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# Final CIP Update SFY 2019-2023 Joint Boards presentation

June 11, 2018

# Overview

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- **Since last meeting:**
  - Held public meetings and completed comment period
  - Finished equity analysis
  - Updated sources
  - Updated projects / spending
- **Today:**
  - Need vote on final CIP by Joint Board

# Follow-up from June 5<sup>th</sup> CPC meeting

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## Public engagement – a future process improvement

Conduct an after action review of engagement efforts

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Develop action plan and present proposed plan to CPC for discussion

Implement action plan during next year's CIP update to broaden base of under represented groups and achieve more participation

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## Chapter 90 – a future update

Identify and report on whether and how much municipalities contribute to match state Chapter 90 allotments for eligible capital projects

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# Public engagement

## Phase 1:

- Focus on stakeholders – both established and newly identified, across all Divisions and modes
- Direct outreach and meetings - in person and electronically
- Outreach was focused on educating public about the CIP and process
- Contacted stakeholder groups identified by the Divisions and other stakeholder groups

## Phase 2:

- 10 public meetings across the Commonwealth
  - Two meetings held jointly with MPOs (Central Massachusetts and Berkshire)
  - Modest turnout at each meeting; approximately 16 participants/meeting
- Additional Meetings
  - Legislative Briefing - 42 participants
  - I-495 Partnership Meeting - 17 participants
  - Community of Built Environment Meeting (DPH) – 12 participants
  - Massachusetts Municipal Association – 11 participants
  - Boston MPO - 27 participants
- Two comment tools – online maps and participate tab in the CIP document
- Letters and emails
- 221 comments received through close of the comment period (meetings, letters, emails, online CIP document)

## Phase 3:

- All comments logged and analyzed using qualitative data analysis software
- Relevant comments were distributed to appropriate Divisions for input/response
- Letters and comments will be responded to directly, as appropriate
- Changes, where appropriate, are incorporated and published as part of the final CIP



# Social Equity Analysis: Conclusions

## 2019-2023 CIP Social Equity Analysis:

- This year's analysis represents an incremental evolution of the process, including:
  - The incorporation of additional demographic categories (adding disability to minority, low-income, and limited English proficiency)
  - Analysis performed at Census Tract level rather than municipal level, for more localized understanding of impacts
  - Investments analyzed not only in the aggregate but also by mode and by investment category
- The totality of investments appear to distribute funding in a manner that effectively benefits the diverse populations of the Commonwealth
- At the modal and project category levels of analysis, there are examples of investments that benefit Title VI and EJ communities as well as those that benefit non-Title VI and non-EJ communities, suggesting overall equity in the capital investment strategy

## Process Improvements for Future CIP Social Equity Analyses:

- Variable Buffering
  - Currently - projects are given a 1-mile buffer from which to draw local demographic data for understanding impacted populations
  - Future - projects will be given a variable buffer due to the nature of the project (mode, type of infrastructure), the location of the project (rural, urban), and other such factors to more accurately describe the areas impacted by CIP investments.
- Linking Project Scoring and Equity Analysis
  - Individual project scores reflect the benefit they bring to Title VI and EJ communities
  - This is not necessarily captured when identifying the local population during the equity analysis process.
  - By linking these two processes more closely together, the equity analysis will become stronger

# Social Equity Analysis: Summary

## Minority communities\*

- **Communities with 24% minority or more**
- Total MassDOT investments in minority communities are approximately 12% less per capita than non-minority communities
- Transit investments (only) in minority communities for MBTA Reliability and Modernization investments were 35% and 93%, respectively more per capita than non-minority communities

## Low-income\*

- **Median income at or below \$44,100\*\***
- Non low-income communities receive about 23% more of total MassDOT investments per capita than low-income communities;

\*\*65% of statewide median income (most recent median income is \$67,846)

## Limited English Proficiency\*

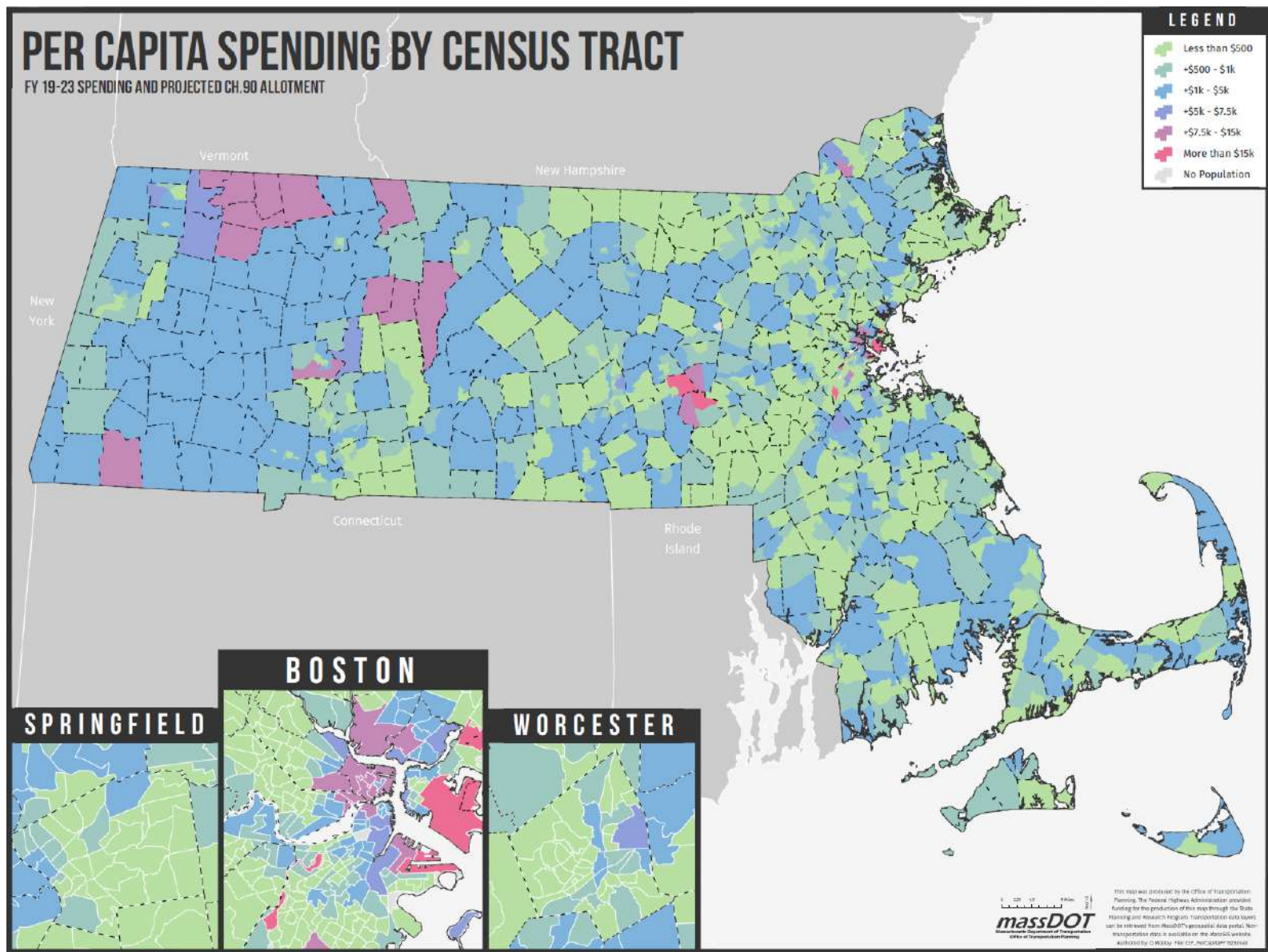
- **Communities with 6.25% or more of population that are LEP**
- High LEP communities receive 20% more MassDOT funding per capita than non-LEP communities
- When only MBTA funding is included LEP communities receive over 75% more funding per capita

## Disability communities\*

- **Communities with 11% or more of individuals with disabilities**
- Disability communities receive about 29% less in MassDOT funding per capita than non-disability communities

\* Population data for any particular track assumed a one mile radius buffer around each project

# Geographic Equity Analysis: Per Capita Spending by Census Tract



Note: dotted lines represent municipal boundaries



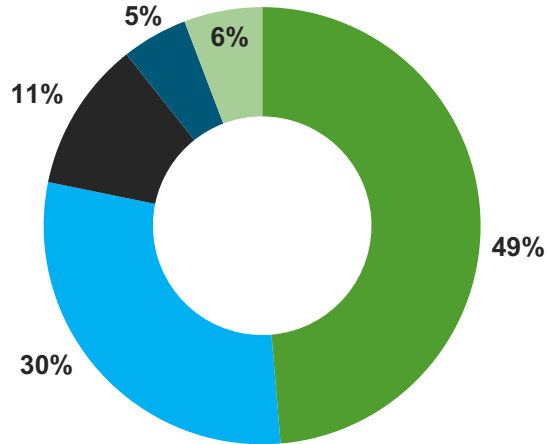


# Sources update

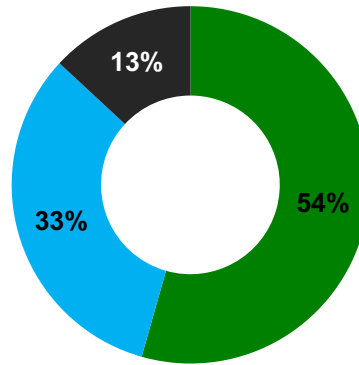
- Other state funds
  - Commonwealth (DEP) is eligible to receive funds from settlement of the lawsuit against Volkswagen for falsification of emissions data
  - While the Commonwealth has not yet submitted its proposed plan for spending settlement funds, DEP/ANF have agreed that MassDOT will receive \$10.9 million in FY 19 for clean transit vehicles
  - Additional pass-through funds (\$20 million) from the Executive Office of Housing and Economic Development to support transportation improvements related to Seaport Square development
- Additional pay-go capital
  - \$140 million in toll fund reserves has been identified through the development of the FY 19 operating budget
  - Reserves will be drawn as needed for eligible highway projects

# Plan update: investments by priority

Overall spending by priority breakdown



Overall spending by priorities 1, 2, and 3



<i>millions</i>	SFY 2018- 22	SFY 2019- 23	Differences
Reliability*	\$9,647.0	\$8,404.4	-\$1,242.5
Modernization	\$3,247.1	\$5,103.2	\$1,856.2
Expansion	\$2,148.1	\$1,921.5	-\$226.6
Chapter 90	\$1,000.0	\$1,000.0	-
Planning, Enterprises Services, & Other	\$902.1	\$842.5	-\$59.6
<i>Five-year total</i>	\$16,944.2	\$17,271.6	\$327.4

## Adjustment highlights:

- ▶ Additional funding (\$6.2 million) for electric bus procurement (PVTA) in other state funds
- ▶ More pay-go capital for MassDOT
  - ▶ Additional \$140 million available over 2019-2023 through identification of available reserve funds (tied to final FY 19 operating budget for MassDOT)
  - ▶ Final CIP will incorporate some draws on the reserve funds available

\*MBTA investments in R/O Line shifted from Reliability to Modernization

# Spending updates

- **Aeronautics Division** – no changes
- **Highway Division**
  - MPOs have endorsed all TIPs and they are reflected in the final draft CIP update
    - STIP/CIP realigned which results in some project shifts
  - Additional pay-go capital available (FY 18 year end reserves) in coordination with operating budget to be programmed for capital projects on tolled facilities
- **IT** – no changes
- **MBTA**
  - Additional federal funds for discretionary ferry grant awarded in May (\$6 million) and higher than anticipated FFY18 FTA formula funds (\$25 million)
- **Rail and Transit Division**
  - Transit – \$10.9 million made available from funds received by DEP from VW emissions lawsuit settlement
  - VW funds to be used on eligible investments that reduce emissions (e.g. electric buses)
  - Funds will be used to cover additional costs to procure electric buses and supporting facilities for PVRTA and replace bond cap programmed by VTA for purchase of electric buses
- **RMV**
  - \$3 million of bond cap spending associated with ATLAS to occur in FY 18
  - Reduces bond cap needed in FY 19 for ATLAS

# MassDOT spending by source (Draft vs. Final)

Projected sources (in millions)	Draft FY19	Final FY 19	Delta	Draft 5-year Total	Final 5-year Total	Delta
<b>Federal sources of funds</b>						
Federal Highway (FHWA) reimbursements	\$611.8	\$643.7	\$31.9	\$3,782.1	\$3,810.1	\$28.0
Federal Transit (FTA) reimbursements**	\$4.7	\$4.6	(\$0.1)	\$24.1	\$24.1	\$ -
Federal Aviation (FAA) reimbursements and grant draws	\$37.0	\$37.0	\$ -	\$209.6	\$209.6	\$ -
Federal Rail (FRA) reimbursements and grant draws	\$3.5	\$3.5	\$ -	\$4.6	\$4.6	\$ -
<b>Subtotal federal sources*</b>	<b>\$657.1</b>	<b>\$688.9</b>	<b>\$31.8</b>	<b>\$4,020.4</b>	<b>\$4,048.3</b>	<b>\$28.0</b>
<b>Bond cap</b>	<b>\$898.2</b>	<b>\$890.4</b>	<b>(\$7.8)</b>	<b>\$4,214.0</b>	<b>\$4,206.2</b>	<b>(\$7.8)</b>
Accelerated Bridge bonds	\$76.5	\$67.5	(\$9.0)	\$92.1	\$81.8	(\$10.3)
Rail enhancement bonds	\$59.8	\$61.5	\$1.7	\$149.2	\$150.9	\$1.7
CARM	\$24.2	\$30.5	\$6.3	\$190.1	\$169.5	(\$20.6)
Metropolitan Highway system (MHS) pay-go	\$77.7	\$71.6	(\$6.1)	\$175.3	\$223.3	\$48.0
Gaming	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Western Turnpike (WT) pay-go	\$40.9	\$43.9	\$3.0	\$232.1	\$251.6	\$19.5
Tobin Bridge (Tobin) pay-go	\$30.2	\$21.5	(\$8.7)	\$105.0	\$105.6	\$0.6
Reimbursable and 3 <sup>rd</sup> parties	\$0.4	\$0.4	\$ -	\$20.0	\$20.0	\$ -
Municipal and local funds	\$3.3	\$3.3	\$ -	\$14.3	\$14.3	\$ -
Public private partnerships	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other State Funds***	\$ -	\$30.9	\$30.9	\$ -	\$30.9	\$30.9
<b>Subtotal of non-federal sources*</b>	<b>\$1,211.2</b>	<b>\$1,221.4</b>	<b>\$10.3</b>	<b>\$5,192.1</b>	<b>\$ 5,254.2</b>	<b>\$62.1</b>
<b>Total sources*</b>	<b>\$1,868.3</b>	<b>\$1,910.3</b>	<b>\$42.1</b>	<b>\$9,212.5</b>	<b>\$ 9,302.6</b>	<b>\$90.1</b>

\* Totals may not add due to rounding | \*\* FTA reimbursements for MassDOT projects only, RTA federal funds are not included | \*\*\* New funding source made available to MassDOT



# MBTA spending by source (Draft vs. Final)

Projected sources *(in millions)	Draft FY19	Final FY 19	Delta	Draft 5-year Total	Final 5-year Total	Delta
<b>Federal sources of funds</b>						
Federal Highway (FHWA) reimbursements	\$49.0	\$49.0	\$ -	\$109.9	\$109.9	\$ -
Existing FTA reimbursements and grant draws	\$402.9	\$399.1	\$ (3.8)	\$2,721.0	\$2,752.2	\$31.2
FTA Full funding grant agreement (GLX FFGA)	\$92.6	\$92.6	\$ -	\$827.7	\$827.7	\$ -
Other federal funds	\$4.3	\$4.3	\$ -	\$5.9	\$5.9	\$ -
<b>Subtotal federal sources*</b>	<b>\$548.8</b>	<b>\$545.0</b>	<b>\$ (3.8)</b>	<b>\$3,664.6</b>	<b>\$3,695.8</b>	<b>\$ 31.2</b>
Bond cap (including lockbox)	\$60.9	\$60.9	\$ -	\$301.0	\$301.0	\$ -
Accelerated Bridge bonds	\$0.4	\$0.4	\$ -	\$0.4	\$0.4	\$ -
Rail enhancement bonds	\$185.3	\$185.3	\$ -	\$1,097.0	\$1,097.0	\$ -
MBTA Revenue bonds	\$207.0	\$206.1	\$ (0.9)	\$1,854.5	\$1,854.9	\$ 0.4
Metropolitan Highway system (MHS) pay-go	\$0.7	\$0.7	\$ -	\$1.3	\$1.3	\$ -
Gaming funds	\$0.0	\$0.0	\$ -	\$0.0	\$0.0	\$ -
Municipal and local funds (GLX)	\$0.0	\$0.0	\$ -	\$75.0	\$75.0	\$ -
Reimbursable and 3 <sup>rd</sup> parties	\$14.4	\$14.4	\$ -	\$84.0	\$84.0	\$ -
Positive Train Control (PTC) financing	\$97.9	\$97.9	\$ -	\$336.7	\$336.7	\$ -
Pay-Go lockbox (MBTA)	\$159.6	\$162.6	\$3.0	\$551.2	\$550.6	\$ (0.6)
Capital maintenance fund	\$4.6	\$4.6	\$ -	\$5.4	\$5.4	\$ -
Other State Funds**	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Subtotal of non-federal sources*</b>	<b>\$730.8</b>	<b>\$732.8</b>	<b>\$ 2.0</b>	<b>\$4,306.5</b>	<b>\$4,306.3</b>	<b>-\$0.2</b>
<b>Total Sources*</b>	<b>\$1,279.6</b>	<b>\$1,277.8</b>	<b>\$ (1.8)</b>	<b>\$7,971.0</b>	<b>\$8,002.2</b>	<b>\$31.0</b>

# Project updates

- **Aeronautics Division** – no changes
- **IT** – no changes
- **Highway**
  - STIP/CIP realigned which results in some project shifts
- **MBTA** – Additional projects
  - Hingham ferry dock modifications (draft CIP only funded design) - \$12.1 million
  - Customer technology program - \$10 million
  - Design standards and guidelines - \$8.8 million
- **Rail and Transit Division** – no changes
- **RMV** – Additional (potential) project
  - To better serve the needs of Cape Cod residents and in response to numerous public comments, RMV and Cape Cod Regional Transit Authority (CCRTA) are exploring options for RMV services at the CCRTA facility in Hyannis. Two potential options are being explored:
    - Option 1: Full service RMV facility
    - Option 2: Limited service facility (e.g. providing only renewal services). A limited service location would be in addition to, not instead of, South Yarmouth
    - Pending the outcome of further analysis, a potential project could be included in the CIP update for FY 2020-FY2024

# Next steps and discussion

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- Incorporate any input from Joint Boards
- Finalize CIP content for final publication

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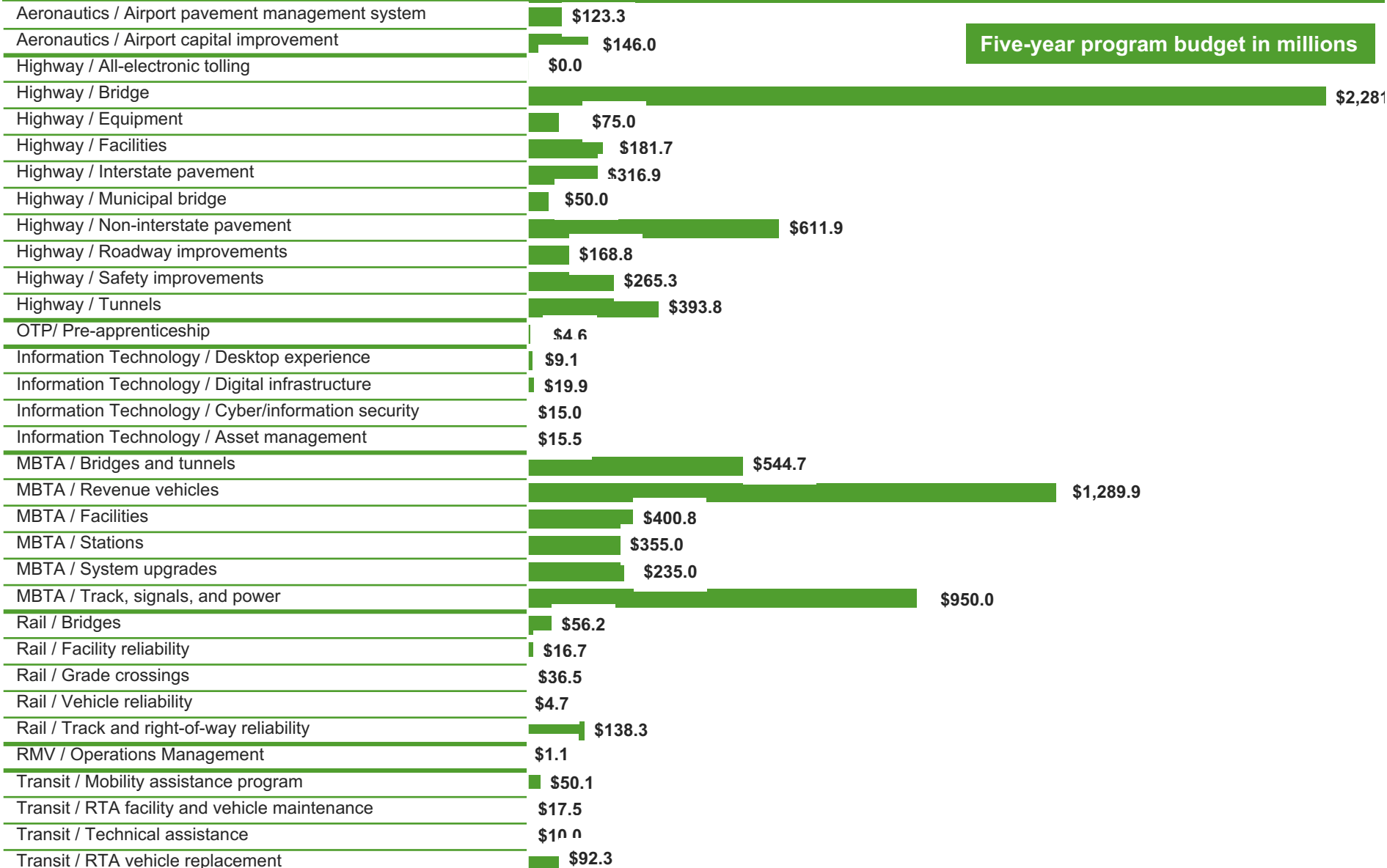
# FY2019-2023 CIP update: Appendix

## Program sizes

June 11, 2018



# Reliability investments by program

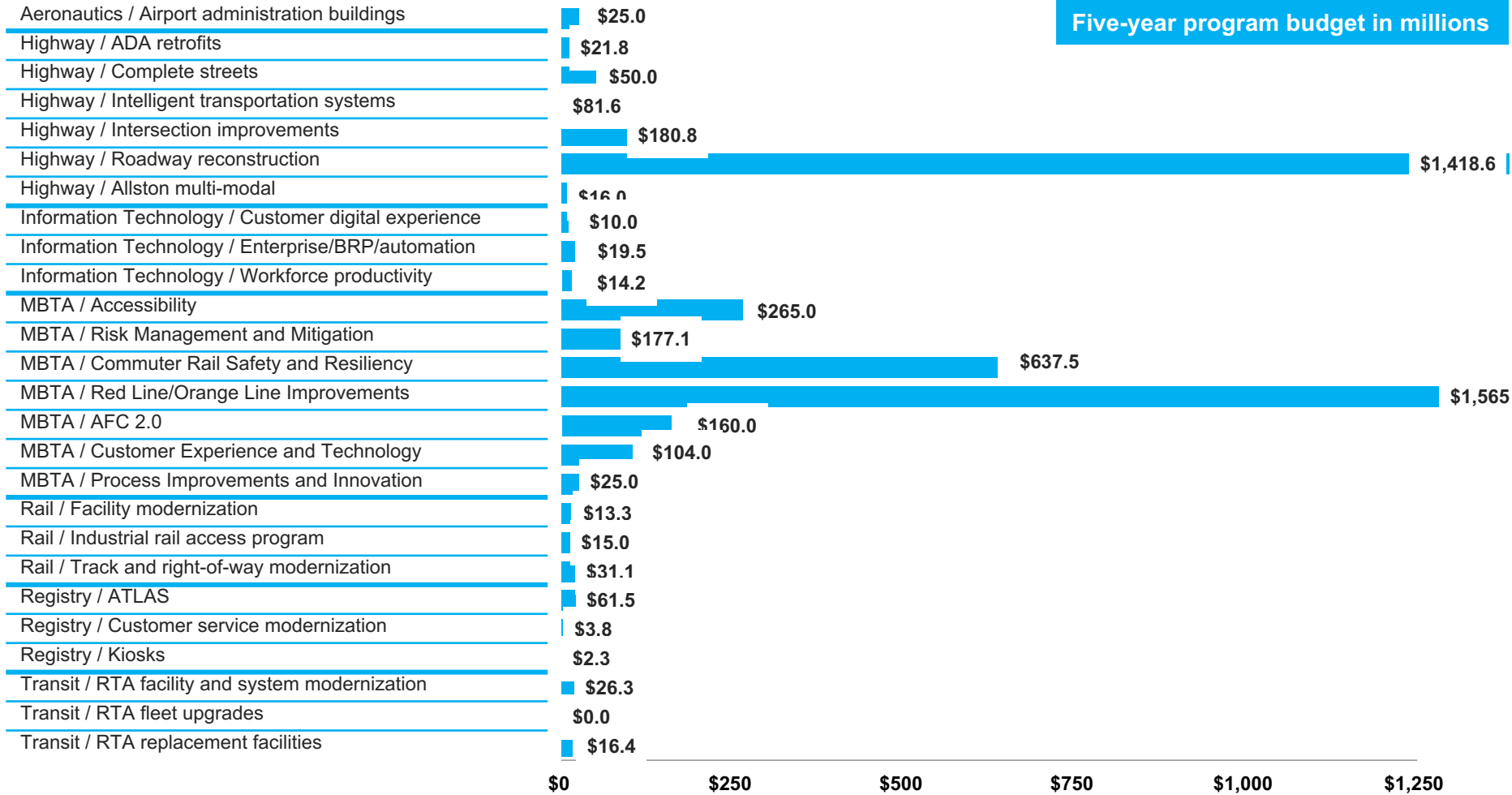


Five-year program budget in millions

Aeronautics	Highway	IT	MBTA	Rail	RMV	Transit	Total SFY19-23
\$269.3 (millions)	\$4,411.6	\$59.5	\$3,775.4	\$252.4	\$1.1	\$169.9	\$8,943.7

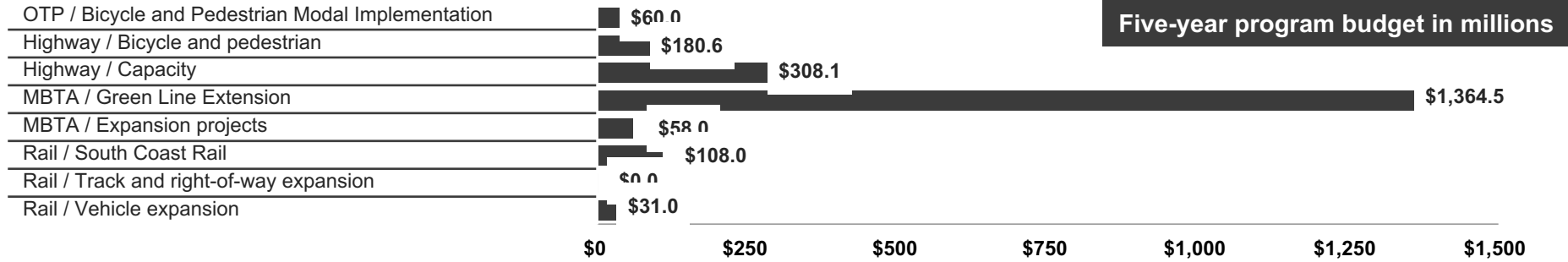


# Modernization investments by program



Aeronautics	Highway	IT	MBTA	Rail	RMV	Transit	Total SFY19-23
\$25.0 (millions)	\$1,768.8	\$43.7	\$2,934.3	\$59.4	\$67.5	\$42.7	\$4,941.4

# Expansion investments by program



Highway	MBTA	Rail	OTP	Total SFY19-23
\$488.7 <i>(millions)</i>	\$1,422.5	\$139.0	\$60.0	\$2,110.2