



# Finances for the Development of the LRTP and TIP



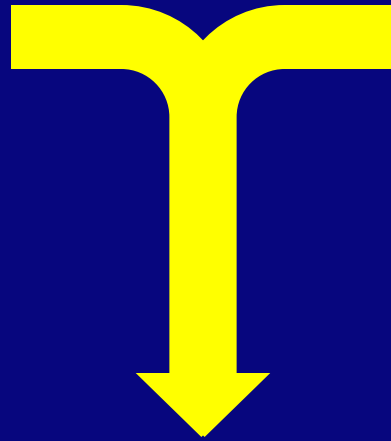
**April 2, 2015**

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**Boston Region Metropolitan Planning Organization**

# Good News in the Short Term

Elimination of Major  
Infrastructure  
funding category



GANs repayments  
begin low and  
increase up to 2026

Increased Regional Target Program funding for  
MPOs in the TIP

# FEDERAL HIGHWAY PROGRAM

## Accelerated Bridge Program (ABP) Repayment

### Funding for MPOs Statewide

#### Bridge Program

- On-system
- Off-system

#### Statewide Items

- Highway Safety Improvement Program (HSIP)
- Congestion Mitigation & Air Quality Improvement Program (CMAQ)
- Transportation Alternatives Program (TAP)
- Intelligent Transportation Systems (ITS)
- Interstate Maintenance (IM)

#### Major Infrastructure

- National Highway Performance Program (NHPP)

#### Regional Targets

- HSIP
- CMAQ
- TAP
- National Highway Performance Program (NHPP)
- Surface Transportation Program (STP)

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# MPO Target Funding for FFYs 2016-19 TIP

<b>Total Regional Target</b>	<b>FFY 2016</b>	<b>FFY 2017</b>	<b>FFY 2018</b>	<b>FFY 2019</b>
Current Funds	\$75,009,821	\$75,009,821	\$75,009,821	
New Funds	\$75,009,821	\$88,759,294	\$92,626,333	\$92,626,333
<b>Difference</b>	<b>\$0</b>	<b>\$13,749,473</b>	<b>\$17,616,512</b>	

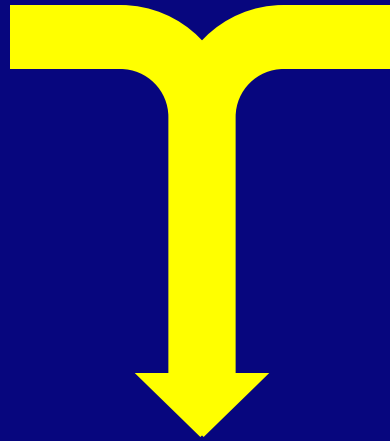


# MPO Target Funding for FFYs 2016-19 TIP by Program

Regional Target by Funding Program	FFY 2016	FFY 2017	FFY 2018	FFY 2019
Current <b>CMAQ</b> Target	\$13,427,220	\$13,427,220	\$13,427,220	
New <b>CMAQ</b> Target	\$13,427,220	\$13,427,220	\$13,427,220	\$13,427,220
<b>Difference</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	
Current <b>HSIP</b> Target	\$4,296,710	\$4,296,710	\$4,296,710	
New <b>HSIP</b> Target	\$4,296,710	\$4,296,710	\$4,296,710	\$4,296,710
<b>Difference</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	
Current <b>TAP</b> Target	\$4,346,838	\$2,824,382	\$2,824,382	
New <b>TAP</b> Target	\$5,097,438	\$3,312,089	\$3,312,089	\$2,548,719
<b>Difference</b>	<b>\$750,600</b>	<b>\$487,707</b>	<b>\$487,707</b>	

# Bad news in the Long Term

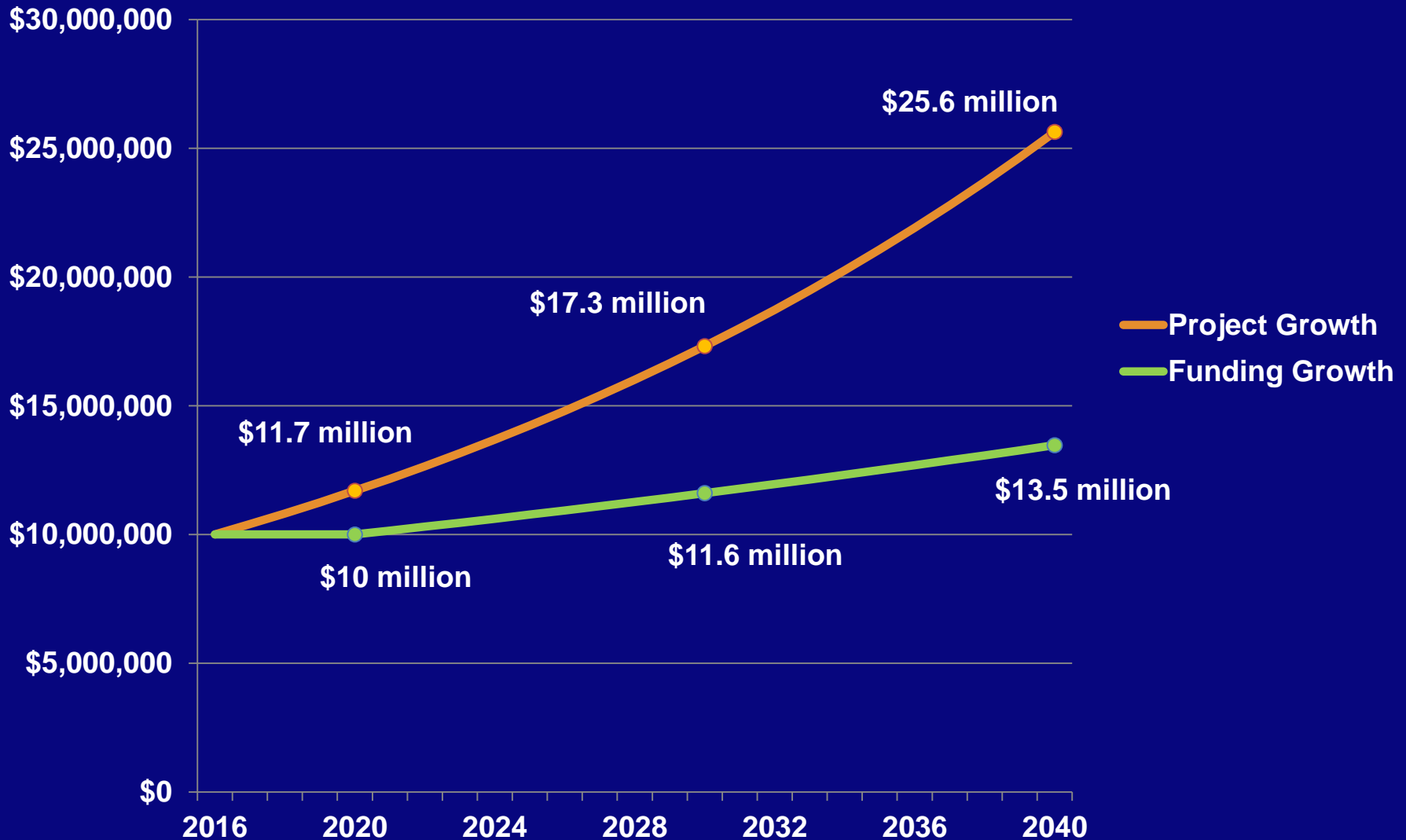
Assumed funding growth factor for available funding of 1.5% a year beginning in 2021



Assumed inflationary growth factor for projects of 4% a year

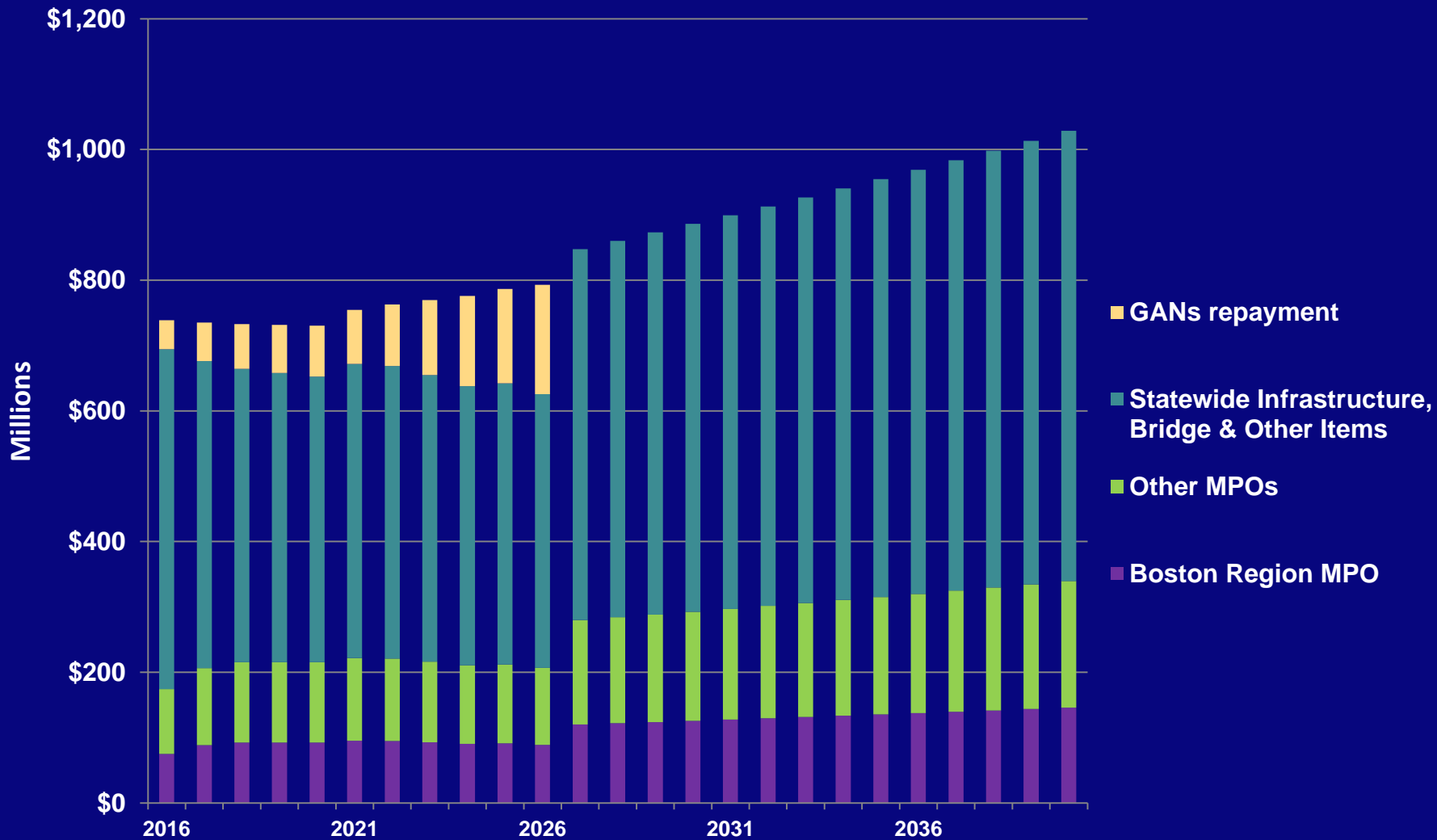
Over time, project cost growth will outpace funding growth

# Project Growth versus Funding Growth, FFYs 2016-2040

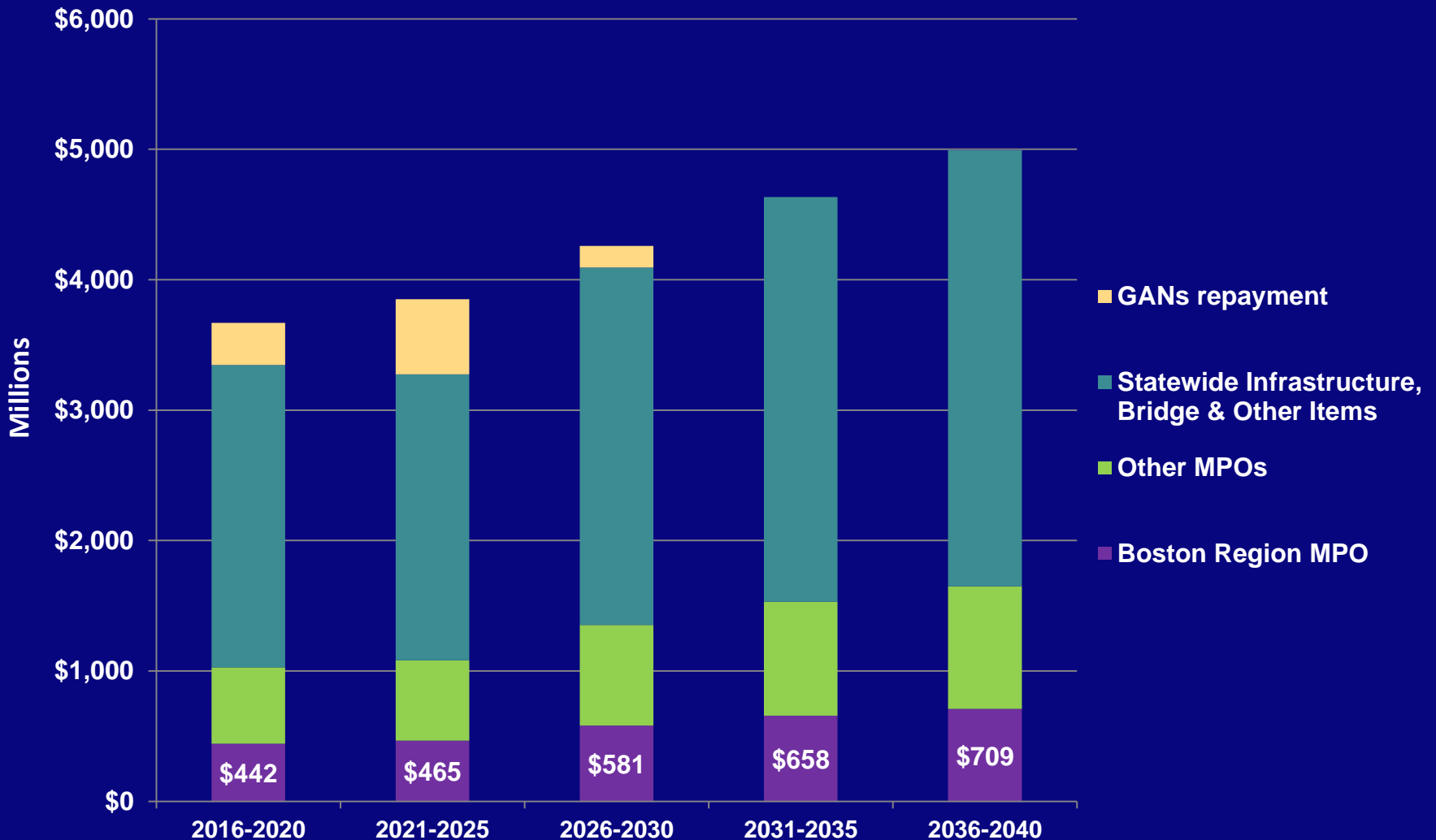




# Federal Highway Program, FFYs 2016-2040



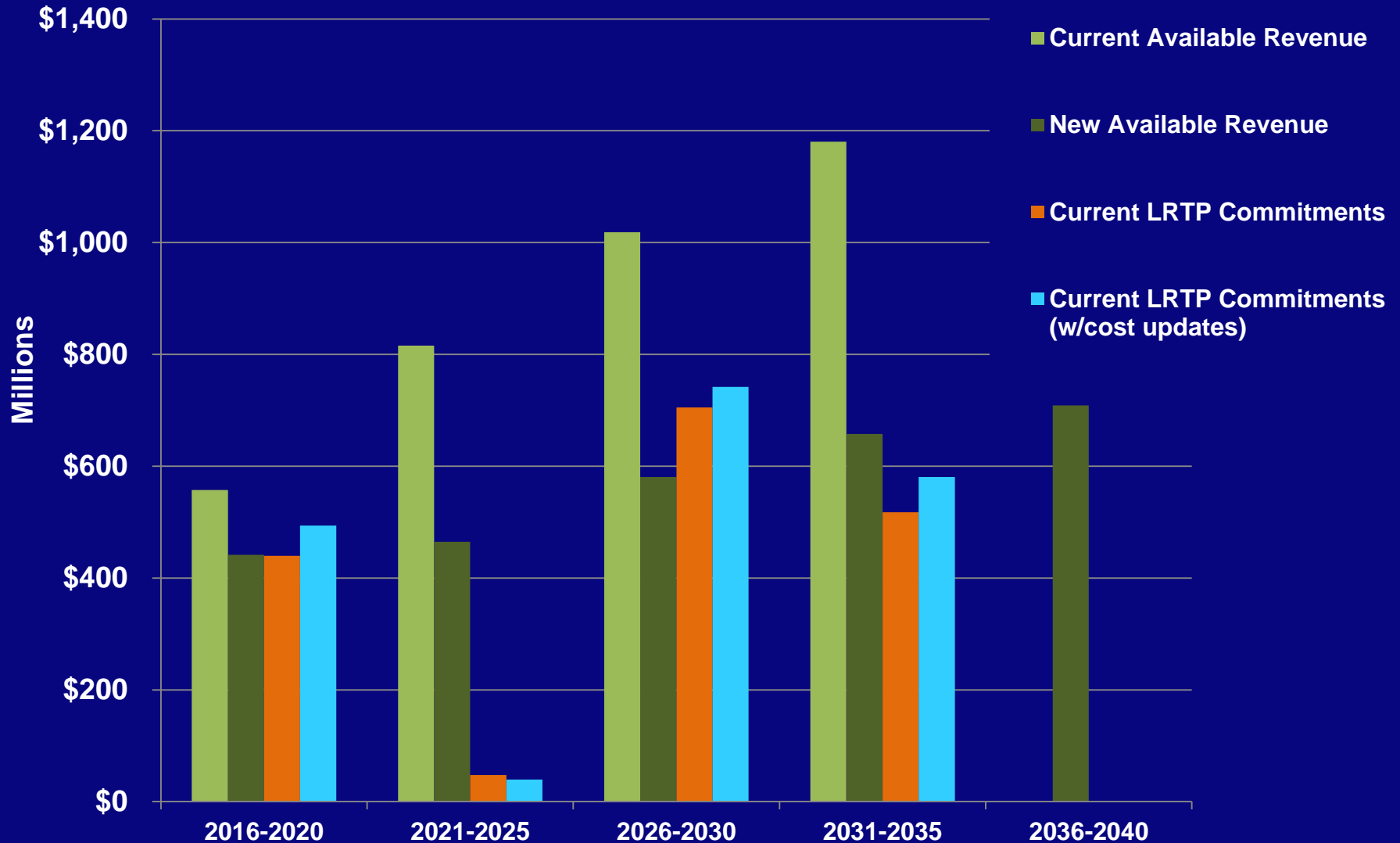
# Federal Highway Program, FFYs 2016-2040 by Time Band



# Comparison to *Paths to a Sustainable Region*

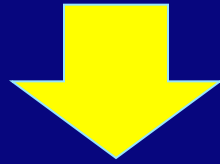
	2016-20	2021-25	2026-30	2031-35	2036-40
Current Available Revenue	\$557,469,000	\$815,610,000	\$1,018,440,000	\$1,180,650,000	
New Available Revenue	\$441,648,079	\$464,868,512	\$580,901,594	\$657,770,110	\$708,605,218
<b>Difference</b>	<b>(\$115,820,921)</b>	<b>(\$350,741,488)</b>	<b>(\$437,538,406)</b>	<b>(\$522,879,890)</b>	<b>\$708,605,218</b>
<b>Percentage Difference</b>	<b>-21%</b>	<b>-43%</b>	<b>-43%</b>	<b>-44%</b>	

# Comparison to *Paths to a Sustainable Region*

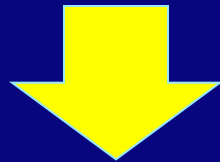


# Impact on Investments

**Within FFYs 2016-35 time frame, Paths to Sustainable Region allocated 48% of funding for Major Infrastructure**

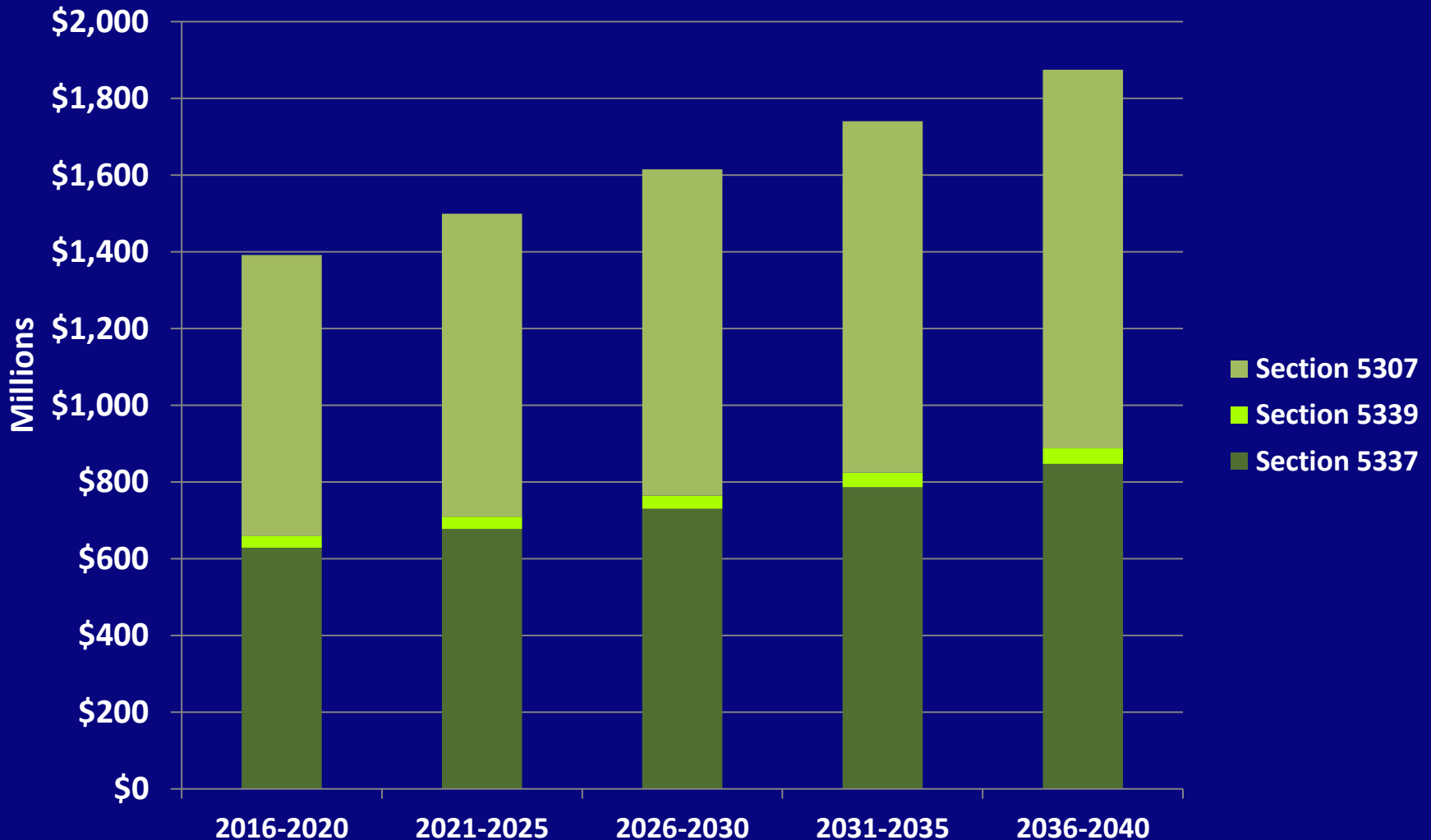


**New funding assumptions  
Revised cost estimates**



**Within FFYs 2016-35 time frame, 87% of funding would be allocated for Major Infrastructure**

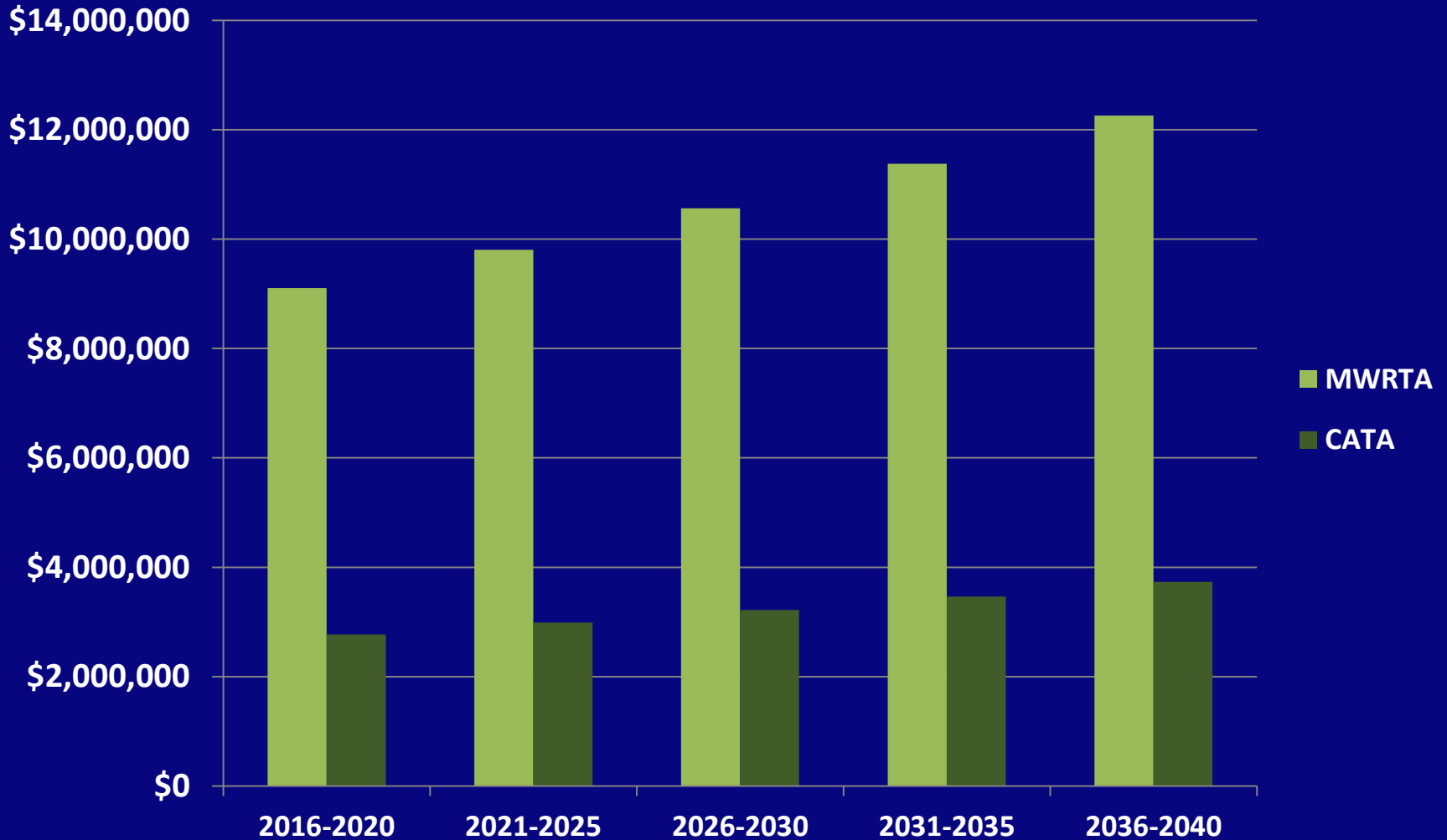
# MBTA Federal Transit Programs, FFYs 2016-2040 by Time Band



# Comparison to *Paths to a Sustainable Region*

	2016-2020	2021-2025	2026-2030	2031-2035	2036-2040
Past MBTA Available Revenue	\$1,410,000,000	\$1,635,000,000	\$1,895,000,000	\$2,197,000,000	
New MBTA Available Revenue	\$1,391,847,243	\$1,499,414,771	\$1,615,295,548	\$1,740,132,055	\$1,874,616,428
<b>Difference</b>	<b>(\$18,152,757)</b>	<b>(\$135,585,229)</b>	<b>(\$279,704,452)</b>	<b>(\$456,867,945)</b>	<b>\$1,874,616,428</b>
<b>Percentage Difference</b>	<b>-1%</b>	<b>-8%</b>	<b>-15%</b>	<b>-21%</b>	

# MWRTA and CATA Federal Transit Programs, FFYs 2016-2040 by Time Band

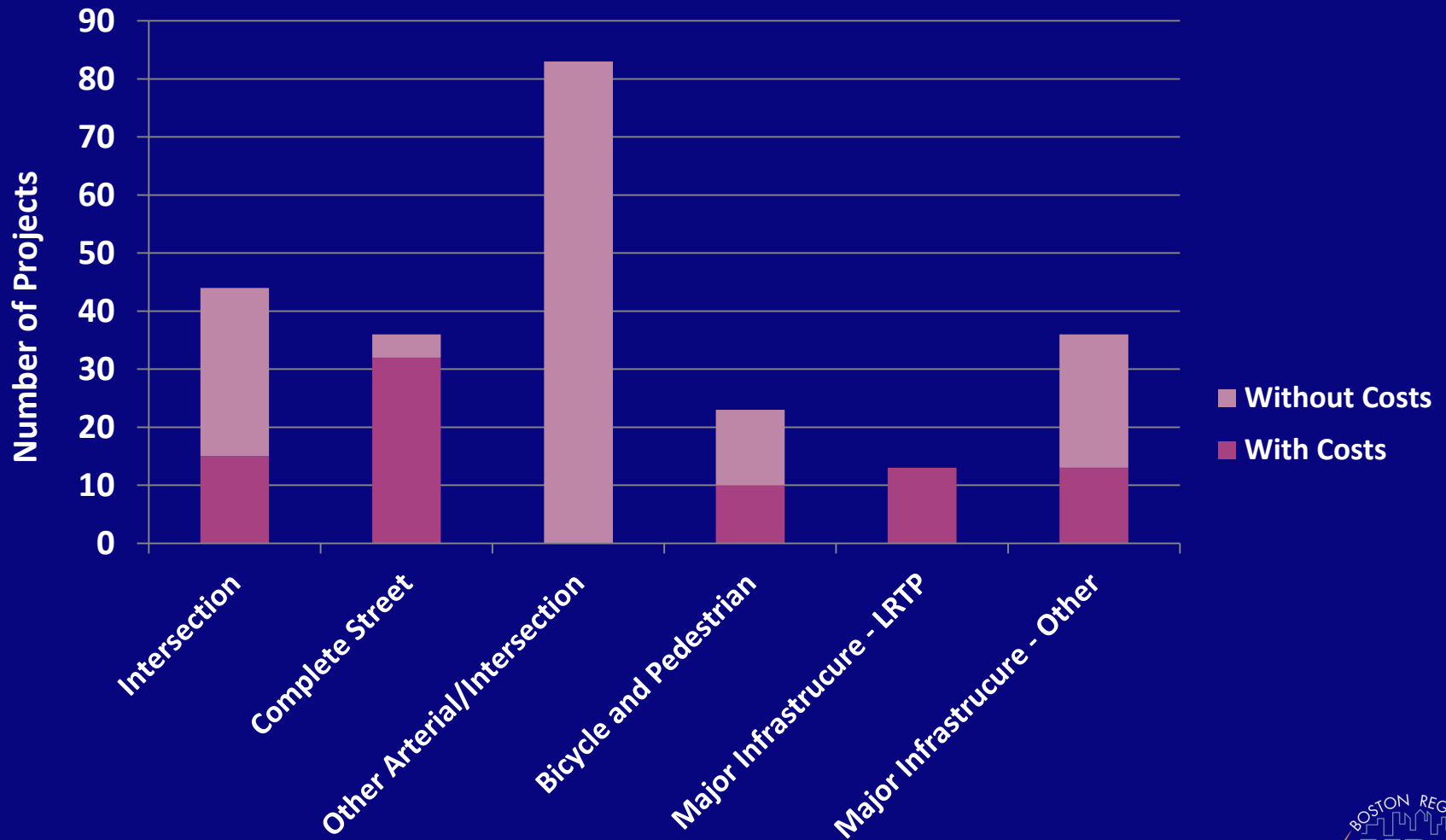




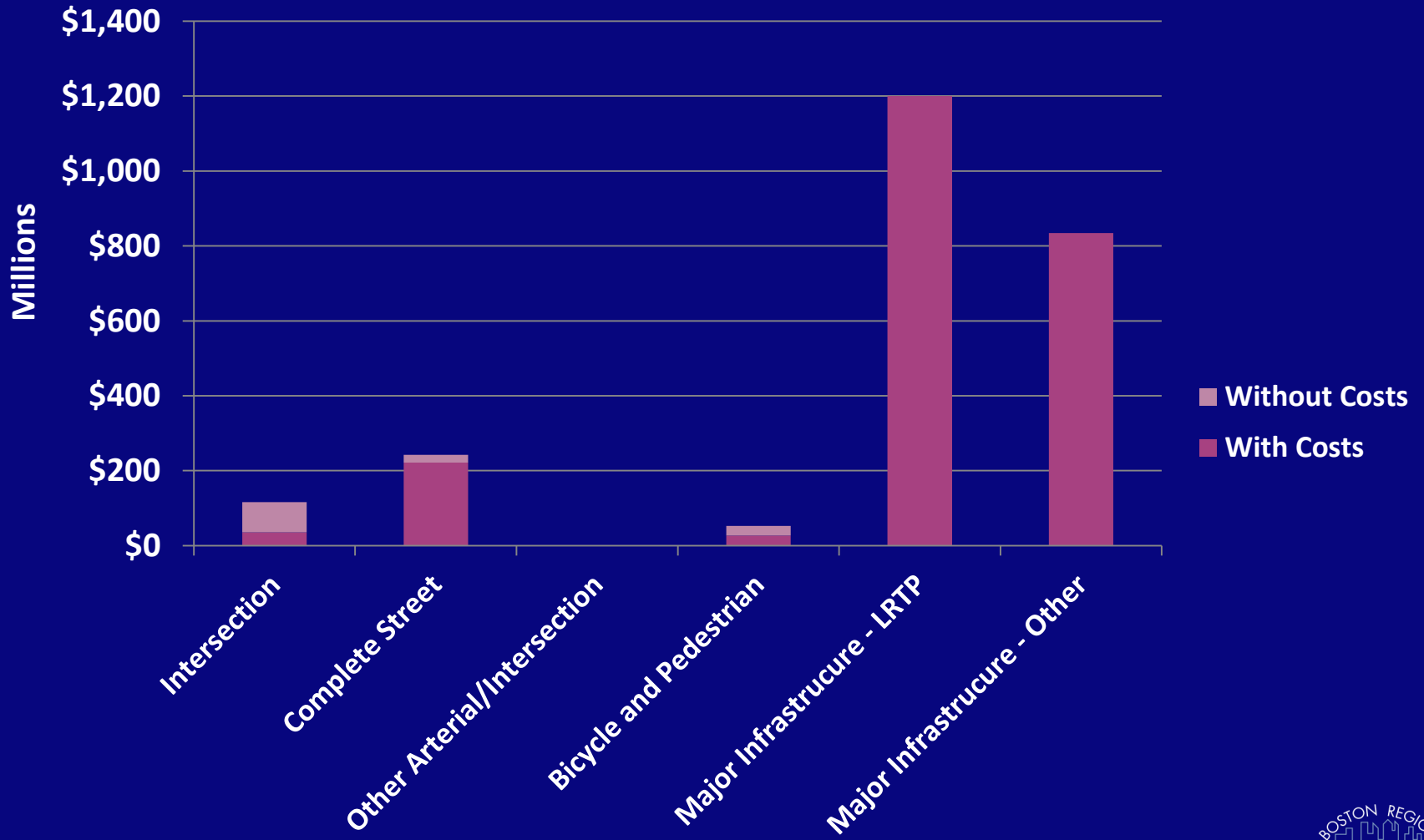
# Projects in Current TIP

Projects	2016	2017	2018
Route 128 Add-a-Lane (Needham and Wellesley)	●	●	●
Clean Air and Mobility Program	●		
Reconstruction of Route 85 (Marlborough)	●		
Route 9 and Village Square (Brookline)	●		
Reconstruction of Route 18 (Weymouth and Abington)	●	●	●
Middlesex Turnpike Improvements, Phase III (Bedford, Billerica and Burlington)	●	●	
Green Line Extension, College Ave to Route 16 (Somerville and Medford)	●	●	●
Reconstruction of Route 30 (Southborough)		●	
Montvale Avenue (Woburn)		●	

# Projects by Investment Program



# Projects by Investment Program



# Project Cost Increases

<b>Projects</b>	<b>L RTP Amount Programmed</b>	<b>L RTP Amount Needed</b>	<b>L RTP Funding Shortfall</b>
Middlesex Turnpike Improvements (Bedford, Billerica and Burlington)	\$21,691,442	\$28,296,348	\$6,604,906
Route 128 Add-a-Lane (Needham and Wellesley)**	\$47,872,189	\$57,768,183	\$9,895,994
Reconstruction of Route 18 (Weymouth and Abington)**	\$15,778,852	\$45,281,758	\$29,502,906
Rutherford Avenue (Boston)	\$103,562,290	\$118,939,988	\$15,377,698
New Boston Street Bridge (Woburn)	\$10,094,800	\$10,498,603	\$403,803
Bridge Street (Salem)	\$14,769,000	\$17,968,785	\$3,199,785
Improvements at Route 126/135 (Framingham)	\$113,950,000	\$184,118,705	\$70,168,705
Route 1 Widening (Malden, Revere and Saugus)	\$415,200,000	\$459,856,767	\$44,656,767
Braintree Split	\$85,320,000	\$103,801,269	\$18,481,269
<b>Total</b>	<b>\$828,238,573</b>	<b>\$1,026,530,406</b>	<b>\$198,291,833</b>

\*\*Indicates a project that has experienced multiple cost increases