

To: MassDOT Board of Directors
From: Thomas J. Tinlin, Highway Administrator
Subject: Highway Division Report, February 2016

Update on Triennial Review and Western Turnpike Tolls Public Meetings

In January, the Highway Division held four public meetings on the Triennial Review and the Western Turnpike tolls. The meetings were held in Worcester, Springfield, Framingham, and Lenox. At each meeting, MassDOT led discussion on the process for making a “good repair” decision before the bonds are paid off in January 2017, and the independent consultant team TranSystems presented the findings of their Triennial Review. The public meetings were based on the presentation provided to the Board at the November Board Meeting and the Triennial Report the Board received. At each meeting, the Director of Tolling and a District Highway Director was in attendance to field questions from the audience.

The meetings were attended by numerous elected officials and approximately 80 members of the public over the four meetings. The majority of feedback from the public focused on toll equity and a desire to pursue toll equity across the state. In general, elected officials and the general public recognized that tolls on the Western Turnpike provide an important and sustained funding source for maintenance and capital programs, and because of this the Western Turnpike is in better condition relative to most roads in the Commonwealth. At each meeting MassDOT emphasized that all revenue collected on the Western Turnpike must be spent directly on the Western Turnpike and cannot be spent on any other road.

Snow and Ice Budget Update

As of February 3, MassDOT has had 7 statewide snow and ice events; the events on Friday February 5 and Monday February 8 are not reflected in this report. As of that date, the Highway Division had expended \$34.04 Million of its \$110.43 Million budget, or 31%. A detailed Budget and Expenditure Analysis has been included for the Board’s review. This document compares year-to-date expenditures and total budgeted amounts in every major snow and ice expense category, including hired equipment, materials, salary, overtime, and vehicle repairs.

It is important to note that although the current expenditure distribution percentage for snow and ice materials (shown in red) is larger than our budgeted percentage, it is because we are currently sitting on a large stockpile of snow and ice materials due to less severe than expected weather so far.

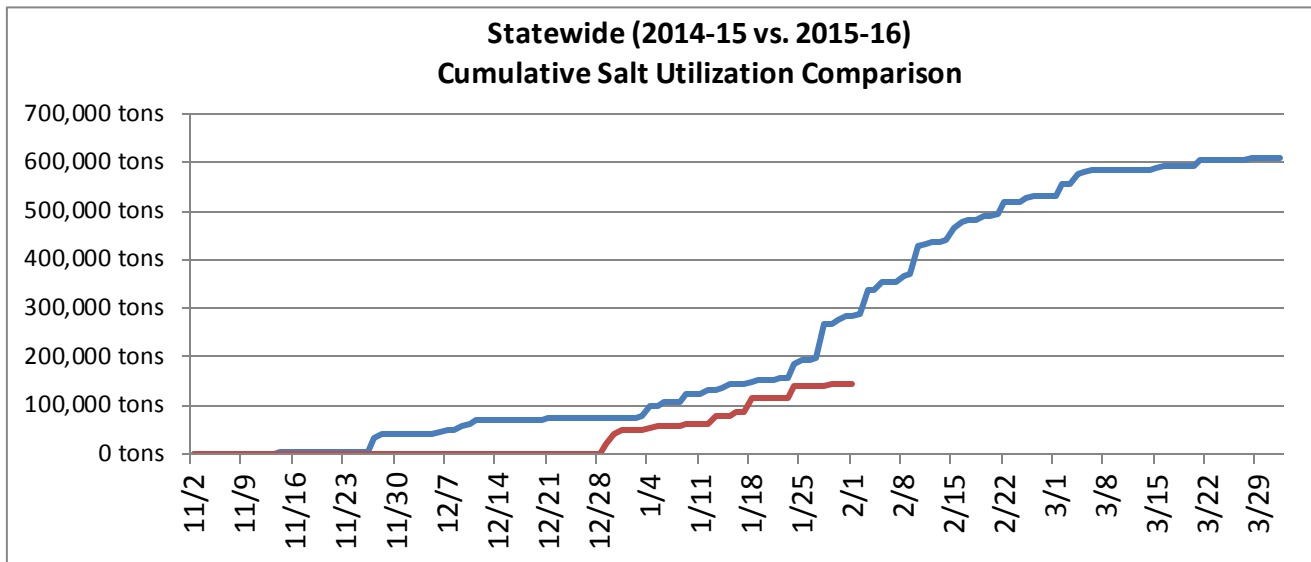
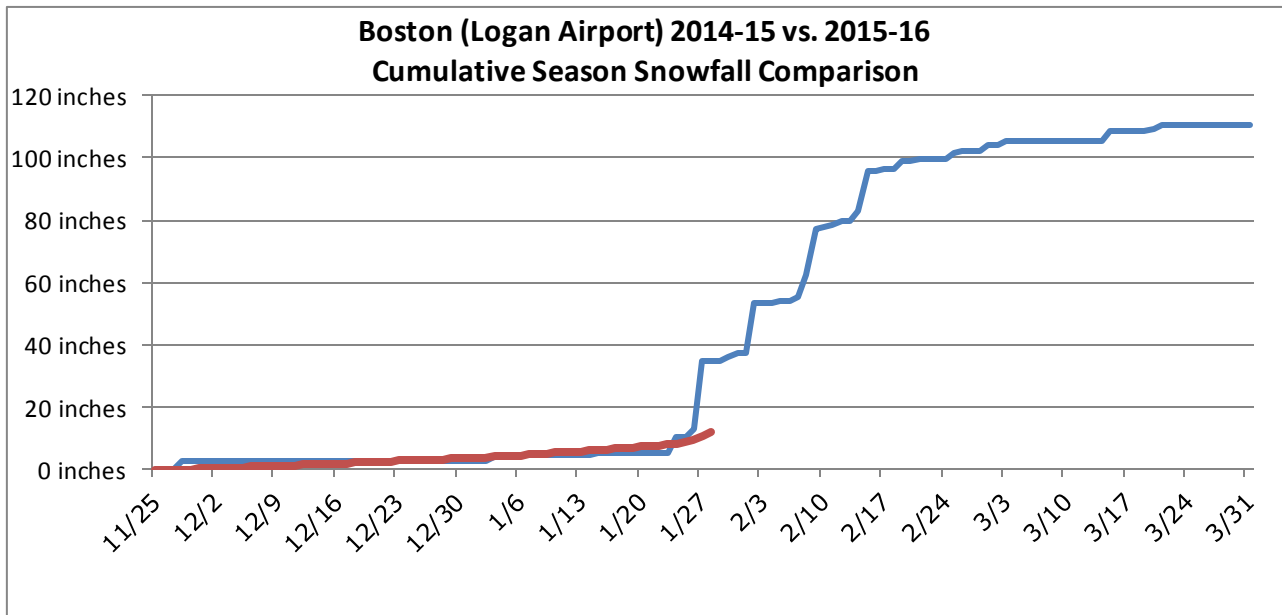
For the purposes of comparison, a year-to-date snowfall comparison for Boston has also been provided along with a statewide salt utilization comparison.

Emergency Assistance to Washington, D.C.

After a Nor’easter dropped over 2 feet of snow in Washington, D.C. the MassDOT Highway Division deployed a convoy of equipment and workers to support the recovery effort in the nation’s capital. A team of 20 MassDOT personnel departed on January 27th with 5 front-end loaders and an 80-ton snow melter. The MassDOT crew was accompanied by personnel from DCR and MWRA. The support came

through the Emergency Management Assistance Compact (EMAC) which is a state-to-state mutual aid agreement that allows sharing of resources and reimbursement during emergencies.

MassDOT crews worked tirelessly night and day to clear roads and manage the massive snow farm at Robert F Kennedy Stadium, melting over 4,000 tons of snow. The crews also assisted in clearing the area around Walter Reed Medical Center, helping restore the facility to normal service, and assisted in clearing residential roads in the Riggs Park neighborhood in northeast Washington, D.C. The crews were welcomed home on January 31st following their successful mission.



31%



Budget Spent

Report Data Date 2/3/2016

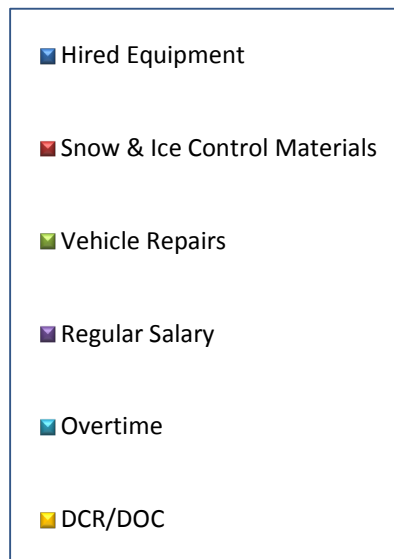
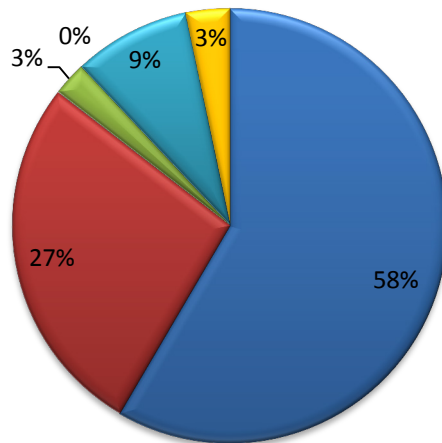
Total Annual Budget **\$ 110,430,771**

Total YTD Expenditures **\$ 34,040,097**

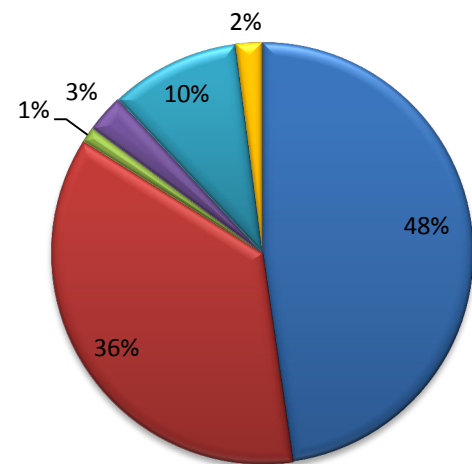
Total Annual Budget Remaining **\$ 76,390,674**

	Budget ¹	Actual YTD Expenditures	Budget Remaining
Hired Equipment ²	\$ 64,524,999	\$ 16,242,287	\$ 48,282,712
Snow & Ice Control Materials ²	\$ 29,881,272	\$ 12,308,438	\$ 17,572,834
State Funded ⁴	\$ 25,704,540	\$ 10,548,601	\$ 15,155,939
Toll Funded	\$ 4,176,732	\$ 1,759,837	\$ 2,416,895
Vehicle Repairs ³	\$ 2,777,615	\$ 407,825	\$ 2,369,790
State Funded	\$ 742,548	\$ 216,923	\$ 525,625
Toll Funded	\$ 2,035,067	\$ 190,902	\$ 1,844,165
Total Salary Costs ³ though Pay Period 1/23/16	\$ 9,678,277	\$ 4,381,109	\$ 5,297,168
Regular Salary Costs ³ (including Fringe and Indirect costs)	\$ -	\$ 990,816	\$ (990,816)
State Funded	\$ -	\$ 696,179	\$ (696,179)
Toll Funded	\$ -	\$ 294,637	\$ (294,637)
Overtime Salary Costs ³ (including Fringe and Indirect costs)	\$ 9,678,277	\$ 3,390,293	\$ 6,287,984
State Funded	\$ 6,754,289	\$ 2,419,654	\$ 4,334,635
Toll Funded	\$ 2,923,988	\$ 970,639	\$ 1,953,349
DCR/DOC Snow and Ice Operations ³	\$ 3,568,608	\$ 700,437	\$ 2,868,171
State Funded Total	\$ 101,294,984	\$ 30,824,082	\$ 70,470,902
Toll Funded Total	\$ 9,135,787	\$ 3,216,015	\$ 5,919,772
Grand Total	\$ 110,430,771	\$ 34,040,097	\$ 76,390,674

Budget Distribution



Expenditure Distribution



Notes:

¹ Budget reflects amounts approved by MassDOT board, including authorized use of reserves if necessary

⁴ Includes materials purchased for DCR

² Source of expenditure data is Snow and Ice Management System (SIMS), may show additional cost incurred but not paid yet.

³ Source of data is MMARS and HRCMS warehouse.