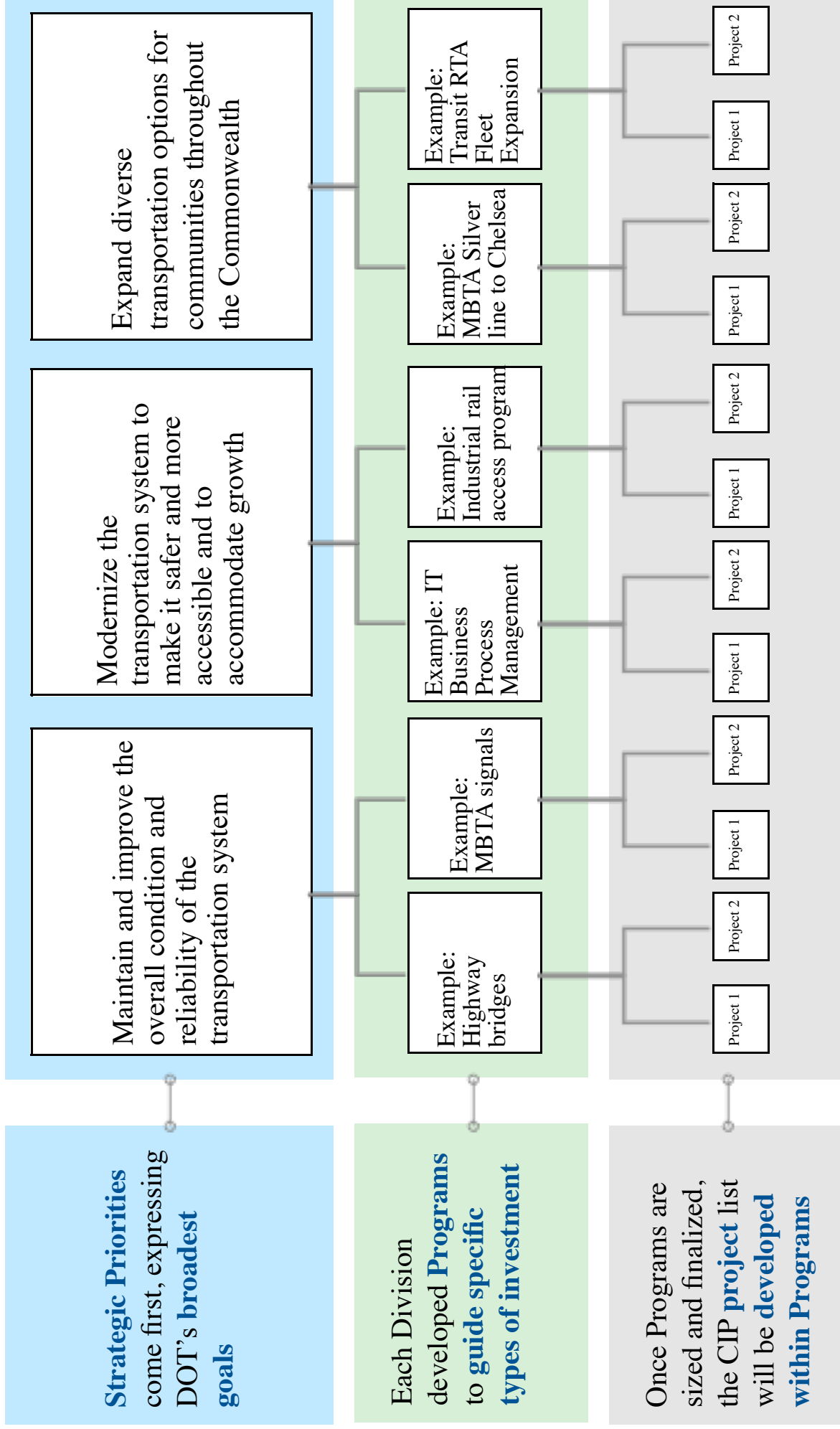


Capital Plan Update FMCB Meeting

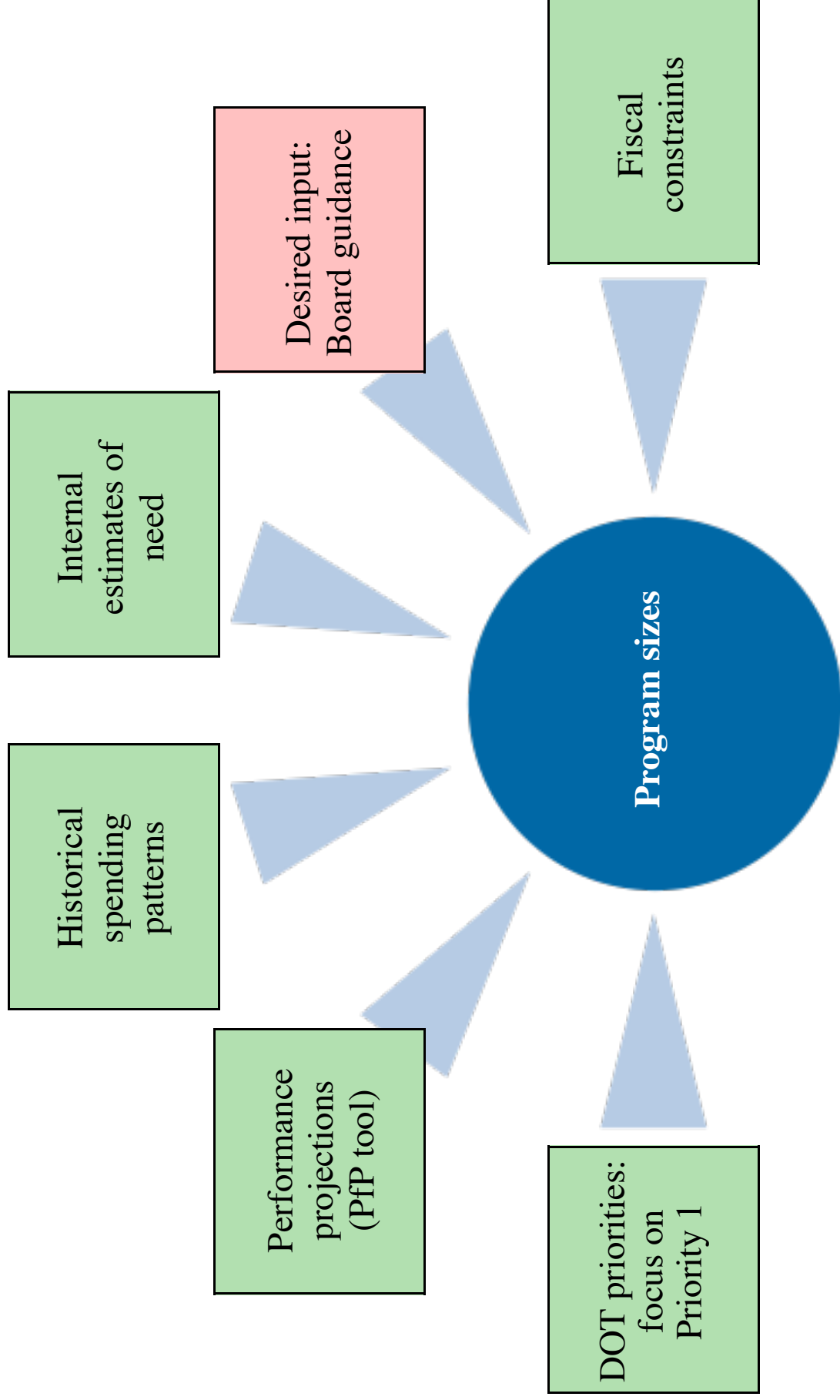
February 26, 2016



As you know, the CIP process is following a strategic capital planning framework



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



MassDOT priorities are listed in order of importance

1
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

2
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

3
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 Complete Streets 	<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 	<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 		

Note: Planning is not included in the programs listed above

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FY2017 – FY2021 Preliminary Program Sizes for State of Good Repair / Priority 1 Needs



Massachusetts Bay
Transportation Authority

Rollup Asset Category	Backlog	% of Backlog	Funded Projects	Programmable	Five Year Target
Revenue Vehicles	\$ 3,321,196,510	45.2%	\$ 1,026,029,244	\$ 619,727,730	\$ 1,645,756,974
Track, Signals and Power	\$ 2,510,686,807	34.2%	\$ 240,450,972	\$ 866,908,122	\$ 1,107,359,093
Bridge	\$ 260,358,863	3.5%	\$ 201,408,527	\$ 158,000,000	\$ 359,408,527
Facilities (all other assets)	\$ 1,250,895,667	17.0%	\$ 285,993,187	\$ 426,482,219	\$ 712,475,406
Total	\$ 7,343,137,847		\$ 1,753,881,929	\$ 2,071,118,071	\$ 3,825,000,000

SGR targets were developed by allocating the available funds based on each asset classes' percentage of the overall backlog (\$7.3B); the traditional 14 individual asset categories were rolled into four major programs

The Programmable values will be filled with individual or grouped projects (e.g. signal investments on the Red Line) based on scores, asset rankings and/or other criteria

Policy discussion: Based on available resources, there is a \$600M gap in available funding to meet the target outlined in the 2015 FMCB Annual Report

Source: MBTA Internal Projections

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Summary of key discussion issues

- Review of priorities and programs – correct mix?
- Review of proposed targets – correct direction?
- Next steps and calendar