

MEMORANDUM

TO: Boston Region MPO
FROM: Anne McGahan, Project Manager, Long-Range Transportation Plan
DATE: April 19, 2012
RE: Financial Plan Update for the Adopted Long-Range Transportation Plan

INTRODUCTION

The Boston Region MPO Long-Range Transportation Plan (LRTP), *Paths to a Sustainable Region*, is a fiscally constrained document that includes information on costs and revenues to demonstrate the MPO's ability to fund the improvements recommended in the LRTP. Since the adoption of the LRTP in September 2011, the MPO has received the expected federal funding estimates for the FFYs 2013–16 TIP. These estimates are slightly different than those received last year for the development of the LRTP. Staff has used this updated information to present a revised version of the 2012–2015 time band in the LRTP and adjust the 2016–2020 time band to reflect the 2016 estimates provided by MassDOT. This information is used to ensure that the 2012–2015 time band and the FFYs 2016–2020 time band in the LRTP are consistent with the 2013–16 Transportation Improvement Program currently being developed.

LRTP FUNDING FOR THE CAPITAL STATEWIDE ROAD AND BRIDGE PROGRAM

The Massachusetts Department of Transportation (MassDOT) provided the Boston Region MPO with highway revenue forecasts through federal fiscal year (FFY) 2035 for the LRTP in 2011. The projections for the time period FFYs 2012–15 were the targets provided to the MPO by MassDOT for the 2012–15 Transportation Improvement Programs (TIPs). MassDOT developed the estimates based on estimates of expected federal funding provided by the Federal Highway Administration (FHWA).¹ The funding levels for FFYs 2016 through 2035 were projections from the FFY 2012 obligation authority increased by 3 percent from the previous year's funding.²

Major infrastructure and capacity expansion projects and other maintenance and rehabilitation projects in the Boston MPO region not included in the statewide programs are funded through the Boston Region MPO's share of the Discretionary Capital Program (also called MPO targets).

The LRTP allocates funding to certain projects that are defined by federal regulations as being

¹ *Statewide Transportation Improvement Program (STIP), FFYs 2012–15, Appendix B, Guidance Documents and Regional Targets.*

² An annual increase in obligation authority of 3 percent was applied after 2015. Base obligation authority is taken from Federal Highway Administration (FHWA) guidance received on June 8, 2011.

regionally significant for air quality purposes (expansion projects) or projects that are major infrastructure projects. A major infrastructure project is any project that costs over \$10 million. An expansion project is any project that adds capacity to the existing system through the addition of a travel lane, the construction of an interchange, the construction of an extension of a commuter rail or rapid transit line, or the procurement of additional (not replacement) public transportation vehicles.

Table 1 shows projections of the highway revenue that was available in the adopted LRTP for capital projects for the Boston Region MPO through FFY 2035, by program. The estimates are summarized in five-year time bands. Also shown in Table 1 are the revised amounts based on the information provided in the development of the FFYs 2013–16 TIP. The revised estimates are shown in red. The only change in the 2016–20 time band is the estimate for the year 2016.

TABLE 1
Projected Sources of Funds for Capital Projects
in the Boston Region MPO Highway System
2012 to 2035
(in millions)

Capital Program	FFYs 2012– 2015	FFYs 2016– 2020	FFYs 2021– 2025	FFYs 2026– 2030	FFYs 2030–2035	Total
Boston share of Discretionary Capital Program (Adopted LRTP)	\$230.56	\$475.60	\$673.62	\$844.95	\$979.53	\$3,204.26
Boston share of Discretionary Capital Program (Estimates for 2013 TIP)	\$259.56	\$468.55	\$673.62	\$844.95	\$979.53	\$3,226.21
Estimated Boston share of regional Major Infrastructure projects (Adopted LRTP)	\$69.93	\$93.99	\$141.99	\$173.49	\$201.12	\$680.52
Estimated Boston share of regional Major Infrastructure projects (Estimates for 2013 TIP)	\$26.59	\$93.47	\$141.99	\$173.49	\$201.12	\$636.66
Total (Adopted LRTP)	\$300.49	\$569.59	\$815.61	\$1,018.44	\$1,180.65	\$3,884.78
Total (Estimates for 2013 TIP)	\$286.15	\$562.02	\$815.61	\$1,018.44	\$1,180.65	\$3,862.87

Table 2 shows the FFYs 2013–16 TIP estimates broken out by the TIP years 2013 through 2016. The 2012 estimates were not changed.

TABLE 2
Projected Sources of Funds for Capital Projects
in the Boston Region MPO Highway System
2012 to 2016
(in millions)

Capital Program	FFY 2012	FFY 2013	FFY 2014	FFY 2015	Total 2012-2015	New FFY 2016	Previous FFY 2016
Boston share of Discretionary Capital Program (Estimates for 2013 TIP)	\$55.398	\$65.755	\$79.092	\$59.316	\$259.561	\$76.084	\$83.137
Estimated Boston share of regional Major Infrastructure projects (Estimates for 2013 TIP)	\$0	\$0	\$9.399	\$17.187	\$26.586	\$17.187	\$17.702
Total (Estimates for 2013 TIP)	\$55.398	\$65.755	\$88.491	\$76.503	\$286.147	\$93.271	\$100.839

Table 3 shows the projects listed in the adopted LRTP by project name with the current cost and the future costs shown in the time band for which the project was programmed. It also provides a status of each project. Included at the bottom of Table 3 are the revised total dollar amounts (shown in the last line of Table 1) that are available for funding projects and programs in the LRTP:

2012 to 2016: \$286.15M (updated with new estimates)

2016 to 2020: \$562.02M (update with new estimates)

2021 to 2025: \$815.61M (remained constant)

2026 to 2030: \$1,018.44M (remained constant)

2030 to 2035: \$1,180.65M (remained constant)

Using the total funding programmed in each time band listed above, Table 3 shows the percentage of MPO funding that is programmed in the LRTP and funding which is not assigned to a specific project in the LRTP by time band. This unassigned funding can be used to fund projects in the TIP that do not have to be specifically listed in the LRTP (those less than \$10 million and those that do not add capacity to the system).

**TABLE 3: Adopted Plan - Paths to a Sustainable Region
FFYs 2012-2035 With Updated Costs**

Project	Town	Investment Category	Current Cost (2012)	2012-2015	2016-2020	2021-2025	2026-2030	2031-2035	MPO Funding	*Non-Target Funding	Status
ONGOING PROJECTS											
Route 128 Improvement Program	*Randolph to Wellesley	Expansion - Roadway	\$134,326,250	\$103,326,250	\$31,000,000				\$134,326,250	\$10,500,000	In construction (87800)
Crosby's Corner	Concord and Lincoln	Modernization - Roadway	\$65,000,000	\$65,000,000					\$65,000,000		Advertised for construction (602984)
Trapelo Road	Belmont	Modernization - Roadway	\$15,257,435	\$15,257,435					\$15,257,435		100% Plans received (604688)
RECOMMENDED HIGHWAY PROJECTS											
Middlesex Turnpike Phase III	Bedford, Billerica, Burlington	Expansion - Roadway	\$18,800,000		\$23,788,000				\$23,788,000		75% design received (29492)
*Sullivan Square/Rutherford Avenue	Boston	Modernization - Roadway	\$94,000,000		\$99,482,000				\$99,482,000	\$15,377,710	Preliminary Design (606226)
I-93/Route 3 Interchange (Braintree Split)	Braintree	Expansion - Roadway	\$36,000,000					\$54,900,000	\$85,320,000		
		Modernization - Roadway						\$30,420,000			
I-95/I-93 Interchange	Canton	Expansion - Roadway	\$235,500,000			\$139,505,000			\$377,040,000		In environmental, Value Engineering study to be done, 75% design plans submitted (87790)
		Modernization - Roadway				\$237,535,000					
I-95 Northbound/Dedham Street Ramp/Dedham Street Corridor	Canton	Expansion - Roadway	\$35,000,000			\$56,040,000			\$56,040,000		75% design received (606146)
Bruce Freeman Rail Trail	Acton, Concord	Expansion - Bike/Ped	\$18,700,000			\$29,940,000			\$29,940,000		25% Project Plans approved (604532)
Route 126/Route 135 Grade Separation	Framingham	Modernization - Roadway	\$58,500,000				\$113,950,000		\$113,950,000		In environmental, ENF and Alt. Analysis submitted and under review (606109)
Route 53	Hanover	Expansion - Roadway	\$1,100,000		\$1,392,000				\$1,392,000		25% design received (602602)
Assabet River Rail Trail	Hudson to Acton	Expansion - Bike/Ped	\$18,100,000		\$23,820,000				\$23,820,000		25% design received (604531)
Route 1 Add-a-Lane	Malden, Revere, Saugus	Expansion - Roadway	\$175,196,000					\$415,200,000	\$415,200,000		In environmental, preliminary design (605012)
Needham Street/Highland Avenue	Newton and Needham	Modernization - Roadway	\$18,400,000			\$29,460,000			\$29,460,000		Newton - preliminary design (606635)
I-93/I-95 Interchange	Woburn, Reading, Stoneham, and Wakefield	Expansion - Roadway	\$276,000,000				\$64,514,520		\$537,621,000		In environmental (605605)
		Modernization - Roadway					\$473,106,480				
Bridge Street	Salem	Expansion - Roadway	\$11,223,250		\$14,769,000				\$14,769,000		25% design received (5399)
*Route 18	Weymouth	Expansion - Roadway	\$38,340,000	\$23,568,240					\$23,568,240	\$14,771,760	25% Design Plan received (601630)
Montvale Avenue	Woburn	Expansion - Roadway	\$3,403,540			\$4,307,000			\$4,307,000		Design exception submitted (604935)
New Boston Street Bridge	Woburn	Expansion - Roadway	\$7,896,853			\$12,157,000			\$12,157,000		25% Design Plan received (604996)
*Conley Haul Road	Boston	Expansion - Roadway	\$25,000,000						\$0	\$25,000,000	MassPort project
RECOMMENDED HIGHWAY PROGRAM											
Clean Air and Mobility Program	Regionwide	Clean Air and Mobility	\$2,000,000 per year	\$3,172,300	\$10,937,000	\$12,680,000	\$14,700,000	\$17,039,000	\$58,528,300		
RECOMMENDED TRANSIT PROJECTS USING HIGHWAY FUNDING											
Green Line Extension College Avenue to Route 16	MBTA	Expansion - Transit	\$140,608,000		\$185,031,000				\$185,031,000		
PROJECT TOTAL				\$210,324,225	\$390,219,000	\$521,624,000	\$666,271,000	\$517,559,000	\$2,305,997,225	\$65,649,470	

Programmed Highway Discretionary and Major Infrastructure Funding	\$210,324,225
Unassigned Highway Discretionary and Major Infrastructure Funding	\$75,825,775
Total Highway Funding Available for MPO Programming (from Table 1)	\$286,150,000

\$210,324,225	\$390,219,000	\$521,624,000	\$666,271,000	\$517,559,000	\$2,305,997,225
\$75,825,775	\$171,801,000	\$293,986,000	\$352,169,000	\$663,091,000	\$1,556,872,775
\$286,150,000	\$562,020,000	\$815,610,000	\$1,018,440,000	\$1,180,650,000	\$3,862,870,000

Percentage of Programmed Highway Discretionary and Major Infrastructure Funding	74%
Percentage of Unassigned Highway Discretionary and Major Infrastructure Funding	26%

74%	69%	64%	65%	44%	60%
26%	31%	36%	35%	56%	40%

Modernization - Roadway Funding Programmed	\$80,257,435
Expansion - Roadway Funding Programmed	\$126,894,490
Expansion - Bike/Ped Funding Programmed	\$23,820,000
Expansion - Transit Funding Programmed	\$0
Clean Air and Mobility Funding Programmed	\$3,172,300

\$80,257,435	\$99,482,000	\$266,995,000	\$587,056,480	\$30,420,000	\$1,064,210,915	46%
\$126,894,490	\$70,949,000	\$212,009,000	\$64,514,520	\$470,100,000	\$944,467,010	41%
	\$23,820,000	\$29,940,000			\$53,760,000	2%
	\$185,031,000	\$0	\$0	\$0	\$185,031,000	8%
\$3,172,300	\$10,937,000	\$12,680,000	\$14,700,000	\$17,039,000	\$58,528,300	3%