



**MassDOT**  
FY18 Operating Budget Presentation  
Budget Status to Board  
Updated July 17, 2017

# Commonwealth Transportation Fund Transfer

(\$ in millions)	FY15	FY16	FY17 GAA	FY18 H1	FY18 Senate	FY18 Conference Committee
CTF Transfer Funding	324.4	337.5	329.0	344.3	315.2	303.3

- As discussed previously with the Board, the Governor's H1 budget submission anticipated an increase in Snow and Ice funding to more accurately reflect MassDOT's 5 year average cost and reduce reliance on supplemental budgets
- The budget for FY 2018 approved by the Board at the June meeting was based on the Senate budget figure for the CTF transfer, which was lower than both the H1 and House numbers
- The Conference Committee budget sent to Governor Baker included an even lower number for the CTF transfer, roughly \$12 million less than the figure used to build the Board-approved budget.
- The impact of this budget adjustment are still being evaluated and a revised budget will be presented to the Board at its September meeting



# Outside Section on Capital Positions

- Delivering our growing capital program requires sufficient personnel
- House 1 proposed, and the Conference Committee budget includes, language that allows capital dollars to be used to match 80% federally-funded capital positions
- The already-approved FY18 budget assumed passage of this outside section and therefore moves a limited set of capital-related payroll expenses to the capital budget and uses capital dollars to pay for positions that support execution of the capital plan
- The Board asked staff to track the results of this outside section and the Conference Committee language similarly requires specific reporting



# Outside Section Language

- The following language was added to the proposed section authorizing the use of capital funds to match 80% federally-funded positions used for capital delivery:
- “provided, however, that the department shall report annually, on or before February 1, to the house and senate chairs of the joint committee on transportation, on the following: (i) the amount of capital expenditures used as the state match to federally-eligible capital projects; (ii) the total number of department employee salaries included in capital expenditures, including a breakdown by division of the position titles and accompanying salaries; (iii) the total number of employees of the division of highways assigned to capital projects; (iv) a schedule of transportation capital projects where employee salaries are included in capital expenditures; (v) the status of said projects; (vi) any projected cost savings; and (vii) the impact of including department employee salaries in capital expenditures on the ability of the division of highways to plan, design, construct and complete transportation capital projects.”

