

Massachusetts Department of Transportation

Joint Board Meeting
February 10, 2016



Objectives for today

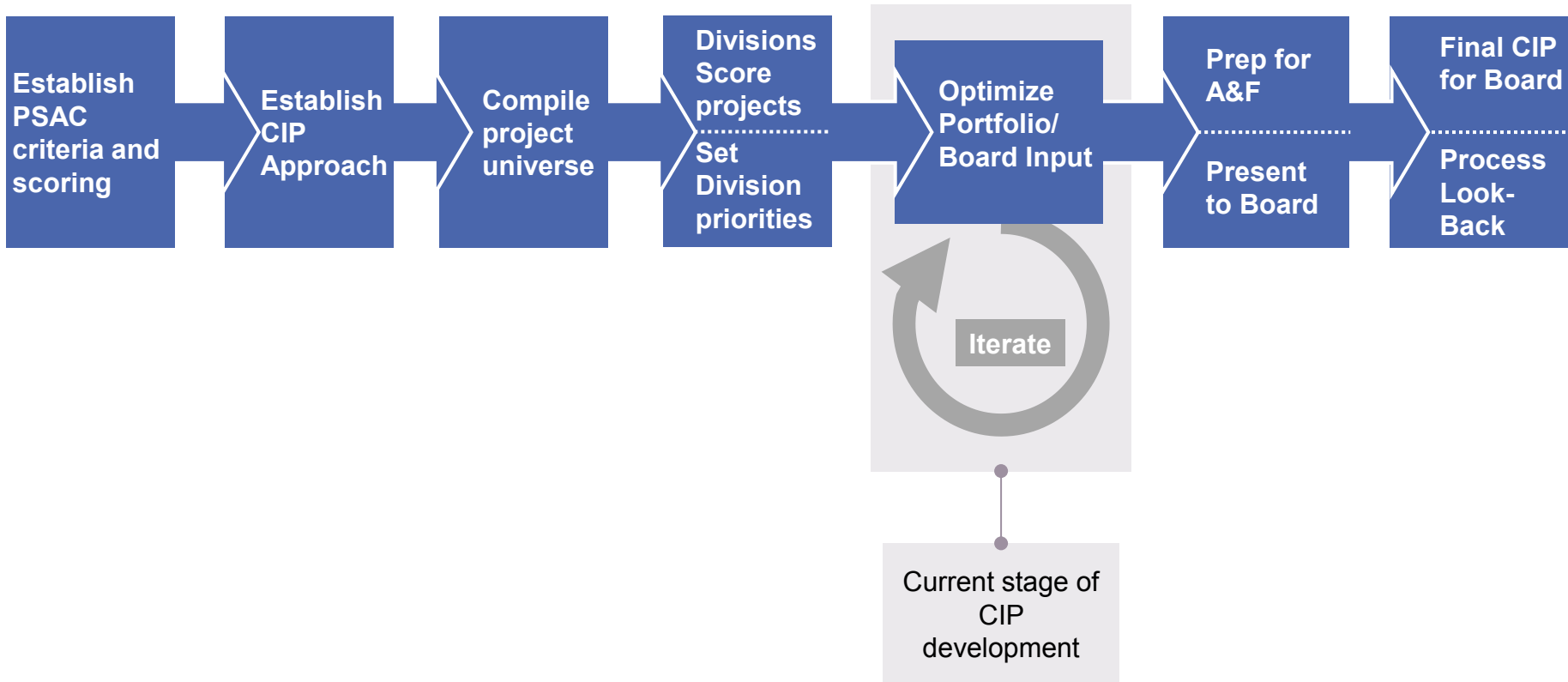
Today's meeting has four goals:

- Update the Board on available revenue sources
- Obtain the Board's approval of capital priorities
- Discuss example programs
- Discuss next steps

Contents

- Update on CIP progress
 - Sources
 - Priorities and program descriptions
 - Program sizing methods
 - Next steps

CIP Process



Status of the FY17-21 CIP

- The Capital Programs Committee reviewed a set of capital priorities for MassDOT at the February 2 meeting
- These priorities have been used to inform the definition of programs to guide capital investments within each Division
- Today, we are proposing to finalize these priorities and discuss examples of how to size programs

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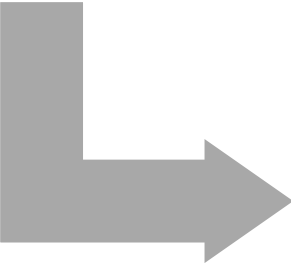
- Update on CIP progress
- **Sources**
- Priorities and program descriptions
- Program sizing methods
- Next steps

MassDOT shares control of federal highway and transit funding with federal and local authorities

USDOT

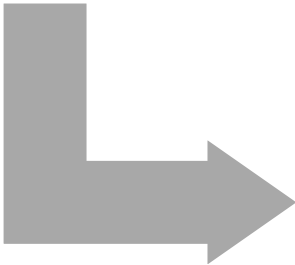
- Funding
- Federal regulations
- National policy goals
- Performance management

Programming federal highway and transit funds is a shared responsibility of MassDOT, Regional Transit Authorities and our Metropolitan Planning Organization partners. Every project using these federal funds must appear in an approved Transportation Improvement Program and then the State Transportation Improvement Program.



MassDOT

- Funding match for federal-aid
- State policies / priorities
- Oversight
- Performance management



Metropolitan Planning Organizations (MPOs)

- Planning and programming
- Long Range Transportation Plan (25 years)
- Transportation Improvement Program (4-5 years)
- Unified Planning Work Program

Complex fiscal constraints will shape program sizes and restrict available funding

Example fiscal constraints: Bond Cap

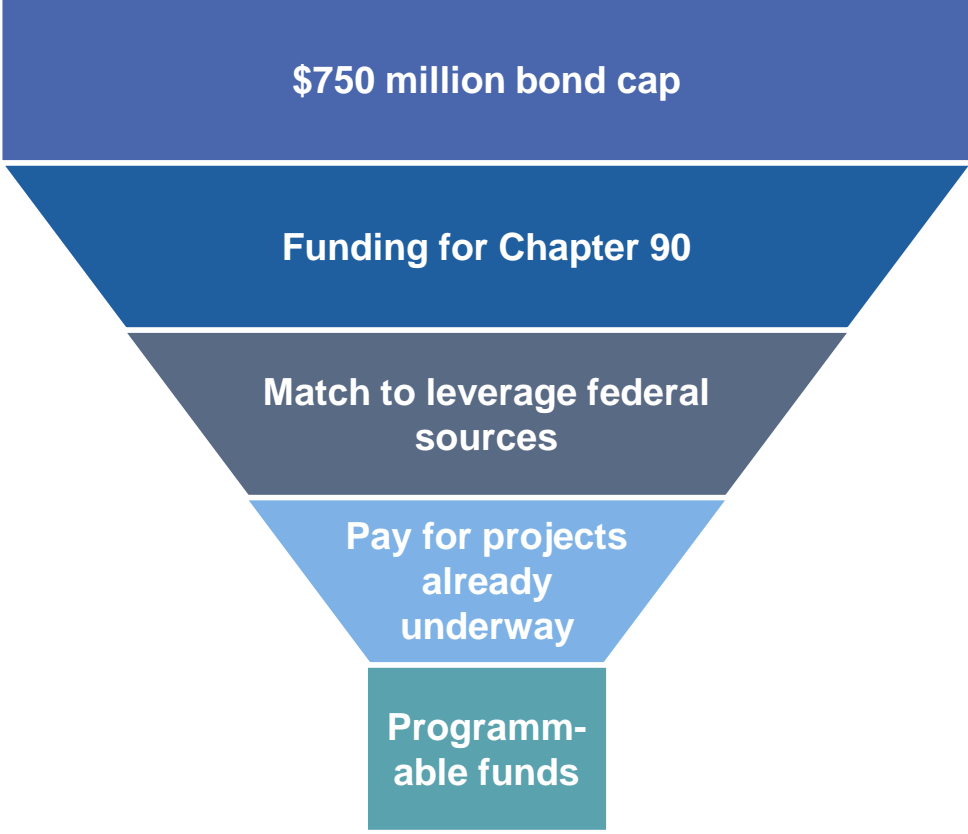
Estimated bond cap from A&F for investments into our transportation system

\$200 million in funds are assumed for Chapter 90 (actual amount subject to legislative approval)

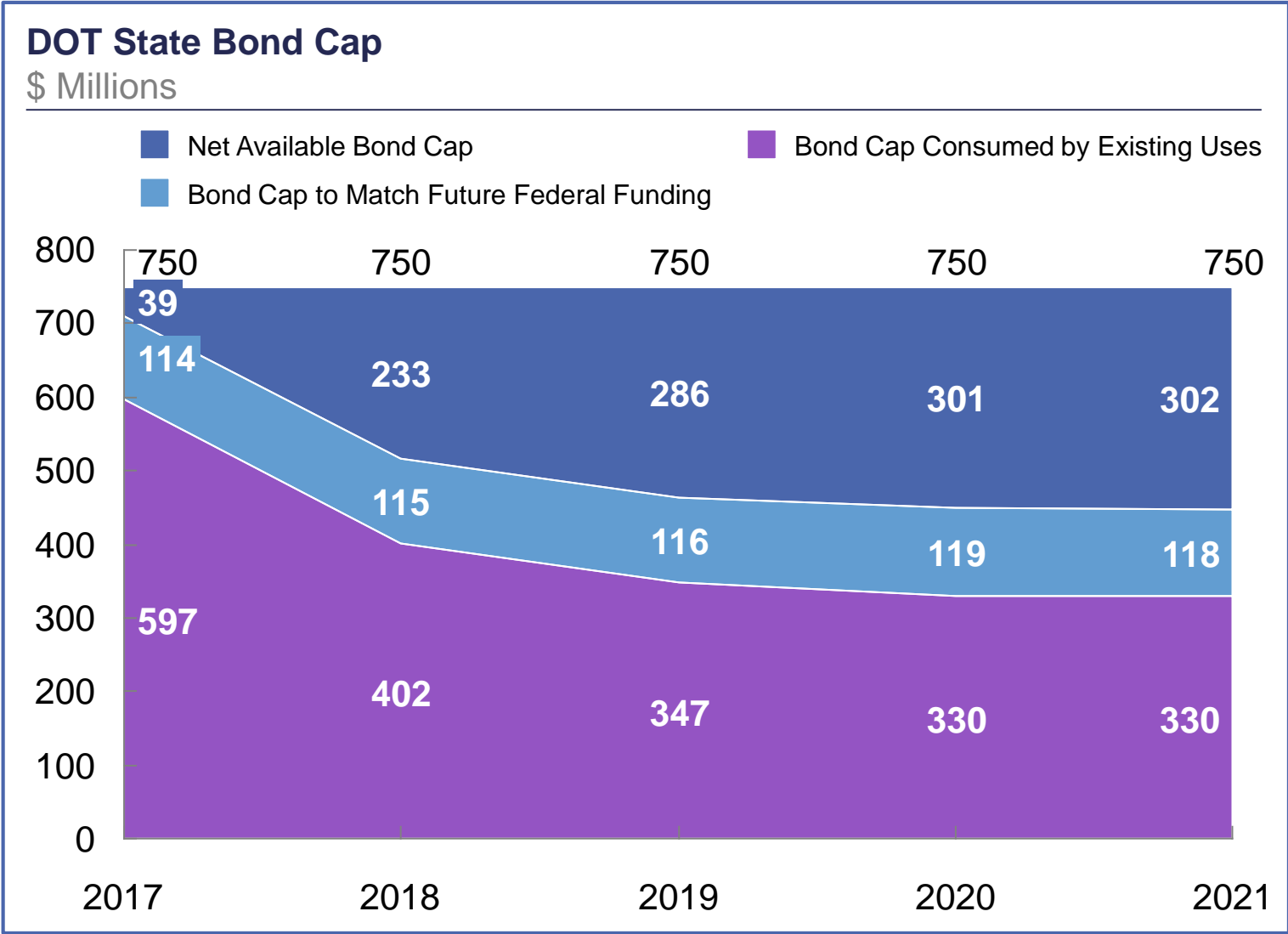
Additional bond cap funds are allocated to leverage federal funding sources from USDOT

Further bond cap funds are further allocated to continue to pay for investments already underway from prior CIPs

Bond cap available to program on new projects



DOT Sources: Bond Cap



DOT Sources: Bond Cap

Bond Cap, \$	FY2017	FY2018	FY2019	FY2020	FY2021	Total
Bond Cap (Est.)	750,000,000	750,000,000	750,000,000	750,000,000	750,000,000	3,750,000,000
Less Deductions:						
State Match for Future Federal Aid Projects	113,689,864	114,544,887	116,432,333	118,693,386	117,766,096	581,126,567
State Match for Existing Federal Aid Projects	97,700,074	40,759,964	9,965,097	108,781	-	148,533,916
Committed in prior CIPs	299,353,104	161,217,469	137,377,085	129,748,740	130,498,640	858,195,038
Chapter 90 ¹	200,000,000	200,000,000	200,000,000	200,000,000	200,000,000	1,000,000,000
Net Available Bond Cap	39,256,958	233,477,680	286,225,485	301,449,093	301,735,264	1,162,144,479

¹ Final amount subject to legislative authorization

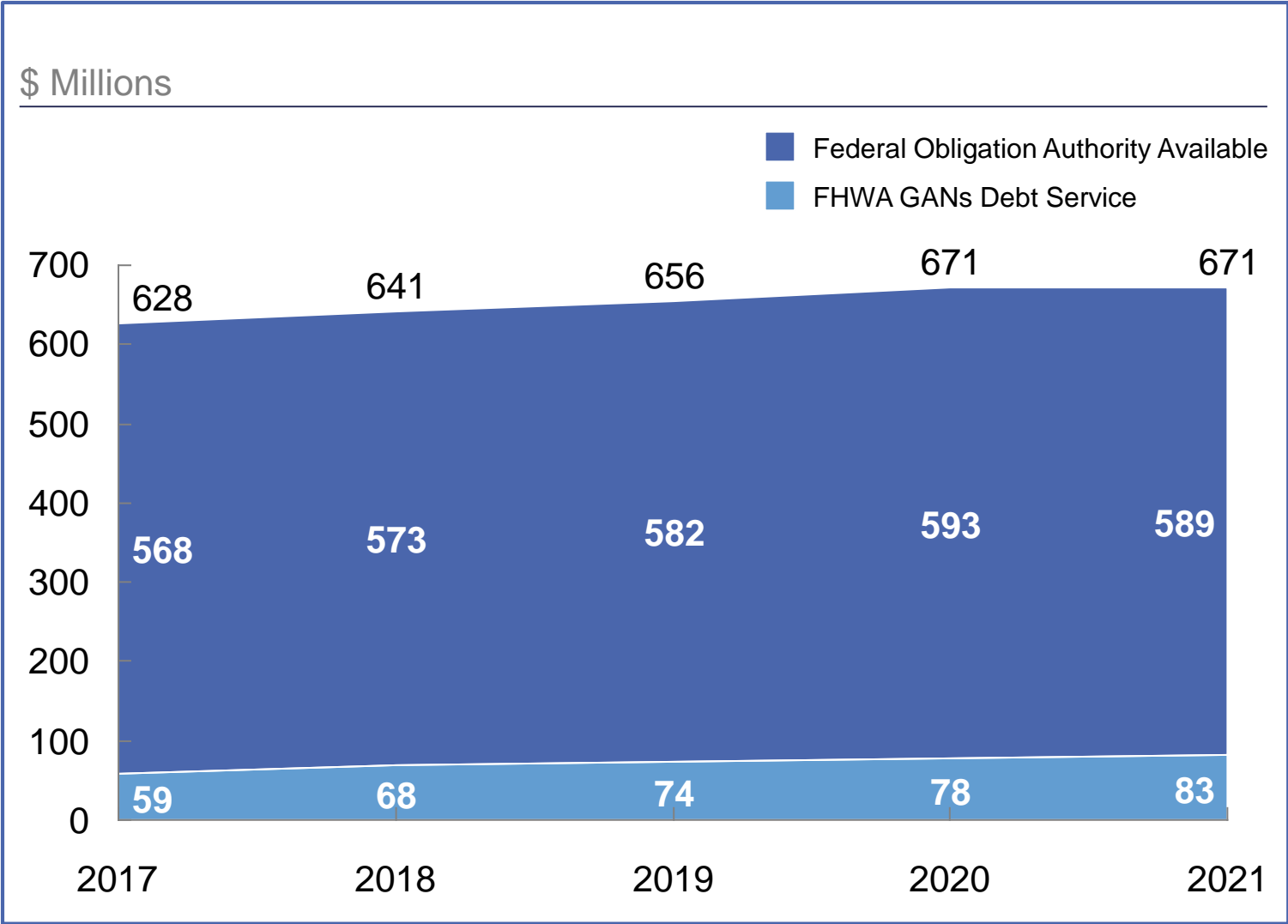
DOT Sources: Accelerated Bridge Program (ABP) and Federal Highway Grants (FHWA)

ABP and FHWA, \$	FY2017	FY2018	FY2019	FY2020	FY2021	Total
Total FHWA & ABP Reimbursements	608,774,256	251,777,826	89,790,930	8,741,219	0	959,084,230
Less Deductions:						
FHWA Existing Grants	403,598,878	165,889,360	39,860,386	435,122	0	609,783,746
ABP GANs	141,454,253	68,960,946	42,636,471	6,685,789	0	259,737,458
ABP CTF	63,721,125	16,927,520	7,294,073	1,620,308	0	89,563,026
FHWA & ABP Net Available	0	0	0	0	0	0

DOT Sources: Federal Aid Obligation Authority

Federal Aid Obligation Authority, \$						
Projected Sources	FY2017	FY2018	FY2019	FY2020	FY2021	Total
FAST Act Apportionments	627,599,319	641,188,136	655,686,815	671,418,532	671,418,532	3,267,311,334
<hr/>						
Less deductions:						
FHWA GANs Debt Service	59,150,000	68,463,700	73,525,150	77,951,600	82,588,050	361,678,500
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Federal Obligation Authority Available	568,449,319	572,724,436	582,161,665	593,466,932	588,830,482	2,905,632,834

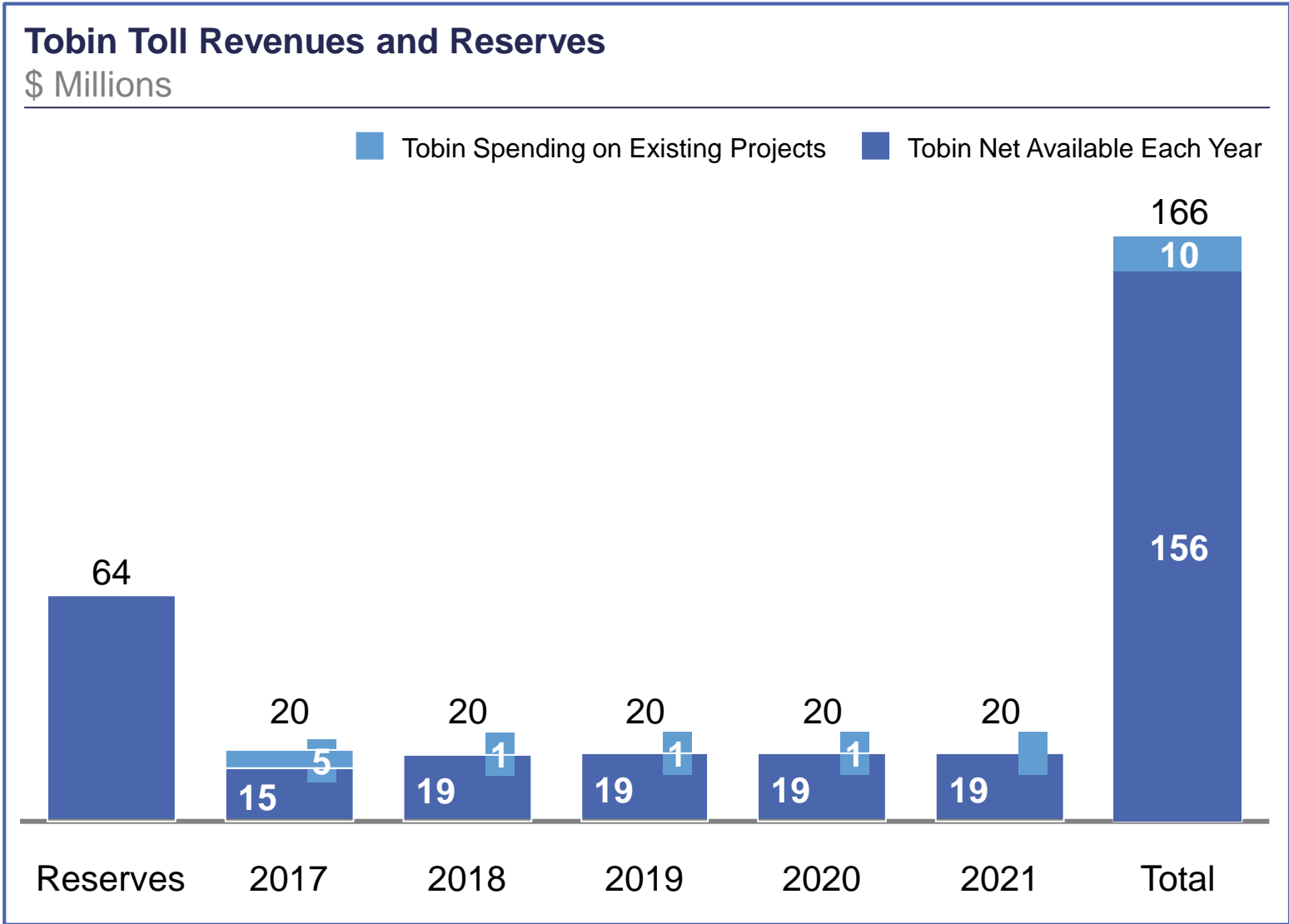
DOT Sources: Federal Aid Obligation Authority



DOT Sources: Tobin Tolls

Toll Revenues & Reserves	FY2017	FY2018	FY2019	FY2020	FY2021	Total
Tobin Toll Revenues	20,045,537	20,153,741	20,449,376	20,383,743	20,444,894	101,477,291
Tobin Toll Reserves	-	-	-	-	-	64,190,580
Subtotal Tobin Revenues & Reserves	20,045,537	20,153,741	20,449,376	20,383,743	20,444,894	165,667,871
Less deductions:						
Existing Tobin Projects	5,095,917	1,350,023	1,190,801	1,183,934	1,190,801	10,011,476
Net Tobin Revenues/Reserves	14,949,620	18,803,718	19,258,575	19,199,809	19,254,093	155,656,395

DOT Sources: Tobin Toll Revenues and Reserves

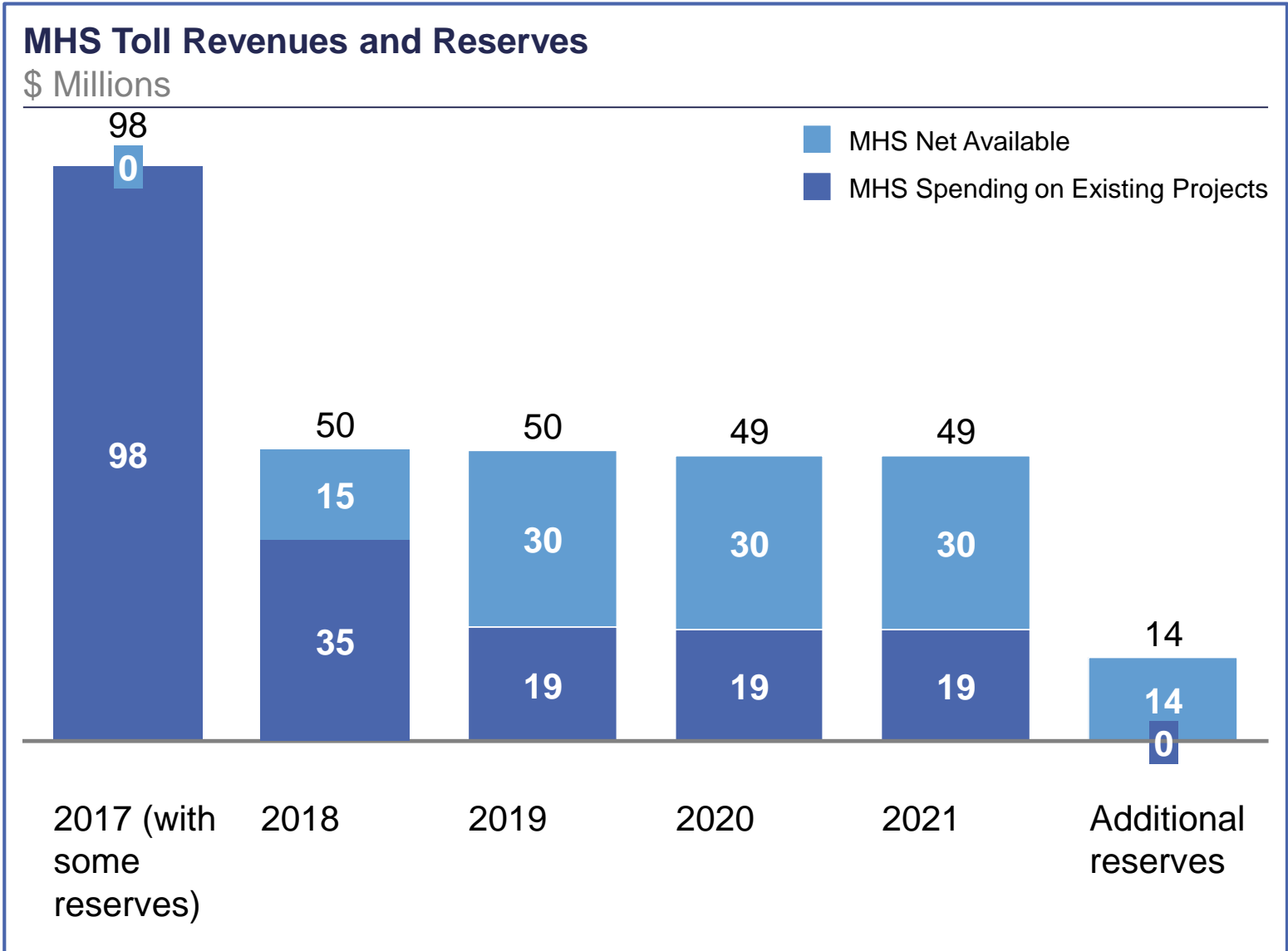


DOT Sources: MHS Tolls

Toll Revenues & Reserves	FY2017	FY2018	FY2019	FY2020	FY2021	Total
MHS Toll Revenues	50,636,543	49,925,401	49,719,449	48,715,714	48,861,861	247,858,968
MHS Toll Reserves	47,762,134	-	-	-	-	62,057,227 ¹
Subtotal MHS Toll Revenues & Reserves	98,308,677	49,925,401	49,719,449	48,715,714	48,861,861	309,916,195
Less deductions:						
Existing MHS Projects	98,308,677	34,603,361	19,489,839	19,131,490	19,170,927	190,704,294
Net MHS Revenues/Reserves	0	15,322,040	30,229,610	29,584,224	29,690,934	119,211,901

¹ Includes \$14.3M of additional reserves

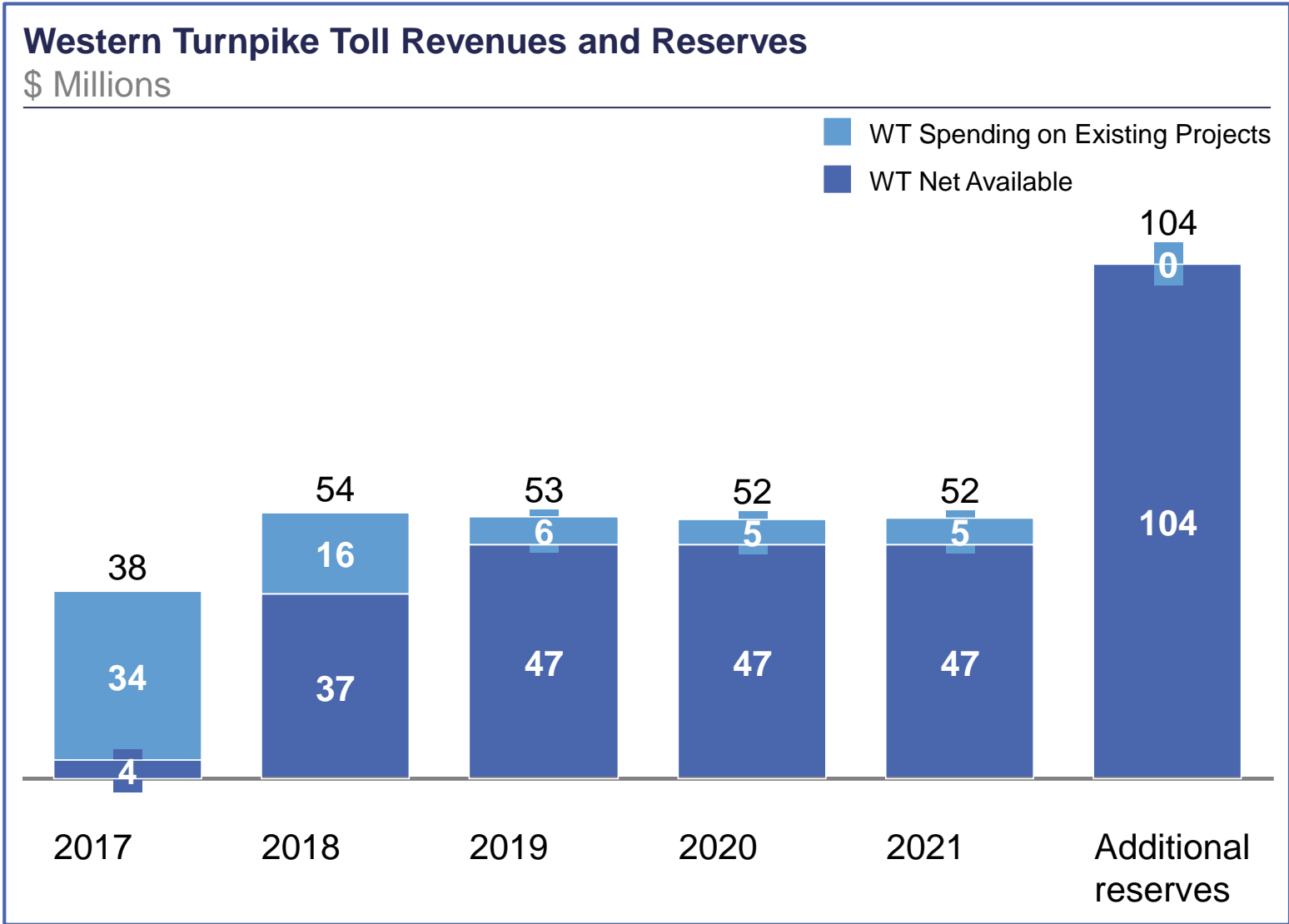
DOT Sources: MHS Toll Revenues and Reserves



DOT Sources: Western Turnpike Tolls

Toll Revenues & Reserves	FY2017	FY2018	FY2019	FY2020	FY2021	Total
Western Turnpike Toll Revenues	37,689,683	53,531,625	52,857,574	52,222,558	52,379,226	248,680,666
Western Turnpike Toll Reserves		-	-	-	-	103,681,031
Subtotal WT Toll Revenues & Reserves	37,689,683	53,531,625	52,857,574	52,222,558	52,379,226	352,361,697
Less Deductions:						
Existing WT Projects	33,916,128	16,374,399	5,746,502	5,035,458	5,116,154	66,188,641
Net WT Revenues/Reserves	3,773,555	37,157,226	47,111,072	47,187,100	47,263,072	286,173,056

DOT Sources: Western Turnpike Toll Revenues and Reserves



DOT Sources: Central Artery Trust Fund and Gaming Revenues

Central Artery Trust Fund	FY2017	FY2018	FY2019	FY2020	FY2021	Total
Beginning Balance (a/o 2/9/16)	381,439,896	300,334,896	222,779,896	130,229,896	51,980,355	381,439,896
Less deductions:						
CA/T Trust Fund Withdrawals ¹	81,105,000	77,555,000	92,550,000	78,249,541	24,000,000	353,459,541
Ending balance after withdrawals	300,334,896	222,779,896	130,229,896	51,980,355	27,980,355	27,980,355

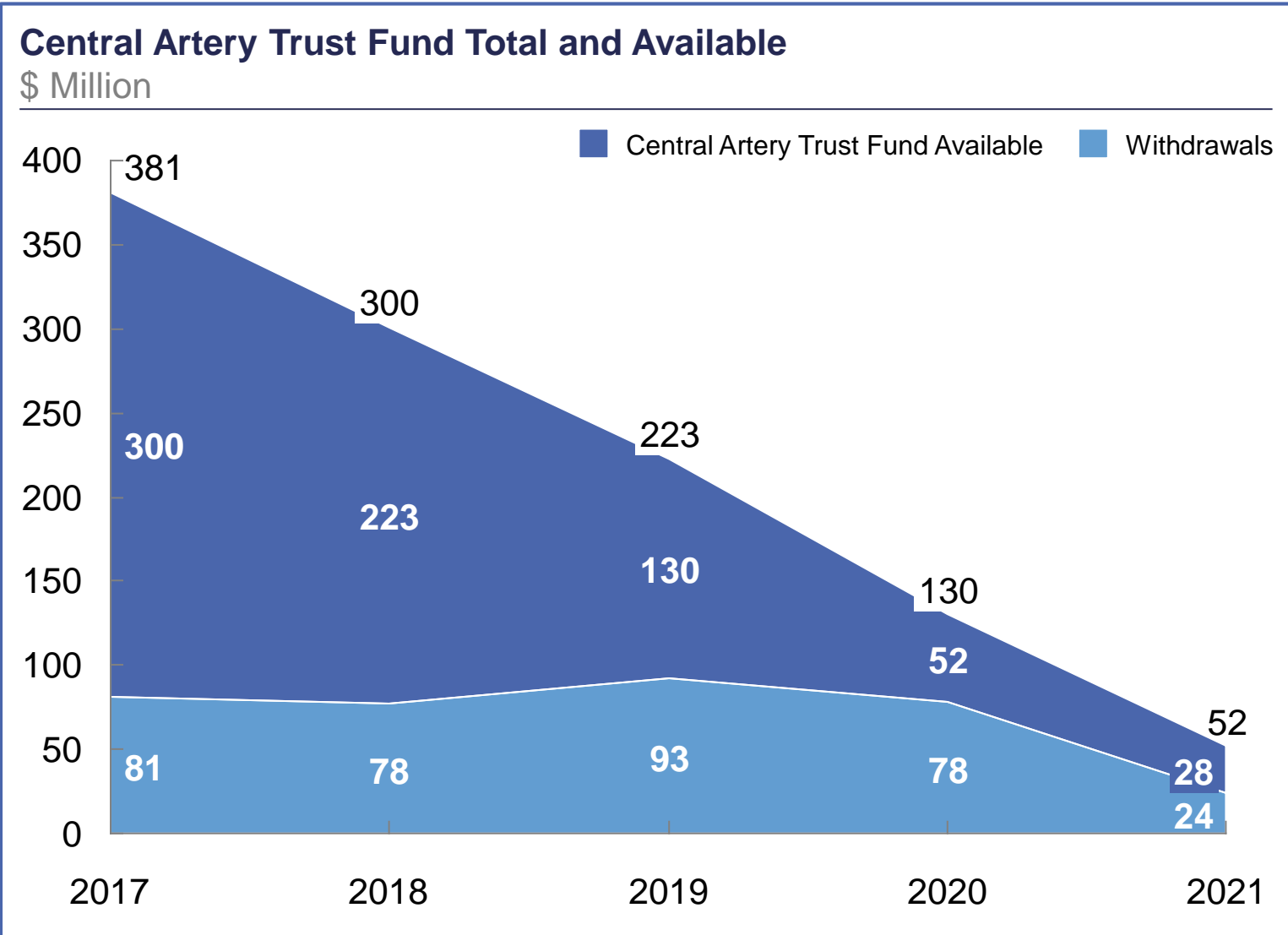
Gaming Revenues	FY2017	FY2018	FY2019	FY2020	FY2021	Total
Yearly Gaming Revenue (Estimate) ²	10,000,000	0	31,000,000	42,000,000	42,000,000	125,000,000

1 Subject to FHWA approval

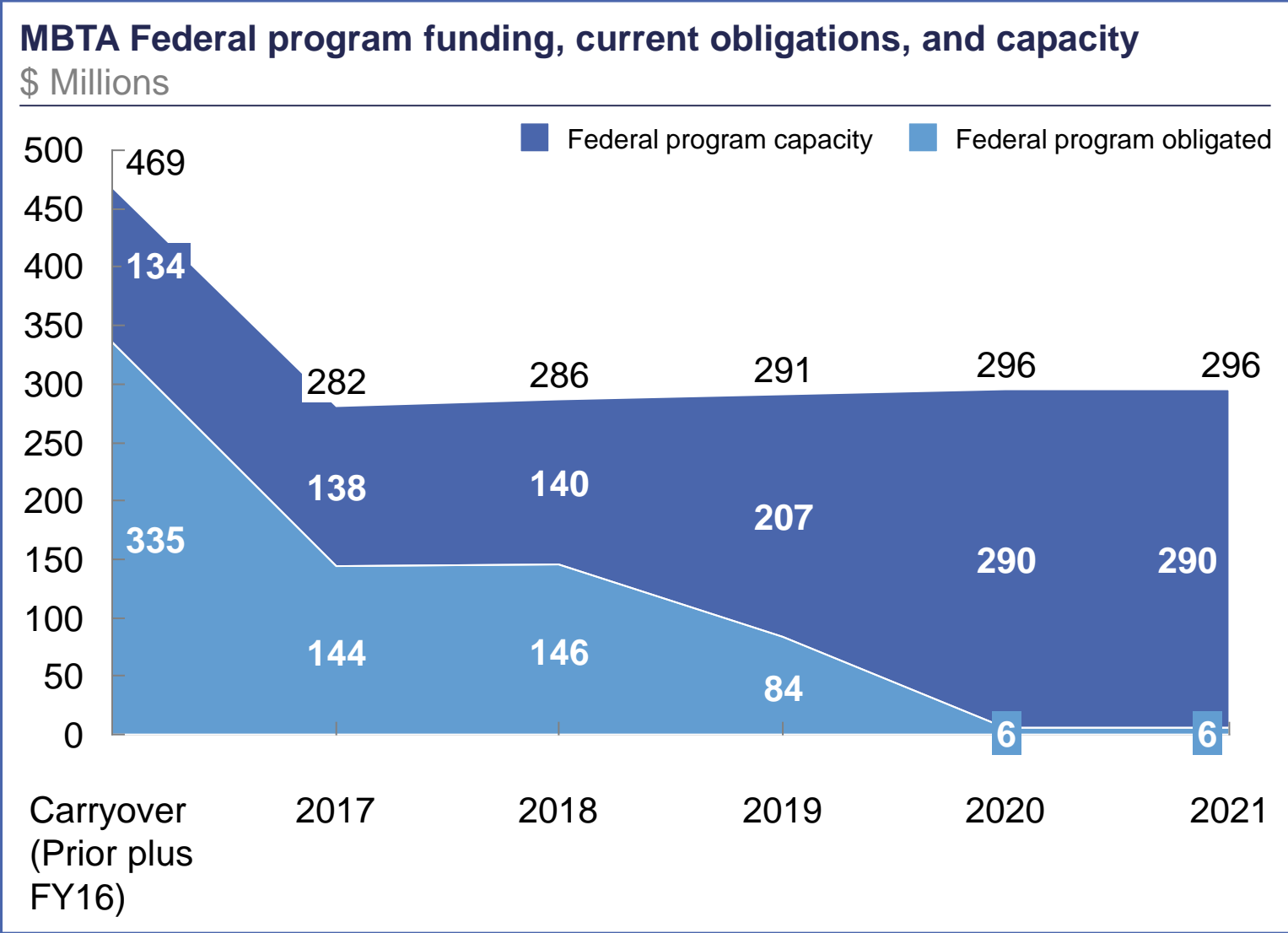
2 It is anticipated that, per legislation, half of these funds will be spent on municipal projects, including Complete Streets



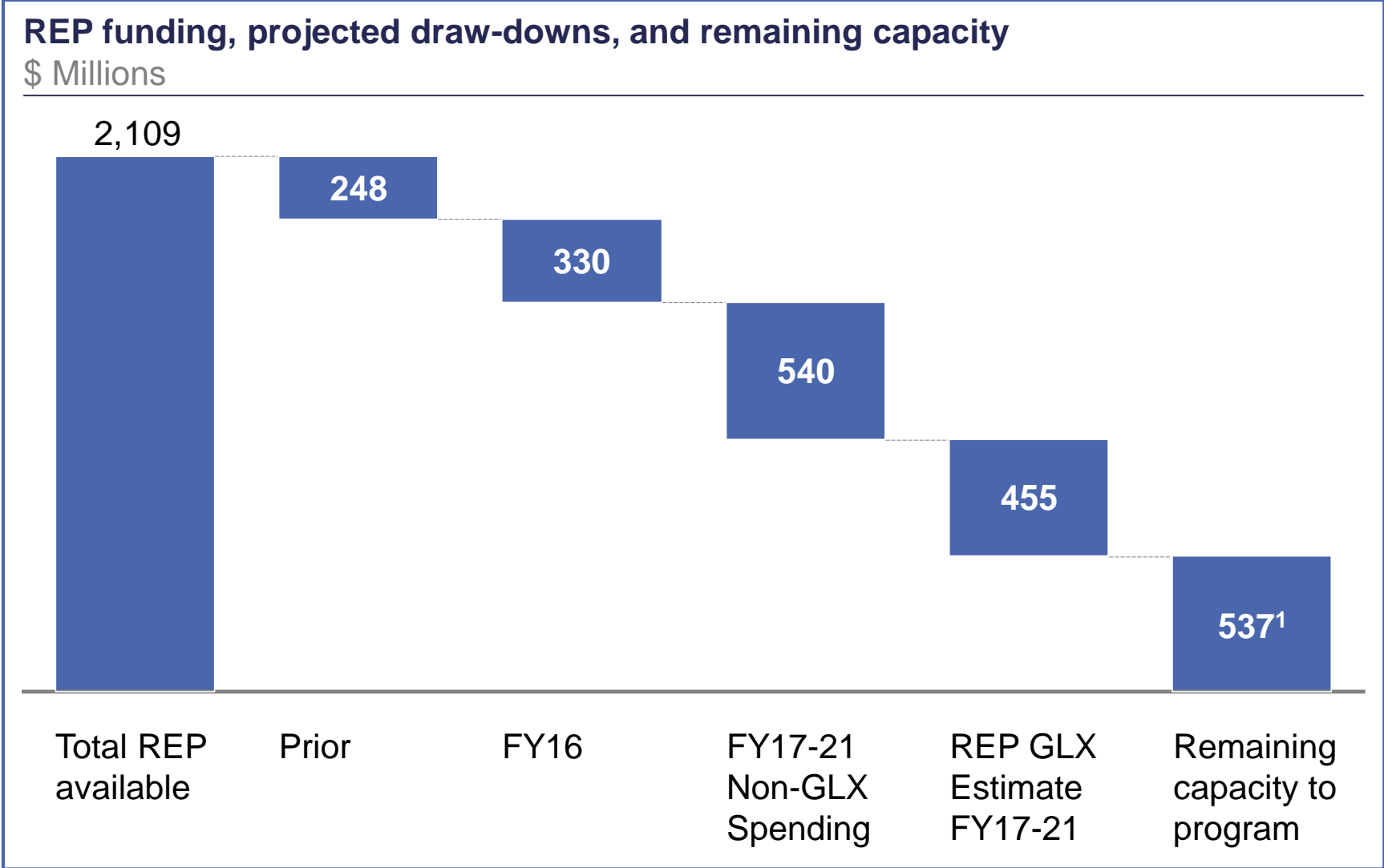
DOT Sources: Central Artery Trust Fund



MBTA Sources: Federal programs



MBTA Sources: Rail Enhancement Program (REP) Funding



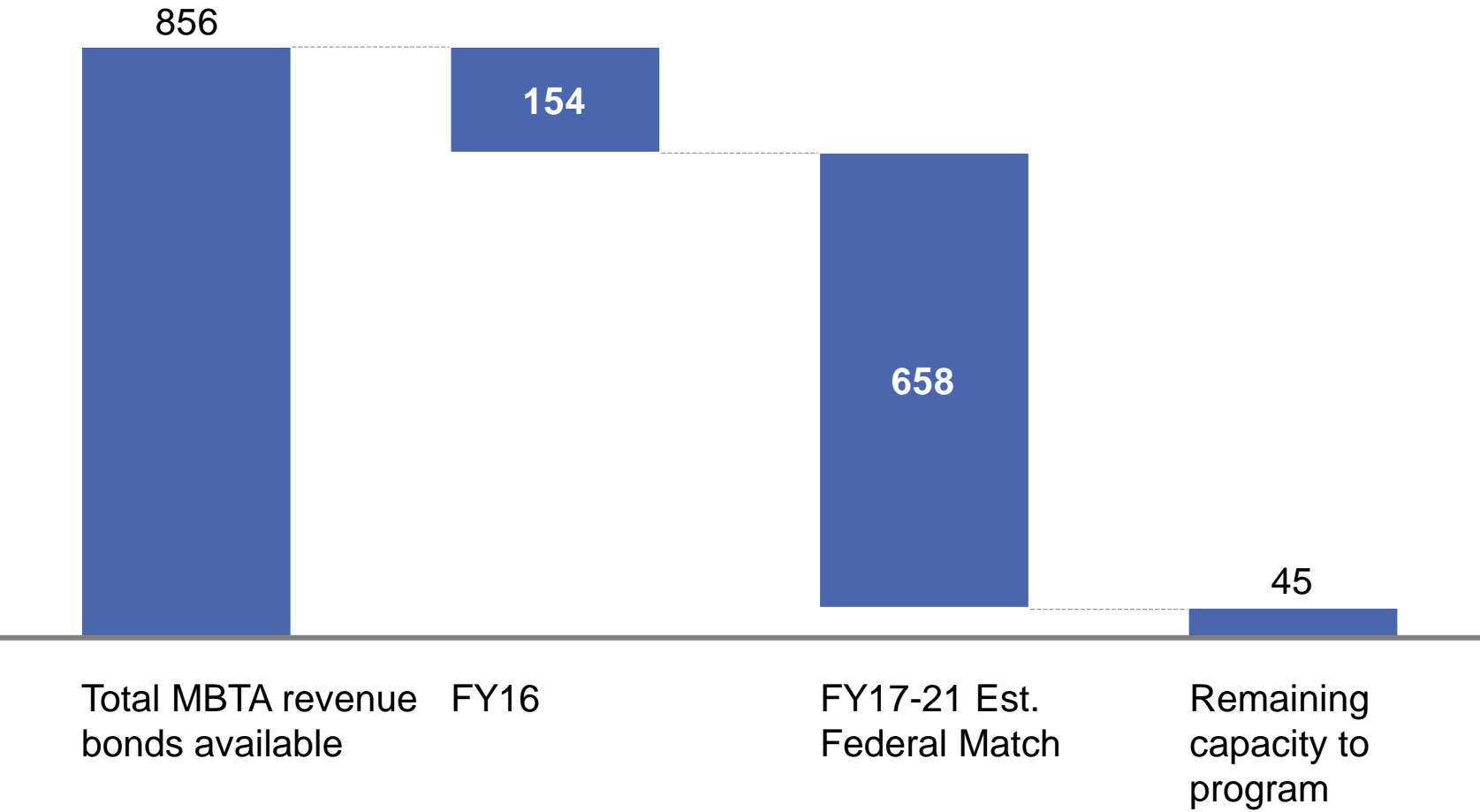
¹ Available capacity for Red and Orange Line vehicle procurement post-FY21 (\$340M) and any additional funding for GLX



MBTA Sources: Revenue Bonds

MBTA Revenue Bonds funding, projected draw-downs, and remaining capacity

\$ Millions



Note: assumes \$60M in potential debt service reserve funds in FY16 and \$240M in state match for unobligated federal funds



Additional Sources: Public Private Partnerships (P3s) and competitive federal grants

It is a top priority of MassDOT and the MBTA to pursue additional funding opportunities that may become available during the horizon of this CIP. This includes discretionary federal sources and P3s.

MassDOT and the MBTA will be proactive in leveraging these opportunities for augmenting transportation dollars in the Commonwealth.



P3s provide enormous potential to make investments in our transportation system with private partners who will directly benefit from these strategic investments.

Example: Boston Landing - \$24.0 million
Partnership between MBTA and New Balance for new commuter rail station

MassDOT Capital Sources (\$ millions)¹ (FY 2017 – FY 2021)

Known Sources	FY2017	FY2018	FY2019	FY2020	FY2021	Total
Bond Cap²	750.0	750.0	750.0	750.0	750.0	3,750.0
Federal Highway (new)	568.4	572.7	582.2	593.5	588.8	2,905.6
Accelerated Bridge Program (ABP)						
Grant Anticipation Notes	141.5	68.9	42.6	6.7		259.7
Federal Highway (existing)	462.7	234.4	113.4	78.4	82.6	971.5
ABP Commonwealth						
Transportation Fund (CTF)	63.7	16.9	7.3	1.6		89.6
Tobin Revenues	20.1	20.1	20.4	20.4	20.4	101.5
Tobin Toll Reserves ³						64.2
Metropolitan Highway System (MHS) Revenues	50.6	49.9	49.7	48.7	48.9	247.9
MHS Toll Reserves ³						62.1
Western Turnpike (WT) Revenues	37.7	53.5	52.9	52.2	52.4	248.7
WT Toll Reserves ³						103.7
Subtotal Known Sources	2,094.7	1,766.6	1,618.5	1,551.5	1,543.1	8,804.3
Estimated Sources						
Central Artery Trust ⁴	81.1	77.6	92.6	78.2	24.0	353.0
Third Party Funds ⁵	6.6	6.6	6.6	6.6	6.6	33.0
Competitive Federal Grants ⁵	60.0	60.0	60.0	60.0	60.0	300.0
Gaming Revenues ⁶	10.0		31.0	42.0	42.0	125.0
Total Sources¹	2,312.5	1,970.7	1,808.7	1,738.3	1,675.7	9,763.8

¹Totals may not add due to rounding. ² Preliminary assumption for planning to be confirmed by A&F. ³Anticipated balance as of 6/30/16. WT bonds are fully paid in 2017; increase in revenues available for capital projects for FY 2018+. Assumes WT tolls remain in place. ⁴Subject to FHWA approval. ⁵ Based on past experience. ⁶ Per legislation 50% will be spent on municipal projects including Complete Streets.

Preliminary draft estimates for policy discussion only; subject to change.

MBTA Capital Sources¹ (\$ millions) (FY 2017 – FY 2021)

Preliminary draft estimates for policy discussion only; subject to change

MBTA Sources, \$M	FY2017	FY2018	FY2019	FY2020	FY2021	Total
(FAST Act authorizations) Federal Transit	\$750 ²	\$286	\$291	\$296	\$296	\$1,918
GLX Full Funding Grant Agr.	\$55	\$150	\$150	\$150	\$150	\$655
TIFIA & RRIF (Assumed for Positive Train Control) ³	\$0	\$389	\$0	\$0	\$0	\$389
Subtotal - Obligations	\$805	\$825	\$441	\$446	\$446	\$2,962
Federal Transit (existing grants)	\$447	\$136	\$47	\$6	\$0	\$637
Revenue Bonds	\$256 ²	\$200	\$200	\$0	\$200	\$856
Rail Enhancement Bonds	\$204	\$182	\$187	\$195	\$227	\$995
Public Private Partnerships	-	-	-	-	-	-
Competitive Federal Grants	-	-	-	-	-	-
Subtotal – Reimbursements & Bonds	\$907	\$518	\$434	\$201	\$427	\$2,488
Total Sources¹	\$1,712	\$1,343	\$875	\$647	\$873	\$5,450

¹ Totals may not add due to rounding. Amounts are based on current project budget and schedules as of the date of this presentation and will change as additional reviews and adjustments to budgets, schedules and cash flows occur. Actual amount available for new projects and programs is much lower as commitments against these funds have been obligated through past CIPs and the Federal State Transportation Improvement Plan. Timing of some funding, especially REP and Federal (Existing Grants), will shift as project schedules are updated. | ² Includes carry-over from prior years | ³ PTC values are under discussion and subject to change based on LOI.

Total Programmable (\$ millions) (FY 2017 – FY 2021)

Preliminary draft estimates for policy discussion only; subject to change

MassDOT				MBTA			
Funding source	FY17	FY18-21	Total	Funding source	FY17	FY18-21	Total
State bond cap	39	1,123	1,162	(FAST Act	134	927	1,061
FHWA (FAST Act)	568	2,337	2,905	authorizations)			
FHWA (Existing Grants)	0	0	0	Federal Transit			
Accelerated Bridge Program (ABP)	0	0	0	FTA (Existing Grants)	0	0	0
GANs				Revenue Bonds	27	185	257
ABP CTF	0	0	0	Rail Enhancement Bonds	Flexible timing		537
Western Turnpike Tolls	107	179	286	Total	134*	927*	1,643
MHS Tolls	14	105	119				
Tobin Tolls	79	77	156				
Central Artery Trust**	Flexible timing		28				
Yearly Gaming Revenue (Estimate)	10	115	125				
Total	817*	3,936*	4,781				

* Totals in a given year (FY17 and FY18-21 columns) do not sum to “total” column, since funding with flexible timing can be allocated at different points in time and is not captured in either specific year column. Funding with flexible timing is reflected in the “total” column in each chart. **Spending subject to FHWA approval and can only be used for eligible costs associated with the Central Artery and Third Tunnel project



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MassDOT Priorities

Maintain and improve the overall condition and reliability of the transportation system

- Necessary routine and capital maintenance
- State of Good Repair (SGR) projects designed primarily to bring asset condition up to an acceptable level
- Asset management and system preservation

Modernize the transportation system to make it safer and more accessible and to accommodate growth

- Compliance with federal mandates or other statutory requirements for safety and/or accessibility improvements
- Projects that go beyond SGR and provide substantial upgrades and/or modernization
- Provide needed capacity to accommodate demand on existing transportation systems

Expand diverse transportation options for communities throughout the Commonwealth

- Expansion projects (for any mode)
- Projects that further health and environmental objectives
- Complete Streets projects on state and municipal streets

Within the priorities, each Division has defined a set of programs that will guide the formation of project lists

Priorities	Highway	MBTA	Rail	Transit	Aeronautics	RMV	IT
1	<ul style="list-style-type: none"> Interstate pavement Non-interstate pavement Bridge Roadway maintenance Routine safety maintenance Facilities 	<ul style="list-style-type: none"> Revenue vehicles Track, signals, and power Bridges Facilities 	<ul style="list-style-type: none"> Safety / capital maintenance Section 130 Program 	<ul style="list-style-type: none"> Mobility assistance program RTA: Facility and vehicle maintenance RTA: Vehicle replacement MassDOT Transit and Technical Assistance 	<ul style="list-style-type: none"> Airport pavement management Airport capital improvement program 	<ul style="list-style-type: none"> RMV operations maintenance 	<ul style="list-style-type: none"> State of good repair – lifecycle management
2	<ul style="list-style-type: none"> Roadway reconstruction Intersection safety Intelligent transportation systems ADA retrofits 	<ul style="list-style-type: none"> Capacity improvements Federally mandated safety programs and accessibility Signal improvements 	<ul style="list-style-type: none"> Modernize rail properties Industrial rail access program MAAB Compliance 	<ul style="list-style-type: none"> RTA: Facility and system modernization RTA: New facilities Other major projects 	<ul style="list-style-type: none"> Statewide airport administration and terminal building program 	<ul style="list-style-type: none"> RMV tech. solution modernization RMV customer service modernization 	<ul style="list-style-type: none"> Business process mgmt. Digital experience cust. improvement Safety RMV Cust. Service Security
3	<ul style="list-style-type: none"> Multi-use paths Capacity Bicycle and pedestrian Complete Streets 	<ul style="list-style-type: none"> Expansion projects 	<ul style="list-style-type: none"> Increase capacity 	<ul style="list-style-type: none"> RTA Fleet expansion 		<ul style="list-style-type: none"> Self-service kiosks 	

Please see following pages for detailed program descriptions

Note: Planning is not included in the programs listed above

Draft for policy discussion purposes only



Programs are described as follows: Highway (1 of 2)

Priorities	Program descriptions
1	<p>Interstate Pavement This program uses federal funds to perform resurfacing and related work on the interstate system. The primary objective of these projects is to improve pavement condition.</p>
	<p>Non-Interstate DOT Pavement This program uses federal funds to perform resurfacing and related work on non-interstate DOT owned roadways. In addition to the site specific federal aid projects, state funded maintenance contracts are also used to improve pavement condition.</p>
	<p>Bridge This program includes the federal aid replacement and rehabilitation projects as well as the state funded routine structures maintenance contracts.</p>
	<p>Roadway Maintenance This program consists of state funded routine maintenance contracts that are used to repair drainage systems, sidewalks, fencing, guardrail and vegetation management. These investments maximize the potential of our assets and increase the useful life. This program also includes the federal aid stormwater retrofit contracts.</p>
	<p>Safety Maintenance This program consists of state and federal funded maintenance contracts that are used to repair traffic signals, highway lighting systems, impact attenuators, traffic signs and pavement markers. These investments are essential to providing a safe roadway network for our customers.</p>
	<p>Facilities This program is used to maintain, repair and replace buildings that are owned by the Highway Division. This investment provides the infrastructure to enable Highway Division staff to fulfill organizational goals.</p>
	<p>Municipal Bridge This program will assist municipalities in repairing and replacing town owned bridges with a span length of less than 20 feet.</p>

Programs are described as follows: Highway (2 of 2)

Priorities	Program descriptions
2	<p>Roadway Reconstruction This program includes projects that are typically federal aid roadway reconstruction projects. Many are municipally proposed projects involving municipally owned facilities. Nearly all of these projects include improvements to bicycle and pedestrian accommodations.</p>
	<p>Intersection Safety This program includes traffic signal upgrades and intersection improvement projects. These projects provide valuable safety improvements. All new traffic signal installations include Accessible Pedestrian Signals (APS).</p>
	<p>ADA Retrofits This program consists of projects that are specifically designed to improve the accessibility of state owned sidewalks. Locations will be identified utilizing information collected as part of MassDOT's ADA Transition Plan. A prioritization methodology that was developed in cooperation with the Massachusetts Office on Disabilities will be implemented for future projects.</p>
	<p>ITS Projects in this program typically involve the installation of cameras message, signs and communication equipment designed to provide real time traffic information to roadway users. This information allows drivers to make better informed decisions regarding their travel options.</p>
3	<p>Multi Use Path Projects in this program typically involve the construction of multi-use paths on alignments that are independent from the roadway network.</p>
	<p>Capacity This program includes projects that add new connections to or expand the existing transportation network.</p>
	<p>Complete Streets Program This program rewards communities that demonstrate a commitment to embedding Complete Streets in their policies and practices by providing technical assistance and funding.</p>
	<p>Bicycle And Pedestrian Plan Implementation This program will fund future projects that are developed by municipalities in accordance with their approved bicycle and pedestrian implementation plans.</p>

Programs are described as follows: MBTA (1 of 2)

Priorities	Program descriptions	
1	<p>Revenue vehicles</p> <p>Track, signals, and power</p> <p>Bridges</p> <p>Facilities</p>	<p>In the FY17-21 CIP, we wish to allocate the state of good repair target (\$3.825B five year target, \$765M annual target) based on each individual asset class' percentage of the total backlog (\$7.3B). This will establish the program funding buckets by asset class for the next five years. Based on available funding, directorates will select projects within these categories to return assets to acceptable condition.</p> <p>Revenue vehicle program could include acquisition of new rolling stock as well as mid-life overhauls. Track, signals and power will include a variety of investments designed to improve the reliability of those assets. Bridges and Facilities will follow a similar approach, focusing funding on critical needs in all other SGR categories.</p>
	<p>Capacity improvements</p>	<p>Investments to track, infrastructure, and car houses designed to ensure that the vehicles scheduled for delivery in FY2019 will operate as intended. This program includes a mix of state of good repair investments and additional improvements designed to modernize the system. Examples include Red and Orange Line infrastructure.</p>
	<p>Federally mandated safety programs and accessibility</p>	<p>To meet federally mandated safety requirements for the commuter rail system. Contracts to complete the work were approved by the Board of Directors; however, the FY17 – FY21 CIP will detail the finance plan necessary to pay for this mandated program. Examples include Positive Train Control, Green Line Automatic Train Protection, and other investments identified through PATI and BCIL.</p>
	<p>Signal improvements</p>	<p>Investment necessary to target critical signal infrastructure, allowing the MBTA to improve service along the branches. This could include a mix of projects that begin as SGR investments, but could ultimately transition into a modernization program of the signal system. Examples include Green Line signals.</p>
2		

Programs are described as follows: MBTA (2 of 2)

Priorities	Program descriptions
	<p>Expansion projects</p> <p>Targeted expansion investments designed to improve access to transit and statewide rail. Examples could include Green Line Extension, South Coast Rail, and Silver Line to Chelsea.</p>

Programs are described as follows: Rail

Priorities	Program descriptions	
1	Safety/Capital Maintenance	Covers cost to maintain MassDOT- owned track and right of way to a minimal classification (Class 1) condition exclusive of structures such as bridges, culverts and grade crossings. Includes FRA compliance inspections.
	Section 130 Program	Repair of grade crossings owned by MassDOT and provide technical support. Cost primarily with federal funds (90% of the cost)
	MAAB Compliance	Compliance with the requirements of MAAB (Massachusetts Architectural Access Board) when significant investments made to assets (e.g. Knowledge Corridor, Springfield Union Station)
2	Modernize Rail Properties	Modernization of MassDOT lines to be used for projects such as a storage facility or MassDOT maintenance equipment.
	Industrial Rail Access Program	Investment in private sector rail lines to leverage private investment and increase freight rail usage or to modernize an active line to increase the utility to customer.
3	Increase Capacity	Supports contractual obligations associated with MassDOT’s purchase of rail properties (e.g. payments to Amtrak and Pan Am Southern for the Knowledge Corridor), Falmouth’s reuse of the Falmouth Depot, and rehabilitation of surplus MBTA equipment (pilot project)

Programs are described as follows: Transit

Priorities	Program descriptions	
1	MassDOT Mobility Programs: Vehicle Replacement	The Mobility Assistance Program funds the purchase of vans and related equipment used to provide transportation for the elderly and disabled by Councils on Aging, RTAs, and non-profits.
	RTA: Facility and Vehicle Maintenance	Maintenance of the 15 Regional Transit Authorities' Facilities and Vehicles in or close to a State of Good Repair (SGR).
	Transit Support	Funds IT support for the Federal Grants program and technical assistance for the rural transit providers; Funds one year of BusPlus support for the intercity bus program
2	RTA: Fleet Expansion	Construction of new Regional Transit Authority Maintenance, Operations, or Intermodal Transit Facilities such as garages and bus stations.
	RTA: Facility and System Modernization	Modernization of Regional Transit Authority Facilities and Systems
3	<i>No Priority 3 programs</i>	

Programs are described as follows: Aeronautics

Priorities	Program descriptions	
1	Airport Pavement Management System	Maintain a Pavement Condition Index (PCI) equal to 75 for all pavements “inside the fence” by both investing state matching funds to leverage and manage Federal flow-through funding and to provide state funding for airport safety and maintenance program (ASMP) projects
	Airport Capital Improvement Program	Capital investments from federal and state sources to accomplish a full range of airport state of good repair projects that focus on safe and efficient airport operations and services
2	Statewide Airport Administration and Terminal Building Program	In 2010, the Statewide Airport System Plan identified 17 Airports that did not have, or needed renovation to their Administration Building due to insufficient admin spaces requiring upgrades
3	<i>No Priority 3 programs</i>	

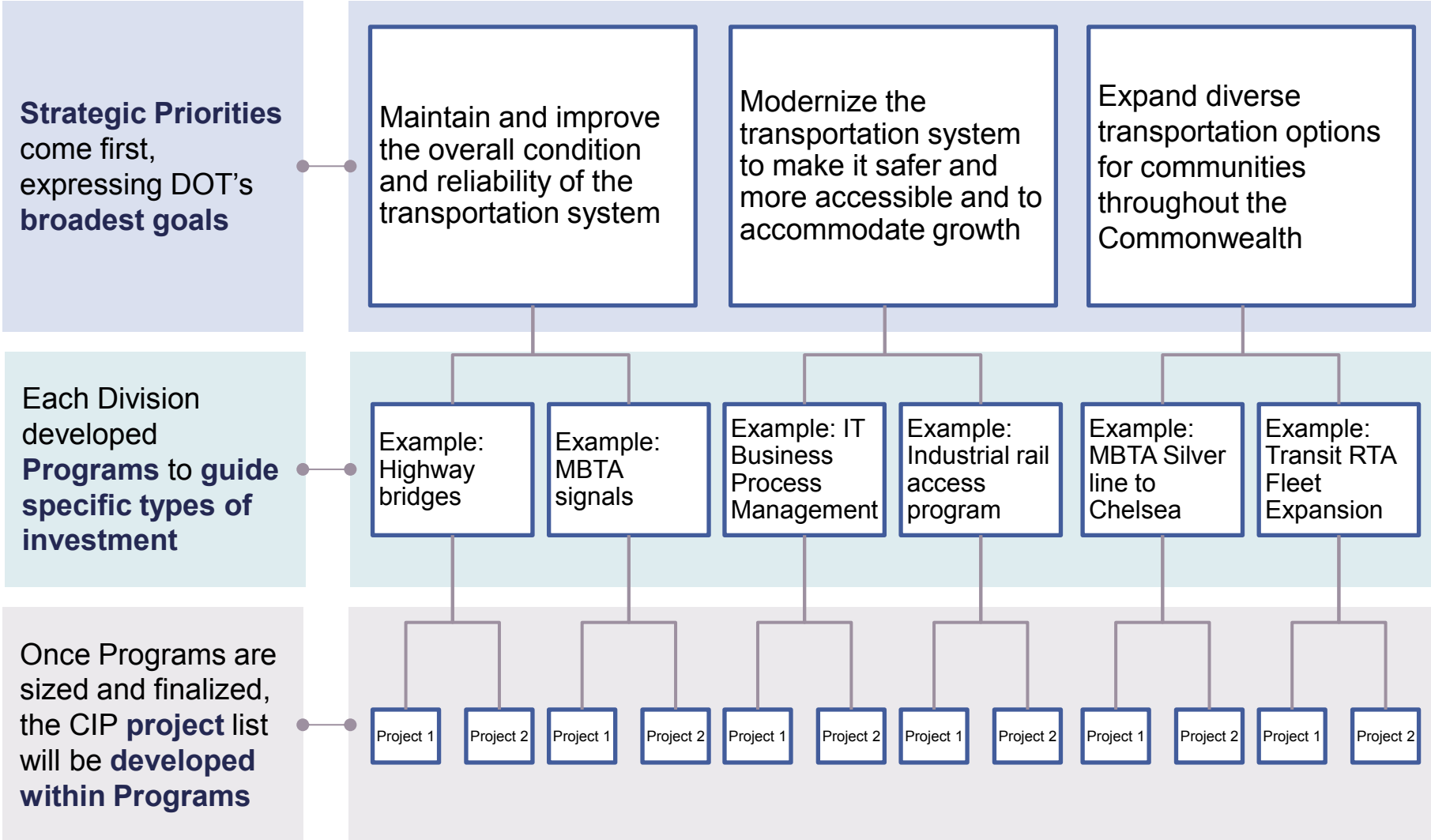
Programs are described as follows: IT

Priorities	Program descriptions
1	<p>SGR Lifecycle Management Includes projects that keep critical IT Infrastructure operational and secure along with all backup and supporting components including disaster recovery and business continuity</p>
2	<p>Business Process Management/Improvement Projects that utilize software solutions to improve and automate business processes.</p>
	<p>Public Safety Modernization Projects that have a direct impact on public safety and reduce fatalities/injuries or address security threats.</p>
	<p>Digital Experience Customer Improvement Projects that directly impact customers through interaction with our website and other public facing tools.</p>
	<p>RMV Customer Service Model Modernization Projects that contribute to service delivery and data availability for RMV Branches and other Partners</p>
3	<p><i>No Priority 3 programs</i></p>

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- Update on CIP progress
- Sources
- Priorities and program descriptions
- **Program sizing methods**
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As you know, the CIP process is following a strategic capital planning framework



Strategic Priorities come first, expressing DOT's broadest goals

Maintain and improve the overall condition and reliability of the transportation system

Modernize the transportation system to make it safer and more accessible and to accommodate growth

Expand diverse transportation options for communities throughout the Commonwealth

Each Division developed Programs to guide specific types of investment

Example: Highway bridges

Example: MBTA signals

Example: IT Business Process Management

Example: Industrial rail access program

Example: MBTA Silver line to Chelsea

Example: Transit RTA Fleet Expansion

Once Programs are sized and finalized, the CIP project list will be developed within Programs

Project 1

Project 2

Project 1

Project 2

Project 1

Project 2

Project 1

Project 2

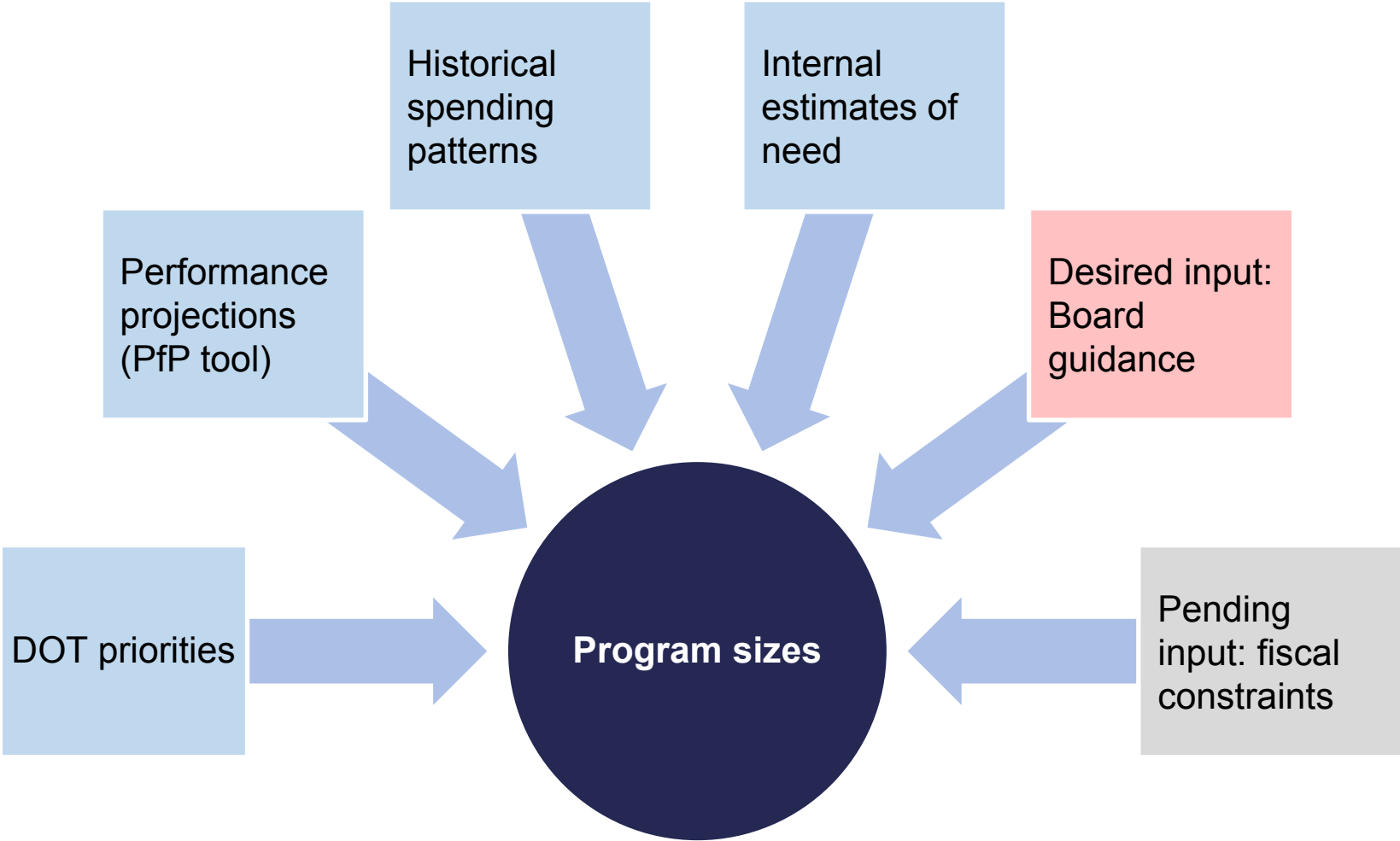
Project 1

Project 2

Project 1

Project 2

Proposed sizes for each of these programs are based on several inputs, and we will request the Board's input as we finalize them



The Planning for Performance tool (PfP), along with other data-driven inputs including PSAC, are informing construction of the CIP portfolio

Planning for Performance (PfP)

Category	Value	Performance
INFORMATION TECHNOLOGY PROJECTS	\$91	N/A
ENTERPRISE SERVICES	\$42	N/A
KEY PROJECTS - HIGHWAY SGR	\$50	N/A
KEY PROJECTS - HIGHWAY MODERNIZATION	\$50	N/A
KEY PROJECTS - HIGHWAY CAPACITY	\$50	N/A
KEY PROJECTS - TRANSIT SGR	\$50	N/A
KEY PROJECTS - TRANSIT MODERNIZATION	\$50	N/A
KEY PROJECTS - TRANSIT CAPACITY	\$50	N/A
Total	\$433	

- PfP is a tool that MassDOT can use to discover where the next marginal dollar of capital spending will yield the highest return on performance
- The PfP tool has software features which can be used to help set optimal program sizes

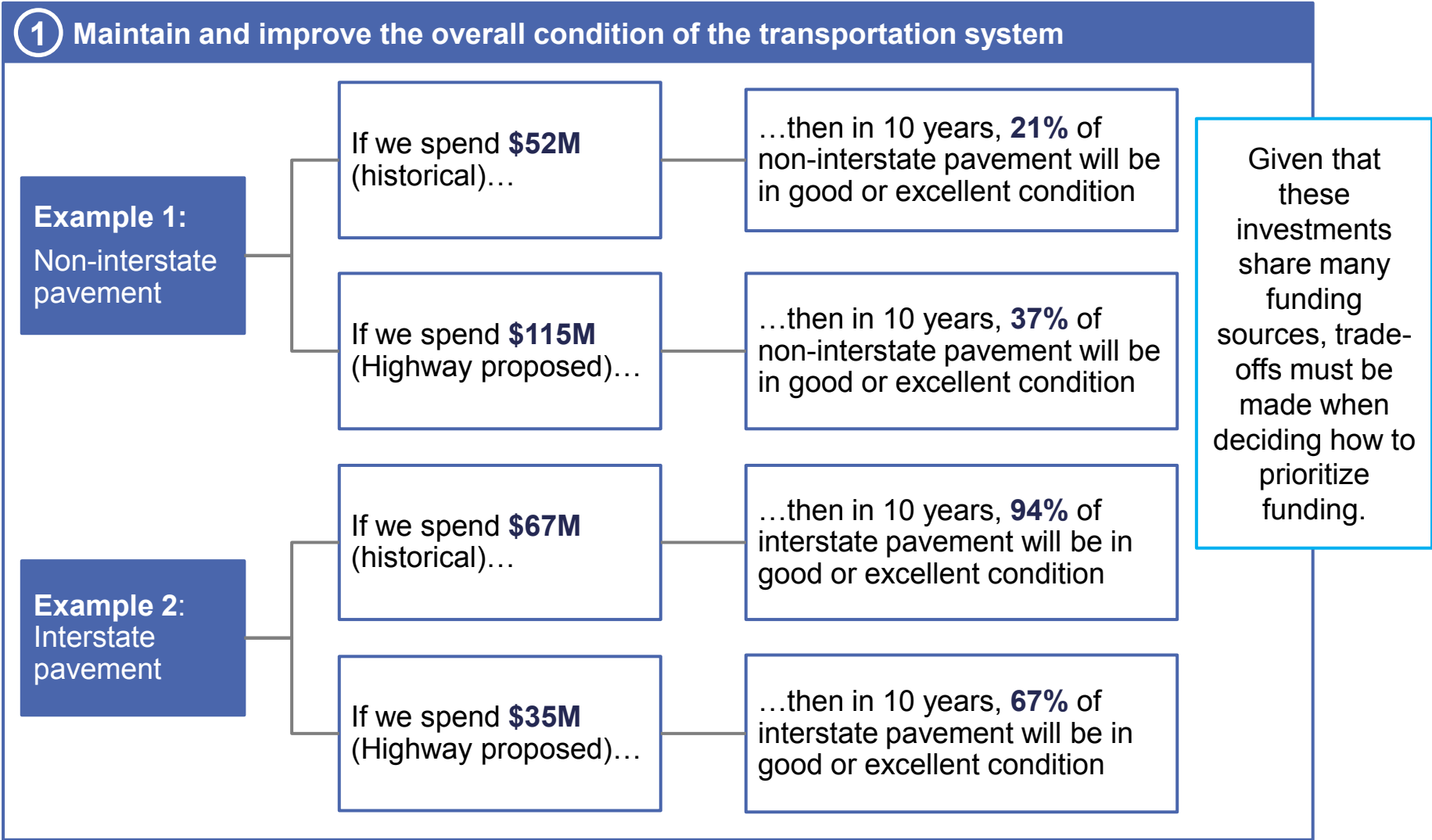
Project Selection Advisory Committee (PSAC)

- Roads and Paths Modernization
- Roads and Paths Capacity
- MBTA Modernization
- MBTA Capacity
- Regional Transit Modernization
- Regional Transit Capacity

Goals/Criteria	Roads & Paths Modernization	MBTA/Regional Transit Modernization	Roads & Paths Capacity	MBTA/Regional Transit Capacity
Cost Effectiveness	15	20	20	25
Economic Impact	10		15	20
Environmental & Health Effects	10	5	10	10
Mobility	10	30	25	25
Policy Support	10	10	10	10
Safety	10	10	10	
Social Equity			10	10
System Preservation	35	25		
Total	100	100	100	100

- PSAC scores, where available, can help to rank and prioritize projects within programs

The Planning for Performance (PfP) tool projects outcomes in 10 years given spending



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Next steps

- February 22 Joint CPC and FMCB Meeting: Recommendations for program sizes within Priority 1
- February 29 FMCB meeting: Recommendations for Priority 1 projects, and program sizes and projects within Priorities 2 and 3
- March 6 CPC meeting: Recommendations for Priority 1 projects, and program sizes and projects within Priorities 2 and 3