\$1,341.2M	\$17.4M
Highway/Office of Secretary	\$7.0M	\$10.0M	\$3.0M
Information Technology	\$21.0M	\$21.0M	\$ -
MassDOT Rail	\$69.0M	\$65.2M	(\$3.8M)
Registry of Motor Vehicles ⁶	\$6.7M	\$8.8M	\$2.1M
MassDOT Transit	\$45.8M	\$46.1M	\$0.3M
Chapter 90 & Municipal Programs ⁶	\$220.0M	\$220.0M	\$ -
Commonwealth Projects ⁶	\$35.0M	\$37.5M	\$2.5M
Planning	\$168.4M	\$198.2M	\$29.8M
Total MassDOT	\$1,927.7M	\$1,991.9M	\$64.2M
MBTA ⁷	\$1,750.0 M	\$2,000.0M	\$250.0M
MassDOT + MBTA (Base)	\$3,677.7M	\$3,991.9M	\$314.2M
New Programs (TBB) – proposed for funding	\$ -	\$22.0	\$22.0M
MassDOT + MBTA + New Programs	\$3,677.7M	\$4,013.9M	\$336.2M

¹ Totals may not add due to rounding

² 2022 Estimates are preliminary and will be further updated once project lists finalized; does not include new programs and spending

³ Highway program sizes are net of municipal programs (e.g., Municipal Bridge and Complete Streets). FY 22 preliminary estimate; to be updated after STIP projects are fully incorporated

⁴ Reflects anticipated spending for ATLAS and baseline RMV capital spending

⁵ Includes Complete Streets and Municipal Bridge

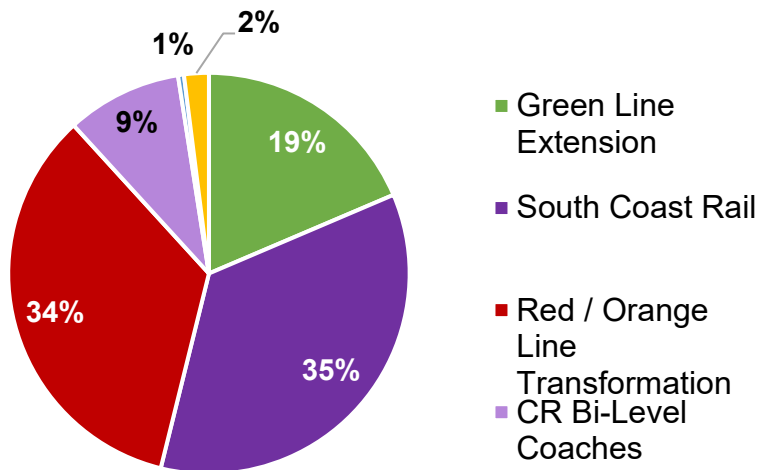
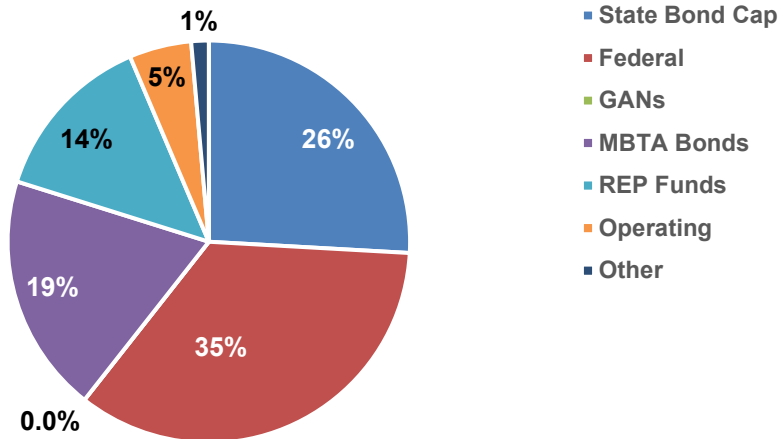
⁶ Reflects remaining Commonwealth commitment to Massport Harbor Dredging project.

⁷ Preliminary spending estimate; to be updated after initial project list finalized



Projected Spend for MassDOT and MBTA

MassDOT and MBTA Spending by Source



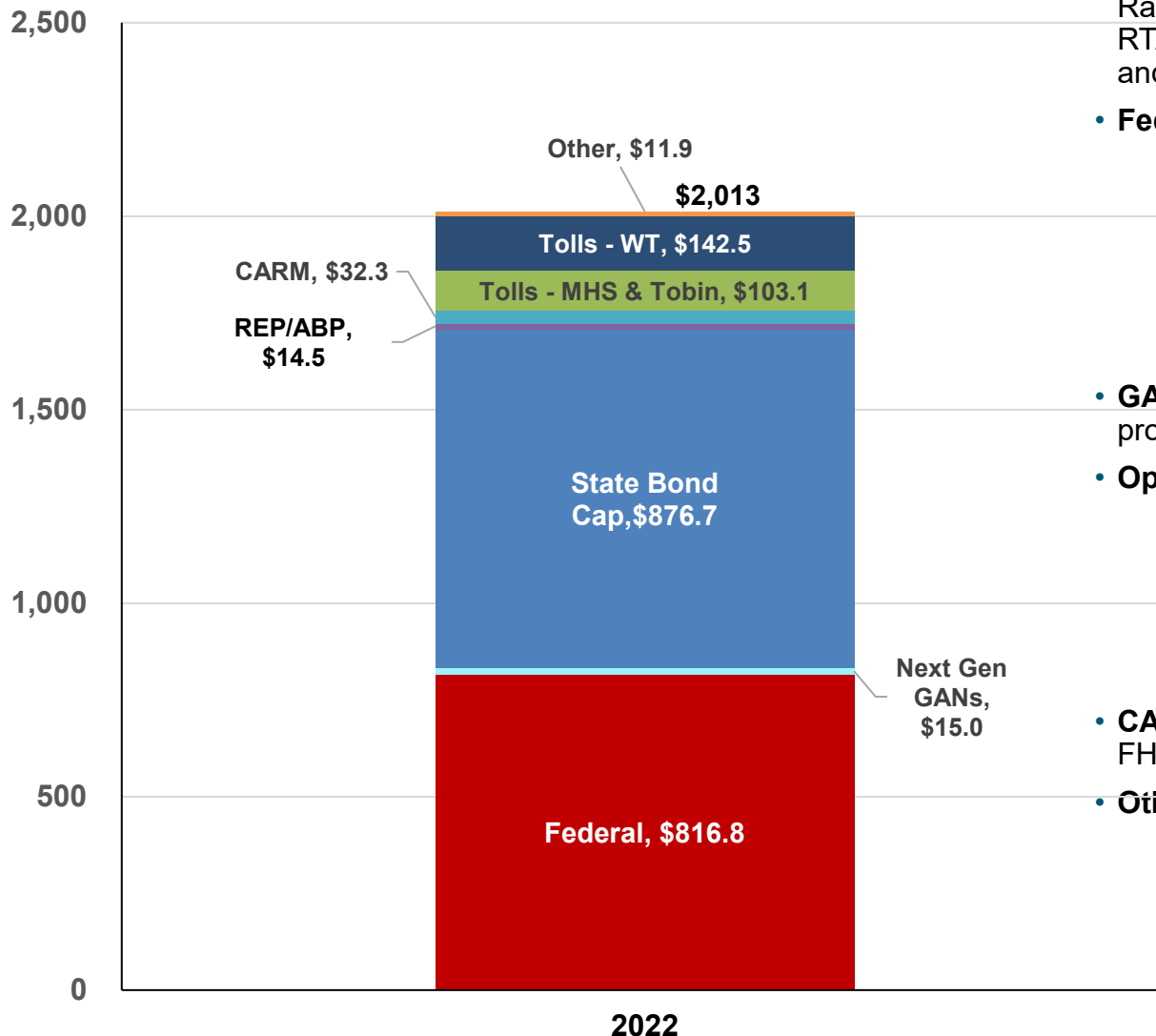
REP Funds

- **Bond Cap:**
 - **\$1,032.6 M** in FY22; *including:*
 - \$60M for MBTA
 - \$73.9M for SCR
 - \$37.5M for Massport Harbor Dredging
 - \$200M for Chapter 90
 - \$639.2M for MassDOT
 - \$22M proposed for new programs
- **MBTA Bonds:**
 - **\$776.5 M** for MBTA revenue bonds and PTC/ATC loans
- **REP/SOBs Funds:**
 - **\$556.5 M** in FY 22 for REP
- **Federal: \$1.4 B** in FY 22; (*\$7.8 B over 5-year STIP*)
 - Highway/Planning (FHWA): \$768.8 M
 - Transit (FTA): \$6.0 M total
 - Rail/MBTA (FRA): \$43.5 M total
 - Aviation (FAA): \$32.5 M total
 - MBTA (FTA): \$600 M total
- **GANs: \$50M** (*to be obligated; including state match*)
- **Operating:**
 - Tolls Pay-Go Capital: **\$245.6 M for FY22** (including reserves)
 - Pay-go Lockbox (MBTA): **\$4 M** for FY 22 (includes unspent carryover)
- **Other:**
 - Local Funds, Reimbursements, Other State & CARM:
 - **\$58 M** for FY22



MassDOT Spending: 2022 (\$ millions)

2022 Spending by Source



Spending Highlights

- **Bond Cap:** Funds the state match for the federal aid projects (Highway/Planning) and IT, Rail, Transit (match for FTA funds received by RTAs), state match for FAA grants, Chapter 90 and Municipal Programs
- **Federal:**
 - FHWA reimbursements for projects underway and/or schedule to start in 2022
 - Other federal funds includes FTA funds for MAP, BUILD grant for Rail (NECR project) and freight (FHWA) funds for Deerfield Intermodal Facility
- **GANs:** reflects spending anticipated for eligible projects; all projects will be in STIP
- **Operating:**
 - Spending for projects underway or scheduled to start (includes Sumner Tunnel, lighting projects)
 - Pay-go capital aligns with preliminary FY22 operating budget assumptions
- **CARM:** spending on projects approved by FHWA
- **Other:**
 - Spending on transportation improvements in Seaport District funded with HED cap

FY 2022 Draft CIP: Initial Spend by Source

Spending Highlights:

- **Federal** fund spending is driven by progress on Green Line Extension and the continued drawdown of carry over funds
- **MBTA funds** includes Revenue Bonds to support the 20% match for Federal projects, as well as MBTA-only funded projects. Also includes financing for PTC, ATC and Fiber Burial programs
- **State** funds include Bond Cap and Rail Enhancement Program special obligation bonds for GLX, Red Line/Orange Line improvements, South Coast Rail, and other projects
- **Other** funding sources include municipal contributions and other reimbursements



Public engagement strategy update

Phase 1: Focus on stakeholder education

- Focus on stakeholders – both established and newly identified, across all divisions and modes
- Direct outreach and meetings – **Multiple conference calls and virtual meetings will be scheduled in mid April to early May with stakeholders that can help drive turnout to the CIP meetings.**
- Outreach will involve a broad approach with an emphasis on explaining the CIP Process and its relevance to a variety of stakeholders.
- CIP engagement team is currently identifying and contacting various stakeholders that include both new and established partners with an eye towards driving turnout to CIP Public Meetings.

Phase 2: Focus on input from general public

- Outreach will comply with MassDOT and MBTA Public Participation Plans
- Online commenting tool, consistent with past years – **will be available during the public comment period anticipated to start May 25. Improvements to the comment tool include the ability for users to search for projects and filter by project type.**
- **Expanded spotlight on the TIP processes our MPO partners go through in order to showcase the relationship between the TIPs and the CIP.**
- 6 virtual public meetings covering regions across the Commonwealth
- Social media strategy focuses on highlighting previous projects constructed through the CIP to show successes and request future ideas – **Social media posts will advertise public meeting locations and schedule**

Final Analysis: How we use what we hear

- Comments analyzed using the Public Involvement Management Application (PIMA)
- Relevant comments distributed to divisions and identified contact persons using PIMA to streamline process
- Major themes will be documented and published as part of final draft
- Letters and comments will be responded to directly, as appropriate, in addition to a master table of public comment topics and MassDOT responses being posted online.



Proposed engagement for draft CIP

- 6 virtual public meetings across the Commonwealth to be held with participation from the Metropolitan Planning Organizations (MPOs)
 - **May 25th – Western Mass/Berkshires** (Berkshire Regional Planning Commission/Pioneer Valley/Franklin Regional Transportation)
 - **May 26th – Northern Middlesex/Merrimack Valley** (Merrimack Valley Planning Commission and Northern Middlesex Planning Commission)
 - **May 27th - Central Mass** (Central Mass Regional Planning Commission)
 - **June 1st - Boston** (Boston MPO/Central Transportation Planning)
 - **June 2nd – Southeastern Mass** (Southeastern Regional Planning & Economic Development District/Old Colony)
 - **June 3rd – Cape and the Islands** (Cape Cod Commission / Nantucket / Martha's Vineyard)
- Other Opportunities for Public Participation
 - **CIP Comment Tool:** Comments will be accepted directly on proposed projects through the [CIP Online Comment Tool](#). This tool also includes a general comment form for comments that are not project-specific.
 - **Email:** Comments can be emailed to MassCIP@state.ma.us.
 - **Letters:** Physical letters will be accepted from stakeholders and members of the public wishing to use non-virtual means to participate.



Next Steps: Discussion of Project Changes in 2022 to 2021

- Analysis underway of proposed projects for 2022 to determine any significant changes to cost and/or schedule
- Analysis will be presented as part of discussion of proposed projects in May
- Draft CIP will be presented for discussion / approval to release for public comment



Appendix:

MassDOT and MBTA Major 2022 Initiatives

MassDOT and MBTA Funding Sources and Uses Details



MassDOT/MBTA CIP Major Initiatives

Spending on major projects/programs reflected in this CIP update

- **Road and Bridge / Bicycle & Pedestrian Investments:**

- North Washington Street Bridge Replacement (construction commenced FY 2019)
- I-90 / I-495 Interchange Reconstruction (construction commences FY 2023); funding incorporates new BUILD grant for \$21 million; total cost ~\$437 M
- Mashpee Corridor Improvements on Route 151
- Reconstruction of Ferry Street and a portion of Elm Streets in Everett
- Corridor Improvements on Route 79/Davol Street in Fall River
- Bridge Replacement over I-91 in Northampton
- Route 24/Route 140 Interchange Improvements
- Shared Use Path in Sandwich

- **Tunnel investments:**

- Sumner Tunnel Rehabilitation (construction commences in FY 2022), total cost ~\$140 M
- Sumner Tunnel Vent Building Electrical/Mechanical Rehabilitation, total cost ~\$30 M

- **Rail and Transit**

- Track and Right of Way corridor modernization for New England Central Rail
- Modernization of the East Deerfield Intermodal Facility (state and federal funding)
- Vehicle replacement program (primarily buses both electric and hybrid) for the Regional Transit Authorities

- **Aeronautics**

- Reconfiguration/removal of taxiway at Lawrence Municipal Airport



MassDOT/MBTA Major CIP Initiatives

Spending on major projects/programs reflected in this CIP update

- **Investments to existing lines:**
 - Red Line/Orange Line Infrastructure Improvements and Vehicles
 - Green Line Transformation including Type 10 Vehicle Procurement and green line train protection
- **Investments in bus system and facilities**
 - Procurement of battery electric 40 ft. buses and related infrastructure
 - Bus Stop accessibility and bus network improvements, include transit priority
 - Bus maintenance facility improvements and modernization
- **Bridge and tunnel**
 - Longfellow approach
 - Gloucester Drawbridge replacement
- **Service/Station improvements**
 - New Highlands Green Line station accessibility project
 - Green Line B Branch station consolidation
 - Dual Mode Articulated (DMA) bus replacement for the Silver Line
- **New Service:**
 - Green Line Extension (substantial completion anticipated in FY22)
 - South Coast Rail (substantial completion anticipated in FY23)



Funding considerations and challenges

- State Bond Cap
 - Bond cap sources based on estimates provided by the Executive Office of Administration and Finance and are subject to change pending finalization of the Commonwealth's capital plan
- Federal Funds
 - Current surface transportation authorization ("FAST Act") expired on September 30, 2020
 - CIP sources assume FAST Act funding levels continue and that Congress will reauthorize funding for FHWA and FTA
 - CIP does not currently include any new federal stimulus funds (CRRSAA or ARPA funds) other than what the MBTA has assumed
- Pay-Go Capital Funds - MassDOT
 - Availability and amount of pay-go capital funds to address the long-term capital needs of the toll facilities depend on operating budget assumptions and toll revenue projections
 - May require *further* adjustment to align with the FY2022 operating budget assumptions
- MBTA Revenue Bonds
 - CIP assumes substantial revenue bond issuance, in addition to existing MBTA debt, to support the capital program
 - Contingent on operating budget ability to support debt service
 - Market variables (interest rates, credit spreads, etc.) will impact the cost of new debt
- Pay-Go/Lockbox - MBTA
 - CIP no longer includes an assumptions for available pay-go/lockbox funds

New federal sources

- Additional **federal highway infrastructure program (HIP)** funds **\$51.3 million** are available for infrastructure programs; funds are not subject to obligation authority limitation associated with the federal program
 - Highway Infrastructure Bridge funds (\$41.5 million) can be used on any federal-aid eligible bridge project
 - A portion of these funds are being programmed in the FFY 22-26 STIP to support the Rt. 79/Davol Street bridge project in Fall River and the I-90/I-495 interchange reconstruction project in Hopkinton/Westborough
 - Office of Transportation Planning and the Highway Division are currently identifying how and when the balance of the funds will be programmed and incorporated in the STIP
 - Additional Federal programmed funds will be reflected as FHWA reimbursements in the Highway Division's anticipated spending for 2022-2026 CIP
- Disbursement of \$150.8 million in Federal Coronavirus Response and Relief Supplemental Appropriations Act (**CRSSA**) funding is still under consideration and a portion or all may be incorporated in the final CIP
- **Federal Railroad Administration Build (Better Utilizing Investment to Leverage Development)** grant (\$10.8 million) was awarded to the Rail Group to upgrade the New England Central Railroad corridor and a \$58.6 million grant to the MBTA for Worcester Union Station accessibility and infrastructure improvements
- With the receipt of CRRSSA funds and the pending receipt of ARPA funds, the MBTA has been able to return all FTA preventative maintenance funds to the MBTA capital program

Bond Cap Target Comparison for MassDOT and MBTA

(\$ millions)	FY 2021 ¹	FY 2022 ¹
MassDOT	\$592.7	\$619.2
Chapter 90, Complete Streets, Muni Bridge	220.0	220.0
MBTA ²	60.0	60.0
SCR	134.1	73.9
Atlas/IRP ³	4.9	0.0
Port Projects	35.0	37.5
Subtotal	\$1,046.7	\$1,010.6
Municipal Pavement	10.0	10.0
Local Bottleneck Reduction ⁴	2.5	0.0
Transit Infrastructure Partnership	1.0	5.0
Shared Streets/Spaces ⁵	0.0	4.0
Cape Cod Bridges – Approaches	2.0	3.0
Subtotal Proposed New Bond Cap⁶	\$15.5	\$22.0
Total MassDOT	\$1,062.2	\$1,032.6

¹Totals may not add due to rounding.

² An additional \$140 million was allotted to the MBTA during FY 2021 that was not in the original bond cap target.

³ International Registration Program (under RMV); program funding complete.

⁴ Program scheduled to be launched in 2023.

⁵ Program was launched in 2021 after CIP approved; approximately \$30 million in bond cap funds and CARES funds allotted during 2021 to support program; not included in original cap.

⁶ Proposed and still under consideration.

MassDOT Pay-go capital comparisons 2021 vs 2022¹

Facility / Actuals & Projections		2021	2022
Metropolitan Highway System	Revenues	285.4	306.5
	Expenses	133.5	127.2
	Debt Service	145.4	144.9
	Available for Capital	\$6.6	\$34.5
	Reserves	\$100.0	\$80.0
Western Turnpike	Revenues	136.4	\$168.7
	Expenses	82.3	\$82.2
	Available for Capital	\$54.1	\$86.5
	Reserves	\$120.0	\$120.0
Tobin Bridge	Revenues	27.5	36.2
	Expenses	11.7	10.7
	Available for Capital	\$15.8	\$25.5
	Reserves	\$70.0	\$70.0
Total Tolls	Total Available for Capital	\$76.5	\$146.5
	Total Reserves	\$290.0	\$270.0

¹ Pay-go capital assumptions to be updated based on FY 22 operating budget assumptions using Stantec most conservative scenario

MassDOT sources (preliminary draft 4/7/21)

Projected sources (in millions)	FY21	FY22	Change
Federal sources of funds			
Federal Highway (FHWA) reimbursements	743.3	774.8	31.5
Federal Transit (FTA) reimbursements**	6.0	6.0	\$ -
Federal Aviation (FAA) reimbursements and grant draws	27.1	30.0	2.9
Federal Rail (FRA) reimbursements and grant draws	\$ -	5.0	5.0
Subtotal federal sources*	\$776.5	\$815.9	\$39.4
Bond cap	884.5	876.7	(7.8)
Grant Anticipation Notes (GANs)	0.0	15.0	15.0
Accelerated Bridge bonds	10.0	11.1	1.1
Rail enhancement bonds	16.8	3.4	(13.3)
CARM***	281.9	294.1	12.2
Metropolitan Highway system (MHS) pay-go	107.8	114.5	6.7
Tobin Bridge (Tobin) pay-go	85.5	95.5	10.0
Western Turnpike (WT) pay-go	176.5	206.5	31.0
Municipal, reimbursable and local funds	7.7	2.7	(5.0)
Other State Funds****	5.7	17.1	11.4
Subtotal of non-federal sources*	\$1,569.5	\$1,636.7	\$60.3
Total sources*	\$2,352.8	\$2,452.6	\$99.8

* Totals may not add due to rounding | ** FTA reimbursements for MassDOT projects only; RTA federal funds are not included | ***Available balance as of 3/2/2021. | ****Reflects additional state funds for electric bus procurements. Funds received by DEP from VW settlement of emissions lawsuit.



MBTA funding sources (draft as of 4/14/20)

Projected sources (in millions)	Funds on Hand (as of 7/1/21)	FY 22	Total
Federal sources of funds			
Federal Highway (FHWA) reimbursements	\$26.5	\$0.0	\$26.5
Federal Transit (FTA) reimbursements (prospective)	\$400.0	\$307.1	\$707.1
Existing FTA reimbursements and grant draws	\$695.3	\$0.0	\$695.3
FTA Full funding grant agreement (GLX FFGA)	\$214.4	\$100.0	\$314.4
FRA Tower 1 grant	\$39.9	\$0.0	\$39.9
Other federal funds	\$38.5	\$0.0	\$38.5
Subtotal federal sources	\$1,414.6	\$407.1	\$1,821.7
State Bond cap	\$0.0	\$143.6	\$143.6
Rail enhancement bonds	\$19.0	\$564.5	\$583.5
MBTA Sources/Revenue bonds	\$361.7	\$590.0	\$951.7
RRIF/TIFIA Loans	\$0.0	\$186.0	\$186
Municipal and local funds (GLX)	\$0.0	\$0.0	\$0.0
Reimbursable and 3 rd parties	\$0.3	\$17.1	\$17.5
Capital maintenance fund	\$6.1	\$0.0	\$6.1
Subtotal of non-federal sources	\$387.1	\$1,501.2	\$1,888.3
Total Sources	\$1,801.6	\$1,908.4	\$3,710.0

Note: The use of Revenue Bonds in each year of the CIP includes both cash on hand and new issuances. It does not represent the amount of new issuances anticipated each year.

| ** Totals may not sum due to rounding



About MassDOT funding sources

Source	Description
Federal Highway (FHWA) reimbursements	MassDOT obligates available Federal Highway Administration funds every federal fiscal year. This funding category involves MassDOT drawing down obligated amounts to reimburse the Commonwealth for Highway and Rail Division project spending.
Next Generation Bridges - GANs	New grant anticipation notes (GANs) are notes issued by the Commonwealth and repaid with future federal highway obligation authority. Funds will be used to improve the condition of the Commonwealth's bridges. Funding was authorized in the Transportation Bond Bill.
Federal Transit (FTA) reimbursements	MassDOT obligates available Federal Transit Administration funds every federal fiscal year. This funding category involves MassDOT drawing down obligated amounts to reimburse the Commonwealth for Rail & Transit Division project spending. The spending is by source; tables do not include FTA funds available to Regional Transit Authority partners.
Federal Aviation (FAA) reimbursements and grant draws	MassDOT applies for Federal Aviation Administration funds every federal fiscal year. This funding category involves MassDOT drawing down those approved grant amounts to pay for Aeronautics Division project spending.
Federal Rail (FRA) reimbursements and grant draws	MassDOT applies for Federal Railroad Administration funds. This funding category has MassDOT draw down approved grant amounts to pay for Rail & Transit Division and Office of Transportation Planning project spending.
State bond cap	Commonwealth general obligation bond proceeds allocated to specific projects; primarily for project design, management, capital maintenance and other construction support provided to the Aeronautics, Highway and Rail and Transit Divisions and the MBTA (see MBTA sources)
Accelerated Bridge bonds	Commonwealth special obligation bond proceeds allocated to specific bridge projects; no additional spending anticipated for 2022.
Rail enhancement bonds	The Commonwealth Rail Enhancement Program; a dedicated program for reliability, modernization and expansion initiatives at the MBTA and MassDOT, including the State's share of the Green Line Extension program and South Coast Rail program.
CARM	Central Artery Remediation Monies (CARM) for eligible MHS projects; subject to FHWA approval
Metropolitan Highway System (MHS) pay-go	Projected annual revenues available for capital for the toll facilities east of I-95 plus any existing projected reserve balances
Western Turnpike (WT) pay-go	Projected annual revenues available for capital for the toll facilities west of I-95 plus any existing projected reserve balances
Tobin Bridge (Tobin) pay-go	Projected annual revenues available for capital for this toll facility plus existing projected reserve balances
Municipal and local funds	Funds provided by municipalities to match federal-aid sources or to pay for construction bid items
Reimbursable and 3rd parties	Third party funding for specific initiatives
Other State Funds	Additional funds for MassDOT to be used for clean transit vehicles and transportation improvements in the Seaport District

About MBTA Funding sources

Source	Assumptions/Source of Information
Federal Highway (FHWA) reimbursements	<ul style="list-style-type: none"> Reflects CMAQ Flex Funds available for GLX.
Federal Transit (FTA) reimbursements (prospective)	<ul style="list-style-type: none"> Reflects Sec. 5307 Urbanized Area Formula funds, Sec. 5337 State of Good Repair/Fixed Guideway funds, and Sec. 5339 Bus and Bus Facilities Funds. Assumes reauthorization beyond FAST Act, with 1.71% annual growth. Federal share only – does not include 20% match from MBTA revenue bonds.
Existing FTA reimbursements and grant draws	<ul style="list-style-type: none"> The estimated balance of funds available in existing non-GLX FTA grants as of 7/1/19. Only includes federal share.
FTA Full funding grant agreement (GLX FFGA)	<ul style="list-style-type: none"> On-Hand includes available FFGA funds less anticipated expenditures through 7/1/19. Future amounts reflect year in which additional CIG funds will be appropriated, per GLX FFGA.
Other federal funds	<ul style="list-style-type: none"> Comprised mostly of Transit Security Grant Program funding which is a discretionary appropriation and not assumed in future years.
Bond cap	<ul style="list-style-type: none"> Reflects current cash flow forecasts for projects funded by Bond Cap including the \$60M/year transfer and bond cap allotted for SCR
Rail enhancement bonds	<ul style="list-style-type: none"> Reflects projected spending for MBTA projects reimbursed by Commonwealth Rail Enhancement Program bonds, including GLX and Red/Orange Line Improvements Program.
MBTA Sources/Revenue bonds	<ul style="list-style-type: none"> Preliminary levels based on estimated need and MBTA revenue bond capacity within CIP window. Does not necessarily reflect the planned amount of new issuances each year.
RRIF/TIFIA Loans	<ul style="list-style-type: none"> Planned RRIF loans to support the PTC, ATC and Fiber Resiliency projects. Sources reflect projected spending.
Municipal and local funds (GLX)	<ul style="list-style-type: none"> Reflects GLX contributions from Cities of Cambridge and Somerville.
Reimbursable and 3rd parties	<ul style="list-style-type: none"> Reflects funds received via reimbursable agreements with RIDOT, Amtrak, and other parties. On-Hand balance is RIDOT only. For Amtrak, annual funding reflects FFY20 PRIIA/BCC payments to MBTA; will be updated.
Capital maintenance fund	<ul style="list-style-type: none"> On-Hand based on project budgets less projected spending through 6/30/19. Future amounts reflect project cash flows.

