

Commonwealth of Massachusetts

The seal of the Commonwealth of Massachusetts is faintly visible in the background. It features a shield with a Native American figure holding a bow and arrow, a five-pointed star above his right shoulder, and a crest above the shield showing a bent arm holding a broadsword. A ribbon scrolls around the shield with the Latin motto: "ENSE PETIT PLACIDAM SVB LIBERTATE QUIETEM".

FY2010-2014 Five-Year Capital Investment Plan

September 2009

Deval L. Patrick, Governor
Timothy P. Murray, Lt. Governor
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I. Preface

These are extraordinary times, and our country and our Commonwealth are facing extraordinary challenges. The national economic crisis that began to affect Massachusetts one year ago has led to significant job losses, a deteriorated housing market and state revenue loss in the billions of dollars. While the economy is showing some signs of rebounding, state tax revenue growth is expected to lag, meaning that the Commonwealth will continue to face significant fiscal challenges in the near future.

One of the ways in which government can help address the economic hardship we face today is through increased investment in public infrastructure. Investing in infrastructure creates needed construction-related jobs in the short term and builds a foundation for economic growth and job creation over the long term. This means making investments needed to maintain our existing infrastructure – roads, bridges, schools, public housing, etc. – and it means making investments in new types of infrastructure needed to support economic growth in the 21st century – clean energy and energy efficiency, broadband expansion and the life sciences.

In response to the need for bold action to stimulate job creation and to support long-term economic growth, the Patrick-Murray Administration is proud to release this five-year capital investment plan for fiscal years 2010-2014. This plan is built on the foundation of the Administration's work with the Legislature over the past two years to begin reinvesting in our state's infrastructure in a fiscally responsible, targeted and transparent manner. Since the Patrick-Murray Administration took office, there have been ten bond bills enacted into law, authorizing funding for the capital investments reflected in this five-year plan and, in some instances, for years beyond this plan. The capital investments authorized by the bond bills reflect shared priorities of the Governor and the Legislature, including investments in schools, infrastructure to support economic development, roads and bridges, affordable housing, parks, a clean environment and the efficient functioning of state government. These capital investments will create thousands of jobs in the near term and will ensure that Massachusetts continues to be a great place to live, work, start a business and raise a family for years to come.

This capital investment plan continues to implement the vision and priorities established in each of the Administration's first two capital plans. In large part, the investments included in this fiscal year 2010-2014 plan continue projects launched in prior years or commence projects anticipated by last year's five-year plan.

Given the economic challenges we face, it is more important than ever that we prioritize our capital investments in a way that will maximize our ability to spur



economic growth. Significant investments in Higher Education, the Accelerated Bridge Program and Housing continue to be high on the Patrick-Murray Administration's list of priorities. And investments in the innovation economy – including expanded Broadband, the Life Sciences and clean energy – will ensure that Massachusetts emerges from this global recession ready to compete in the 21st Century.

The Patrick-Murray Administration's priorities are closely aligned with those of the Obama Administration, which worked with Congress earlier this year to enact a \$787 billion federal stimulus bill that is estimated to include more than \$13 billion for the Commonwealth. Some of this funding will augment the Patrick-Murray Administration's capital investments, particularly in the areas of transportation, housing and the innovation economy.

This capital investment plan is also fiscally responsible. Two years ago, the Administration developed and published a debt affordability analysis and policy to ensure that the annual borrowing needed to support the capital investment plan is set at affordable levels. This debt affordability analysis and policy was a first for the Commonwealth, and it was positively reviewed by the credit rating agencies. The Administration has updated and republished the debt affordability analysis with this capital investment plan, and the borrowing levels used to develop this plan were determined based on the debt affordability policy. Due to the changing economic and fiscal condition of the Commonwealth over the last two years, taken into account in the debt affordability analysis and policy, planned borrowing to support this five-year capital investment plan has been reduced by \$1.1 billion since the original five-year capital plan published by the Administration two years ago.

Through this capital investment plan, the Patrick-Murray Administration is taking advantage of an opportunity to address the current challenges we face in a manner that will position the Commonwealth for economic growth and prosperity over the long-term. This plan provides for the Commonwealth to invest significant resources in infrastructure and other public assets that are critical to our quality of life, the strength of our economy, and the efficient functioning of government at every level. Among other things, these investments will help attract private investment and support long-term economic growth that creates sustainable jobs for our citizens; build and maintain roads, bridges and rail we use for our daily commutes; improve public college facilities that educate our workforce and nurture our innovation economy; and create and preserve safe, affordable housing for the people of Massachusetts. Through the investments included in this plan, we will create thousands of jobs in the near term and we will create the environment needed to support job creation and economic growth over the long term.



II. Introduction

The Commonwealth is responsible for maintaining a large inventory of capital assets, including transportation infrastructure, courts, correctional facilities, state hospitals, office buildings, parks and more. In addition, the Commonwealth makes targeted capital investments to support economic growth, strengthen communities and improve the quality of life in the Commonwealth. These investments include funding for public infrastructure to support private development and job growth, local infrastructure improvements and protection of our natural resources.

These capital investments are planned and funded through the Commonwealth's capital budget, which is separate and distinct from the annual operating budget. The capital budget is funded mainly by borrowing through the issuance of bonds. Other sources of funding for the capital budget include federal funds to primarily reimburse transportation infrastructure improvements; federal funds pursuant to the American Recovery and Reinvestment Act of 2009 which are targeted to specific capital purposes; and limited other sources of funding available to finance certain capital investment projects.

The issuance of bonds to fund the capital budget must be authorized by the Legislature. Pursuant to these legislative authorizations to borrow, the Governor determines the amount and timing of any authorized borrowing to fund capital investments. At the request of the Governor, the State Treasurer issues the bonds to borrow the funds. The Governor approves the use of the borrowed funds by agencies to pay for authorized and budgeted capital projects.

The primary factor constraining the amount of the Commonwealth's capital budget is affordability. The Commonwealth must pay principal and interest costs each year on the bonds it issues to fund its capital investment program. These annual debt service expenses on outstanding Commonwealth bonds are funded each year in the Commonwealth's annual operating budget. The Patrick-Murray Administration is the first to develop and publish an analysis of the amount of debt the state can afford in terms of its impact on debt service and the operating budget, and it is the first to develop a policy for determining the annual borrowing amount to fund the capital budget. This debt affordability analysis and policy, as updated to reflect current market and economic conditions, is included as Appendix A.

There are certain capital investments that are not funded by the Commonwealth through its capital budget and consequently are not reflected in this capital investment plan. There are a number of independent state authorities responsible for maintaining certain public infrastructure from revenues generated from those infrastructure assets or from dedicated state tax or other revenues that are not available to the Commonwealth for general budgeting purposes. Examples



of these entities include the Massachusetts Bay Transit Authority, the Massachusetts Housing Finance Authority, and the Massachusetts School Building Authority. Because these entities carry out their own capital projects and are solely responsible for financing them from their own funding sources, the capital investments made by these entities are not included in the state's capital investment plan. In addition, small equipment purchases and information technology projects funded by state agencies through their operating budgets are not reflected in the capital investment plan.

III. Administration Accomplishments and Initiatives

Despite the overwhelming need for capital investments and the limited resources available to fund them, the Patrick-Murray Administration has made great progress in improving the Commonwealth's capital investment program since taking office two and a half years ago. The following highlights summarize some of the Administration's accomplishments in the areas of capital investments and capital finance generally.

- *First-Ever Debt Affordability Policy* - The Patrick-Murray Administration developed and published the first-ever debt affordability policy, which has been positively reviewed by credit rating agencies. This analysis has been updated and is presented in Appendix A.
- *First-Ever Five-Year Capital Investment Plan* - The Administration published the first-ever comprehensive and transparent five-year capital investment plan based on the new debt affordability policy. This report represents the Administration's third annual five-year capital investment plan and has been developed within the parameters set forth in the debt affordability policies.
- *Bond Bills* - After publication of its first five-year capital investment plan in the summer of 2007, the Governor filed a series of multi-year bond bills authorizing over \$16 billion in capital investments that, together with the \$1.8 billion Immediate Needs Bond Bill passed earlier in 2007, reflected the capital investment priorities for the Commonwealth included in the five-year plan. The legislature overwhelmingly approved each of the bond bills, which are described in more detail in Appendix B.
- *Initiation of Key Projects* - A number of important new capital projects and programs have been initiated by the Administration, including: the accelerated bridge program, the South Coast Rail project, the new Worcester State Psychiatric Hospital project, the nano-bio manufacturing facility at the Lowell campus of the University of Massachusetts, new courthouse projects in Taunton, Salem and Fall River, the correctional facilities master plan, the transit projects



legally-required as mitigation for the Central Artery project and many more. These and many other capital investment project highlights are described later in this report in the respective investment category sections.

- *Accelerated Bridge Program* - The Administration, working with the legislature and the Treasurer, developed a \$3 billion accelerated bridge program which will repair hundreds of structurally-deficient bridges, create new construction jobs, build conditions for long-term economic growth, and save the Commonwealth hundreds of millions of dollars in avoided construction cost inflation and deferred maintenance costs. This program is discussed in more detail in the Transportation section of this report.
 - *Transportation Reform* - On June 26, 2009, the Governor signed legislation to reform the Commonwealth's transportation system. The legislation consolidates various transportation agencies into a new authority to be called the Massachusetts Department of Transportation (MassDOT). The consolidation and the reforms in the legislation will, among other things, result in significant savings and increased capacity for investments in transportation infrastructure improvements.
 - *State Facility Maintenance* - The Administration has taken steps to improve maintenance of state facilities. Funding in the capital budget is dedicated for small capital maintenance and repair projects. By dedicating more funding to these types of projects, the state will defer less of its capital investment needs and avoid larger, more expensive capital project needs in the future. The funding for these projects is allocated based on a new, need-based evaluation process through the Division of Capital Asset Management and Maintenance. The Administration is committed to build on its efforts to improve the maintenance of state facilities.
 - *Energy Efficiency Requirements for State Building Projects* - Governor Patrick issued Executive Order 484 which, among other things, established the Governor's "Leading By Example Program" requiring that all state agencies reduce their environmental impact by promoting energy conservation and clean energy practices. Capital investments in energy efficiency and renewable energy improvements to state facilities are among the efforts underway to comply with Executive Order 484. The Administration has also set high minimum "green building" standards for all new state building projects and is striving to go above and beyond such standards wherever possible, including plans for certain buildings to be "energy neutral".
 - *Financing Initiatives* - The Administration has pursued various financing initiatives to more effectively leverage state resources to fund more capital project needs. These initiatives include: increased allocation of private activity bond volume cap
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to multi-family affordable housing projects to leverage related federal tax credits to fund millions of dollars of affordable housing projects, including improvements to our public housing supply; “I-Cubed” legislation to finance infrastructure improvements needed to support new private development with the new state tax revenues generated from the development; and the financing of the East-West Parkway project at the former South Weymouth Naval Air Base from new state tax revenues to be generated from private development at the base.

- *Oversight and More Transparency through Finance Advisory Board* - Through new gubernatorial appointments, staff support provided by the Executive Office for Administration and Finance, and greater oversight responsibilities included in recent legislation, the Administration has strengthened the role of the Finance Advisory Board in ensuring transparency, accountability and best practices among state entities that borrow, invest and manage public funds. For the first time in the Board’s history, the Board, with Administration assistance, complied with its statutory obligation to gather information about and to report on outstanding debt of the Commonwealth and other debt-issuing state entities. In furtherance of promoting transparency, accountability and best practices, the Board has begun adopting regulations with respect to debt issuance and derivative transactions. In the context of the turmoil in the financial markets over the last twelve to eighteen months, this oversight is critical to ensure public confidence in the sound management of public funds.

IV. American Recovery and Reinvestment Act of 2009 (ARRA)

Closely aligned with Governor Patrick’s priorities and initiatives, the federal American Recovery and Reinvestment Act of 2009 (ARRA) was enacted to preserve and create jobs and promote economic recovery; to assist those most impacted by the recession; to provide investments needed to increase economic efficiency by spurring technological advances in science and health; to invest in transportation, environmental protection and other infrastructure that will provide long-term benefits; and to stabilize state and local government budgets. Funding areas include infrastructure investments; state and local budgetary relief for education, health care, public safety and other programs; support for countercyclical programs such as unemployment insurance, food stamps and workforce training; tax breaks; and other areas such as scientific research and grants. Massachusetts has been a leader nationally in stimulus spending, ranking in the top ten among states for putting federal stimulus funds to work.

While most of the ARRA funds have been critical in supporting state and local operating budgets, preserving healthcare, education and other vital safety net services, there are targeted ARRA funds for infrastructure investments which are supplementing the Commonwealth’s capital budget. ARRA funding for infrastructure



investments includes funding for housing and community development, transportation and energy efficiency projects. Committed ARRA capital program funds for the Commonwealth include:

- Housing-related ARRA funds to clean up properties in troubled neighborhoods, help create new affordable housing, make our homes more energy-efficient, and support community development projects. Massachusetts has received commitments for over \$241 million in housing and community development ARRA funding.
- Transportation-related federal stimulus funds for "shovel-ready" state-wide road and bridge projects across the Commonwealth. Massachusetts received authority under ARRA to commit \$437.9 million over four years on road and bridge projects, except for \$12 million of this amount which will be applied to transit-related projects.
- Energy-related ARRA funds to increase energy efficiency to reduce energy costs and consumption and to reduce reliance on imported energy. Massachusetts will be managing \$55 million of ARRA funds under the State Energy Program. Projects to receive funding will include energy efficiency and renewable energy projects, such as solar and wind projects located at state office buildings and higher education facilities.

It should be noted that the ARRA funding amounts reflected in this plan are only the amounts that have been awarded to the Commonwealth for capital investments to date. The Commonwealth expects to receive additional ARRA funding for infrastructure investments pursuant to competitive grant programs to be awarded at future dates, but this plan does not include estimates of any such uncommitted amounts. In addition, ARRA funding for infrastructure investments included in this report are only amounts that are awarded directly to the Commonwealth and do not include amounts awarded directly to the municipalities, independent authorities or other entities in Massachusetts.

In addition to funds that can be applied directly to capital projects, ARRA also provides for the use of new or expanded tax credit bonds as alternative means of financing projects that are typically financed with traditional tax-exempt bonds issued by state and local governments. The Commonwealth plans to use such bonds if they provide a clear economic advantage over traditional tax-exempt bond financings.

V. Development of the FY10-14 Capital Investment Plan

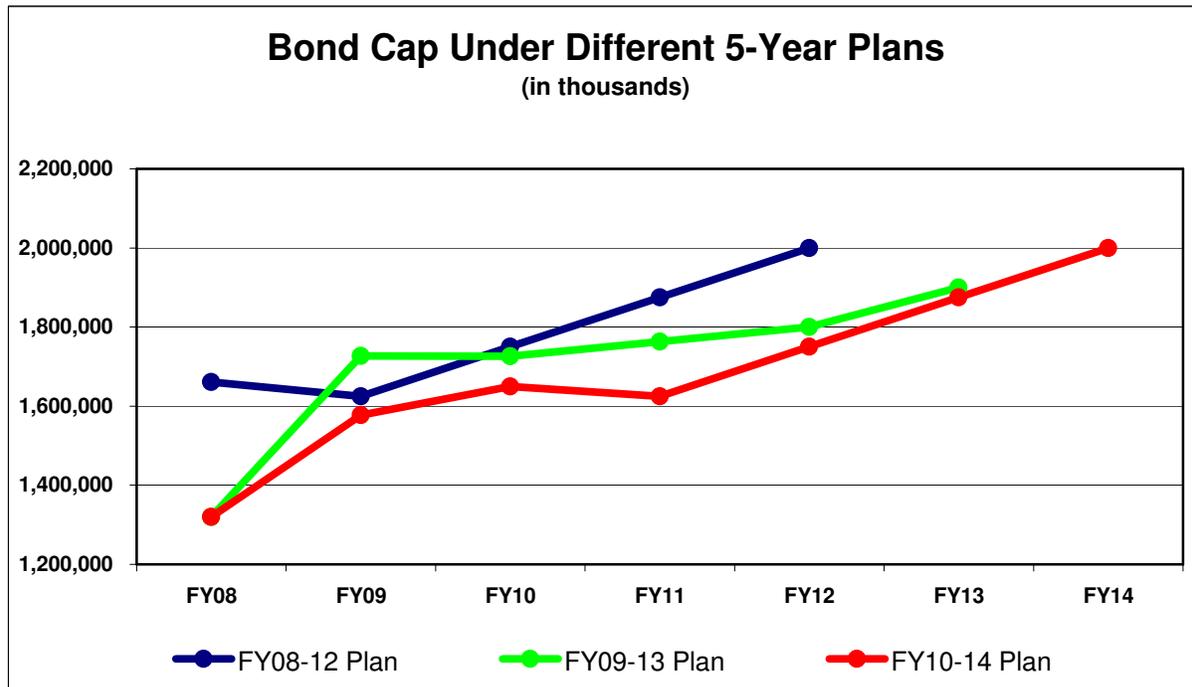
The FY10-14 Capital Investment Plan represents the third five-year plan since the Patrick-Murray Administration took office. As with the prior plans, the



Administration has engaged in a diligent, fiscally responsible, and comprehensive process for developing this five-year capital investment plan. One common challenge shared by each of the previous five-year plans is the fact that demand for capital improvements far exceeds affordable funding capacity. The inevitable consequence is that many worthy projects will not receive funding.

The distinguishing challenge in this year's capital budget development is the historic decline in budgeted revenues over the last year due to the economic downturn. Exacerbating the constraints imposed by lower revenues is the fact that the vast majority of the capital budget is committed to ongoing projects, which reduces our ability to introduce new or discretionary spending. Finally, increased cost estimates for the large transit projects associated with environmental mitigation relating to the Central Artery/Tunnel project and to which the Commonwealth is legally committed are crowding out other worthy projects.

In order to establish the total amount of the bond-funded capital program within an affordable level, the Administration conducted a rigorous review of the Commonwealth's debt capacity within its debt affordability policy. The debt affordability analysis underlying the FY10-14 capital investment plan is attached as Appendix A. As indicated in that analysis and illustrated below, the Administration has set the bond cap for fiscal year 2010 and the projected bond caps for future fiscal years at lower levels than it had previously planned in order to ensure that the amount of debt issued to fund the capital program is kept within affordable levels consistent with the Administration's debt affordability policy. Between the FY08-12 Plan and the FY10-14 Plan, planned bond-funded capital investments have been reduced over \$1.1 billion during that period.



A full 75 percent of the bond-funded fiscal year 2010 capital budget is needed to fund “hard” commitments, including ongoing construction contracts, investments needed to generate federal matching funds, legal commitments and personnel needed to carry out capital programs. This high level of commitments left limited budget capacity to start new projects in FY10 and resulted in the need to scale back historic spending levels for many capital programs. For example, to reach a balanced budget, virtually all grant programs were cut by 10 percent for FY10 and FY11 and equipment acquisition programs were cut by 50 percent for FY10 and FY11.

The entire fiscal year 2010 capital investment plan is presented in detail in Appendix C and descriptions of each project or program are included in Appendix D. The highlights of the FY10-14 capital investment plan are provided in the discussions of investment categories below.

VI. Affordability and Fiscal Responsibility

Because the capital program is funded primarily through bond proceeds, the total size of the capital program is determined primarily by the amount of debt the Commonwealth can afford to issue. Since FY91, A&F has established what is known as the “bond cap” to limit annual bond issuance in support of the capital program to



affordable levels. For the third consecutive year, the Patrick-Murray Administration engaged in a rigorous analysis of the state's outstanding debt within affordable levels. Based on this analysis, the Administration has established the FY10 bond cap at \$1.5 billion, plus \$150 million of unused bond cap from FY09 that will carry forward and be available for spending in FY10, \$1.625 billion for FY11, \$1.75 billion for FY12, \$1.875 billion for FY13 and \$2 billion for FY14. As the graph on the prior page illustrates, these bond cap levels are lower in each fiscal year than was previously planned by the Administration in order to ensure that Commonwealth debt is kept to affordable levels within the constraints of the Administration's debt affordability policy. A complete description of the Administration's debt affordability analysis and policy is attached as Appendix A.

In summary, the Administration takes a fiscally responsible approach to setting the annual bond cap, analyzing the Commonwealth's capacity for debt issuance from the point of view of affordability. Specifically, A&F sets annual constraints on both the size of the bond cap and its future rate of growth.

For purposes of its analysis of existing payment obligations, A&F takes into account not only debt service on general obligation bonds, but also debt service on certain special obligations, contract assistance obligations and certain capital lease payments. Although the accelerated bridge program is being carried out in addition to the regular capital program in order to achieve savings from avoided cost inflation and deferred maintenance and to achieve the other objectives of the program, the debt service resulting from the bridge program is also taken into account within the 8% limit under the debt affordability analysis. (See description of the Accelerated Bridge Program, below.)

A&F also takes a conservative approach to projecting future budgeted revenues, basing its growth estimate on the lesser of 3% or the actual compound annual growth rate of the Commonwealth's revenues over the last ten years – which included both economic booms and downturns. A&F models future debt issuance using fiscally conservative assumptions about interest rates, maturities, dates of issuance and market conditions.

Based on this analytic approach, A&F has projected that the Commonwealth will have the capacity to accommodate steady increases in the bond cap over the next four years – albeit at lower levels than originally planned due to economic conditions – while maintaining the percentage of the Commonwealth's budgeted revenues needed to pay debt service during that period below 8%.

The Patrick-Murray Administration intends to limit the total amount of virtually all future bond-funded capital projects to the bond cap. As described in Appendix A, however, there are certain, limited circumstances in which the Administration plans to



undertake borrowing outside the bond cap when there is a sound policy justification for doing so. For example, there are certain projects for which a dedicated stream of new, project-related revenues can be identified to support project costs.

The debt affordability analysis methodology is based on the Commonwealth's current available financing resources and mechanisms; changes in financing structures and resources in the future may impact how A&F examines the administrative bond cap and the state's capacity for additional borrowing. The Administration plans to revisit the debt capacity and affordability analysis every year, revising its estimates for future years by taking into account fluctuations in interest rates, budgeted revenues, and other changes impacting the Commonwealth's debt capacity. In addition, the Administration will annually assess the appropriateness of the methodology and constraints for establishing the bond cap described above.

VII. Aggregate FY10-14 Capital Investment Plan

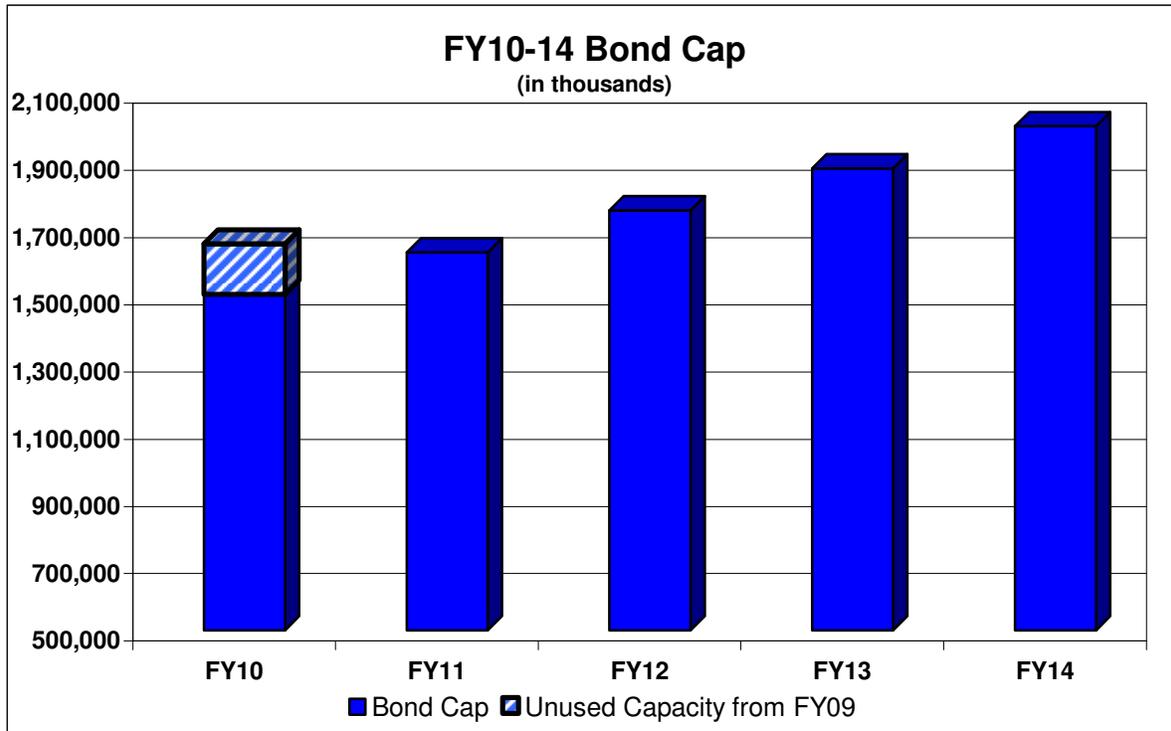
The full five-year capital investment plan by major investment categories is presented below. All specific projects and programs expected to be funded in FY10 are identified in Appendix C, and descriptions of all of these projects and programs are included in Appendix D. It should be noted that many of the projects funded in FY10 are multi-year projects with costs that will be incurred in subsequent fiscal years; these projected future costs have been taken into account in making investment category reservations for future years. It is also important to note that projects will evolve and change, and A&F intends to adjust the capital plan during the fiscal year as circumstances dictate. Each new fiscal year A&F will also undertake a formal reassessment of capital investment needs to develop an annual update to the five-year capital plan.

Total Bond Cap by Year and by Major Investment Category

The following table and chart show the allocation of bond cap spending by year and then by major investment category.



Commonwealth of Massachusetts
Five-Year Capital Investment Plan – FY2010-2014

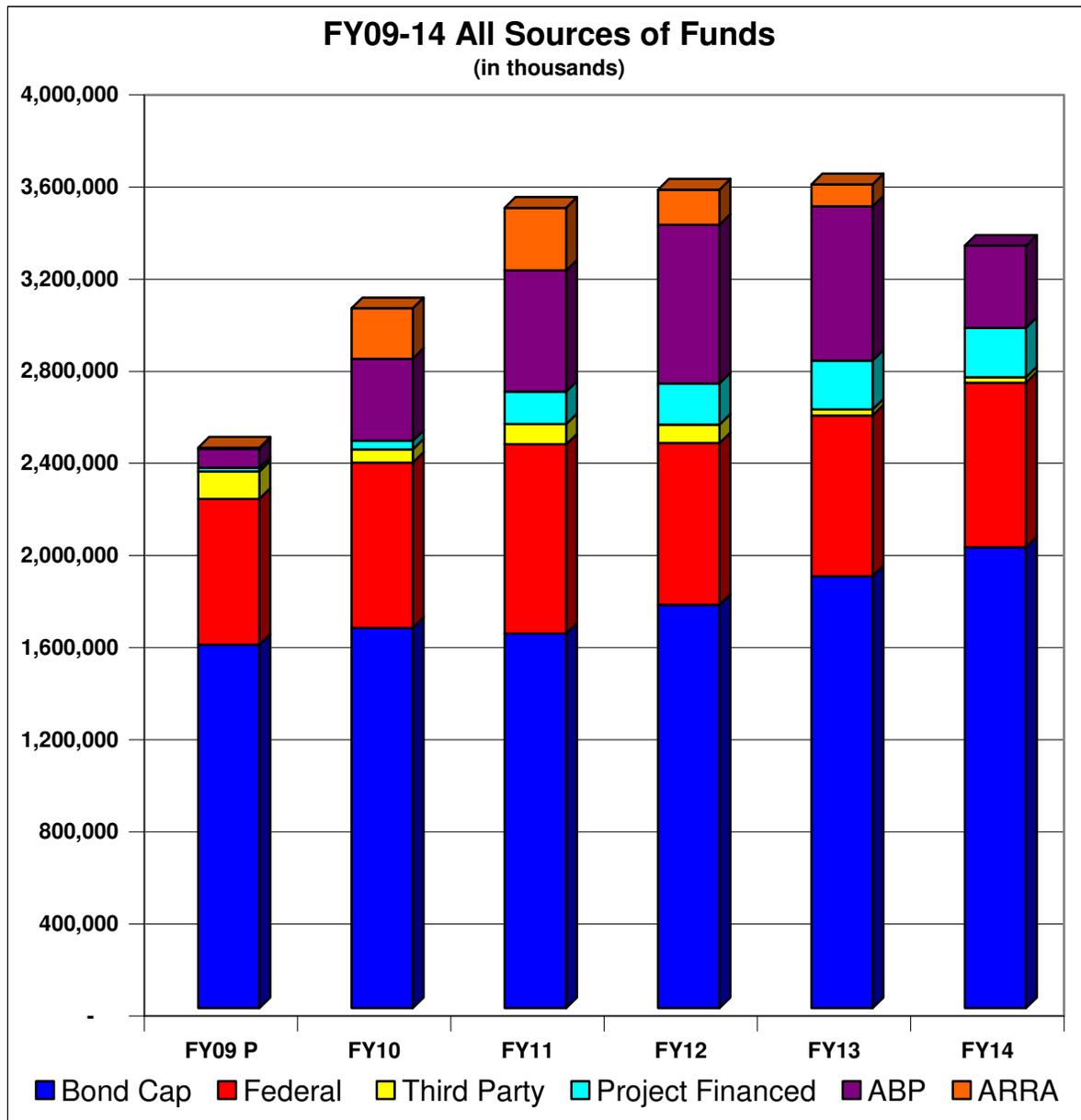


FY10-14 Capital Investment Plan							
Total Bond Cap							
(in thousands)							
	FY10	FY11	FY12	FY13	FY14	5-Year Total	% of 5-Year Total
Community Investments	234,607	222,775	241,312	259,349	244,533	1,202,577	14%
Corrections	21,134	20,500	32,200	59,700	95,400	228,934	3%
Courts	111,825	69,413	30,000	52,750	108,600	372,588	4%
Economic Development	86,780	82,500	93,500	107,000	117,000	486,780	5%
Energy & Environment	106,817	103,353	98,231	105,851	109,132	523,384	6%
Health & Human Services	92,352	83,700	79,900	45,200	67,000	368,152	4%
Higher Education	83,764	123,983	151,725	231,700	235,500	826,672	9%
Housing	168,000	168,000	168,000	171,000	173,000	848,000	10%
Information Technology	75,260	72,919	81,957	85,747	85,625	401,508	5%
Public Safety	13,300	7,950	15,150	28,000	38,600	103,000	1%
State Office Buildings & Facilities	72,758	91,637	105,025	70,000	61,025	400,445	4%
Transportation	583,402	578,271	653,000	658,703	664,585	3,137,961	35%
Total	1,650,000	1,625,000	1,750,000	1,875,000	2,000,000	8,900,000	100%



Total Capital Spending by Year and by Major Investment Category

The following chart and table show the allocation of total capital spending from all sources by year and source and then by major investment category. A description of the sources of funding follows.





FY10-14 Capital Investment Plan							
All Sources of Funding							
(in thousands)							
	FY10	FY11	FY12	FY13	FY14	5-Year Total	% of 5-Year Total
Community Investments	294,307	279,778	283,212	295,349	280,533	1,433,180	8%
Corrections	26,234	22,200	32,200	59,700	95,400	235,734	1%
Courts	111,825	76,136	38,600	61,696	117,546	405,804	2%
Economic Development	106,780	122,500	168,500	177,000	192,000	766,780	4%
Energy & Environment	120,591	115,717	99,085	106,145	109,426	550,964	3%
Health & Human Services	93,352	88,700	83,900	45,200	67,000	378,152	2%
Higher Education	98,764	169,083	199,725	233,700	235,500	936,772	5%
Housing	297,318	268,439	211,623	173,466	173,000	1,123,846	7%
Information Technology	78,131	75,519	81,957	85,747	85,625	494,354	3%
Public Safety	39,200	19,550	19,150	28,500	38,600	145,000	1%
State Office Buildings & Facilities	85,258	104,137	105,025	70,000	61,025	425,445	2%
Transportation	1,686,906	2,133,290	2,230,796	2,240,075	1,855,178	10,146,246	60%
Totals	3,038,667	3,475,049	3,553,774	3,576,579	3,310,833	17,042,277	100%

Description of Sources of Funds

- Bond Cap – Commonwealth borrowing to support the regular capital program
- Federal – federal reimbursements for capital expenditures, primarily for transportation projects
- Third-party – contributions made by third-parties to capital projects being carried out by the Commonwealth
- Project-Financed Bonds – self-supporting bonds payable by the Commonwealth from a new project-related stream of revenue
- Accelerated Bridge Program (ABP) – Commonwealth gas tax bonds or federal grant anticipation notes issued to fund the Accelerated Bridge Program
- American Recovery and Reinvestment Act of 2009 (ARRA) – funds provided by the federal stimulus bill directly to the Commonwealth for targeted capital investments



Comparison of FY09 Capital Spending and FY10 Capital Budget

The first table below shows a comparison of FY09 projected bond cap spending to FY10 budgeted bond cap spending by major investment category. The second table shows a comparison of the total spending from all funding sources of FY09 projected results and the FY10 budget. The detailed FY10 capital spending plan attached as Appendix C shows both the spending agency and major investment category for each project and notes the agency that will benefit from each capital investment.

FY09 v FY10 Bond Cap Major Investment Category				
(\$ in thousands)				
	FY09	FY10	Difference	% Change
Community Investments	246,235	234,607	(11,628)	-5%
Corrections	13,311	21,134	7,823	59%
Courts	95,535	111,825	16,290	17%
Economic Development	66,348	86,780	20,432	31%
Energy & Environment	103,592	106,817	3,225	3%
Health & Human Services	54,760	92,352	37,592	69%
Higher Education	68,555	83,764	15,209	22%
Housing	175,500	168,000	(7,500)	-4%
Information Technology	80,587	75,260	(5,326)	-7%
Public Safety	24,526	13,300	(11,226)	-46%
State Office Buildings & Facilities	66,060	72,758	6,698	10%
Transportation	581,991	583,402	1,411	0%
Totals	1,577,000	1,650,000	73,000	5%



Commonwealth of Massachusetts
Five-Year Capital Investment Plan – FY2010-2014

FY09 v FY10 Total Spending				
Major Investment Category				
(\$ in thousands)				
	FY09	FY10	Difference	% Change
Community Investments	285,035	294,307	9,272	3%
Corrections	13,711	26,234	12,523	91%
Courts	95,535	111,825	16,290	17%
Economic Development	66,348	106,780	40,432	61%
Energy & Environment	105,912	120,591	14,679	14%
Health & Human Services	54,760	93,352	38,592	70%
Higher Education	77,655	98,764	21,109	27%
Housing	244,438	297,318	52,880	22%
Information Technology	105,426	78,131	(27,295)	-26%
Public Safety	40,687	39,200	(1,487)	-4%
State Office Buildings & Facilities	66,060	85,258	19,198	29%
Transportation	1,276,778	1,686,906	410,128	32%
Totals	2,432,344	3,038,667	606,322	25%



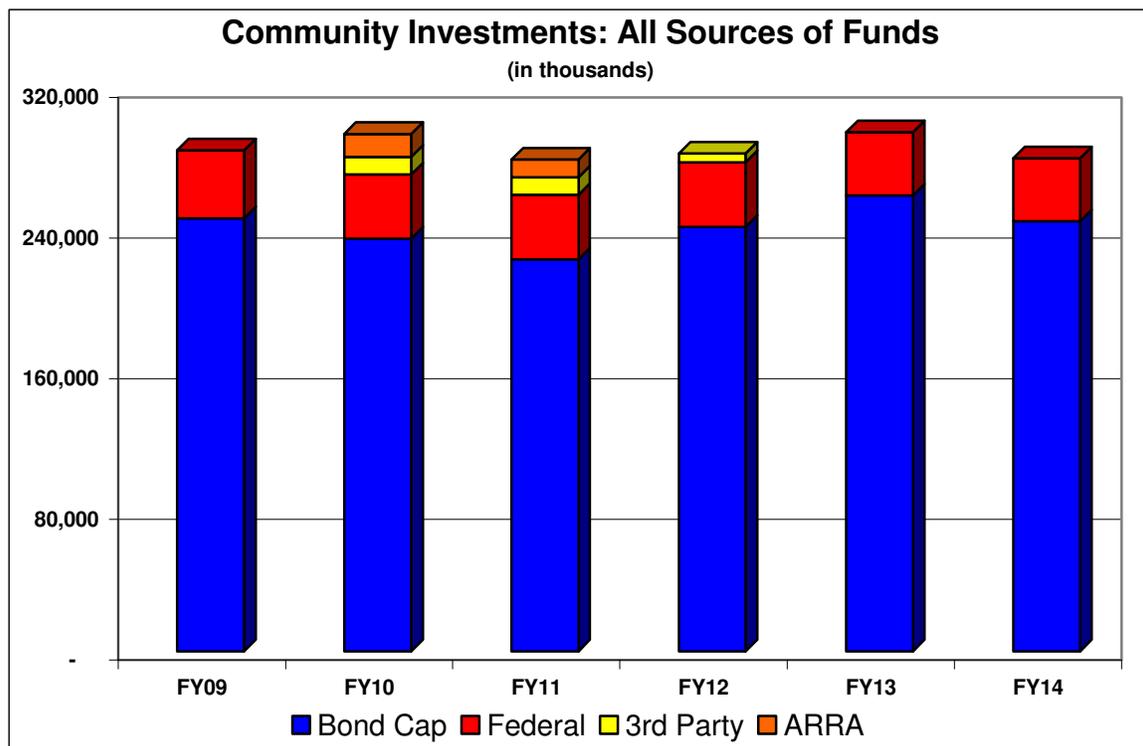
VIII. Capital Investments by Investment Category

The five-year capital investment plan for each investment category is presented below with highlights of FY10 spending and a summary description of ARRA funds awarded or received to date.

Community Investments

The Patrick-Murray Administration is committed to partnering with Massachusetts cities and towns to improve infrastructure, promote economic growth, and make Massachusetts a convenient and attractive place to do business. The Administration is also committed to supporting municipal grant programs that make important local investments in public safety, affordable housing, smart growth development strategies, and energy efficiency.

The following chart reflects the Administration's total planned five-year capital investments in Community Investment programs, as compared to projected FY09 spending.





Highlights of Community Investments projects and grant programs funded in FY10 include the following:

- Maintaining increased funding levels for Chapter 90 municipal road and bridge projects, an increase of at least \$30 million over annual bond-funded Chapter 90 investments in prior Administrations.
- Funding for the Commonwealth's share of a \$125 million Essex Agricultural and Vocational Technical School project to begin in FY10. This new facility will merge the North Shore Regional Vocational Technical School, the state-owned Essex Agricultural and Technical School and the vocational component of Peabody High School. When completed, this agricultural and vocational school will provide over 20 communities with easier access to needed educational services and maximize efficiency of public and private community resources for education and job creation.
- \$13.5 million for Library Construction Grants to match municipal and private contributions for the construction of new town libraries.

ARRA Funding

ARRA funds for local infrastructure projects are in some cases provided directly to local governments or other agencies to manage. The Commonwealth, however, is receiving funding under certain ARRA programs for purposes of making grants to municipalities for infrastructure projects including:

- \$14 million under the Energy Efficiency and Conservation Block Grant program, which funds will be targeted to communities with populations less than 35,000. The Department of Energy Resources will assist those communities in identifying and implementing projects designed to reduce fossil fuel use and emissions. The Commonwealth expects to spend \$7 million of the total grant amount for this grant program in fiscal year 2010.
- \$9.1 million under the Community Development Block Grant program to support community development activities, including housing, economic development and infrastructure. The Commonwealth expects to expend \$6 million of the total grant amount in fiscal year 2010.

Corrections

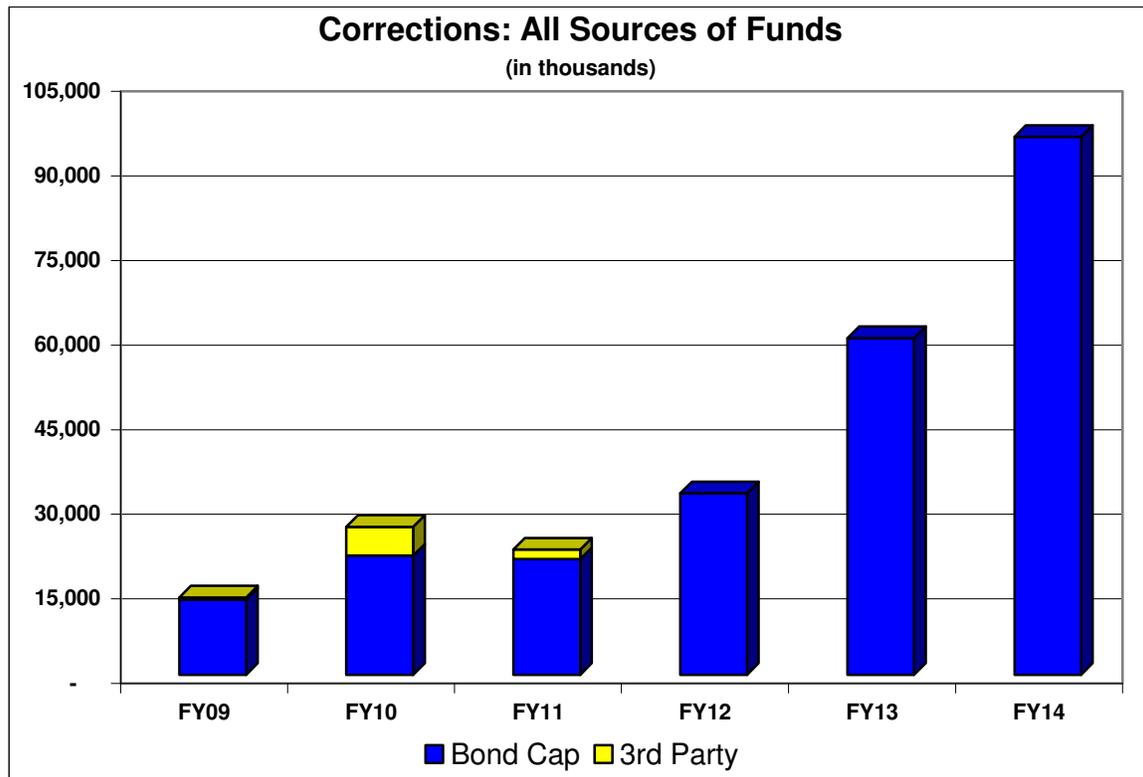
The Department of Corrections operates 18 institutions with five security levels ranging from contract pre-release to maximum security. These facilities



house over 10,000 criminally sentenced inmates in the jurisdiction of the Department of Corrections, 650 incarcerated as civil offenders and 575 pre-trial or awaiting trial offenders. The total custody overcrowding rate is approximately 140%. In addition to the correctional facilities managed by the Department of Corrections, the Commonwealth has eighteen jails, houses of correction and related correctional facilities located in fourteen Massachusetts counties and managed by county sheriffs.

The age of the correctional facilities and the changing needs of the prison population create significant systemic and capital facility challenges. To address these issues, the Patrick-Murray Administration initiated a system-wide master planning process which began in late 2007 and, as of the date of this report, is in the final draft stage and expected to be released soon. The master planning process has resulted in a complete assessment of the conditions and needs of the correctional system and makes recommendations with respect to programs and strategic capital investment opportunities for correctional facilities statewide. Although certain facilities have compelling needs when evaluated in isolation, it is critical that our limited capital investment resources be invested in a thoughtful and cost-effective manner to meet the programmatic demands and objectives of the entire correction system.

This master planning process and facility repairs (as opposed to new facility expansions) have been the primary focus since FY08. Funding in FY10 will commence the implementation of the master plan's recommendations. The following chart shows the planned investments from all sources in correctional facilities from FY10-F14, as compared to projected FY09 spending for correctional facilities.



Highlights of FY10 spending for correctional facility improvements include:

- \$1.5 million will be invested to begin the implementation of the Corrections Master Plan upon its release, including funding studies and designs for the highest priority projects. As these projects move to the construction phase, funding levels increase over the course of the five-year plan.
- Capital investments in FY10 are targeted to urgent repair needs, including \$3 million and \$6.5 million, respectively, for renovated water treatment plants at correctional facilities at Plymouth and Norfolk, and \$1 million for improvements to inmate cells based on the recommendations of the Hayes Report.
- \$3.5 million in upgrades and renovations to Billerica correctional facilities to accommodate the relocation of the Middlesex County jail from the E.J. Sullivan Courthouse in Cambridge.

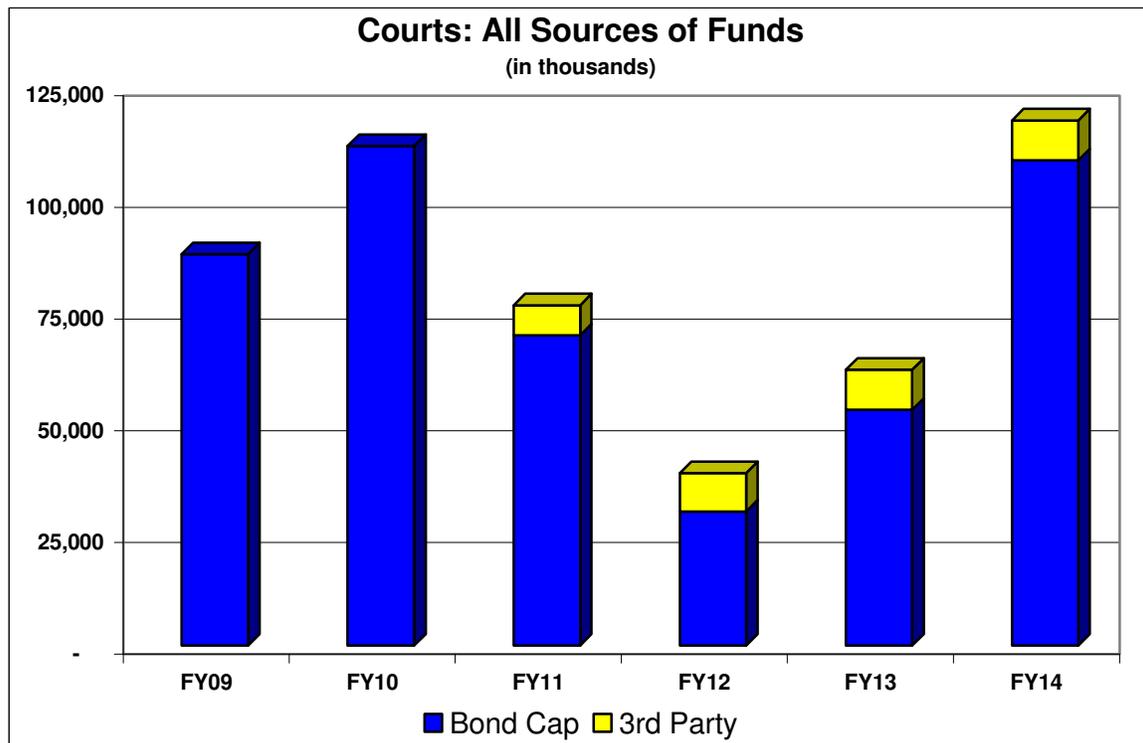
Courts



Commonwealth of Massachusetts Five-Year Capital Investment Plan – FY2010-2014

The Commonwealth operates 61 court facilities, almost 5 million gross square feet of space, in 39 communities across the state. The Massachusetts Trial Court system also includes 23 county-owned courts and 34 other facilities. Capital spending for judiciary projects is administered through DCAM, which has spent approximately \$487 million on courts projects over the past five years, 37% of its total capital spending. Continued investment is necessary not only for the effectiveness of court operations, but also for the health and safety of court staff and members of the public who participate in the judicial system. DCAM is managing several new court construction projects, including construction of new facilities in Fall River, Salem and Taunton. In addition, demolition has begun in preparation for construction of a new courthouse in Lowell.

The following chart shows projected FY09 spending and the Administration's expected five-year capital investments in courts. Lower spending in fiscal years 2011 and 2012 reflect the completion of the three major court projects currently underway and the initiation of the next wave of court projects, including projects in Greenfield and Lowell.





Fiscal year 2010 highlights include continued investment in the major projects underway, including:

- \$26 million for completion of construction of the new \$85 million District and Superior court facility in Fall River;
- \$30.4 million for construction of the new \$106 million courthouse in Salem,
- \$33.2 million for construction of the new \$86 million Taunton Trial court facility.

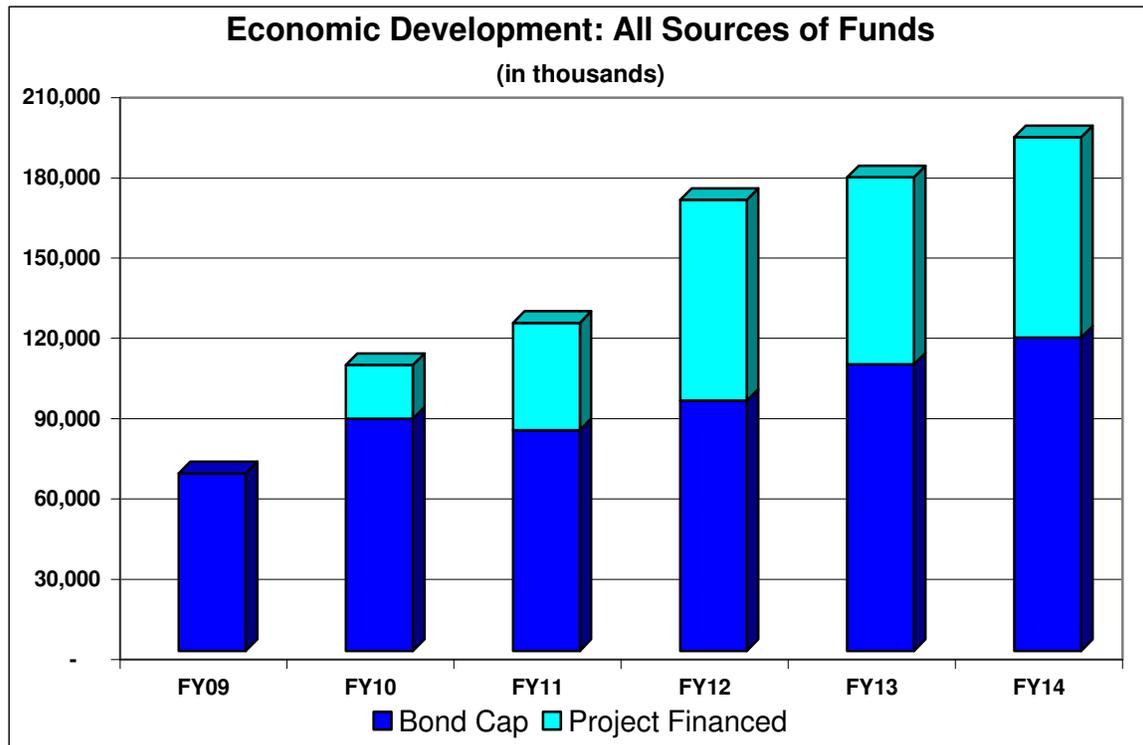
The Administration obtained authorization to sell certain court facilities that may be or that are expected to be replaced by new court facilities and to apply the proceeds of the sale to help offset the costs of the new replacement court project. The Administration sought this authorization and will use it to help stretch its limited bond funds for court projects to invest in as many court projects as possible. For example, the Administration has determined that the sale of the Edward J. Sullivan Courthouse in Cambridge may be the most cost effective way for the Commonwealth to deal with the asbestos and other issues with the property. Proceeds of the sale would be applied to fund temporary costs of relocation before a permanent solution is developed.

Economic Development

The Massachusetts economy is the largest in New England and the 13th largest in the nation¹, and as such having a robust economy is important not only for the Commonwealth's own citizens, but also for the economic vitality of the region and the country. Similar to the experience of states throughout the country, the Commonwealth has been hit by the recession and unemployment has risen from 6 percent one year ago to 9.1 percent today. A critical component of the Governor's recovery plan for Massachusetts is not only to stimulate job creation today, but to make investments that support long-term economic growth. The Patrick-Murray Administration is focused on doing just that through strategically targeted capital investments that attract private investment and support the innovation economy of the future.

The following graph reflects the Administration's planned capital investments in economic development projects and programs over the next five years, as compared to FY09 economic development-related spending.

¹ University of Massachusetts, Donahue Institute, Massachusetts State Data Center, 2008 Q3 data, p. 20.



Highlights of fiscal year 2010 capital investments in economic development include the following:

- \$22 million for the Massachusetts Opportunity Relocation and Expansion (MORE) Jobs capital program, which provides grants for public infrastructure improvements that support business expansion and relocation. These grants are targeted to projects that create at least 100 new jobs, generate a significant portion of sales from outside the Commonwealth, or provide other significant economic benefits.
- \$13 million for the “Growth Districts Infrastructure Investment Program” as a means of expediting commercial and residential development within designated areas in the Commonwealth. The initiative offers a focused approach to work with each community where a growth district is located to ensure that all required permits are secured, site preparation is completed, infrastructure improvements are identified, and marketing resources are made available on an expedited basis.
- \$30 million in fiscal year 2010 – and an estimated \$250 million over the next five years - for Governor Patrick’s ten-year, \$500 million Life Sciences Initiative capital program. This capital program supports continued growth in one of Massachusetts key industries. These capital investments include the building of new research centers that will attract academic and industry



leaders to Massachusetts from around the globe, including beginning construction of the Sherman Center at the University of Massachusetts Medical School - Worcester.

- \$15 million for the Broadband Initiative, which will invest capital funds in long-lived, carrier-neutral infrastructure assets to promote broadband expansion to unserved and underserved areas, starting with Western Massachusetts.

It should be noted that the capital investments reflected above in the Economic Development investment category include only the projects and programs in the FY10-14 capital investment plan that are designed first and foremost for the purpose of supporting economic development. There are, however, hundreds of millions of dollars more in planned investments reflected in the Transportation, Community Investment and other investment categories in the capital investment plan that will support economic development and the creation of jobs in the Commonwealth.

ARRA Funding

The Commonwealth is seeking ARRA funding for various economic development infrastructure investment initiatives. One example is the \$105 million applied for by the Massachusetts Broadband Institute (MBI) including \$100 million for broadband infrastructure in western Massachusetts and \$5 million for statewide broadband mapping. The proposed fiber-optic infrastructure project would build upon the recently announced \$4.3 million, 55-mile segment of MBI fiber being deployed along the Interstate 91 corridor and create jobs, educational, and business opportunities in the western region of the Commonwealth. All federal broadband stimulus funding will be awarded based upon a competitive review and scoring process of grant applications from across the nation. The MBI expects to learn about its round one federal award funding for broadband in November 2009.

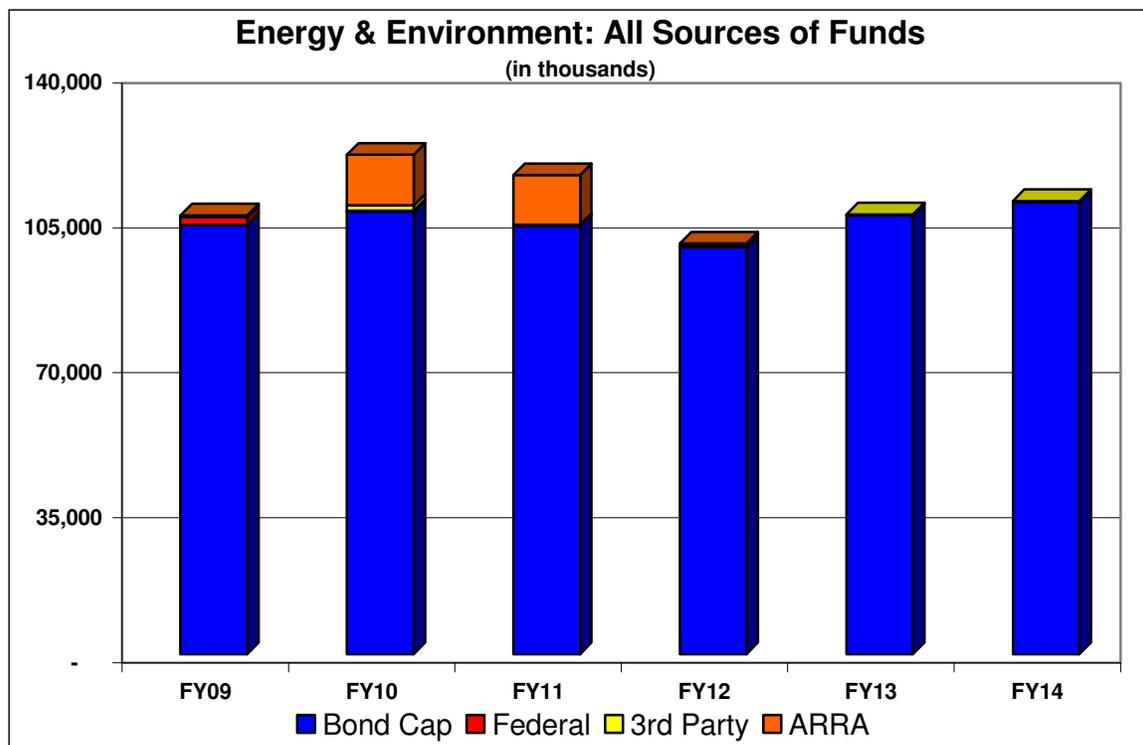
Energy and Environment

The Executive Office of Energy and Environmental Affairs (EOEEA) stewards an incredible diversity of natural resources and infrastructure for the Commonwealth. Ten percent of the Commonwealth's land mass is in state parks, forests and other conservation lands – including 450,000 acres of state forest and park systems. In addition to state parks and forests, the Department of Conservation and Recreation (DCR) manages 29 campgrounds, 87 beaches, 340 dams, 524 miles of urban parkways and 2,000 miles of trails. The Department of Fish and Game oversees over 157,000 acres of Wildlife Management Areas and maintains over 275 boat ramps and public access fishing and boating sites.



Managing these resources requires significant investments from both the operating and capital budgets. In particular, capital funds pay for important infrastructure projects, such as flood control measures, dam rehabilitation, improvements to recreational facilities, wildlife habitat protection, environmental hazard remediation, park and trail maintenance, and open space acquisition. Other agencies within EOEEA invest capital resources in projects and programs that contribute to clean water, clean air, clean energy, natural resources, agricultural resources and more.

The Administration's FY10-14 capital investments in energy and the environment are shown on the following graph and compared to projected FY09 investments.



Highlights of the FY10 energy and environment capital investments include:

- Complete Georges Island Visitor Center which will have extensive exhibits, shade shelter, concession services, event space and a gift shop to anchor Georges Island as a hub of Boston Harbor Islands State Park and to enhance it as a tourism destination. The installation of solar panels and the energy



conservation measures at the visitor center will have projected annual savings of two-thirds of the current operating costs.

- The capital investment plan provides for \$45 million in FY10 dedicated to open space protection. Some of these land protection investments are in the form of grants to municipalities and are reflected in the Community Investment category described above. In the aggregate these land protection investments are being targeted to three main objectives: (1) the creation of urban parks, (2) the preservation of natural landscapes and habitats; and (3) the preservation of working landscapes.
- Maintain robust swimming pool program to complete rehabilitation of five urban pools by FY13.
- Commence the \$10.3 million Winthrop Shores restoration project which includes beach nourishment for shore protection, parkway reconstruction and reconstruction of storm drainage.

It should be noted that the five-year capital plan contains a number of other energy and environment investments reflected in other spending categories. For example, repairs required for Department of Conservation and Recreation (DCR) roads and bridges, particularly through the Accelerated Bridge Program, are reflected in the Transportation category in recognition of the fact that these and other DCR roads and bridges are transportation assets. In addition, the energy and environment investments shown in the chart above do not reflect energy and environment-related community investments, particularly in the area of land conservation programs for which the Administration significantly increased funding beginning in FY08. There are also amounts budgeted for energy efficiency improvements in state facilities reflected in the State Office Buildings and Facilities category described below that are not reflected in the chart above.

ARRA Funding

To date, the Commonwealth has been awarded \$74 million in energy-related ARRA funds.

- \$55 million of which is from the State Energy Program. This program has three primary components: renewable energy projects, energy efficiency projects and energy efficiency transformation projects. In FY10, the Commonwealth will spend approximately \$5 million and \$12.5 million of State Energy Program funds for solar and energy efficiency projects at state university and college campuses and at state office buildings, respectively. In FY10, the Commonwealth will award \$10 million to promote the expansion of private sector efficiency programs under transformation program.



- Under the Energy Efficiency and Conservation Block Grant program, the Commonwealth has been awarded \$14 million, of which \$7 million will be spent in FY10, to provide funds to communities with populations less than 35,000 to implement projects to reduce fossil fuel use and emissions.
- The Commonwealth has also been awarded nearly \$5 million in Leaking Underground Storage Tank Trust Fund Program and Diesel Emissions Reductions Program funds. In FY10, nearly \$1 million will be spent on underground storage projects and \$1.3 million on the diesel emissions reductions program.

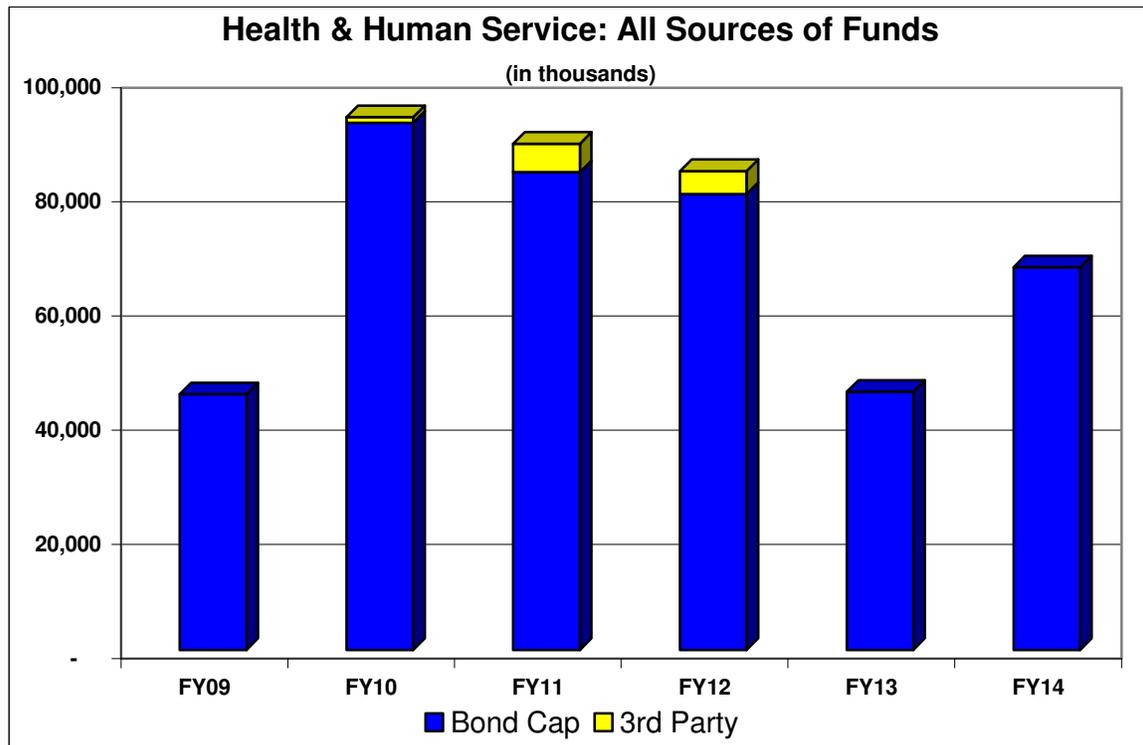
In addition to the ARRA funds mentioned above, the Massachusetts Water Pollution Abatement Trust has been awarded \$133.1 million of ARRA funding for local wastewater infrastructure projects and \$52.2 million for local drinking water projects. In FY10, the Trust expects to expend \$85 million and \$33 million of these amounts on wastewater and drinking water projects, respectively. These funds have not been reflected in this capital plan, since they are awarded directly to the Trust and do not flow through the Commonwealth.

Other energy-related ARRA competitive grant programs for which the Commonwealth will apply include the competitive portion of the Energy Efficiency and Conservation Block Grant which will select state and local government program proposals that could transform the speed and scale with which energy efficiency technology is installed in homes, businesses, and other buildings.

Health and Human Services

The Executive Office of Health and Human Services (HHS) provides critical services for the Commonwealth and is the largest segment of the executive branch, accounting for nearly half of the Commonwealth's operating budget each year. HHS facilities are numerous: more than 800 structures, encompassing over 10 million square feet of state-owned space, are spread over 36 state campuses. These structures include hospitals, clinics, long and short-term care facilities, offices, and support facilities such as power plants and garages. Many of these facilities operate 24 hours per day, 7 days per week, year-round.

The level of funding for health and human services capital projects over the next five years is reflected in the chart below.



Investments in fiscal year 2010 are highlighted below and continue to be concentrated in the construction of a new hospital, while advancing the Administration's efforts toward addressing the backlog of physical plant needs in the state's health and human service facilities.

- \$65 million for the construction of a new 320 bed psychiatric facility on the grounds of Worcester State Hospital – a project that will replace and consolidate two outdated existing Department of Mental Health facilities, resulting in expected annual operating savings of approximately \$4.15 million from efficiencies such as reduced overhead and staffing costs and a more energy-efficient facility.
- \$15 million for urgent repair and replacement needs at various HHS facilities, including oxygen delivery, fire safety upgrades, ventilation, and heating and cooling systems
- Continuation of a strategic master plan to assess HHS's needs for state-owned assets and community based services. The master plan seeks to better match the state assets with the agencies' missions and to reduce capital repairs and operating costs in order to target HHS dollars to the provision of programs and services.

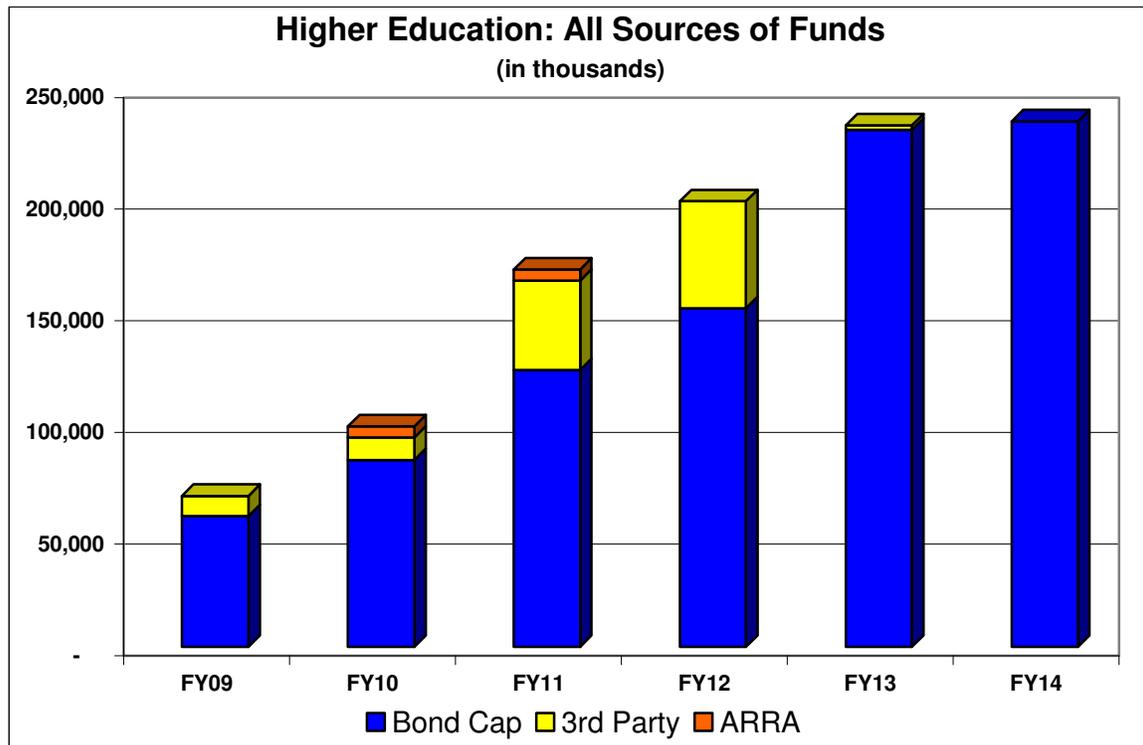


Higher Education

The Commonwealth's higher education system, which serves approximately 260,000 students, is comprised of 29 campuses divided into three segments: 15 community colleges, nine state colleges and five University campuses. In response to the alarming capital deficiencies at many of these institutions, Governor Patrick dramatically increased planned spending for higher education capital projects in the first five-year capital plan in fiscal year 2008, and he obtained passage of a \$2.2 billion, 10-year higher education bond bill in 2008 as a key component of his 10-year education reform initiative.

The following graph reflects the Administration's capital commitment to public higher education over the next five years as compared to projected fiscal 2009 capital spending for higher education. The state's capital investment in higher education will increase each year, and by 2013, higher education investments will represent 12% of the total bond-cap funded capital budget, compared to just 3% in fiscal year 2007. Total estimated bond-funded spending over the five-year period is \$826 million, ramping up over the course of five years as construction projects get underway to an annual investment of over \$235 million by FY14.

This significant capital investment in higher education is exclusive of additional amounts that will be invested in public higher education facilities as a part of the Life Sciences Initiative capital program included in the Economic Development investment category described above. In addition, while the chart below reflects amounts the University and college campuses are contributing to projects being carried out and primarily funded by the Commonwealth and reflects ARRA funding that the Commonwealth is investing in higher education campuses, it does not reflect additional amounts of campus funding and ARRA funding received directly by the campuses that the campuses invest in capital projects that they carry out.



Fiscal year 2010 capital investments in higher education will support the objectives and areas of strategic focus of our public colleges and universities. Highlights of the fiscal year 2010 capital plan for higher education include:

- Continue or complete construction projects at three state or community colleges and three at different University of Massachusetts campuses.
- Start construction for major projects at Bridgewater State College, Massachusetts Maritime Academy, North Shore Community College and Greenfield Community College.
- Commence studies or design for major new projects at ten sites, including Holyoke Community College, Mass College of Liberal Arts, Fitchburg State College, Salem State College, Qunsigamond Community College and Bristol Community College as well as at University of Massachusetts Boston, Dartmouth, Amherst and Lowell campuses.

ARRA Funding

The majority of ARRA capital funds for higher education will be awarded directly to the institutions. Of the \$55 million awarded to the Commonwealth

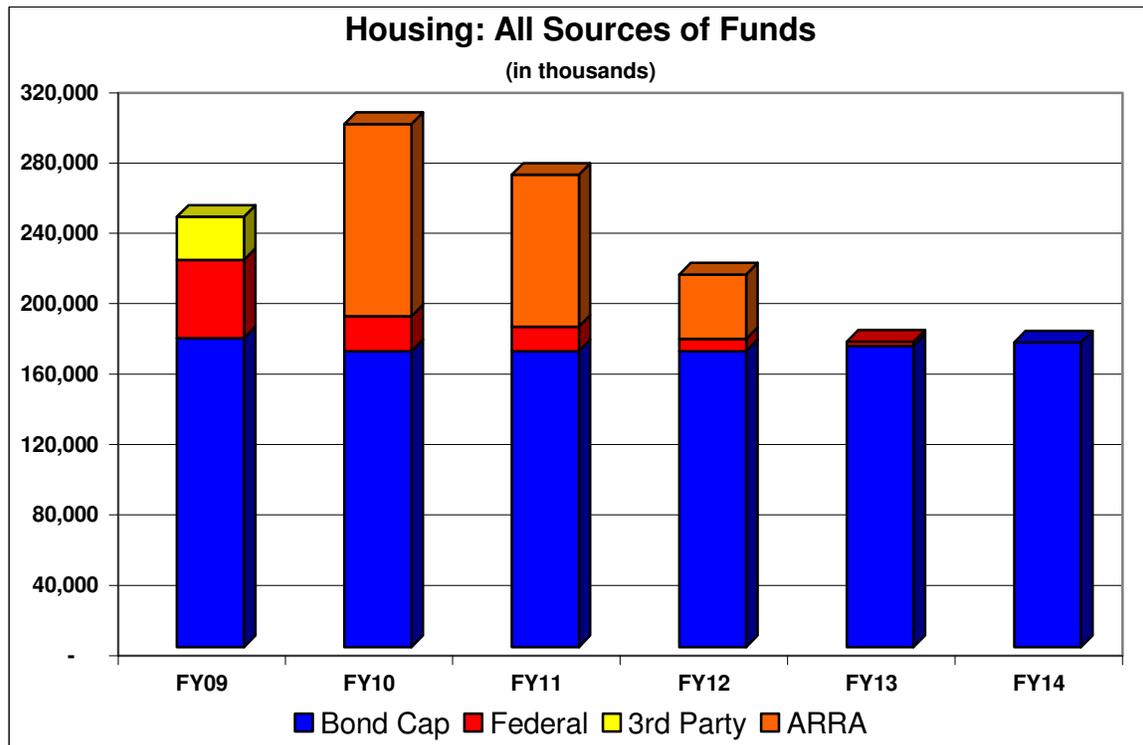


through the State Energy Program, the Commonwealth is allocating \$10 million of such amount for renewable energy and energy efficiency investments at higher education campuses. The Commonwealth expects to expend \$5 million of this ARRA funding on such investments in FY10.

Housing

State spending for housing in Massachusetts includes both state-supported public housing and private affordable housing development. The Commonwealth's state-supported public housing is a unique and valuable resource, consisting of more than 50,000 units in 242 cities and towns. The state's public housing portfolio supports some of our most vulnerable citizens and includes more than 32,000 units of housing for the elderly, 12,900 units for veterans, and 2,000 units for clients of many of the state's human services agencies – in all, providing homes for more than 80,000 residents. The portfolio suffered neglect for the 16 years prior to this Administration assuming office, resulting in an inherited backlog of expired building systems and significant components that need replacement. As a way to offset the negative effects of the high costs of private housing in Massachusetts, both for renters and owners, the Commonwealth's private affordable housing development programs use a variety of financing resources, ranging from grants and loans to tax-credits, to support the production and preservation of affordable private housing.

The following graph reflects the Administration's estimated capital investment in affordable housing over the next five years, as compared to projected fiscal year 2009 affordable housing-related capital spending.



Highlights of the fiscal year 2010 capital plan for housing and representative projects are presented below:

- \$99.4 million (including \$5 million through the Affordable Housing Trust Fund and \$12.5 million in ARRA funds through the Weatherization Assistance Program) invested in public housing. Continuing Governor Patrick's commitment to public housing, this is an 89% increase in funding for public housing compared to funding levels prior to the Patrick-Murray Administration. In addition to these investments through the state capital budget, the Administration intends to continue to leverage affordable housing tax credits to increase investment in public housing.
- \$81 million in total spending for various private affordable housing development programs, including \$35 million from the Affordable Housing Trust Fund (which is net of the \$5 million in the Fund statutorily dedicated to public housing), one of the Department of Housing and Community Development's (DHCD) most flexible funding sources and a key means of supporting affordable home ownership and affordable rental housing.

Examples of projects managed by DHCD during FY10 include:



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- The Housing Innovations Fund will provide a \$750,000 investment in a critically important mission-oriented project in Boston's South End. Pine Street Inn, in partnership with the Archdiocese of Boston, will develop a 37-unit single room occupancy project for homeless adults.
 - The Community Based Housing program will fund \$5 million of investments to renovate affordable rental apartments for disabled individuals living on their own or with their families.
 - A \$1 million investment will be made through the Community Improvement & Preservation Fund in Charlton to preserve affordable housing units. Fiscal year 2010 is the first full year of DHCD implementation of a \$4 million flagship preservation award from the MacArthur Foundation to support projects such as Charlton.
 - \$822,150 from the Housing Stabilization Fund will be invested in the Alaska Street project in Boston to support the acquisition and rehabilitation of single room occupancy housing for very low-income individuals including individuals making the transition from homelessness.

ARRA Funding

The Commonwealth has been awarded \$241.6 million of ARRA funds for capital investments to support affordable housing under a few different programs.

- In FY10, DHCD expects to spend \$115 million of these ARRA funds. Of this FY10 amount, \$85 million in the aggregate will be funded from (i) the Tax Credit Exchange Program to exchange unused 2008 low-income housing tax credits and up to 40% of 2009 tax credits for affordable housing production subsidies and (ii) the Tax Credit Assistance Program to restart low-income housing tax credit projects that were stalled due the financial crisis.
- Through the Weatherization Assistance Program, \$24.4 million will be expended in FY10 to aid homeowners and local groups' efforts to make homes more energy-efficient, including investments in the Commonwealth's public housing stock referenced above. In addition to these ARRA amounts for affordable housing reflected in this Housing investment category, is the Community Investment category includes \$6 million of ARRA funds in FY10 from the Community Development Block Grant program to support housing-related community development activities.

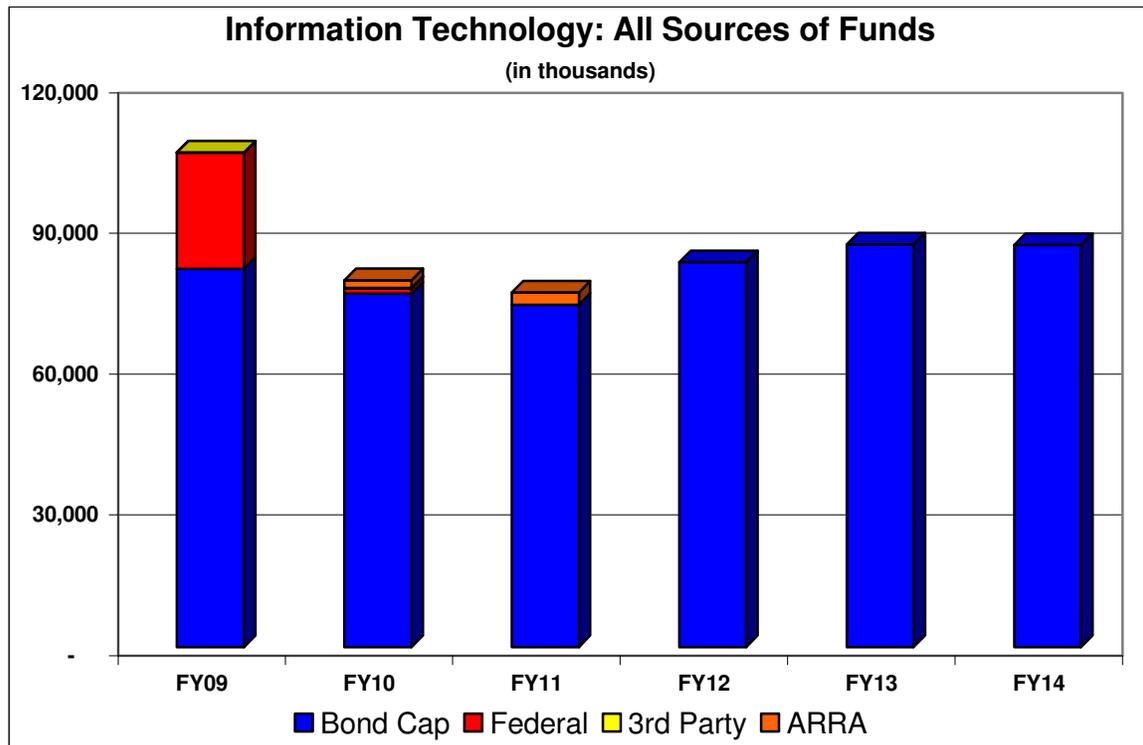


The Commonwealth has applied for a grant under the Neighborhood Stabilization Program. These ARRA funds will be applied to the acquisition and rehabilitation of foreclosed and vacant properties in the neighborhoods hardest hit by the foreclosure crisis. This funding supplements the existing Neighborhood Stabilization Program which was created and funded by Congress last year, and for which the Commonwealth received \$43 million.

Information Technology

The Information Technology Division (ITD) manages a wide array of information systems: 183 data centers, 100 phone systems, 24 e-mail systems and 15 data networks - many of which are aging and no longer meeting all the modern-day business needs of state government. These vast and decentralized systems are too complex to manage efficiently and make it difficult to maintain security. In addition, these systems for the most part cannot work effectively together, preventing agencies from partnering in providing the kinds of information and services the public has come to expect in the Internet age.

The FY10-14 capital plan makes investments in major state-wide information systems as well as advancing the strategic goal of consolidating state-wide information technology to promote efficiency, effectiveness and security. The following chart shows the Administration's total planned five-year capital investments in information technology, as compared to projected FY09 spending.



Highlights of FY10 information technology capital spending include:

- \$2.5 million for the Automated Licensing and Registration System (ALARS) modernization project for the Registry of Motor Vehicles, which is estimated to take five years to implement.
- \$9.5 million in modernizing the Commonwealth's public safety technology infrastructure.
- \$9.2 million to begin deployment of the new Quest unemployment insurance system.
- \$5.2 million to continue the implementation the State Police digital wireless public safety radio network. The project will perform radio tower and associated site improvement work at 17 locations and install a microwave infrastructure.
- \$2.8 million to continue the development of MassTax2, which will be a secure, user-friendly system that will integrate all tax administration functions.



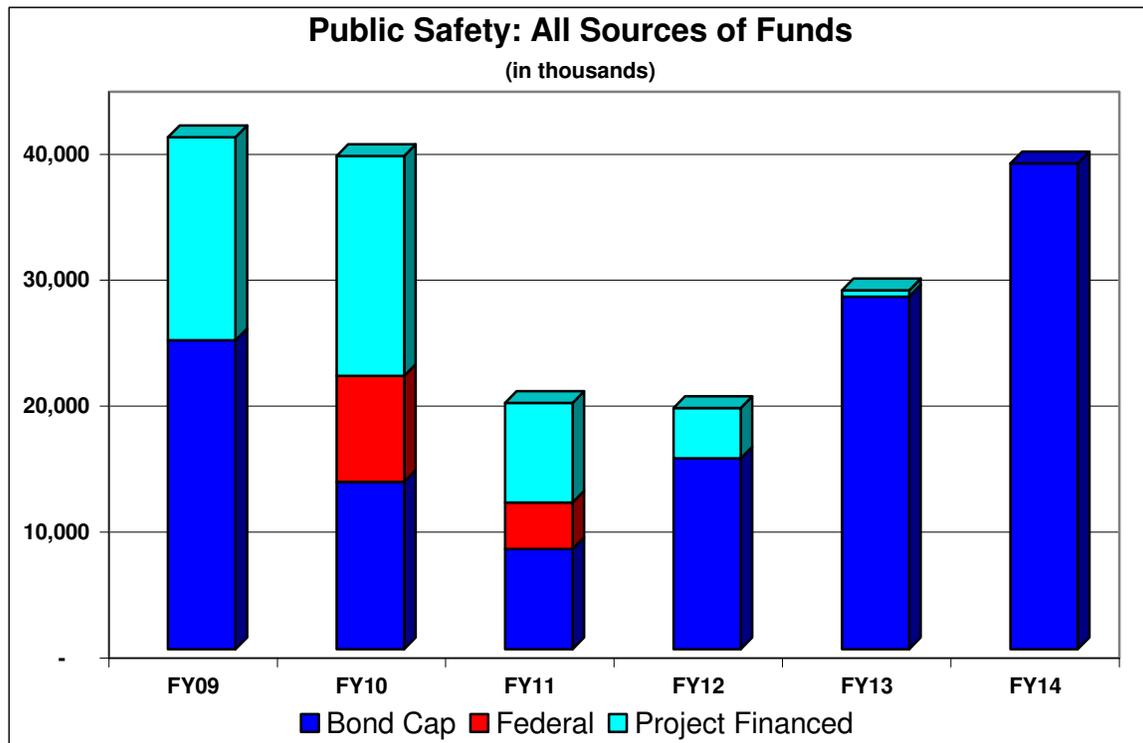
ARRA Funding

The Commonwealth has been awarded \$4.25 million in ARRA funding for the development of an Integrated Child Support Enforcement System, which in turn will leverage additional federal funds. Of this amount, \$1.65 million is expected to be expended in FY10.

Public Safety

The Commonwealth's capital spending supports important public safety projects and programs that ensure the safety of our citizens and communities. Public safety capital investments range from carrying out projects at Massachusetts military facilities to addressing the equipment and facilities needs of the state police, chief medical examiner, homeland security and emergency response agencies.

The chart below shows the planned five-year capital investments in public safety, as compared to projected FY09 spending.



FY10 public safety-related investment highlights include:



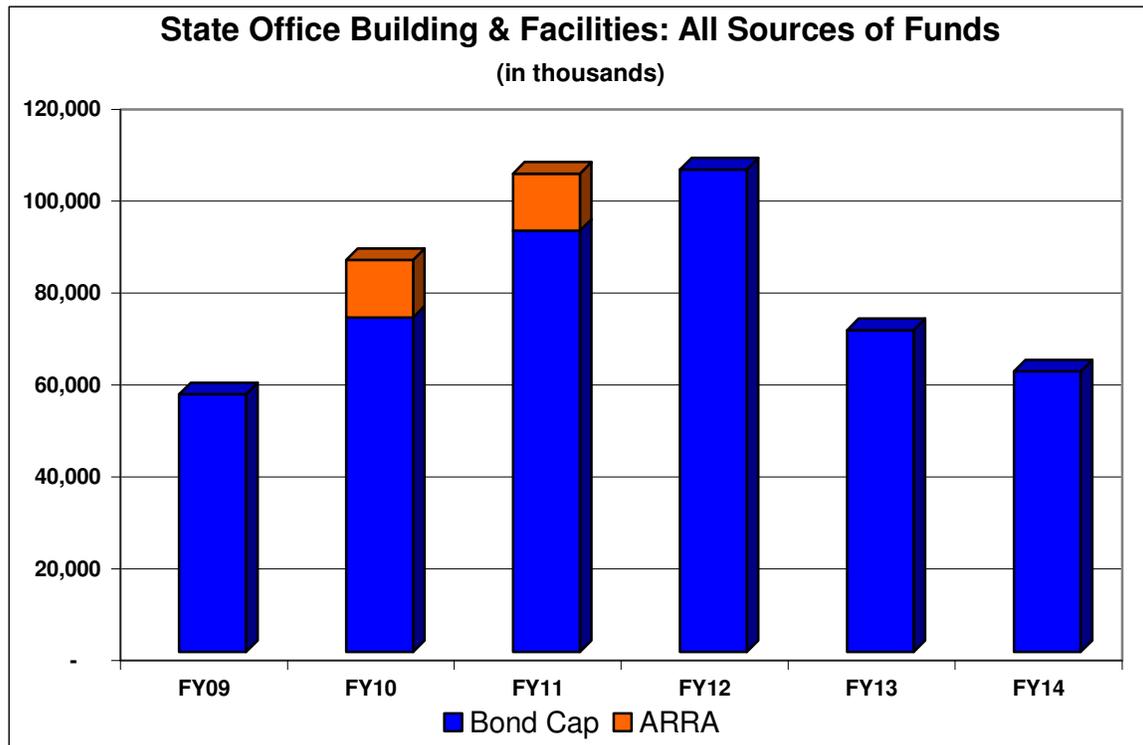
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- \$16 million for continuation of the expansion of the Massachusetts Firefighting Academy at Stow, the state’s primary training center for fire fighters, and funding to begin construction of a new fire training facility in the City of Springfield. Recently enacted legislation authorizes the Commonwealth to raise the amounts needed to fund related debt service costs for fire training facility projects through assessments on property insurance policies. Thus, these projects are reflected as “project financed” in the table above.
 - \$1.9 million to complete construction of a new consolidated Municipal Police Training Facility in western Massachusetts.
 - \$1.4 million for a strategic master plan for the State Police. This comprehensive study is intended to help the Commonwealth better align the facilities infrastructure of the State Police with the needs of its operations. The majority of barracks were constructed in the 1920’s and 1930’s and state policing operations have significantly changed since that era.
 - \$7 million for the replacement program for new state police cruisers and helicopters.

It should be noted that the investments shown above do not include public-safety related information technology investments or investments in correctional facilities, which instead are included in the Information Technology and Corrections categories described elsewhere in this report.

State Office Buildings and Facilities

Safe, convenient and accessible state office buildings and facilities are necessary for the efficient and effective functioning of government and for providing programs and services. They are also important venues for active civic engagement. These buildings and facilities have important safety and accessibility needs for both workers and visitors. As a result of years of neglect, many state office buildings require structural improvements, as well as repairs to roofs and building envelopes to prevent leaks that lead to further structural damage. Several state office buildings require elevator replacements and other improvements necessary to comply with building codes and American Disabilities Act (ADA) accessibility requirements. Fire alarms, sprinkler systems, power plants and HVAC systems must also be updated.

The FY10-14 capital investment plan builds on the progress made over the last two years to improve state office buildings and facilities. The following chart reflects expected capital spending over the next five years, as compared to projected FY09 spending.



Highlights of the FY10 capital investment plan include:

- The continuation of a competitive process managed by DCAM to distribute \$30 million to state agencies for small deferred maintenance projects at various state-owned facilities.
- \$7.8 million is allocated for design, pre-construction services and initial construction activity for a 2nd Data Center in Springfield. This mission critical facility will be an active back-up to the current data center in Chelsea and will run concurrently with that facility. It will have higher levels of security and reliability and will support emergency response as well as enable data center consolidation as outlined in Executive Order 510.
- \$3.9 million in spending on elevator modernization in the McCormack State Office Building.
- \$9 million for improvements to the roof and fire alarm system of the State House.



- \$4 million investment in energy conservation retrofits and renewable energy projects at state buildings and facilities, consistent with the Governor’s “Leading By Example” initiative.

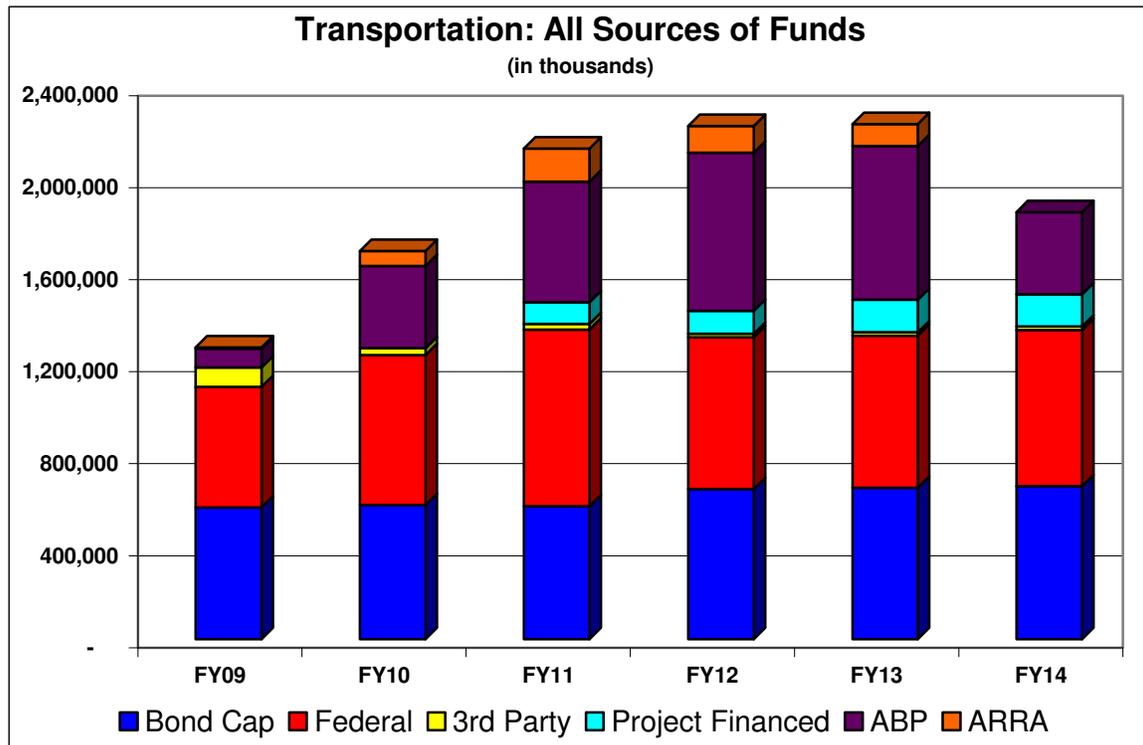
ARRA Funding

The Commonwealth has been awarded \$55 million of ARRA funds under the State Energy Program that it has allocated to energy efficiency and renewable energy improvements at various state office buildings and facilities. The Commonwealth expects to spend \$12.5 million of this amount in FY10.

Transportation

The Commonwealth’s transportation investment needs are extraordinary. The Patrick-Murray Administration has significantly increased investments to improve our roads, bridges, transit and other transportation system assets by allocating a larger portion of the capital budget over the last two years to transportation investments, initiating the Accelerated Bridge Program, and securing additional revenue dedicated to transportation. This trend of increased investment in transportation infrastructure continues in this updated five-year capital investment plan. In addition, the recently enacted transportation reform legislation will result in significant operating cost savings from reforms and consolidation of our transportation agencies into the new Massachusetts Department of Transportation and thereby free up additional funds for needed infrastructure investments.

The chart below shows the expected transportation-related capital investments from all sources for the next five years, as compared to the projected FY09 transportation-related spending.



The following are some of the specific capital investment highlights of the FY10 transportation capital investment plan:

- \$137 million for federally-assisted statewide road and bridge projects, up from \$121 million last year and leveraging by nearly four times that amount in federal funds for road and bridge projects.
- \$100 million to the Statewide Road and Bridge Non-Federally Assisted Maintenance Fund for maintenance of MassHighway roads and bridges.
- Approximately \$65.6 million to address the State Implementation Plan (SIP) transit project commitments, including \$46.9 million for the Fairmount Commuter Rail project, \$8.7 million for the Green Line extension, \$6 million for the Red Line-Blue Line connector study and \$4 million for the new parking spaces initiative.
- \$15.6 million to continue the planning phase of the South Coast Rail project, which will extend the MBTA's commuter rail service to Fall River and New Bedford.
- \$18.5 million for DCR parkways and bridges.



It should be noted that the funding identified for MassHighway and the Executive Office of Transportation and most of the funding identified for the Department of Conservation and Recreation transportation assets in this capital plan – including amounts invested pursuant to the Accelerated Bridge Program described below – will be transferred to the Massachusetts Department of Transportation (MassDOT) together with the related road and bridge assets after the establishment of MassDOT on November 1, 2009. The Highway Division of the new MassDOT will assume responsibility for all of the MassHighway road and bridge assets, the DCR bridge assets and certain parkway assets, the Turnpike Authority assets and the Tobin Bridge, which will all be consolidated for operating purposes to achieve efficiencies in the management and operation of the state's road and bridge assets.

ARRA Funding

Under ARRA's Surface Transportation Program and Highway Infrastructure Investment Program, the Commonwealth has been awarded \$437.9 million for restoration, repair and construction of the Commonwealth's state-wide road and bridge assets. Of this amount, the Executive Office of Transportation has transferred an aggregate of \$12.8 million in ARRA funds to support transit projects managed by the Massachusetts Bay Transportation Authority (MBTA) and regional transit authorities, leaving \$425.1 million for road and bridge improvements. The Commonwealth expects to expend \$65.3 million of this amount on projects in FY10.

In addition, the MBTA has been apportioned \$230 million of ARRA funding under the Urbanized Area and Fixed Guideway Modernization programs. Because this ARRA funding goes directly to the MBTA and does not flow through the Commonwealth, it is not reflected in this capital plan.

The Commonwealth has applied for \$295 million in Transportation Investment Generating Economic Recovery (TIGER) discretionary ARRA grants for projects to improve transportation infrastructure while promoting innovation and energy efficiency/environmental sustainability. One of the projects for which TIGER funding is sought is a portion of the South Coast Rail project. Awards under this program are expected sometime over the next four to six months.

Accelerated Bridge Program

On August 4, 2008, Governor Patrick signed into law a \$3 billion bond bill, known as the Accelerated Bridge Program bond bill. The Accelerated Bridge Program will repair bridges across the Commonwealth that are currently structurally deficient or would otherwise become structurally deficient during the next eight years. Instead of seeing the number of structurally deficient bridges



increase by approximately 30% over the next eight years, the number will be reduced by approximately 15% during that time. Major bridge repair projects across the state will be accelerated, including the Longfellow Bridge over the Charles River, the Fore River Bridge in Quincy, the Whittier Bridge in Amesbury and the Route 9 Bridge over Lake Quinsigamond in Shrewsbury and Worcester, as part of the program.

The goals and objectives of the Accelerated Bridge Program are to:

- Improve the safety and condition of bridges in the Commonwealth, with a focus on structurally deficient bridges and on bridges projected to become structurally deficient in the next eight years, so that by the end of the Program, the number of structurally deficient bridges will be approximately 250 fewer than would be the case under existing revenue streams.
- Create thousands of construction-related jobs and maintain the critical infrastructure necessary for the long-term economic growth of the Commonwealth.
- Generate significant cost savings by accelerating projects now, thereby avoiding construction cost inflation and cost increases due to deterioration caused by deferred maintenance.
- Complete projects on time and on budget and with minimum disruption to people and commerce. Innovative means of contracting and construction techniques have been employed.
- Conduct the entire Program with transparency and accountability by providing frequent and detailed reports to the public on the progress of the Program, develop project controls to ensure adherence to project schedules and budgets, and measure agency performance in streamlining design and construction schedules against benchmarks.

The total authorized amount for the eight-year program is \$3 billion, of which \$2.1 billion is allocated to MassHighway for bridges under its control or owned by cities and towns and approximately \$900 million is allocated to the Department of Conservation and Recreation (DCR) for bridges under its control. The total amount expected to be expended in FY10 is \$352 million. By the end of FY10, 27 bridge repair projects are expected to have been completed under the program and an additional 104 bridge projects will be in construction.

A description of how the Accelerated Bridge Program is being financed is included in the Debt Affordability Analysis attached as Appendix A.



Commonwealth of Massachusetts

Debt Affordability Analysis

Executive Office for Administration & Finance
September 2009

The Patrick-Murray Administration's capital investment program continues to be guided by three key principles: (1) affordability, (2) strategic prioritization of capital investments, and (3) transparency. The Commonwealth faces a backlog of needed capital projects; at the same time, it faces the constraints of an extraordinarily challenging economic climate and a high debt burden. In light of this challenge, it is more critical than ever that the Commonwealth take a disciplined approach to capital budgeting that is guided by the three principles stated above.

The Patrick-Murray Administration is the first Administration to develop a debt affordability analysis and policy to ensure that the amount of debt issued to fund the capital investment program is kept to affordable levels. The debt affordability analysis is formally updated each year. With respect to strategic prioritization of capital investments, the Patrick-Murray Administration is the first to engage in a thorough process of reviewing and prioritizing capital investment needs and developing a comprehensive five-year capital investment plan within the fiscal constraints prescribed by the debt affordability analysis and policy. Finally, with respect to transparency, the Administration publishes its debt affordability analysis and its five-year capital investment plan (www.mass.gov/eoaf) in order to enhance public understanding of the Commonwealth's capital investment program and thereby improve public discourse and accountability with respect to the capital budget. This report is the Administration's third publication of the debt affordability analysis and five-year capital investment plan.

This debt affordability analysis addresses the first of the key principles guiding the Administration's approach to capital budgeting – affordability. The debt affordability analysis detailed below is an update to the analysis published in December 2008. The Administration will continue to update this analysis on an annual basis to inform its annual capital budgeting process.

In setting the annual administrative bond cap, the Administration has established a policy which sets a cap that will ensure debt service does not exceed 8% of annual budgeted revenues. By keeping total annual debt service within this limit, the Administration will be able to maximize needed capital investments while ensuring that debt service levels remain affordable.

For purposes of constraining growth in debt, the Administration has placed another restriction on its debt capacity model: growth in the annual bond cap for the regular capital program is limited to not more than \$125 million each year (excluding carry forwards of unused bond cap from prior years). This limit will apply even if in



some years the actual revenue growth projection provides capacity to issue a greater amount of debt. This additional constraint ensures stable and manageable growth and avoids taking on an unaffordable long-term debt burden on the basis of unusually robust short-term revenue growth.

After the completion and publication of last year's updated analysis in December 2008, state tax revenues continued to decline at an historic rate due to the economic downturn. Fiscal year 2009 state tax revenues were ultimately \$2.6 billion less than the original fiscal year consensus revenue forecast. While certain economic indicators suggest that the economy may be stabilizing, it is still unclear when growth in state tax revenues will occur and at what rate.

It is important that this debt affordability analysis take into account the impacts of the current challenging fiscal environment. It is also important, however, that the debt affordability analysis continue to be based in part on longer-term, historic trends rather than simply being reactive to current economic conditions. Trends reflecting experience over time are particularly relevant in the context of evaluating the affordability of long-term debt issued to fund investments in long-lived capital assets pursuant to a multi-year capital investment plan.

This debt affordability analysis is consistent with the basic analytical approach presented in the debt affordability analyses published previously. All of the underlying assumptions have been reviewed and, where appropriate, updated to reflect new information and revised outlooks.

Based on the debt affordability analysis and policy described in more detail below, the Administration has set the annual borrowing limit - or "administrative bond cap" – to fund the Commonwealth's regular capital budget for fiscal year 2010 at \$1.5 billion (plus \$150 million of the fiscal year 2009 administrative bond cap that was not used and that will carry forward into fiscal year 2010). This represents a \$226.1 million decrease in the fiscal year 2010 bond cap projected in the previously published December 2008 five-year capital investment plan. When compared to the first five-year capital investment plan published by the Patrick-Murray Administration in July 2007, this updated debt affordability analysis results in a reduction of \$1.1 billion of planned borrowing through fiscal year 2014, reflecting the changed economic conditions. (See Table 8.) As this analysis demonstrates, the planned bond cap levels for fiscal years 2010 through 2014, together with the continuation of the planned borrowings for the accelerated structurally deficient bridge program, represent an affordable level of new debt that will allow the Commonwealth to responsibly invest in the general capital infrastructure needs of the state.



Introduction

Although a portion of the Commonwealth's capital investments are funded from federal grants and other sources, the Commonwealth borrows funds through the issuance of bonds and notes to fund the large majority of its capital investments. The issuance of bonds and notes to fund capital projects must be approved by a two-thirds vote of each house of the Legislature. The Governor determines the timing and amount of any authorized debt issuances. At the request of the Governor and with his approval, the State Treasurer is responsible for the issuance of the debt. The Governor, through the Executive Office for Administration & Finance (A&F), approves and manages the capital budget and the allocation of debt proceeds to pay the costs of authorized projects.

In addition to direct debt¹, the Commonwealth has a number of other debt-like, long-term liabilities. These liabilities include contract assistance payments and contingent liabilities.

Contract assistance payments are made by the Commonwealth to some independent authorities and political subdivisions of the state to support all or a portion of the debt service on certain bonds issued by such entities. Some of these contract assistance payment liabilities of the Commonwealth are secured by a general obligation pledge of the Commonwealth and others are subject to annual appropriation by the Legislature.²

Contingent liabilities of the Commonwealth exist with respect to certain debt issued by independent authorities and agencies of the Commonwealth. These obligations are expected to be paid by the issuing entities, but the Commonwealth has guaranteed payment of debt service or replenishment of reserves if expected payment sources are inadequate.³

¹ "Direct" debt includes general obligation debt (secured by a pledge of the full faith and credit of the Commonwealth), special obligation debt (secured by a pledge of receipts credited either to the Commonwealth Transportation Fund, formerly the Highway Fund, or to the Convention Center Fund), and federal grant anticipation notes (secured by a pledge of federal highway construction grants).

² General obligation contract assistance liabilities (which, like general obligation debt, must receive 2/3 approval of the Legislature) include payments to the Massachusetts Water Pollution Abatement Trust and the Massachusetts Turnpike Authority. Under legislation passed in 2008, debt for public infrastructure improvements to support approved economic development projects may be issued by the Massachusetts Development Finance Agency that would also constitute a general obligation contract assistance liability of the Commonwealth. Budgetary contract assistance liabilities (which are the result of certain capital leases and other contractual agreements) include payments on behalf of the Route 3 North Transportation Improvements Association, the Plymouth County Correctional Facilities Corporation, and the Saltonstall Building Redevelopment Corporation Project.

³ Contingent liabilities of the Commonwealth exist with respect to certain debt obligations of the Massachusetts Bay Transportation Authority, the Woods Hole, Martha's Vineyard and Nantucket Steamship Authority, the University of Massachusetts Building Authority, the Massachusetts State College Building Authority, the Massachusetts Housing Finance Agency and regional transit authorities. Under recent legislation, the Commonwealth is authorized to guarantee certain debt (subject to appropriation) that may be issued by the Massachusetts Turnpike Authority and to guarantee certain payment obligations of the Massachusetts Turnpike Authority under an interest rate swap agreement, but neither of such authorized guarantees have been issued to date.



Statutory Debt Limits

Legislation enacted in December 1989 restricts the amount of the Commonwealth's outstanding direct debt.⁴ This legislation imposed a "statutory debt limit" of \$6.8 billion in fiscal year 1991 and set the limit for each subsequent year at 105% of the previous fiscal year's limit. The statutory debt limit is calculated according to certain rules⁵ and excludes several direct and contingent obligations of the Commonwealth.⁶ The statutory debt limit on "direct" debt as of June 30, 2009 is estimated to be approximately \$16.4 billion, and the Commonwealth's outstanding direct debt subject to the limit as of June 30, 2009 was estimated to be \$14.7 billion.⁷

Legislation enacted in January 1990 imposes a limit on debt service appropriations in Commonwealth operating budgets.⁸ No more than 10% of total budgeted appropriations may be spent on debt service (both interest and principal) on Commonwealth general obligation debt in any fiscal year. Payments on debt not subject to the statutory debt limit described above are also excluded from the debt service limit. In fiscal year 2009, budgeted debt service on debt subject to this limit is estimated to be approximately \$1.6 billion, representing 5.2% of total budgeted expenditures, which are estimated to be approximately \$30.7 billion.⁹

Administrative Bond Cap

The statutory debt limit and debt service limits represent only an upper limit on the amount of direct debt the Commonwealth may incur, and they do not count many types of Commonwealth debt and debt-like obligations (e.g., contract assistance payment liabilities). Since fiscal year 1991, A&F has established an "administrative bond cap" to limit annual bond issuance to affordable levels. However, growth in the bond cap has not always been based on transparent, analytical measures of

⁴ M.G.L. Chapter 29, Section 60A.

⁵ The statutory debt limit is calculated under the statutory basis of accounting, which, unlike GAAP, measures debt net of underwriters' discount, costs of issuance, and other financing costs. In addition, the statutory debt limit excludes bonds that are refunded by the proceeds of Commonwealth refunding bonds once those refunding bonds have been issued.

⁶ Debt not counted in the calculation of the statutory debt limit includes: certain Commonwealth refunding and restructuring bonds issued in September and October 1991, federal grant anticipation notes, special obligation bonds, debt issued by certain counties that has been assumed by the Commonwealth, bonds issued to pay operating notes of the Massachusetts Bay Transportation Authority or to reimburse the Commonwealth for advances to the Massachusetts Bay Transportation Authority, certain debt issued to fund costs of the Central Artery/Tunnel project, bonds issued to finance the Massachusetts School Building Authority and bonds and notes issued to finance the accelerated bridge program. Contract assistance payments, lease payments, and contingent liabilities are also excluded.

⁷ Commonwealth of Massachusetts, Executive Office for Administration and Finance. Fiscal year 2009 figures are estimated pending the closing of the fiscal year for accounting purposes on October 31, 2009.

⁸ M.G.L. Chapter 29, Section 60B.

⁹ Commonwealth of Massachusetts, Executive Office for Administration and Finance. Fiscal year 2009 figures are estimated pending the closing of the fiscal year for accounting purposes on October 31, 2009.



affordability. Prior to the Patrick-Murray Administration, certain bonds issued outside of the stated cap do not appear to have been taken into account in determining debt affordability or in setting the annual bond cap (e.g., \$1 billion of bonds issued during fiscal years 2005 and 2006 to support the Massachusetts School Building Authority).

Existing Debt Burden

Despite statutory and administrative debt limits, the Commonwealth's debt burden remains among the highest in the nation by certain measures. A 2007 U.S. Census Bureau study of state finances ranked Massachusetts third in the nation in outstanding debt and first in the nation in debt per capita.¹⁰ Moody's Investors Service ranks Massachusetts fourth in total net tax-supported debt, fifth in total gross tax-supported debt (down from third last year), second in net tax-supported debt as a percentage of personal income, and second in net tax-supported debt per capita (down from first last year).¹¹ Standard and Poor's Massachusetts rankings are similar: first in tax-supported debt per capita, second in tax-supported debt as a percentage of personal income, and fourth in total tax-supported debt.¹²

It is important to note, however, that these measures include certain debt issued by entities other than the Commonwealth for which the Commonwealth is not liable (e.g., \$3.95 billion of debt issued by the Massachusetts School Building Authority). In addition, these measures favor other states that have stronger county governments and other political subdivisions that issue debt to finance capital improvements that are financed by state government in Massachusetts. In fact, in the most recent U.S. Census Bureau report on the matter, Massachusetts ranked 49th out of 50 states in terms of local debt as a percent of total debt (local and state debt)¹³, indicating that relative to other states, many of the capital needs of the entire state are borne by the Commonwealth itself. Based on this statistic, it is safe to assume that Massachusetts would likely rank lower when measuring debt as a percentage of personal income or per capita if both state and local debt were taken into account.

In light of the Commonwealth's large outstanding debt burden and significant need for capital investment, the Patrick-Murray Administration evaluated the administrative bond cap immediately after taking office in connection with the fiscal year 2008 capital planning process and the publication of the FY2008-2012 Five-Year Capital Investment Plan. This examination and analysis focused on the affordability of the Commonwealth's current obligations and its capacity to support additional debt obligations. This report represents the third annual update of the analysis and the results inform the FY2010-2014 Five-Year Capital Investment Plan.

¹⁰ U.S. Census Bureau, "2007 State Government Finance Data" (<http://www.census.gov/govs/www/state07.html>).

¹¹ Moody's Investors Service, "2009 State Debt Medians."

¹² Standard and Poor's, "State Debt Issuances Are Likely to Accelerate with Substantial Infrastructure Needs," June 5, 2007.

¹³ U.S. Census Bureau, "State and Local Government Finances by Level of Government and by State: 2005-06".



Methodology and Model for Analysis

Consistent with prior years' analysis, this updated analysis evaluates the affordability of issuing new debt, taking into account the Commonwealth's existing debt service and contract assistance payment obligations. In this analysis, affordability is measured by determining the annual amount of debt service and other debt-like payment obligations as a percentage of budgeted revenues. This measure (debt service as a percent of budgeted revenues) is a commonly accepted standard for measuring debt capacity. It provides a true indication of the relative cost of Commonwealth debt by taking into account the actual payment obligations on Commonwealth debt and the amount of revenue available to pay those obligations and other budgetary obligations.

Existing Obligations and Liabilities

A&F's debt capacity analysis includes an examination of existing Commonwealth debt service and contract assistance payment obligations. The analysis includes all general obligation debt issued through June 30, 2009. The analysis includes only the interest payments on federal grant anticipation notes (GANs); principal payments are made with grants from the Federal Highway Administration that are legally dedicated to such purpose and are not available for general budgeting purposes. Special obligation bonds secured by gas tax receipts are included in the analysis. Special obligation bonds for the Massachusetts Convention Center Authority are not included; although these bonds are obligations of the Commonwealth, they are secured and paid directly by a pledge of dedicated tax and excise revenues related to the convention center projects financed with proceeds of the bonds. Massachusetts Bay Transportation Authority (MBTA) and Massachusetts School Building Authority (MSBA) bonds are also not included because they are obligations of the respective authorities, and, although secured in part by a portion of the Commonwealth's sales tax revenues, the Commonwealth is not liable for such bonds and such sales tax revenues are legally dedicated to the MBTA and MSBA. The revenues legally dedicated for the convention center bonds and for the MBTA and MSBA bonds are not available for general budgetary purposes and are consequently not included in the budgeted revenue figures taken into account in this analysis.

The Commonwealth's existing direct debt service obligations for fiscal years 2009 through 2014 are presented in the following table.



Table 1
Existing Direct Debt Service Obligations
Fiscal Years 2009-2014
(\$000s)

Fiscal Year	General Obligations	Federal GANs (interest only)	Special Obligations (gas tax only)	Total Existing Direct Debt Service Obligations
2009	1,830,277	29,425	64,105	1,923,807
2010	1,829,476	53,403	64,111	1,946,990
2011	1,679,834	44,957	64,113	1,788,904
2012	1,703,884	36,880	64,119	1,804,883
2013	1,544,554	28,933	64,102	1,637,589
2014	1,493,014	16,727	59,639	1,569,380

Contract assistance obligations, including certain capital lease obligations that relate to major capital projects, were also included in the examination of existing Commonwealth obligations.¹⁴ These obligations for fiscal years 2009 – 2014 are presented in the following table.

Table 2
Existing Contract Assistance Obligations
Fiscal Years 2009-2014
(\$000s)

Fiscal Year	General Obligation		Budgetary			Total Contract Assistance Obligations
	Water Pollution Abatement Trust	Turnpike Authority	Route 3 North Transportation Improvements Association	Plymouth County Correctional Facility	Saltonstall Building	
2009	66,856	25,000	9,619	10,247	9,506	121,228
2010	67,871	125,000	9,618	10,244	9,578	222,311
2011	70,000	125,000	9,618	10,245	9,693	224,556
2012	70,000	125,000	5,409	10,240	9,770	220,419
2013	70,000	125,000	1,129	10,245	9,848	216,222
2014	70,000	125,000	1,130	10,244	9,929	216,303

Exhibit A to this Debt Affordability Analysis lists the line items in the General Appropriations Act that provide for the debt service and contract assistance payment liabilities described above. It should be noted that the appropriated amounts may not match the amounts reflected in this Debt Affordability Analysis due to more conservative assumptions in this analysis of the timing of bond issues and the resulting impact on fiscal year budgets and different assumptions regarding interest rates.

Revenue Projections

¹⁴ The analysis includes major capital lease obligations, such as lease payments that support the Route 3 North Transportation Improvements Association, the Plymouth County Correctional Facilities Corporation, and the Saltonstall Building Redevelopment Corporation Project, all of which are large-scale capital projects that were funded outside of the bond cap by prior administrations. For the Water Pollution Abatement Trust, the contract assistance payment obligations shown for fiscal years 2010 through 2014 assume new contract assistance payment obligations will be incurred by the Commonwealth in connection with future bond issues of the Trust. For the Turnpike Authority (which, as of November 1, 2009, will be succeeded by the Massachusetts Department of Transportation), the contract assistance payment obligations reflect an increase of \$100 million annually beginning in fiscal year 2010 pursuant to recent legislation. Minor capital costs, such as equipment lease purchases made by Agencies, are funded through their respective operating budgets and are not part of the state's capital budget and, accordingly, are not included in this analysis.



The debt affordability analysis is based on projections of budgeted revenue that will be available to support debt service and other budgetary needs. The budgeted revenue projection for fiscal year 2010 is based on the consensus tax revenue estimate as determined by the Secretary of Administration and Finance and the chairs of the House and Senate Committees on Ways and Means. On May 6, 2009, the consensus tax revenue estimate for fiscal year 2010 was revised downward by \$1.5 billion, from \$19.530 billion to \$17.989 billion. In addition to the consensus revenue, fiscal year 2010 budgeted revenues include \$889.7 million in tax initiatives that were a part of the adopted fiscal year 2010 budget. \$759 million of this amount is attributable to an increase in the sales tax which went into effect August 1, 2009. The annualized amount of the increase in the sales tax is \$900 million, and the difference of \$141 million was included in the fiscal year 2011 budgeted revenue estimate for purposes of this analysis. For purposes of projecting budgeted revenue in future fiscal years, the compound annual growth rate (CAGR) in budgeted revenues from fiscal years 2000 through 2010 of 2.66% was applied to fiscal year 2011 revenues and to each year thereafter. This is consistent with past practice of applying the lesser of (a) the CAGR of historical budgeted revenues, which is 2.66%; and (b) 3%.

To ensure consistency, the budgeted revenue projection for fiscal year 2010 takes into account the same revenues included in the actual budgetary revenue amounts reported in the audited statutory basis financial statements. Specifically, budgeted revenue includes all Commonwealth taxes and other revenues available to pay Commonwealth operating expenses, including debt service, pensions and other budgetary obligations. These budgeted revenue amounts do not include off-budget revenues or tax or toll revenues dedicated to the Massachusetts Turnpike Authority, Massachusetts Bay Transportation Authority, the Massachusetts School Building Authority, and the Massachusetts Convention Center Authority (the debt service obligations of these entities payable from such dedicated revenues have also been excluded from the analysis) or inter-fund transfers from budgeted funds, such as the Stabilization Fund. Although the fiscal year 2009, 2010 and 2011 budgets have relied and will rely on a significant amount of additional federal funding pursuant to the American Recovery and Reinvestment Act of 2009 (ARRA), these are one-time, non-recurring revenues similar in nature to Stabilization Funds; consequently, these federal ARRA revenues have not been included in the budgeted revenue estimates used for purposes of this debt affordability analysis.

Actual and projected budgeted revenues are shown in the table below. The fiscal year 2009 number is an estimate and will not be finalized until October 31, 2009. The fiscal year 2010-2014 budgeted revenue amounts are projections, as described above.



Table 3
Actual and Projected Budgeted Revenues
((\$000s))

Fiscal Year	Budgeted Revenues (Excluding ARRA Revenues)	Annual Growth Rate	Compound Annual Growth Rate
2000	22,587,100	n/a	} 2.66%
2001	22,860,700	1.21%	
2002	21,174,800	-7.37%	
2003	21,987,200	3.84%	
2004	23,988,400	9.10%	
2005	24,373,400	1.60%	
2006	26,305,600	7.93%	
2007	28,615,900	8.78%	
2008	30,313,200	5.93%	
2009	29,609,500	-2.32%	
2010	29,372,700	-0.80%	} Projections
2011	30,301,302	2.66%	
2012	31,107,317	2.66%	
2013	31,934,771	2.66%	
2014	32,784,236	2.66%	

As a starting point for the analysis of future debt capacity, the following table shows existing debt service and contract assistance payment obligations in fiscal year 2009 and in each of the next five fiscal years as a percentage of the budgeted revenue projection for each of those fiscal years.

Table 4
Existing Debt Obligations as Percentage of Budgeted Revenue
Fiscal Years 2009-2014
((\$000s))

Fiscal Year	Existing Direct Debt Service	Existing Contract Assistance	Total Existing Obligations	Projected Budgeted Revenue	Debt Service as % of Budgeted Revenue
2009	1,923,807	121,228	2,044,268	29,609,500	6.90%
2010	1,946,990	222,311	2,169,301	29,372,700	7.39%
2011	1,788,904	224,556	2,013,460	30,301,302	6.64%
2012	1,804,883	220,419	2,025,302	31,107,317	6.51%
2013	1,637,589	216,222	1,853,811	31,934,771	5.80%
2014	1,569,380	216,303	1,785,683	32,784,236	5.45%

Accelerated Bridge Program

In fiscal year 2009, the Commonwealth launched a new capital investment program known as the “Accelerated Bridge Program” (the Bridge Program). The Bridge Program is a \$3 billion, eight-year program to rehabilitate and repair bridges in the Commonwealth that are structurally-deficient or that would otherwise become structurally deficient within the next few years. The Bridge Program will be financed from two sources: (1) approximately \$1.9 billion from special obligation gas tax bonds of the Commonwealth, and (2) approximately \$1.1 billion from federal grant anticipation notes.

Based on current project cash flow projections and discussions with the Federal Highway Administration (FHWA) regarding eligibility for financing with federal grant anticipation notes, the following table shows the current estimate of annual Bridge



Program spending to be funded with special obligation gas tax bond and federal grant anticipation note issues. These estimates are likely to change as spending estimates are further developed, as FHWA reviews projects for approval for federal funding and as opportunities to accelerate bridge projects are further analyzed.

Table 5
Projected Accelerated Bridge Program Spending Schedule
Fiscal Years 2009-2016
(\$000s)

Fiscal Year	Gas Tax Bond Issues	Federal GANs Issues	Projected Issues to Fund Accelerated Bridge Program
2009	100,504	0	100,504
2010	352,305	5,000	357,305
2011	392,617	132,912	525,529
2012	380,381	308,279	688,660
2013	358,271	310,173	668,444
2014	130,938	226,202	357,140
2015	82,698	125,434	208,132
2016	78,288	0	78,288
	1,876,000	1,108,000	2,984,000

In addition to addressing the public safety and transportation concerns posed by the Commonwealth's backlog of structurally-deficient bridges, the Bridge Program is an intentional effort on the part of the Commonwealth to generate hundreds of millions of dollars of cost savings by doing these needed bridge projects sooner than it otherwise would. These savings will result from avoided cost inflation and avoided costs of further deferring maintenance and repair of the bridges.

In an effort to achieve the public safety and cost savings benefits through the acceleration of investment in structurally-deficient bridges, the amounts to be borrowed and expended for the Bridge Program over the next few years will be in addition to the bond cap for the regular capital program. The debt service impact of the Bridge Program financing is, however, taken into account for purposes of determining the affordable level of debt to fund the regular capital program each year within the 8% of budgeted revenue limit described herein. Specifically, the principal and interest payable on any special obligation gas tax bonds and the interest payable on any federal grant anticipation notes issued to finance the Bridge Program will be included in the total debt service payment obligations that must be constrained within 8% of budgeted revenues (principal on the federal grant anticipation notes will be payable from future federal grants which are not included within budgeted revenue). This treatment of the Bridge Program gas tax bond and federal grant anticipation note debt service is consistent with the manner in which this debt affordability analysis treats the Commonwealth's outstanding gas tax bonds and GANs.

The impact of the Bridge Program will be to constrain the bond cap in future years. As the debt service impact of the debt issued to finance the Bridge Program increases over the next few years, there will be less capacity than there otherwise would be to issue new debt to fund the regular capital program within the 8% limit. The reduced future capacity will result in less funding for transportation capital projects in future years than there otherwise would be. However, by accelerating this future



borrowing capacity (as well as accelerating the future federal grant spending capacity through the issuance of the federal grant anticipation notes) to invest in structurally-deficient bridge projects that must be undertaken by the Commonwealth, the Bridge Program will ensure that these projects are done cheaper and sooner than they otherwise would be.

Self-Supporting Project Financings

Unlike past practice in Commonwealth capital budgeting, the Patrick-Murray Administration is taking all debt service and debt-like payment obligations into account in determining the appropriate level of annual borrowing pursuant to the policy set forth below. The Administration recognizes, however, that exceptions to this policy may be justified in limited circumstances where a project financed with debt payable by the Commonwealth directly or indirectly generates new state revenue that is targeted to the payment of such debt. In these limited circumstances when new state revenue is generated as a result of a capital project and when that new revenue is directly linked to and covers the debt service payment liability related to the project, the Administration will exclude the debt from the annual bond cap and will exclude such debt service payment obligations, and the related new revenue used to pay such obligations, from the analysis set forth herein for purposes of determining the annual bond cap.

One example of debt the Administration will exclude from the annual bond cap and debt affordability analysis is debt the Massachusetts Development Finance Agency will issue for public infrastructure improvements necessary to support significant new private development. This debt will be excluded because the Commonwealth will ultimately be responsible for funding only the portion of the related debt service that is supported by new state tax revenue generated from the related private development. Another example is debt the Administration issues to fund fire training facility projects as legislation authorizes the Commonwealth to raise the amounts needed to fund the related debt service costs for such projects through assessments on property insurance policies. The table on the right shows the amounts of assessments projected over the next several years, which amounts are equal to the estimated debt service on bonds issued to fund the construction of the fire training facilities. Table 7 excludes such amounts from both the debt service and the budgeted revenue estimates.

Fiscal Year	Assessments
2009	767
2010	1,758
2011	2,625
2012	3,026
2013	3,194
2014	3,214

Fiscal Year 2010-2014 Debt Issuance Modeling

In analyzing potential levels of debt issuance to fund the Commonwealth’s capital spending plan for the next five years, the Patrick-Murray Administration has made the following conservative and fiscally responsible assumptions:

- Timing of Debt. All debt issued to fund the capital spending program is assumed to be issued at the start of the fiscal year in which it will be spent. Similarly, any



debt required to be issued to fund amounts expended in fiscal year 2009 that have not yet been reimbursed with bond proceeds is assumed to be issued at the start of fiscal year 2010. These assumptions are conservative for modeling purposes, as they result in the debt service impact of bonds issued in a fiscal year being assumed as early as possible.

- Term of Debt. Although the Commonwealth has the statutory authority to issue virtually all of its authorized debt for a term of up to 30 years and the useful life of significantly more than one-third of the Commonwealth's annual capital investments are for assets with a useful life of 30 years or longer, the Administration has adopted a policy of issuing not more than one-third of the debt it issues each year to fund the regular capital program for a term of 30 years. Consequently, this analysis assumes that one-third of the debt to be issued each year to fund the regular capital program will have a 30-year term and two-thirds of the debt to be issued each year will have a 20-year term. For the Bridge Program financing, all of the federal grant anticipation notes are expected to be paid by fiscal year 2021 and this analysis assumes that one-third of the special obligation gas tax bonds will have a 30-year term and two-thirds will have a 20-year term.
- Interest Rates. The interest rate used for 20-year debt and for the federal grant anticipation notes for the Bridge Program is 4.63%, which is the average of the Bond Buyer 11 Index¹⁵ for the 24-month period ending August 30, 2009; the interest rate used to model the 30-year debt is 4.80%, reflecting the approximate spread between 20 and 30-year general obligation bonds as of August 2009 according to municipal market data published in The Bond Buyer.
- Principal Amortization. Consistent with past practice by the Commonwealth, the principal on bonds issued for a 20-year term is structured to result in level annual debt service payments over that 20-year period and the principal on bonds issued for a 30-year term is structured to result in level annual debt service payments over that 30-year period. The principal on the federal grant anticipation notes issued to finance a portion of the Bridge Program is assumed to be payable in the aggregate amount of \$150 million each year in fiscal years 2015 through 2021.
- Carry Forward of Unused Bond Cap. It is estimated that there will be at least \$150 million of unused bond cap from fiscal year 2009 that will carry forward and be available for capital investments in the current fiscal year. This analysis assumes that there will be no unused bond cap in fiscal year 2010 or any future fiscal year that will be carried forward and available for spending in a subsequent year. To the extent that there is unused bond cap in fiscal year 2010 or in future years, these amounts will be carried forward and considered available for the next year's capital budget, since the affordability analysis takes into account

¹⁵ The Bond Buyer 11 Index tracks the interest rates of 11 issues of 20-year municipal debt with a double-A credit rating.



the full amount of the annual bond cap being issued at the start of each fiscal year.

In setting the annual administrative bond cap, the Administration has established a policy which sets a cap that will ensure debt service does not exceed 8% of annual budgeted revenues. By keeping total annual debt service within this limit, the Administration will be able to maximize needed capital investments while ensuring that debt service levels remain affordable.

For purposes of constraining growth in debt, the Administration has placed another restriction on its debt capacity model: growth in the annual bond cap for the regular capital program is limited to not more than \$125 million each year (excluding carry forwards of unused bond cap from prior years). This limit will apply even if in some years the actual revenue growth projection provides capacity to issue a greater amount of debt. This additional constraint ensures stable and manageable growth and avoids taking on an unaffordable long-term debt burden on the basis of unusually robust short-term revenue growth.

As shown in the table below, funding the annual bond cap and the Bridge Program in the amounts shown, together with the existing obligations, results in total annual debt service as a percent of budgeted revenues within the 8% limit described above¹⁶. The fiscal year 2010 bond cap is comprised of \$1.5 billion plus \$150 million of unused bond cap carried forward from fiscal year 2009.

Table 7
Projected Annual Debt Service as a Percentage of Budgeted Revenues
Fiscal Years 2009-2014
(\$000s)

Fiscal Year	Projected Capital Spending		Debt Service				Budgeted Revenue Growth 2.66% per year after FY10	Total Annual Debt Service as % of Revenues
	Annual Bond Cap	Annual Bridge Program	Total Existing Obligations	Cumulative New Debt Service from Annual Bond Cap	Cumulative New Debt Service from Bridge Program	Total Annual Debt Service		
2009	1,577,000	100,504	2,026,370	17,898	0	2,044,268	29,608,733	6.90%
2010	1,650,000	357,305	2,169,301	35,128	10,842	2,215,272	29,370,942	7.54%
2011	1,625,000	525,529	2,013,460	153,207	48,650	2,215,317	30,298,677	7.31%
2012	1,750,000	688,660	2,025,302	273,969	91,307	2,390,578	31,104,291	7.69%
2013	1,875,000	668,444	1,853,811	404,519	132,927	2,391,257	31,931,577	7.49%
2014	2,000,000	357,140	1,785,683	544,345	164,235	2,494,262	32,781,022	7.61%

The annual bond cap amounts reflected in the table above are less than had been previously projected in the prior five-year capital spending plans published by the Patrick-Murray Administration. The reduction in the annual bond caps is a function of the Administration's disciplined approach to debt management through its formal debt affordability analysis and policy. The debt affordability analysis and policy ensure that planned borrowing to fund capital investments is periodically adjusted to take into account the Commonwealth's fiscal condition and capacity to pay debt. The following

¹⁶ Table 7 excludes debt service on fire fighting academies which is funded with insurance assessments; Table 7 also excludes the assessments Budgeted Revenue. (See Table 6).



table shows the reductions in the annual bond caps from the Administration's original five-year capital spending plan resulting from the application of the Administration's debt affordability analysis and policy.

Table 8
Bond Cap Compared with Prior Five-Year Capital Investment Plans
(\$000s)

Fiscal Year	FY08-12 Plan	FY09-13 Plan	Difference		
			Between FY09 and FY08	Between FY10 and FY08	
2008	1,661,000	1,319,600	-341,400	1,319,600	-341,400
2009	1,625,000	1,727,000	102,000	1,577,000	-48,000
2010	1,750,000	1,726,100	-23,900	1,650,000	-100,000
2011	1,875,000	1,762,600	-112,400	1,625,000	-250,000
2012	2,000,000	1,800,000	-200,000	1,750,000	-250,000
2013	2,000,000	1,900,000	-100,000	1,875,000	-125,000
2014	2,000,000	2,000,000	0	2,000,000	0
			-675,700		-1,114,400

The Patrick-Murray Administration will revisit the assumptions underlying this affordability model at least once each year as part of the development of the following fiscal year's capital plan to adjust the model's assumptions as needed to reflect new trends in revenue growth, interest rates, and other factors. As a part of this annual review, the Administration will also reassess the debt capacity model as a whole, including the limitation of keeping debt service below 8% of budgeted revenues and the additional limitation of keeping maximum annual bond cap increases for the regular capital program to the levels prescribed in this report, to ensure that it continues to be an appropriate and responsible model for measuring the Commonwealth's debt capacity in the future.

FY2010 General Appropriations Act

Debt Service and Contract Assistance Payment Line Items

Account	Description
0699-0015	Consolidated Long Term Debt Service
0699-0016	Accelerated Structurally Deficient Bridge Program Debt Service
0699-2004	CA/T Debt Service
0699-9101	Federal Grant Anticipation Notes
1599-0093	Water Pollution Abatement Trust
1599-1970*	Mass Turnpike Authority Contract Assistance
1599-0050	Route 3 North Contract Assistance
8910-0000	Plymouth County Correctional Facilities (included in County Sheriffs' joint line item)
1102-3224	Saltonstall Building Lease

*Outside Section 138 of the FY10 budget provides for the annual payment of \$100 million in Commonwealth contract assistance to the Massachusetts Turnpike Authority. This contract assistance is in addition to the \$25 million annually pledged and historically funded in Account 1599-1970, above, and will be added to that account beginning with the FY11 budget. A portion of Outside Section 138 is provided, below.

Transfer to Commonwealth Transportation Fund

SECTION 138. (a) Notwithstanding any general or special law to the contrary, upon the effective date of this act, the comptroller shall make a transfer from the General Fund to the Commonwealth Transportation Fund, established pursuant to [section 2ZZZ of chapter 29](#), totaling \$275,000,000,. The secretary of administration and finance, in concurrence with the secretary of transportation and public works, shall ensure that \$100,000,000 shall be transferred to the Massachusetts Turnpike Authority or its successor in interest in fiscal year 2010 and, to provide for and secure this payment obligation, the secretary of administration and finance, on behalf of the commonwealth, shall, with the concurrence of the secretary of transportation and public works, enter into a contract with the authority before July 1, 2009 providing for the payment of that amount to said authority or its successor in interest in each fiscal year for the purpose of defraying costs, including debt service on bonds heretofore or hereafter issued by the authority or its successor in interest to finance or refinance improvements to the metropolitan highway system. The term of this contract shall extend until the last fiscal year in which any such bonds issued before the date of the contract are scheduled to mature. These payments may be treated as revenues of the authority or of its successor in interest within the meaning of [section 6 of chapter 81A](#) of the General Laws and the authority or its successor in interest may pledge such contract and the rights of the authority or its successor in interest to receive amounts thereunder as security for the payment of the bonds issued before the date of the contract or of any bonds or notes issued by the authority or its successor in interest to refinance those bonds. This contract shall constitute a general obligation of the commonwealth for which the full faith and credit of the commonwealth shall be pledged for the benefit of the authority or its successor in interest and of the holders of any bonds or notes secured by a pledge of such contract or of amounts to be received by the authority or its successor in interest under the contract. The payment obligation and contract securing it provided for in this section shall be in addition to the payment obligation provided for under [section 12 of said chapter 81A](#) of the General Laws and the contract securing it under said section 12.



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Appendix B

Bond Bills

Immediate Needs	On March 23, 2007, the Governor approved a \$1.8 billion immediate needs bond authorization. The legislation provided for the completion of on-going capital projects, federal funding for transportation projects and funding for urgent capital investment needs of the Commonwealth including projects related to state buildings, energy and environment, public safety, health and human services, and transportation.
Transportation	On April 17, 2008, the Governor approved a \$1.6 billion bond bill for transportation improvements which will leverage an additional \$1.9 billion in federal reimbursements. This legislation included \$150 million for Chapter 90 grants to cities and towns for local roads and bridges in fiscal 2009 and \$700 million for certain mass transit improvements required as part of the state implementation plan. On August 8, 2008, the Governor approved a second transportation bond bill authorizing \$1.445 billion for road and bridge projects and other transportation-related capital investments.
Housing	On May 29, 2008, the Governor approved a \$1.275 billion affordable housing bond bill which includes \$500 million for the preservation and improvement of the Commonwealth's 50,000 units of state-owned public housing. The legislation also provides authorization for various programs that subsidize the development and preservation of privately owned affordable housing, including \$200 million for the Affordable Housing Trust Fund and \$125 million for the Housing Stabilization Fund.
Life Sciences	On June 16, 2008, the Governor approved legislation in support of the life sciences industry. Among other initiatives and provisions relating to the Massachusetts Life Sciences Center, the legislation authorizes borrowing \$500 million over a 10-year period to fund capital investments and infrastructure improvements around the state to support the life sciences industry.
Broadband	On August 4, 2008, the Governor approved legislation creating a Massachusetts Broadband Institute within the Massachusetts Technology Collaborative. The Institute is to administer a new Broadband Incentive Fund, to be capitalized by general obligation bonds in the amount of \$40 million, to invest in long-lived, publicly owned broadband infrastructure, enabling private firms to partner with the state to connect the Commonwealth's un-served and underserved communities to broadband services.
Bridges	On August 4, 2008, the Governor approved legislation authorizing \$2.984 billion in Commonwealth bonds to finance an accelerated structurally deficient bridge program. The program, which was developed in collaboration with the State Treasurer, is expected to finance over 250 bridge projects over the next eight years with approximately \$1.9 billion of special obligation bonds secured by a portion of the gas tax and \$1.1 billion of grant anticipation notes secured by future federal funds. By accelerating the investment in bridges, the Commonwealth expects to realize hundreds of millions of dollars of savings from avoided inflation and deferred maintenance costs.
Higher Education	On August 7, 2008, the Governor approved a \$2.2 billion higher education bond authorization. The legislation includes authorizations for new buildings, renovation projects and capital improvements at each of the Commonwealth's public higher education campuses. Of the \$2.2 billion total authorization, \$1.2 billion will be dedicated to capital investments at state and community colleges, and \$1 billion will be dedicated to capital investments at the University of Massachusetts. The authorized amounts are expected to be expended over a ten-year period.
General Government	On August 11, 2008, the Governor approved a \$3.3 billion general government bond bill making targeted investments in public safety, city and town facilities, state buildings, and information technology systems. Included in the bill is authorization to assist communities with local infrastructure needs, improvements to state and county correctional facilities, improvements to court facilities throughout Massachusetts and capital repairs, on-going maintenance and unforeseen emergency capital needs at state office buildings and facilities. The legislation also authorizes targeted infrastructure investments to spur economic development in our communities. To enhance government services provided to all citizens of the Commonwealth, the legislation includes funding to modernize critical state information technology systems, including funding to replace and upgrade the outdated and overburdened systems at the Department of Revenue and the Registry of Motor Vehicles.
Energy & Environment	On August 14, 2008, the Governor approved a \$1.64 billion land, parks and clean energy bond bill. This legislation includes funding for land protection and acquisition and funding to enhance state parks and rebuild related infrastructure. The legislation also includes authorization for new programs to address environmental challenges.

Appendix C - FY10 Capital Investment Plan

Commonwealth of Massachusetts

					2010				
					Approved				
					1,650,000,000	717,310,830	219,103,266	357,305,000	94,947,900
Cap Agy	Project Name	Description in Appendix D	Location	ANF Spending Category Name	Bond-Cap	Federal	ARRA - Federal Stimulus	Accelerated Bridge	Third-Party & Project Financed Bonds
DCAM	Beverly Waterfront Infrastructure Improvements	Page 1	Beverly	Community Investment Program	2,500,000	-			-
DCAM	Essex North Shore Agricultural and Technical School	Page 1	Essex County Reg. School District	Community Investment Program	500,000	-			-
DHCD	Community Development Action Grant Program (CDAG)	Page 1	Statewide	Community Investment Program	5,400,000	-	-		
DHCD	Community Development Block Grant	Page 1	Statewide	Community Investment Program	-	36,700,000	6,000,000		
DHCD	Urban Revitalization Development Grant Program (URDG)	Page 1	Statewide	Community Investment Program	3,696,306	-	-		
EOAF	Peabody Flood Control Project	Page 2	Peabody	Community Investment Program	381,384	-	-		
EOAF	Board of Library Commissioners - Library Construction Grants	Page 2	Statewide	Community Investment Program	13,500,000	-	-		
EOAF	Seaport Council	Page 2	Statewide	Community Investment Program	8,100,000	-	-		
EOAF	Historic Preservation Grants	Page 2	Statewide	Community Investment Program	1,550,000	-	-		
EOAF	Water Pollution Abatement Trust -- State Match	Page 2	Statewide	Community Investment Program	5,961,280	-	-		10,000,000
EOEA	Dredging of Hingham Harbor	Page 2	Hingham	Community Investment Program	1,525,000	-	-		
EOEA	Improvements to Houghton's Pond Athletic fields	Page 2	Milton	Community Investment Program	1,000,000	-	-		
EOEA	Lakes and Ponds Program	Page 2-3	Statewide	Community Investment Program	480,000	-	-		
EOEA	Muddy River Flood Control, Water Quality and Enhancement and Historic	Page 3	Boston	Community Investment Program	3,168,229	-	-		
EOEA	Public Private Partnerships Program	Page 3	Statewide	Community Investment Program	1,350,000	-	-		
EOEA	Town of Brookline Soil Remediation	Page 3	Brookline	Community Investment Program	1,000,000	-	-		
EOEA	Energy Conservation Improvement Program	Page 3	Statewide	Community Investment Program	1,350,000	-	-		
EOEA	Energy Efficiency & Conservation Block Grants	Page 3	Statewide	Community Investment Program	-	-	7,000,000		
EOEA	Coastal Pollutant Remediation (CPR) Grants	Page 3	Statewide	Community Investment Program	360,000	-	-		
EOEA	LAND	Page 3	Statewide	Community Investment Program	4,653,848	-	-		
EOEA	PARC (formerly Urban Self Help)	Page 3	Statewide	Community Investment Program	6,717,484	-	-		
EOEA	Urban Signature Parks	Page 3-4	Statewide	Community Investment Program	6,232,023	-	-		
EOEA	Municipal Drinking Water Protection	Page 4	Statewide	Community Investment Program	700,000	-	-		
EOEA	Fall River Boat Ramp repair	Page 4	Fall River	Community Investment Program	400,000	-	-		
EOEA	Vietnam Veterans Memorial in Green Hill Park	Page 4	Worcester	Community Investment Program	191,800	-	-		
EOPS	Municipal Public Safety Grants	Page 4	Statewide	Community Investment Program	600,000	-	-		
EOTC	Bellevue Avenue Reconstruction	Page 4	Melrose	Community Investment Program	450,000	-	-		
EOTC	Chapter 90 - Municipal Roads and Bridges	Page 4	Statewide	Community Investment Program	150,000,000	-	-		
EOTC	Emergency Operations Center Road Improvements	Page 4	Worcester	Community Investment Program	1,000,000	-	-		
EOTC	Public Works Economic Development Program (PWED)	Page 4	Statewide	Community Investment Program	9,000,000	-	-		
EOTC	Shaw Street Improvements	Page 4	Medway	Community Investment Program	440,000	-	-		
EOTC	Small Town Road Assistance Program (STRAP)	Page 4-5	Statewide	Community Investment Program	1,500,000	-	-		
EOTC	EOT - Transit Oriented Development	Page 5	Statewide	Community Investment Program	900,000	-	-		
DCAM	Facility Improvements to Middlesex County Correctional Facilities	Page 6	Billerica	Corrections	3,500,000	-	-		-

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DCAM	Corrections Master Plan	Page 6	Statewide	Corrections	220,000	-			-
DCAM	Hayes Report Recommendations - Retrofits for Suicide Prevention	Page 6	Statewide	Corrections	1,000,000	-			-
DCAM	HVAC Repairs - Old Colony Correctional Facility	Page 6	Bridgewater	Corrections	1,800,000	-			-
DCAM	Improvements in Correctional Facilities as per Master Plan	Page 6	Statewide	Corrections	1,500,000	-			-
DCAM	Roof and Other Building System Repairs - Norfolk Jail/HOC	Page 6	Norfolk	Corrections	400,000	-			-
DCAM	Waste Water Package Treatment Plant - MCI Norfolk	Page 6	Norfolk	Corrections	6,000,000	-			-
DCAM	Waste Water Package Treatment Plant - MCI Plymouth	Page 6	Plymouth	Corrections	3,000,000	-			-
DCAM	Emergency Repairs at Worcester County Jail & House of Correction	Page 6	West Boylston	Corrections	663,719	-			-
DCAM	Envelope Repairs - Suffolk County Jail and House of Correction	Page 6	Boston	Corrections	1,000,000	-			-
DCAM	Fire Alarm System Upgrade at Essex County Jail	Page 7	Middleton	Corrections	1,000,000	-			-
DCAM	Security Surveillance and Telecommunication Systems-Worcester	Page 7	West Boylston	Corrections	300,000	-			-
DCAM	South Bay House of Corrections Cell Conversion	Page 7	Boston	Corrections	-	-			5,100,000
EOPS	Dept. of Corrections Equipment	Page 7	Statewide	Corrections	750,000	-	-		
DCAM	Access Improvements and Roof Replacements, Pittsfield Superior Court	Page 8	Pittsfield	Courts	1,100,000	-			-
DCAM	Cambridge Sullivan Courthouse project - Temporary Relocation Costs	Page 8	Middlesex County	Courts	16,565,462	-			-
DCAM	Greenfield Trial Court Renovation	Page 8	Greenfield	Courts	100,000	-			-
DCAM	John Adams Courthouse	Page 8	Boston	Courts	400,000	-			-
DCAM	Life Safety/Holding Cell, paving repairs- Chicopee District Court	Page 8	Chicopee	Courts	250,000	-			-
DCAM	Lowell Superior Court Access Improvements	Page 8	Lowell	Courts	500,000	-			-
DCAM	New Fall River Trial Court	Page 8	Fall River	Courts	26,000,000	-			-
DCAM	New Lowell Trial Court - Site Acquisition and Preparation	Page 8	Lowell	Courts	900,000	-			-
DCAM	New Taunton Trial Court	Page 8	Taunton	Courts	33,250,000	-			-
DCAM	Northampton Court Master Plan	Page 8	Northampton	Courts	200,000	-			-
DCAM	Repairs to Roxbury District Court	Page 8	Boston	Courts	1,660,000	-			-
DCAM	Salem/J.M. Ruane Judicial Center	Page 8-9	Salem	Courts	30,400,000	-			-
DCAM	Springfield HS/Juv Ct Repairs & Life Safety Improvements	Page 9	Springfield	Courts	300,000	-			-
DCAM	Various Construction Contract Settlements	Page 9	Statewide	Courts	200,000	-			-
DCAM	Connors Pool Renovation	Page 10	Waltham	Energy and Environment	100,000	-			-
DCAM	Wall Experiment Station	Page 10	Lawrence	Energy and Environment	8,000,000	200,000			
EOEA	Agricultural Environmental Enhancement Program (AEEP)	Page 10	Statewide	Energy and Environment	225,000	-	-		
EOEA	Agricultural Preservation Restriction (APR)	Page 10	Statewide	Energy and Environment	8,500,000	-	-		
EOEA	Agricultural Project Operations	Page 10	Statewide	Energy and Environment	350,000	-	-		
EOEA	Farm Viability Enhancement Program (FVEP)	Page 10	Statewide	Energy and Environment	900,000	-	-		
EOEA	Campground Modernization Program	Page 10	Statewide	Energy and Environment	200,000	-	-		

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EOEA	Canton Airport Site Remediation	Page 10	Canton	Energy and Environment	200,000	-	-		
EOEA	Comfort Station Rehabilitation	Page 10	Statewide	Energy and Environment	1,000,000	-	-		
EOEA	Communications / Infrastructure	Page 11	Statewide	Energy and Environment	50,000	-	-		
EOEA	Dam Maintenance and Operation / PL 566 Flood Control	Page 11	Statewide	Energy and Environment	600,000	-	-		
EOEA	Dam Rehabilitation Program	Page 11	Statewide	Energy and Environment	2,000,000	-	-		
EOEA	Dam Safety and Inspection Program	Page 11	Statewide	Energy and Environment	370,000	-	-		
EOEA	DCR Equipment	Page 11	Statewide	Energy and Environment	500,000	-	-		
EOEA	DCR Land Protection	Page 11	Statewide	Energy and Environment	7,000,000	-	-		
EOEA	DCR Project Operations	Page 11	Statewide	Energy and Environment	13,500,000	-	-		
EOEA	Deferred Maintenance & Small Repairs DCR	Page 11	Statewide	Energy and Environment	5,600,000	-	-		
EOEA	Environmental Remediation (Clean State)	Page 11	Statewide	Energy and Environment	2,400,000	-	-		
EOEA	Flood Control Annual Maintenance	Page 11-12	Greater Boston	Energy and Environment	1,000,000	-	-		
EOEA	Georges Island Pier	Page 12	Boston	Energy and Environment	200,000	-	-		
EOEA	Georges Island Visitor Center	Page 12	Boston	Energy and Environment	4,800,000	-	-		1,000,000
EOEA	Greylock Glen -Outdoor Recreation and Environmental Education Center	Page 12	North Adams	Energy and Environment	200,000	-	-		
EOEA	Landscape Improvements	Page 12	Statewide	Energy and Environment	600,000	-	-		
EOEA	Nantasket Beach Seawall/Beach Renourishment Flood Control Project	Page 12	Hull	Energy and Environment	70,000	-	-		
EOEA	Payment in Lieu of Taxes (PILOT) to NH, VT	Page 12	Statewide	Energy and Environment	226,984	-	-		
EOEA	Playground Improvements	Page 12	Statewide	Energy and Environment	500,000	-	-		
EOEA	Pool Maintenance, Rehabilitation and Improvements	Page 12	Statewide	Energy and Environment	5,000,000	-	-		
EOEA	Rink Maintenance, Rehabilitation and Improvements	Page 13	Statewide	Energy and Environment	1,000,000	-	-		
EOEA	Storm Water Services	Page 13	Statewide	Energy and Environment	3,500,000	-	-		
EOEA	Tennis & Basketball Court Rehabilitation	Page 13	Statewide	Energy and Environment	300,000	-	-		
EOEA	Upper Mystic Lake Dam	Page 13	Arlington	Energy and Environment	3,045,000	-	-		
EOEA	US Geological Survey Cooperative Programs	Page 13	Statewide	Energy and Environment	694,384	-	-		
EOEA	Various EOEEA Capital Programs	Page 13	Statewide	Energy and Environment	522,308	-	-		
EOEA	Waterways Division Program	Page 13	Statewide	Energy and Environment	1,650,000	-	-		
EOEA	Winthrop Shores Restoration - Design and Construction	Page 13	Winthrop	Energy and Environment	2,000,000	-	-		
EOEA	Working Forest Preservation Restriction	Page 13-14	Statewide	Energy and Environment	700,000	-	-		
EOEA	State Energy Program - Transformation Grants	Page 14	Statewide	Energy and Environment	-	-	10,000,000		
EOEA	Conservation Partnership	Page 14	Statewide	Energy and Environment	996,645	-	-		
EOEA	Diesel Emissions Reductions Program	Page 14	Statewide	Energy and Environment	-	-	1,320,000		
EOEA	ENV GIS Program	Page 14	Statewide	Energy and Environment	340,000	-	-		
EOEA	ENV Program	Page 14	Statewide	Energy and Environment	821,000	-	-		

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EOEA	Leaking Underground Storage Tank Trust Fund Program	Page 14	Statewide	Energy and Environment	-	-	960,000		
EOEA	Ambient Air Monitoring	Page 14	Statewide	Energy and Environment	736,000	-	-		
EOEA	Baird and McGuire Groundwater Treatment System	Page 14-15	Holbrook	Energy and Environment	1,400,000	-	-		
EOEA	Emergency Response Risk Reduction & Remediation	Page 15	Statewide	Energy and Environment	1,000,000	-	-		
EOEA	Enforcement Support and Brownfields	Page 15	Statewide	Energy and Environment	3,220,000	-	-		
EOEA	EPA 10% Match on Superfund Clean Up Sites	Page 15	Statewide	Energy and Environment	3,000,000	-	-		
EOEA	Existing Water Quality Preservation	Page 15	Statewide	Energy and Environment	-	-	-		294,000
EOEA	Infrastructure & GIS Program	Page 15	Statewide	Energy and Environment	2,020,618	-	-		
EOEA	Solid Waste Management and Recycling Technical Assistance and Regulatory	Page 15-16	Statewide	Energy and Environment	1,564,000	-	-		
EOEA	Wetlands Change/Protection Project	Page 16	Statewide	Energy and Environment	368,000	-	-		
EOEA	Boat Ramp Construction/Maintenance	Page 16	Statewide	Energy and Environment	690,000	-	-		
EOEA	Department of Fish and Game - Land Protection	Page 16	Statewide	Energy and Environment	9,500,000	-	-		
EOEA	Land and Habitat Programs	Page 16	Statewide	Energy and Environment	2,000,000	-	-		
EOEA	MA Endangered Species Act Implementation	Page 16	Statewide	Energy and Environment	128,110	-	-		
EOEA	Marine Fisheries Institute	Page 16	Statewide	Energy and Environment	529,000	-	-		
EOEA	River Revitalization & Riverine Habitat Restoration	Page 16-17	Statewide	Energy and Environment	1,000,000	-	-		
EOAF	"I-cubed" Economic Development Projects	Page 18	Statewide	Economic Development	-	-	-		15,000,000
EOAF	Capital Improvements at Devens	Page 18	Devens	Economic Development	2,779,913	-	-		
EOAF	Community Development Finance Corporation	Page 18	Statewide	Economic Development	4,000,000	-	-		
EOAF	Life Sciences Capital Program	Page 18	Statewide	Economic Development	30,000,000	-	-		
EOAF	Broadband Initiative	Page 18	Statewide	Economic Development	15,000,000	-	-		
EOAF	Growth District Initiative	Page 18	Statewide	Economic Development	13,000,000	-	-		
EOAF	MORE - Economic Development Grants	Page 18	Statewide	Economic Development	22,000,000	-	-		
EOAF	Southfield East West Parkway	Page 18	Weymouth	Economic Development	-	-	-		5,000,000
DCAM	DDS Fernald - Closure / Disposition	Page 19	Waltham	Health and Human Services	1,000,000	-	-		-
DCAM	DDS Wrentham - Heffron A / B - Various - Upgrade	Page 19	Wrentham	Health and Human Services	1,750,000	-	-		-
DCAM	Chelsea Soldiers Home Water Tank Repair	Page 19	Chelsea	Health and Human Services	1,200,000	-	-		-
DCAM	Demolition at Taunton State Hospital	Page 19	Taunton	Health and Human Services	6,400,000	-	-		-
DCAM	DYS Connelly Improvements	Page 19	Boston	Health and Human Services	500,000	-	-		-
DCAM	Executive Office of Health and Human Services Master Plan	Page 19	Statewide	Health and Human Services	1,200,000	-	-		-
DCAM	Hogan Boiler Replacement	Page 19	Danvers	Health and Human Services	1,076,710	-	-		-
DCAM	Master Plan for Lemuel Shattuck	Page 19	Boston	Health and Human Services	25,000	-	-		-
DCAM	Medfield State Hospital	Page 19	Medfield	Health and Human Services	1,800,000	-	-		-
DCAM	New Psychiatric Care Facility	Page 19	Worcester	Health and Human Services	65,000,000	-	-		-

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					1,650,000,000	717,310,830	219,103,266	357,305,000	94,947,900
Cap Agy	Project Name	Description in Appendix D	Location	ANF Spending Category Name	Bond-Cap	Federal	ARRA - Federal Stimulus	Accelerated Bridge	Third-Party & Project Financed Bonds
DCAM	Roof & Building Envelope Repairs, Mass Hospital School	Page 19	Canton	Health and Human Services	1,500,000	-			-
DCAM	Shattuck Hospital Emergency Façade Repairs	Page 20	Boston	Health and Human Services	900,000	-			-
DCAM	Structural/HVAC/Sprinkler Improvements at DYS in Springfield, MA	Page 20	Springfield	Health and Human Services	5,800,000	-			-
DCAM	Various Construction Contract Settlements	Page 20	Statewide	Health and Human Services	100,000	-			-
DCAM	Western MA Hospital, Main Building - Oxygen/Suction, HVAC, Etc	Page 20	Westfield	Health and Human Services	3,800,000	-			-
DCAM	CHE - Envelope - Repair	Page 20	Chelsea	Health and Human Services	-	-			1,000,000
DCAM	CHE - Life Safety - Upgrade	Page 20	Chelsea	Health and Human Services	300,000	-			-
DCAM	Berkshire Community College - Exterior Masonry Repairs	Page 21	Pittsfield	Higher Education	1,900,000	-			-
DCAM	Bridgewater State - Conant Science Building Modernization & Expansion	Page 21	Bridgewater	Higher Education	13,500,000	-			-
DCAM	Bristol Community College - Fall River Tech Building	Page 21	Fall River	Higher Education	75,000	-			-
DCAM	Bunker Hill Community College - Health and Wellness Center	Page 21	Boston	Higher Education	4,000,000	-			2,500,000
DCAM	Fitchburg State College - Science Facility Modernization	Page 21	Fitchburg	Higher Education	1,000,000	-			-
DCAM	Greenfield Comm College - Handicapped Accessibility in North & South Wings	Page 21	Greenfield	Higher Education	414,000	-			-
DCAM	Greenfield Community College - Campus Core Modernization	Page 21	Greenfield	Higher Education	9,900,000	-			-
DCAM	Holyoke Comm College - Interior Building Renovations	Page 21	Holyoke	Higher Education	400,000	-			-
DCAM	MA Coll of Liberal Arts - New Center for Science & Innovation/Bowman Hall	Page 21	North Adams	Higher Education	500,000	-			-
DCAM	Massachusetts Maritime Academy - Library Modernization	Page 21	Bourne	Higher Education	6,000,000	-			-
DCAM	Massasoit Emergency Repairs	Page 21	Brockton	Higher Education	1,000,000	-			-
DCAM	North Shore CC - Danvers Campus Consolidation - New Allied Health & Science Building	Page 21	Danvers	Higher Education	7,000,000	-			-
DCAM	Northern Essex CC - New Lawrence Campus	Page 22	Lawrence	Higher Education	200,000	-			-
DCAM	Quinsigamond Community College - Loop Road Improvements	Page 22	Worcester	Higher Education	2,300,000	-			-
DCAM	Quinsigamond Community College - New Academic Building	Page 22	Worcester	Higher Education	75,000	-			-
DCAM	Salem State College - Library Building Modernization	Page 22	Salem	Higher Education	5,000,000	-			-
DCAM	STC - Building 19 - Structure - Repair - Phase I	Page 22	Springfield	Higher Education	1,500,000	-			-
DCAM	Various Construction Contract Settlements	Page 22	Statewide	Higher Education	200,000	-			-
DCAM	Westfield St College - Accessibility Improvements, Library & Campus Center	Page 22	Westfield	Higher Education	3,000,000	-			-
DCAM	Worcester State College - Administration Building Renovation	Page 22	Worcester	Higher Education	2,800,000	-			1,500,000
DCAM	UMass Amherst - Master Plan	Page 22	Amherst	Higher Education	250,000	-			-
DCAM	UMass Amherst - New Academic Classroom Building	Page 22	Amherst	Higher Education	400,000	-			-
DCAM	UMass Amherst - New Laboratory Science Building	Page 22	Amherst	Higher Education	-	-			3,000,000
DCAM	UMass Amherst - Web Dubois Library Improvements	Page 22	Amherst	Higher Education	4,000,000	-			-
DCAM	UMass Boston - New Science Building	Page 22	Boston	Higher Education	-	-			3,000,000
DCAM	UMass Boston - Substructure Stabilization and Alternate Parking	Page 23	Boston	Higher Education	12,500,000	-			-
DCAM	UMass Dartmouth - Library Renovations & Infrastructure Repairs	Page 23	Dartmouth	Higher Education	2,500,000	-			-

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Commonwealth of Massachusetts

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Cap Agy	Project Name	Description in Appendix D	Location	ANF Spending Category Name	Bond-Cap	Federal	ARRA - Federal Stimulus	Accelerated Bridge	Third-Party & Project Financed Bonds
DCAM	UMass Lowell - New South Academic Building	Page 23	Lowell	Higher Education	1,000,000	-			
DCAM	UMass Lowell Master Plan	Page 23	Lowell	Higher Education	150,000	-			-
DCAM	UMass Medical - Institute of Labs Life Safety Improvements	Page 23	Boston	Higher Education	1,000,000	-			-
DCAM	UMass Medical - Shriver Campus Improvements	Page 23	Waltham	Higher Education	900,000	-			-
DCAM	UMass Medical/Institute of Labs JP - Emergency Power Upgrade	Page 23	Boston	Higher Education	200,000	-			-
DCAM	Various Construction Contract Settlements	Page 23	Statewide	Higher Education	100,000	-			-
EOEA	State Energy Program - Solar and Energy Efficiency - Higher Education	Page 23	Statewide	Higher Education	-	-	5,000,000		
DHCD	Affordable Housing Trust Fund	Page 24	Statewide	Housing	35,000,000	-	-		
DHCD	Capital Improvement and Preservation Fund	Page 24	Statewide	Housing	5,000,000	-	-		
DHCD	Community Based Housing	Page 24	Statewide	Housing	5,000,000	-	-		
DHCD	Facilities Consolidation Fund	Page 24	Statewide	Housing	7,500,000	-	-		
DHCD	Housing at Transit Nodes	Page 24	Statewide	Housing	1,000,000	-	-		
DHCD	Housing Innovations Fund	Page 25	Statewide	Housing	9,000,000	-	-		
DHCD	Housing Stabilization Fund	Page 25	Statewide	Housing	13,000,000	-	-		
DHCD	Mass. Rehab's Home Modification Loan Program	Page 25	Statewide	Housing	4,000,000	-	-		
DHCD	Neighborhood Stabilization Program - HERA	Page 25	Statewide	Housing	-	19,902,830	-		
DHCD	Public Housing - Affordable Housing Trust Fund	Page 25	Statewide	Housing	5,000,000	-	-		
DHCD	Public Housing - General	Page 25	Statewide	Housing	82,000,000	-	-		
DHCD	Tax Credit Assistance Program	Page 25	Statewide	Housing	-	-	59,600,000		
DHCD	Tax Credit Exchange	Page 25	Statewide	Housing	-	-	25,400,000		
DHCD	Weatherization Assistance Program	Page 26	Statewide	Housing	-	-	24,415,491		
EOTC	DHCD - Transit Oriented Development Housing	Page 26	Statewide	Housing	1,500,000	-	-		
ITD	Attorney General's Office Business Improvement	Page 27	Statewide	Information Technology	1,395,000	-			-
ITD	Administration & Finance Budgeting System	Page 27	Statewide	Information Technology	2,925,000	-			-
ITD	Oracle Universal License Agreement	Page 27	Statewide	Information Technology	3,800,000	-			-
ITD	Grants Information System	Page 27	Statewide	Information Technology	1,500,000	-			-
ITD	Student Education Connection program	Page 27-28	Statewide	Information Technology	1,667,700	-			-
ITD	Child Support Enforcement Business Process Redesign	Page 28	Statewide	Information Technology	250,000	-			-
ITD	Integrated Child Support System	Page 28	Statewide	Information Technology	-	-	1,650,000		
ITD	MassTax System	Page 28	Statewide	Information Technology	2,769,325	-			-
ITD	Juvenile Justice System	Page 29	Statewide	Information Technology	1,311,955	-			-
ITD	Comprehensive Child Data System	Page 29	Statewide	Information Technology	2,250,000	-			-
ITD	EOHHS CTO Architecture and Technology	Page 29	Statewide	Information Technology	1,727,100	-			-
ITD	Next Generation Communications for Health & Human Services (VOIP)	Page 29-30	Statewide	Information Technology	3,510,000	-			-

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Cap Agy	Project Name	Description in Appendix D	Location	ANF Spending Category Name	Bond-Cap	Federal	ARRA - Federal Stimulus	Accelerated Bridge	Third-Party & Project Financed Bonds
ITD	Vitals Information Processing (VIP)	Page 30	Statewide	Information Technology	1,073,057	166,973			-
ITD	Unemployment Insurance System Replacement (QUEST)	Page 30	Statewide	Information Technology	9,230,400	-			-
ITD	Massachusetts Public Safety Information Network (MASPIN)	Page 30	Statewide	Information Technology	9,500,000	-			-
ITD	State Police 800 Mhz Radio Project	Page 30	Statewide	Information Technology	5,220,000	1,000,000			-
ITD	Group Insurance Commission - Modernization of the MAGIC system	Page 30-31	Statewide	Information Technology	999,612	-			53,900
ITD	Human Resources Compensation Management System Upgrade	Page 31	Statewide	Information Technology	5,463,000	-			-
ITD	48 Hour Recovery of Statewide Financial System	Page 31	Statewide	Information Technology	1,064,700	-			-
ITD	Enterprise Data Warehouse	Page 31	Statewide	Information Technology	855,000	-			-
ITD	Federal Stimulus Technology Plan	Page 31	Statewide	Information Technology	250,000	-			-
ITD	IT Capital Program Management Office	Page 31-32	Statewide	Information Technology	1,069,937	-			-
ITD	Mass Interagency Network	Page 32	Statewide	Information Technology	1,398,400	-			-
ITD	Mass.gov 2.0	Page 32	Statewide	Information Technology	437,400	-			-
ITD	Securing The Commonwealth Digital Assets	Page 32	Statewide	Information Technology	396,000	-			-
ITD	Shared Application Infrastructure	Page 32	Statewide	Information Technology	1,759,500	-			-
ITD	Upgrade and Expand MassMail	Page 32-33	Statewide	Information Technology	3,832,479	-			-
ITD	Cash, Investment Management to MMARS	Page 33	Statewide	Information Technology	1,850,000	-			-
ITD	Quick Quote	Page 33	Statewide	Information Technology	1,228,243	-			-
ITD	DPL Elicensing	Page 33	Statewide	Information Technology	250,000	-			-
ITD	Registry of Motor Vehicles - Voice Recognition System	Page 33-34	Statewide	Information Technology	2,500,000	-			-
ITD	MassCourts	Page 34	Statewide	Information Technology	1,276,575	-			-
ITD	Automated Licensing and Registration System	Page 34	Statewide	Information Technology	2,500,000	-			-
DCAM	Phase II Expansion at the Massachusetts Firefighting Academy	Page 35	Stow	Public Safety	-	-			16,000,000
DCAM	Western MA Fire Training Facility (Springfield)	Page 35	Springfield	Public Safety	-	-			1,500,000
DCAM	Methuen National Guard Readiness Center	Page 35	Methuen	Public Safety	-	8,400,000			-
DCAM	Municipal Police Training Facility	Page 35	Springfield	Public Safety	1,900,000	-			-
DCAM	Security Upgrades, Mass. Military Reservation	Page 35	Statewide	Public Safety	1,000,000	-			-
DCAM	State Police Master Plan	Page 35	Statewide	Public Safety	1,400,000	-			-
EOPS	Medical Examiners Equipment	Page 35	Statewide	Public Safety	250,000	-	-		
EOPS	Cruiser replacement	Page 35	Statewide	Public Safety	5,000,000	-	-		
EOPS	Mobile data terminal replacement	Page 35	Statewide	Public Safety	1,500,000	-	-		
EOPS	Public Safety Equipment	Page 36	Statewide	Public Safety	250,000	-	-		
EOPS	Purchase of new Helicopters	Page 36	Statewide	Public Safety	2,000,000	-	-		
DCAM	Structural Improvements on grounds at McCormack Building.	Page 37	Boston	State Office Buildings & Facilities	500,000	-			-
DCAM	Executive Office of Labor and Workforce Development renovations	Page 37	Brockton	State Office Buildings & Facilities	400,000	-			-

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Cap Agy	Project Name	Description in Appendix D	Location	ANF Spending Category Name	Bond-Cap	Federal	ARRA - Federal Stimulus	Accelerated Bridge	Third-Party & Project Financed Bonds
DCAM	Infrastructure Improvements at Hurley Building	Page 37	Boston	State Office Buildings & Facilities	190,000	-			-
DCAM	Life Safety Improvements at Hurley Building	Page 37	Boston	State Office Buildings & Facilities	750,000	-			-
DCAM	DCAM Project Operations	Page 37	Statewide	State Office Buildings & Facilities	14,000,000	-			-
DCAM	Elevator Modernization - McCormack State Office Bldg	Page 37	Boston	State Office Buildings & Facilities	3,858,096	-			-
DCAM	Energy Conservation Retrofits and Renewable Energy at State Facilities	Page 37	Statewide	State Office Buildings & Facilities	4,000,000	-			-
DCAM	Maintenance Transfers Total	Page 37	Statewide	State Office Buildings & Facilities	30,000,000	-			-
DCAM	Roof and Exterior Repairs - State House	Page 37	Boston	State Office Buildings & Facilities	9,000,000	-			-
DCAM	State House Interior Renovations as per Master Plan	Page 37	Boston	State Office Buildings & Facilities	500,000	-			-
DCAM	Various Construction Contract Settlements	Page 37	Statewide	State Office Buildings & Facilities	200,000	-			-
DCAM	Second Data Center	Page 38	Springfield	State Office Buildings & Facilities	7,760,000	-			-
DCAM	Transportation Building Fire Alarm Restoration	Page 38	Boston	State Office Buildings & Facilities	1,500,000	-			-
EOAF	Reasonable Accommodation Capital Reserve Account	Page 38	Statewide	State Office Buildings & Facilities	100,000	-	-		
EOEA	State Energy Program - Solar and Energy Efficiency - State Facilities	Page 38	Statewide	State Office Buildings & Facilities	-	-	12,500,000		
EOEA	Accelerated Bridge Program - DCR	Page 39	Statewide	Transportation	-	-		146,300,000	
EOEA	DCR Bridge and Parkway Maintenance	Page 39	Statewide	Transportation	10,000,000	-	-		
EOEA	DCR Bridge and Parkway Reconstruction	Page 39	Statewide	Transportation	8,500,000	-	-		
EOTC	Accelerated Bridge Program - MassHighway	Page 39	Statewide	Transportation	-	-		211,005,000	
EOTC	ARRA - Highway Infrastructure Investments	Page 39	Statewide	Transportation	-	-	65,257,775		
EOTC	MHD Project Operations	Page 39	Statewide	Transportation	185,436,580	69,561,264			30,000,000
EOTC	South Coast Rail	Page 39	Southeastern Mass	Transportation	15,646,000	-	-		
EOTC	Statewide Road and Bridge NFA Maintenance	Page 39	Statewide	Transportation	100,000,000	-	-		
EOTC	Statewide Road and Bridge Program Federally Assisted Construction (FA) - Interstate	Page 39	Statewide	Transportation	15,852,186	116,249,365	-		
EOTC	Statewide Road and Bridge Program Federally Assisted Construction (FA) - Non Interstate	Page 39	Statewide	Transportation	121,307,548	430,090,398	-		
EOTC	Massachusetts Aeronautics Commission	Page 39	Statewide	Transportation	9,000,000	-	-		
EOTC	CSX Rail Purchase	Page 40	Statewide	Transportation	40,000,000	-	-		
EOTC	EOT - Equipment and Facilities	Page 40	Statewide	Transportation	1,000,000	-	-		
EOTC	Intermodal Transportation	Page 40	Statewide	Transportation	2,000,000	-	-		
EOTC	Mass Transit Planning	Page 40	Statewide	Transportation	1,000,000	-	-		
EOTC	Mobility Assistance Program	Page 40	Statewide	Transportation	1,500,000	-	-		
EOTC	Rail Transportation	Page 40	Statewide	Transportation	1,500,000	-	-		
EOTC	Regional Transit Authority Capital Assistance	Page 40	Statewide	Transportation	3,500,000	-	-		
EOTC	SIP - Fairmount Commuter Rail Improvements	Page 40	Greater Boston	Transportation	46,900,000	-	-		
EOTC	SIP - Green Line Subway Extension	Page 40	Greater Boston	Transportation	8,760,000	35,040,000			
EOTC	SIP - New Parking Spaces at Transit Nodes	Page 40	Statewide	Transportation	4,000,000	-	-		

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EOTC	SIP - Red-Blue Subway Line Connector Study	Page 40-41	Boston	Transportation	6,000,000	-	-		
EOTC	Water Transportation	Page 41	Statewide	Transportation	1,500,000	-	-		



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Commonwealth of Massachusetts

FY 2010 Capital Budget

Appendix D - Project and Program Descriptions

Executive Office for Administration & Finance

September 2009

Community Investment Program

Projects Managed by: **Division of Capital Asset Management and Maintenance (DCAM)**

Projects to Benefit: **Office of the Secretary of Administration and Finance (ANF)**

Beverly Waterfront Infrastructure Improvements - Beverly - \$2,500,000

This funding will assist in the development of the waterfront area in Beverly, including repairing a seawall, improvements to the public pier and ADA access.

Essex North Shore Agricultural and Technical School - Essex Cnty Reg Schl -

DOE0301

\$500,000

This program funds the Commonwealth's contribution to the development of a new regional agricultural and vocational high school on the campus of Essex Agricultural and Technical Institute in Danvers/Middleton. This is a multi-year commitment from the Commonwealth, assuming local contributions are approved.

Projects Managed by: **Department of Housing and Community Development (DHCD)**

Projects to Benefit: **(MUN)**

Community Development Action Grant Program (CDAG) - Statewide - \$5,400,000

MUN__001

The Community Development Action Program (CDAG) gives awards to build local economies, create jobs and produce workforce and affordable housing that would not occur by private enterprise alone. These grants can be used for water and sewer system upgrades, sidewalk, roadway and streetscape improvements to support new mixed-use housing and commercial development; site preparation and improvements to publicly-owned buildings and new construction and/or rehabilitation of existing structures. CDAG-funded projects must be publicly owned or managed for a period of not less than 30 years.

Community Development Block Grant - Statewide - \$42,700,000

This funds support for community development activities including housing, economic development, and infrastructure efforts.

Urban Revitalization Development Grant Program (URDG) - Statewide - \$3,696,306

MUN__002

The URDG Program provides grants to assist in the implementation of state approved urban renewal projects. The program makes grant awards to municipalities of up to 50% of net project costs and is paid in twenty equal annual installments and this funding represents payment for previously made commitments. No new awards will occur in FY10.



Community Investment Program

Projects Managed by: Office of the Secretary of Administration and Finance (EOAF)

Projects to Benefit: Office of the Secretary of Administration and Finance (ANF)

Peabody Flood Control Project - Peabody - \$381,384 PLAN0058
This project funds phase 2 of the flood control mitigation plan to improve drainage along the North River in downtown Peabody. This project will reduce the frequency of flooding in Peabody Square and is being financed by state, municipal, and federal funding. This funding represents the remaining spending commitment from a \$2M award the Commonwealth made in the beginning of FY08.

Projects to Benefit: Board of Library Commissioners (BLC)

Board of Library Commissioners - Library Construction Grants - Statewide - BLC__001
\$13,500,000
This program provides matching grants to assist municipalities with improvements to their public library facilities by providing technical assistance in planning and carrying out construction projects, and through grants for planning, designing and constructing public libraries.

Projects to Benefit: Department of Business Development (SEA)

Seaport Council - Statewide - \$8,100,000 SEA__001
The Seaport Council grant program, as created by Executive Order #376, enhances and develops the deep water commercial ports of the Commonwealth, with the emphasis on commercial aspects of the ports - cargo, cruise ships, and commercial/industrial maritime support.

Projects to Benefit: Secretary of the Commonwealth (SEC)

Historic Preservation Grants - Statewide - \$1,550,000 SEC__001
This program provides funding assistance to preserve historic cultural resources through an application process with the Secretary of the Commonwealth.

Projects to Benefit: Office of the Treasurer and Receiver-General (TRE)

Water Pollution Abatement Trust -- State Match - Statewide - \$15,961,280 WPATCLEAN
This program funds the Commonwealth's match to secure federal dollars for the Massachusetts State Revolving Fund (SRF) for water pollution abatement and drinking water projects. This program provides a low-cost funding mechanism to assist municipalities in complying with federal and state water quality requirements. The SRF Program is jointly administered by the Division of Municipal Services of the Department of Environmental Protection (Mass DEP) and the Massachusetts Water Pollution Abatement Trust. Each year Mass DEP solicits projects from Massachusetts municipalities to be considered for subsidized loans.

Projects Managed by: Office of the Secretary of Environmental Affairs (EOEA)

Projects to Benefit: Department of Conservation and Recreation (DCR)

Dredging of Hingham Harbor - Hingham - \$1,525,000 PLAN0154
This funding is the Commonwealth's contribution for the dredging of Hingham Harbor.

Improvements to Houghton's Pond Athletic fields - Milton - \$1,000,000
This funding provides improvements to Houghton's Pond athletic fields, including comfort station renovations.

Lakes and Ponds Program - Statewide - \$480,000 DCR2004062
This program protects and restores state and municipally owned lakes and ponds through a number of individual projects throughout the Commonwealth. This program addresses the issues of invasive species in water bodies throughout the Commonwealth including hydrilla, fragmites, zebra mussels and other bacteria and invasive plants. This program also



Community Investment Program

Projects Managed by: Office of the Secretary of Environmental Affairs (EOEA)

Projects to Benefit: Department of Conservation and Recreation (DCR)

address erosion at ponds, lakes and inland swimming beaches.

Muddy River Flood Control and Historic Preservation Project - Boston - \$3,168,229 DCR2004303

This funding is the Commonwealth's share of a US Army Corps of Engineer \$84 million project in Boston and Brookline.

This project restores the existing infrastructure of the Muddy River to its original design capacity to prevent future flooding such as the \$60 million worth of flood damage in 1996.

Public Private Partnerships Program - Statewide - \$1,350,000 DCR__007

This program matches private contributions focused on capital improvements to deteriorated DCR facilities. Private individuals, friends, groups, foundations, financial institutions, academic institutions and municipalities provide funds to leverage programs or desired improvements at specific locations.

Town of Brookline Soil Remediation - Brookline - \$1,000,000

This funding assists with the remediation effort of contaminated soil in Brookline.

Projects to Benefit: Department of Energy Resources (ENE)

Energy Conservation Improvement Program - Statewide - \$1,350,000 ENE__001

This program provides energy conservation incentives and assured cost recovery for municipalities by offering capital upgrade grants, which involve certain required levels of energy cost savings.

Energy Efficiency & Conservation Block Grants - Statewide - \$7,000,000

This program provides grants to communities with less than 35,000 to implement projects to reduce fossil fuel use and emissions.

Projects to Benefit: Office of the Secretary of Energy and Environmental Affairs (ENV)

Coastal Pollutant Remediation (CPR) Grants - Statewide - \$360,000 ENV2008015

This program addresses coastal and ocean water quality and provides coastal pollutant remediation grants to cities and towns to construct, re-construct, and otherwise improve boat pump out facilities and storm water drainage facilities along roads, highways, and bridges within the watersheds of the Massachusetts coastal zone. Additionally, this program provides coastal non-point source pollution grants to identify and implement solutions to control or eliminate non-point source pollution in coastal watersheds.

LAND - Statewide - \$4,653,848 ENV__002

This program assists municipalities in acquiring conservation land based on Open Space and Recreation Plans approved by EOEEA. This program complements state agency acquisition programs by focusing on the best quality, highest priority local conservation acquisition projects. This program focuses on the best habitat, outdoor recreation, and other resource values on a local basis and is critical to helping to meet our Statewide Land Conservation Plan goals.

PARC (formerly Urban Self Help) - Statewide - \$6,717,484 ENV__001

This program funds the restoration and creation of new city parks and outdoor recreation facilities, often in under-served neighborhoods, and is a vital part of improving the quality of life in cities and of the smart growth initiative. Cities and towns must have an Open Space and Recreation Plan approved by EEA in order to apply for this grant and the need for the project must be ranked highly in the plan in order for the municipality to gain significant points in the EEA evaluation. Grants are evaluated by a panel of park experts.

Urban Signature Parks - Statewide - \$6,232,023 ENV2008062

This program will provide funding to create 10-15 large signature parks in cities to provide open space and recreation opportunities in underserved areas. This program allows for the assessment and clean up of brownfields in locations



Community Investment Program

Projects Managed by: Office of the Secretary of Environmental Affairs (EOEA)

Projects to Benefit: Office of the Secretary of Energy and Environmental Affairs (ENV)
appropriate for parks as well as the design and construction of the parks.

Projects to Benefit: Department of Environmental Protection (EQE)

Municipal Drinking Water Protection - Statewide - \$700,000 ENV2008054
This program offers grants to municipalities to protect high priority surface and ground water drinking water sources. This program is a water supply protection program first and an open space protection program as a secondary benefit.

Projects to Benefit: Department of Fish and Game (FWE)

Fall River Boat Ramp repair - Fall River - \$400,000 PLAN0124
The program funds the reconstruction of the boat ramp located on the Taunton River basin in the city of Fall River, including incorporating floating boarding docks and drainage improvements in the existing parking area.

Projects to Benefit: (MUN)

Vietnam Veterans Memorial in Green Hill Park - Worcester - \$191,800
This funding provides for improvements to the Vietnam Veterans Memorial, in the City of Worcester's Green Hill Park.

Projects Managed by: Executive Office of Public Safety (EOPS)

Projects to Benefit: (MUN)

Municipal Public Safety Grants - Statewide - \$600,000 MUN__003
This program awards grants to municipalities for repairs, renovation, and improvements to municipally owned public safety stations. This funding represents previous year commitments from grants approved by the Executive Office of Public Safety. No new awards will occur in FY10.

Projects Managed by: Office of the Secretary of Transportation (EOTC)

Projects to Benefit: (MUN)

Bellevue Avenue Reconstruction - Melrose - \$450,000
This project funds the next phase of improvements to Bellevue Avenue in Melrose.

Chapter 90 - Municipal Roads and Bridges - Statewide - \$150,000,000 CH90000
This municipal reimbursement program provides funding for maintaining, repairing, improving and constructing municipal roads and bridges.

Emergency Operations Center Road Improvements - Worcester - \$1,000,000
This funds improvements to the access road to the emergency operations center in Worcester.

Public Works Economic Development Program (PWED) - Statewide - \$9,000,000 PWED000
This program assists municipalities in funding transportation infrastructure that will stimulate economic development and is designed to provide eligible municipalities with maximum flexibility and discretion as it relates to project development and implementation.

Shaw Street Improvements - Medway - \$440,000
This project funds the next phase of improvements to Shaw Street in Medway.

Small Town Road Assistance Program (STRAP) - Statewide - \$1,500,000 STRP000
This program funds grants to municipalities with a population of not more than 7,000 persons for new road projects. Priority



Community Investment Program

Projects Managed by: Office of the Secretary of Transportation (EOTC)

Projects to Benefit: (MUN)

will be given to those projects which promote public safety, which encourage the retention of the applicant's economic base and where the urgency of the project can be demonstrated.

Projects to Benefit: Office of the Secretary of Transportation and Public Works (TRP)

EOT - Transit Oriented Development - Statewide - \$900,000

TRP__001

This program funds capital grants on a competitive basis to public agencies for planning, design and construction of housing, parking, bicycle and pedestrian infrastructure.

Total Community Investment Program 294,307,354



Corrections

Projects Managed by: Division of Capital Asset Management and Maintenance (DCAM)

Projects to Benefit: Office of the Secretary of Administration and Finance (ANF)

Facility Improvements to Middlesex County Correctional Facilities - Billerica - ANF__002
\$3,500,000
This funds facility upgrades at the Billerica Jail and House of Correction in order to accommodate the acquisition of new inmates.

Projects to Benefit: Department of Correction (DOC)

Corrections Master Plan - Statewide - \$220,000 DOC0801
This program funds a comprehensive analysis of the State and County Correctional system and facilities. The result will be a prioritized investment plan and recommendations for efficiencies.

Hayes Report Recommendations - Retrofits for Suicide Prevention - Statewide - DOC0901
\$1,000,000
This program funds improvements required to decrease potential for inmate self harm and suicide, including providing specialized segregated units in specific prisons designed to maximize ability of staff to observe inmates identified as high risk.

HVAC Repairs - Old Colony Correctional Facility - Bridgewater - \$1,800,000 DOC0902
This funds the emergency repairs to the heating system at the Old Colony Correctional facility in Bridgewater.

Improvements in Correctional Facilities as per Master Plan - Statewide - \$1,500,000 CBR0901
A program for major projects identified in the Master Plan process as priorities to be studied, designed and constructed to address major program needs for the DOC and County systems.

Roof and Other Building System Repairs - Norfolk Jail/HOC - Norfolk - \$400,000 CNO0301
This project funds the design and construction costs to repair a failing roof and other structural needs at Norfolk County House of Corrections.

Waste Water Package Treatment Plant - MCI Norfolk - Norfolk - \$6,000,000 DOC0802
This funds the rehabilitation of two existing clarifiers and the addition of a clarifier to the waste water treatment plant at the facility.

Waste Water Package Treatment Plant - MCI Plymouth - Plymouth - \$3,000,000 DOC0803
This funds the replacement of existing waste water treatment plant system at the facility. This improvement is necessary to comply with the administrative consent order between DOC and DEP.

Projects to Benefit: Massachusetts Sheriffs' Association (SDA)

Emergency Repairs at Worcester County Jail & House of Correction - West SDW0601
Boylston - \$663,719
This funds emergency facility repairs and deferred maintenance at the Worcester County Jail and House of Correction.

Envelope Repairs - Suffolk County Jail and House of Correction - Boston - CSU0401
\$1,000,000
The project funds repairs to the existing leaking roofs at the Jail and HOC. Currently there is a study underway. This deterioration poses risks to inmates, employees and visitors.



Corrections

*Projects Managed by: **Division of Capital Asset Management and Maintenance (DCAM)***

*Projects to Benefit: **Massachusetts Sheriffs' Association (SDA)***

Fire Alarm System Upgrade at Essex County Jail - Middleton - \$1,000,000 SDE0801
This funds the upgrade of the existing failed fire alarm system.

Security Surveillance and Telecommunication Systems-Worcester County Jail/HOC SDWTBD1
- West Boylston - \$300,000
This funds the installation of security surveillance and telecommunication systems at the facility, including the construction of a small structure to be located on department property equipped to properly accommodate the technology.

South Bay House of Corrections Cell Conversion - Boston - \$5,100,000 CSU0701
This funds the renovation to convert dry cells to wet cells in two buildings at the Suffolk County HOC to facilitate improved inmate conditions and management.

*Projects Managed by: **Executive Office of Public Safety (EOPS)***

*Projects to Benefit: **Department of Correction (DOC)***

Dept. of Corrections Equipment - Statewide - \$750,000 PSFM05
This project funds the ongoing cost for replacement of equipment at department of correction facilities.

Total Corrections 26,233,719



Courts

Projects Managed by: Division of Capital Asset Management and Maintenance (DCAM)

Projects to Benefit: Trial Court (TRC)

- Access Improvements and Roof Replacements, Pittsfield Superior Court - Pittsfield - TRC0701
\$1,100,000
This project will address accessibility issues at the historic Superior Court in Pittsfield. Relocation of the main entrance, upgrade or replacement of an interior elevator, accessible restrooms and other improvements are required by ADA.
- Cambridge Sullivan Courthouse project - Temporary Relocation Costs - Middlesex TRC__002
County - \$16,565,462
This project funds the temporary relocation costs for the Middlesex Superior and Trial Court services due to the health violations in the EJS courthouse in Cambridge.
- Greenfield Trial Court Renovation - Greenfield - \$100,000 TRC0606
Design and construction for comprehensive renovation and addition to address holding cells, secure circulation and to address current overcrowding.
- John Adams Courthouse - Boston - \$400,000 AGO0610
This funds a payment transfer to the Attorney General to cover costs in defense of claims.
- Life Safety/Holding Cell, paving repairs- Chicopee District Court - Chicopee - TRC9921
\$250,000
This funds design and construction of handicap access modifications, renovations and upgrades to the holding cells, parking area repaving and other minor facility improvements.
- Lowell Superior Court Access Improvements - Lowell - \$500,000 TRC0801
This funds the study, design, and construction for repair of the existing handicapped ramp and to add a vertical lift as required by the Access Board, at the Lowell Superior Court. The scope will also include studying the feasibility of a "LULA" lift to provide access from the 1st to 2nd floor as required by the MAAB.
- New Fall River Trial Court - Fall River - \$26,000,000 J9810
This funds the construction of new District and Superior court facility on South Main Street in downtown Fall River. It replaces two out-dated, overcrowded and disparate facilities currently leased from the county.
- New Lowell Trial Court - Site Acquisition and Preparation - Lowell - \$900,000 TRC0105
This funds the land acquisition and site preparation in advance of the new courthouse construction in Lowell.
- New Taunton Trial Court - Taunton - \$33,250,000 TRC__001
This funds the construction of a new Taunton Trial Court replacing three separate overcrowded, outdated facilities.
- Northampton Court Master Plan - Northampton - \$200,000 TRCTBD3
This funds a master plan for Northampton Courts in conjunction with City of Northampton with a focus on evaluating feasibility of an intermodal facility on the parking lot of the existing probate & family court.
- Repairs to Roxbury District Court - Boston - \$1,660,000 TRC0502
This project addresses several building conditions problems including roof and exterior envelope work, replacement of cooling tower and boilers and miscellaneous repairs.
- Salem/J.M. Ruane Judicial Center - Salem - \$30,400,000 TRC9910
This funds the construction of new 11-courtroom consolidated justice facility, in downtown Salem adjacent to the existing Probate and Family Court building. The new court facility will incorporate a relocated historic church building with new



Courts

Projects Managed by: Division of Capital Asset Management and Maintenance (DCAM)

Projects to Benefit: Trial Court (TRC)

construction.

Springfield HS/Juv Ct Repairs & Life Safety Improvements - Springfield - \$300,000 TRC0014

This funds the upgrades to address fire protection and suppression compliance and life safety/egress issues. The improvements respond to requirements identified by the state building inspector to address life safety concerns.

Various Construction Contract Settlements - Statewide - \$200,000 TRC__003

This funds the outstanding payments for bills due of DCAM's previous work at court facilities.

Total Courts 111,825,462



Energy and Environment

Projects Managed by: Division of Capital Asset Management and Maintenance (DCAM)

Projects to Benefit: Department of Conservation and Recreation (DCR)

Connors Pool Renovation - Waltham - \$100,000 DCR0701

This funds the renovation of existing pool and pool building. DCR has completed the demolition of this pool and the associated building and secured the site. DCAM will carry out the remaining work on the project.

Projects to Benefit: Office of the Secretary of Energy and Environmental Affairs (ENV)

Wall Experiment Station - Lawrence - \$8,200,000 DEP0501

This funds the full renovation of the existing 3 story building and the development of a 10,000 square foot addition to house lab functions and a small storage facility.

Projects Managed by: Office of the Secretary of Environmental Affairs (EOEA)

Projects to Benefit: Department of Agricultural Resources (AGR)

Agricultural Environmental Enhancement Program (AEEP) - Statewide - \$225,000 AGR2008227

The purpose of AEEP is to support the mitigation and prevention of negative impacts to natural resources that may result from agricultural practices. While primarily a water quality program, AEEP will also fund practices that promote energy efficiency, conserve water and reduce greenhouse gas emissions. Eligible practices include the installation of buffers, animal waste systems, pesticide storage facilities, fencing, culverts, seed and gutters.

Agricultural Preservation Restriction (APR) - Statewide - \$8,500,000 AGR2008225

This program offers a non-development alternative to farmers and other owners of "prime" and "state important" agricultural land who are faced with a decision regarding the future use and disposition of their farms. Towards this end, the program offers to pay farmers the difference between the "fair market value" and the "agricultural value" of their farmland in exchange for a permanent deed restriction which precludes any use of the property that will have a negative impact on its agricultural viability.

Agricultural Project Operations - Statewide - \$350,000 AGR2004425

This program funds the ongoing costs of the Department of Agricultural Resources in carrying out its capital programs.

Farm Viability Enhancement Program (FVEP) - Statewide - \$900,000 AGR2008226

The Farm Viability Enhancement Program (FVEP) is intended to provide support toward the development and implementation of initiatives that are designed to address agricultural economic and environmental sustainability, research, industry promotion, technology transfer, education and to facilitate improvements to agricultural infrastructure, energy conservation and efficiency, as well as renewable energy projects.

Projects to Benefit: Department of Conservation and Recreation (DCR)

Campground Modernization Program - Statewide - \$200,000 DCR2008663

This program funds improvements to DCR campgrounds, including updating water and electrical systems and the toilet and shower facilities.

Canton Airport Site Remediation - Canton - \$200,000 DCR2005012

This project is environmental remediation for the 338 acre former airport in Canton, acquired by the former MDC in the 1990's.

Comfort Station Rehabilitation - Statewide - \$1,000,000 DCR2007727

This program funds the ongoing cost for annual project repairs and reconstruction of comfort stations throughout DCR facilities. DCR has developed prototypes for three sizes of Comfort Stations which will be used as the model for each rehabilitation or replacement.



Energy and Environment

Projects Managed by: Office of the Secretary of Environmental Affairs (EOEA)

Projects to Benefit: Department of Conservation and Recreation (DCR)

Communications / Infrastructure - Statewide - \$50,000 DCR2007740

This project provides continued funding for network and telecommunications related equipment and software for improving connectivity to DCR's facilities throughout the state.

Dam Maintenance and Operation / PL 566 Flood Control - Statewide - \$600,000 DCR2004089

The Dam Operation and Maintenance program is responsible for assisting non-technical caretakers with inspecting, maintaining and repairing 150 DCR-owned dams throughout the state forests and parks system. It is also responsible for inspecting, maintaining and repairing 25 flood control facilities built in cooperation with the USDA Natural Resources Conservation Service under PL-566.

Dam Rehabilitation Program - Statewide - \$2,000,000 DCR__001

This program funds repairs to DCR dams that are rated high hazard potential, poor condition, significant hazard potential dam, and poor/failing condition. Dams repaired or replaced under this program are the responsibility of the Commonwealth and failure to make the necessary repairs will negatively impact public safety and the local economy.

Dam Safety and Inspection Program - Statewide - \$370,000 DCR2004027

This program conducts inspections, studies & emergency remedial work on dams that have been abandoned by dam owners and have been determined to be a threat to public safety in their current condition. It also provides technical assistance to municipalities as requested.

DCR Equipment - Statewide - \$500,000 DCR2007744

This program funds the purchase of equipment and related materials to be used by the agency to allow DCR staff to do their work efficiently and effectively. This program funds marine, heavy equipment, staff equipment, rolling stock and forestry equipment.. The asset type does not reflect the breadth of the use of this item, it includes shore, watercourse, historic, recreation and building.

DCR Land Protection - Statewide - \$7,000,000 DCR__008

This program funds the Department of Conservation and Recreation (DCR) Land Protection program to acquire and develop parcels of environmentally significant land for both conservation and recreation functions throughout the state.

DCR Project Operations - Statewide - \$13,500,000 DCR2004090

This program funds the ongoing costs of the Department of Conservation and Recreation to carry out its capital programs.

Deferred Maintenance & Small Repairs DCR - Statewide - \$5,600,000 DCR__002

This program funds projects that include design and construction costs and where required demolition cost for deferred maintenance projects at parks, forests, reservations, beaches, pools and rinks statewide.

Environmental Remediation (Clean State) - Statewide - \$2,400,000 DCR__003

On a statewide basis, DCR has approximately 80 active projects involving asbestos, lead and hazardous materials remediation. This project funds 15 of these DCR properties that are undergoing active investigation / remediation under the Massachusetts Contingency Plan (MCP); many other sites are former urban defense (FUD) sites which may involve cost sharing arrangements with US Army Corps of Engineers when federal funding is available.

Flood Control Annual Maintenance - Greater Boston - \$1,000,000 DCR__004

This program funds the annual repairs program for Flood Control Facilities including the Charles River Dam, the Amelia Earhart Dam and associated flood control structures in the Metropolitan Boston Area. This program was previously two programs, the normal annual maintenance which is funded and the repair, replacement and upgrade of major components such as motors, engines and hydraulic systems which is unfunded. Staff has managed to keep within budget by further



Energy and Environment

Projects Managed by: Office of the Secretary of Environmental Affairs (EOEA)

Projects to Benefit: Department of Conservation and Recreation (DCR)

deferring maintenance however they have indicated the needs are growing including the major rehab of the six locks, three at each dam, which require overhaul.

Georges Island Pier - Boston - \$200,000

PLAN0084

This project is for the design and repair or replacement of the Georges Island Pier which is the primary access point to this important historic site in the Boston Harbor Islands Region. This work will allow for continued visitor access to this facility.

Georges Island Visitor Center - Boston - \$5,800,000

DCR2009503

This project is the design and construction of the visitors Center at Georges Island which is the home of Fort Warren. Fort Warren is one of the original United States Coastal defensive forts built in the early 1800 of the similar construction as Fort Sumpter. This fort served as a Civil War POW site. DCR is about the complete the design of the Visitor Center and in advance of this project DCR has begun the construction of a modular maintenance building which will provide a location for all maintenance operations which are presently housed in the future Visitors Center. In addition, DCR is repairing the existing generator building for storage and for use for the sustainable energy improvements which are part of this project.

Greylock Glen -Outdoor Recreation and Environmental Education Center - North Adams - \$200,000

DCR2006542

The funding will used for project infrastructure (roads, utilities), art and nature facilities, trails and other outdoor recreation amenities in the development of the Greylock Glen site. The project embodies the state's sustainable development principles and has the potential to leverage almost \$35 million in non-state money.

Landscape Improvements - Statewide - \$600,000

DCR__005

This project funds tree planting, annual flower planting, and other related landscape components including benches efforts. This program is critical to maintaining a healthy tree stock by replacing aged trees throughout the system. This program is an important environmental program as it provides for the maintenance of the tree canopy in particular in the urban area.

Nantasket Beach Seawall/Beach Renourishment Flood Control Project - Hull - \$70,000

DCR2004045

This funds design, permit and construct shore protection improvements and develops a master plan for the Nantasket Beach Reservation in Hull. This is a multiphase project for which emergency repairs and Phase I have been completed and the Phase 2 improvements to beach access ways including AAB compliant ramp construction are underway. Remaining work includes: Alternative Analysis, Development of the Master Plan, Environmental Permitting and final construction. In addition the design and permitting for the final shore protection project and the Master Plan will continue in FY10.

Payment in Lieu of Taxes (PILOT) to NH, VT - Statewide - \$226,984

DCR2004063

This program funds the annual Payment in Lieu of Taxes to New Hampshire and Vermont for flood control as required by Federal Law and interstate agreements executed in 1957.

Playground Improvements - Statewide - \$500,000

DCR2004492

This program funds improvements to playgrounds within the DCR statewide system in need of rehabilitation. This includes, if necessary, new playground structures, new ground cover which meets safety standards, accessibility requirements and security requirements.

Pool Maintenance, Rehabilitation and Improvements - Statewide - \$5,000,000

DCR2008660

This program funds improvements to DCR pools which must be upgraded to present safety standards. It also includes funding necessary for annual open close activities, design services, repair and renovation currently closed facilities. This program has allowed DCR to reopen or improve pools in areas of heavy demand.



Energy and Environment

Projects Managed by: Office of the Secretary of Environmental Affairs (EOEA)

Projects to Benefit: Department of Conservation and Recreation (DCR)

Rink Maintenance, Rehabilitation and Improvements - Statewide - \$1,000,000 DCR__006

DCR has responsibility for 13 ice skating rinks. This program funds activities necessary to open and operate the DCR Ice Skating Rinks each season as well as any major improvements which are required to keep the Rinks in operation. These improvements include but are not limited to the replacement of chillers and boards.

Storm Water Services - Statewide - \$3,500,000 DCR2006992

The Stormwater Management Program is designed to meet requirements of NPDES General Permit for stormwater discharges from DCR beaches, state forests, parks, parkways, and water supply facilities where those facilities have drainage systems that meet definitions for small municipal separate storm sewer systems (MS4s). The program establishes best management practices (BMPs) for public education, public participation, illicit discharge detection and elimination, construction and post-construction site monitoring, good municipal housekeeping practices and pollutant discharge limits for those waterways where EPA has established total maximum daily loads (TMDLs).

Tennis & Basketball Court Rehabilitation - Statewide - \$300,000 DCR2004722

This program funds the replacement of bituminous concrete court surfaces, line striping, and net assemblies for various tennis and basketball courts throughout DCR facilities. These facilities are throughout the Commonwealth and are in high demand particularly in the urban areas.

Upper Mystic Lake Dam - Arlington - \$3,045,000 DCR2005521

This funds the design, permit and construction for a full rehabilitation of the Upper Mystic Lake Dam. The dam is classified as a significant hazard dam in poor condition and the spillway capacity does not meet dam safety standards. This is a safety concern and this dam is in a watershed area that experiences flooding. The design of this project is substantially complete and construction will begin in FY10 and continue into FY11.

US Geological Survey Cooperative Programs - Statewide - \$694,384 DCR2004103

This program leverages federal funds to provide essential basic water resources information to the Commonwealth, including stream gauging at 73 sites across the state, which provide data crucial to regulators for managing watersheds.

Various EOEEA Capital Programs - Statewide - \$522,308

This funds the administration and technical research work of various EOEEA capital programs throughout the departments in the secretariat.

Waterways Division Program - Statewide - \$1,650,000 DCR2004091

For the Division of Waterways design, permitting, and small projects related to the operation and maintenance of inland and coastal waterways. This also includes the operation and maintenance of four state piers at New Bedford, Fall River, Gloucester, and Plymouth and the operation and maintenance of the Cape Cod Disposal Site (CCDS). It is the ocean disposal location for dredged materials from Public and Private dredging jobs in Cape Cod. Dredging is the operation of clean, deepen, or widen harbors, channels, mooring basins and waterways, it is a kind of underwater mining.

Winthrop Shores Restoration - Design and Construction - Winthrop - \$2,000,000 DCR2004134

This project funds improvements to Winthrop Beach Reservation including Winthrop Shore Drive, including beach nourishment for shore protection, full depth parkway reconstruction, reconstruction of storm drainage, landscaping, improved lighting, water fountains, sand showers, benches, & shade shelter.

Working Forest Preservation Restriction - Statewide - \$700,000 ENV2008055

This program has dual goals of protecting high quality forest land and supporting rural economic development via sustainable forestry. It is modeled after the nationally renowned MA Agricultural Preservation Restriction Program. Like APR, Working FPR would be an application program for landowners and with a committee of forest landowners and forestry



Energy and Environment

Projects Managed by: Office of the Secretary of Environmental Affairs (EOEA)

Projects to Benefit: Department of Conservation and Recreation (DCR)

experts reviewing applications based on the quality of the forest resource and the viability of the land to support sustainable forest businesses. Working FPR easements would be held by DCR or DAR. Funding from the new bond bill will enable both agencies to develop projects. This program fills a needed niche in the land conservation matrix by reducing state management costs via private ownership and enhancing sustainable forest and forest conservation via a voluntary, application program.

Projects to Benefit: Department of Energy Resources (ENE)

State Energy Program - Transformation Grants - Statewide - \$10,000,000

This program funds energy efficiency projects for the expansion of private sector efficiency programs.

Projects to Benefit: Office of the Secretary of Energy and Environmental Affairs (ENV)

Conservation Partnership - Statewide - \$996,645

ENV__003

This program funds grants to land trusts to assist with the acquisition of priority land and requires a conservation easement to be held by an EEA agency and at least a 1:1 match is required. Grants are reviewed by a panel of land experts.

Diesel Emissions Reductions Program - Statewide - \$1,320,000

This supports the implementation of verified and certified diesel emission reduction technologies

ENV GIS Program - Statewide - \$340,000

ENV2004538

This program funds the ongoing costs of the EOEEA geographic information system (GIS) program.

ENV Program - Statewide - \$821,000

ENV2005606

This program funds the ongoing costs of the Executive Office of Energy and Environmental Affairs to carry out its capital programs. This includes funds for Water Policy and Sustainable Growth to consolidate energy and environment program activity in one line at Secretariat.

Leaking Underground Storage Tank Trust Fund Program - Statewide - \$960,000

This funds the remediation of known storage tanks buried underground that are or have been compromised, leading petroleum into the environment.

Projects to Benefit: Department of Environmental Protection (EQE)

Ambient Air Monitoring - Statewide - \$736,000

EQE2004117

This funds the ambient air monitoring network to provide a comprehensive assessment of air quality. This monitoring is a critical part of our efforts to achieve and maintain healthy air for all of the Commonwealth's citizens.

The Air Assessment Branch (AAB), located at the Wall Experimental Station in Lawrence, operates 139 instruments at 30 locations across the state as well as laboratory equipment in Lawrence. AAB also oversees a separate industry-funded network (required by the permits for those facilities) of six stations located at industries in 3 municipalities.

Baird and McGuire Groundwater Treatment System - Holbrook - \$1,400,000

EQE2004572

Baird and McGuire is the site of a former manufacturing facility with several classes of contaminants - pesticides, volatile organic compounds, pah's and dioxin. The contamination caused the shut down of municipal water supply wells. This site is formerly a superfund site and the remediation has been done by EPA, with a 10% match from the state. The approximate \$160 million cost of remediation included incineration of contaminated soils on site, groundwater recovery and treatment, dredging of contaminated sediments from the Cochato River and evaluation of options to replace lost water supplies. Per the terms of the superfund agreement, EPA turned the groundwater treatment system over to DEP to manage in on June 23, 2004. Because this groundwater recovery and treatment system is one of the largest of its kind, it was agreed that EPA would run it first for 10 years before turning it over to the state. It is expected that this treatment



Energy and Environment

Projects Managed by: Office of the Secretary of Environmental Affairs (EOEA)

Projects to Benefit: Department of Environmental Protection (EQE)

system will be needed for at least another thirty years.

Emergency Response Risk Reduction & Remediation - Statewide - \$1,000,000 EQE2004120

The Emergency Response & Risk Reduction program is one of the most visible and critical in the Department, as it successfully leverages cleanups by private parties in almost all cases, but the DEP's Risk Reductions capabilities are a crucial backstop if a responsible party cannot or will not perform needed cleanup activities in the timeframe required. Other core services such as risk reduction activities and operation and maintenance services follow up the initial work conducted at spills and other releases to the environment. Emergency situations include responses to incidents involving weapons of mass destruction, roadway spills, explosive levels of vapor in indoor air, spills to coastal ocean waters, lakes and rivers, and explosions at manufacturing facilities, and other sudden releases of oil and or hazardous materials to the environment.

Enforcement Support and Brownfields - Statewide - \$3,220,000 EQE2004771

These services and contracts provide crucial technical, scientific and financial support to enable the Department to pursue enforcement activities against polluters and to recover costs and secure revenue to maintain ongoing program activities.

EPA 10% Match on Superfund Clean Up Sites - Statewide - \$3,000,000 EQE2004119

The Commonwealth is contractually responsible for 10% of the costs expended by EPA on Superfund assessments. Massachusetts has 34 hazardous waste sites on the National Priority List (NPL), also known as Federal Superfund sites. Match funds paid by the Commonwealth have leveraged tens if not hundreds of millions of dollars of assessment and cleanup work by the federal government at these sites. The Department, on behalf of the Commonwealth, provides State-level review, oversight and management at NPL (Superfund) sites, and fulfills the Operation & Maintenance (O&M) obligation at fund lead (government funded) Superfund Sites once the sites have reached that stage of cleanup. The Commonwealth is responsible by the Federal statute known as The Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) for 10% of the costs expended by EPA on Superfund assessments and remedial actions throughout the state, and for 100% of operation and maintenance costs once treatment systems are operational.

Existing Water Quality Preservation - Statewide - \$294,000 EQE2004699

This program seeks to assess and develop solutions to the lack of water in the most severely impacted rivers in the state, to develop the network needed to monitor and establish the water quality in water statewide and to develop the detailed solution needed to restore the dirtiest of these waterways. This project provides the basic understanding needed to determine where development can be sustained and which water resources need certain levels of protection. This project is needed if the Smart Growth agenda is to be successfully implemented.

Infrastructure & GIS Program - Statewide - \$2,020,618 EQE2004116

This funds the maintainance and electronic management of DEP's environmental resource data, permit applications, certifications and facility specific data and compliance data. DEP's ability to meet its core mission to protect public health and the environment relies heavily on the efficiencies that arise from robust and responsive data management systems. This project provides the funds necessary to enable the Department to commit to greater reliance on automated systems as the alternative to higher levels of staff.

Solid Waste Management and Recycling Technical Assistance and Regulatory Development Program - Statewide - \$1,564,000 EQE2004052

This project is the funding for core solid waste management and recycling activities: technical assistance and administrative procedures for assessment and closure of landfills; review and site supervision of ongoing closure activities; provision of technical and management assistance to municipal and regional solid waste staff in assessment of activity for regulated solid waste landfill facilities; oversight of the state's recycling facility and data development and technical assistance and coordination with local officials to implement recycling initiatives, coordinate regional recycling program. Reducing the need for additional waste disposal capacity (landfills/incinerators) has immediate public health benefits by reducing the impact these facilities have on Massachusetts air and water. Success of municipal recycling/waste reduction programs has a



Energy and Environment

Projects Managed by: Office of the Secretary of Environmental Affairs (EOEA)

Projects to Benefit: Department of Environmental Protection (EQE)

positive impact on municipal finances, prevents pollution to our environment and fosters Smart Growth by reducing the need for new landfills and incinerators.

Wetlands Change/Protection Project - Statewide - \$368,000 EQE2004843

This funds wetlands protection in the Commonwealth. This project takes a two pronged approach: defining with certainty the resources at risk while at the same time providing direct technical resources to communities charged with implementing the Wetlands Protection Act. The restoration of the wetland circuit rider program will provide the tools needed to limit ongoing wetland loss while the redesign of the wetlands long term program is underway. The project will identify the extent and reasons for wetlands loss and reduce future losses by proactively addressing sectors and geographic areas that contribute the most to loss and reduce future unlawful wetlands alteration by targeting enforcement and compliance work toward identified concentration of unlawful activity. Funding supports the Wetlands Conservancy Mapping Program, an on-going effort to complete an accurate wetlands mapping of the entire state.

Projects to Benefit: Department of Fish and Game (FWE)

Boat Ramp Construction/Maintenance - Statewide - \$690,000 FWE2008840

This program funds the maintenance and reconstruction of aging boat ramps to maintain safe public use of these facilities. These projects remediate public safety hazards and enhance opportunities for the public to access the water and enjoy water-based recreation. DFG's Office of Fishing and Boating Access oversees more than 275 boat ramps and piers statewide. The facilities include public boat ramps, handicapped-accessible sportfishing piers, shore fishing access areas, and associated parking areas and access roads.

Department of Fish and Game - Land Protection - Statewide - \$9,500,000 FWE2008854

This program funds the Department of Fish and Game's Land Protection program to acquire parcels of environmentally significant land for protection of important species throughout the state. This program also provides public access on the land acquired for recreational uses including hunting and fishing.

Land and Habitat Programs - Statewide - \$2,000,000 FWE2006927

This program funds the ongoing costs of the EOEEA land and habitat protection capital programs.

MA Endangered Species Act Implementation - Statewide - \$128,110 FWE2008841

This program funds the implementation of the revised MA Endangered Species Act (MESA) regulations. This includes: 1.) prioritizing the endangered species habitat polygons for the urgency of a site assessment to verify & update the species occurrence and plan for land protection; 2.) assess each species' overall outlook and place it in trend categories (i.e. recovering species, declining, stable, or present population status unknown), and 3.) prepare species conservation goals and strategies for the 400+ listed species.

Marine Fisheries Institute - Statewide - \$529,000 FWE2008866

This program funds the Massachusetts Marine Fisheries Institute (MFI) in order to complete the relocation of the Division of Marine Fisheries shellfish bacteria testing lab from Cape Cod to MFI campus, complete build-out of a storage facility, and complete construction of a satellite office dedicated to DMF staff.

River Revitalization & Riverine Habitat Restoration - Statewide - \$1,000,000 FWE2008843

DFG proposes the creation of a new Division of Aquatic Habitat Restoration (DAHR) which would combine the programs, staff, and fiscal resources of DFG's Riverways program and EEA's Coastal Zone Management - Wetlands Restoration Program. DAHR would provide proactive restoration of degraded aquatic habitats by supporting selected projects that improve habitat and ecosystem functions and services. Projects include dam removals, culvert replacements, and physical restoration of rivers and wetlands. Capital investments in aquatic habitat restoration projects generate significant social and environmental benefits that protect water supplies, reduce flood damage, improve water quality, control invasive species,



Energy and Environment

Projects Managed by: **Office of the Secretary of Environmental Affairs (EOEA)**

Projects to Benefit: **Department of Fish and Game (FWE)**

enhance recreational and commercial fisheries, and provide greater public access and recreation opportunities.

Total Energy and Environment 120,591,049



Economic Development

Projects Managed by: Office of the Secretary of Administration and Finance (EOAF)

Projects to Benefit: Office of the Secretary of Administration and Finance (ANF)

"I-cubed" Economic Development Projects - Statewide - \$15,000,000

The Infrastructure Investment Incentive Program or I-Cubed, will finance significant new public infrastructure improvements necessary to support major new private development. These investments will be financed through an innovative cost and risk sharing arrangement among the Commonwealth, the Municipality and the private developer. The new private development will result in new jobs and tax revenue for the Commonwealth and in increased commercial property values and real estate tax revenue for the Municipality.

Capital Improvements at Devens - Devens - \$2,779,913

MDFADEVENS

This program funds ongoing capital costs related to the Devens economic development project authorized by chapter 23 of the acts of 1997 this includes reimbursement to MassDevelopment for building rehabilitation, engineering costs, environmental remediation, road construction and other infrastructure needs.

Community Development Finance Corporation - Statewide - \$4,000,000

CDFCCAP304

This funds grants to small businesses through the MA Community Development Finance Corporation.

Life Sciences Capital Program - Statewide - \$30,000,000

ANF__001

This funds grants through the Massachusetts Life Science Center to promote job growth, business expansion, discovery and innovation in the industry and the larger Commonwealth economy.

Projects to Benefit: Office of the Secretary of Housing and Economic Development (EED)

Broadband Initiative - Statewide - \$15,000,000

MBICAPITAL

This funding will leverage private sector investment in broadband infrastructure throughout the Commonwealth. Rather than building or operating broadband networks, the fund will invest in long-lived infrastructure assets, such as fiber, conduits and wireless towers, in unserved and underserved areas.

Growth District Initiative - Statewide - \$13,000,000

EED__002

This funds the Executive Office of Housing and Economic Development "Growth District Initiative" for grants to municipalities.

MORE - Economic Development Grants - Statewide - \$22,000,000

EED__001

This program provides grant funding to help finance the public infrastructure associated with business expansion and relocation projects. Grants are awarded by the Secretary of Housing & Economic Development on a competitive basis. In order to be eligible for a grant, the business associated with a project must: Generate substantial sales from outside the Commonwealth, create at least 100 new permanent full-time jobs in Massachusetts within 24 months, and maintain the newly created jobs for at least 5-years.

Southfield East West Parkway - Weymouth - \$5,000,000

This funds a new east-west parkway through SouthField, an award-winning, smart-growth community on the 1,400 acre site of the former South Weymouth Naval Air Station. The construction of the parkway is vital to the redevelopment of the base into a thriving model of smart-growth development and will bring significant relief to regional traffic ills. The total amount of state financial assistance is based on projections of new state revenues to be created by the project.

Total Economic Development 106,779,913



Health and Human Services

Projects Managed by: Division of Capital Asset Management and Maintenance (DCAM)

Projects to Benefit: Department of Developmental Services (DMR)

DDS Fernald - Closure / Disposition - Waltham - \$1,000,000 DMR0906

This funds the environmental assessment and demolition of twenty three buildings at the facility. This is necessary to address potential public safety issues due to the continued deterioration of the buildings, the vacancy and trespassers.

DDS Wrentham - Heffron A / B - Various - Upgrade - Wrentham - \$1,750,000 DMRTBD

This project is related to the 2010 closure of Fernald. DDS has identified two currently unoccupied existing buildings - Heffron A and B - at Wrentham as the best option for placement of Fernald residents that have elected to remain in the institutional

Projects to Benefit: Office of the Secretary of Health and Human Services (EHS)

Chelsea Soldiers Home Water Tank Repair - Chelsea - \$1,200,000 CHE0602

This funds emergency repairs to a leaking water storage tank.

Demolition at Taunton State Hospital - Taunton - \$6,400,000 EHS__004

This funds the demolition of buildings damaged by fire in 2007. The fire damaged buildings are close to or contiguous to an operating DYS facility and represent a severe safety hazard.

DYS Connelly Improvements - Boston - \$500,000

This funds immediate repairs to mitigate extreme temperature control, generator exhaust, fire alarm repairs and asbestos abatement.

Executive Office of Health and Human Services Master Plan - Statewide - \$1,200,000 EHS0901

This funds a strategic, comprehensive facilities capital master plan to address statewide Executive Office of Health and Human Services facility needs.

Hogan Boiler Replacement - Danvers - \$1,076,710 EHS__002

This funds the study, design, and construction for replacement oversized central power plant with smaller, more efficient local system.

Master Plan for Lemuel Shattuck - Boston - \$25,000 DPH0601

The master plan will develop a plan for the future of the Shattuck state hospital due to the existing structurally deficient facilities, including clarification of the service planning needs for the facility and exploration of alternatives for delivery of services.

Medfield State Hospital - Medfield - \$1,800,000 DCP0505

This project funds the environmental evaluation, clean up and containment of demolition debris disposal site at former Medfield State hospital.

New Psychiatric Care Facility - Worcester - \$65,000,000 EHS__001

This project funds the first new construction of a major mental health hospital in 100 years. This project follows a 2006 special commission report on the future of the Department of Mental Health's inpatient psychiatric care in Massachusetts.

Roof & Building Envelope Repairs, Mass Hospital School - Canton - \$1,500,000 DPH0705

This funds the study, design, and construction of building envelope and roof repairs at this school for severely physically handicapped children.



Health and Human Services

Projects Managed by: Division of Capital Asset Management and Maintenance (DCAM)

Projects to Benefit: Office of the Secretary of Health and Human Services (EHS)

Shattuck Hospital Emergency Façade Repairs - Boston - \$900,000 DPH0205

This funds repairs to stabilize the structural deficiencies at this operating hospital in order to ensure the safety of the occupants and staff. The east façade of the Shattuck Hospital is pulling away from the inner structural members. This situation has occurred in limited locations and has been corrected with emergency repairs.

Structural/HVAC/Sprinkler Improvements at DYS in Springfield, MA - Springfield - DYS0801
 \$5,800,000

Structural, HVAC, electrical, sprinkler improvements related to a utility company energy project. Reinstallation of rooftop HVAC units previously removed under emergency project DYS0801EM1

Various Construction Contract Settlements - Statewide - \$100,000 EHS__003

This funds the outstanding payments for bills due of DCAM's previous work at HHS facilities.

Western MA Hospital, Main Building - Oxygen/Suction, HVAC, Etc - Westfield - DPH0203
 \$3,800,000

This project addresses fire safety systems - providing sprinklers throughout the facility - and creates the code required accessible entrance, toilets, drinking fountain.

Projects to Benefit: Department of Veterans' Services (VET)

CHE - Envelope - Repair - Chelsea - \$1,000,000 CHETBD2

This project will address the building envelope problems at the several buildings at the Chelsea Soldier's home. All of the masonry buildings have significant water intrusion issues and are poorly insulated with single pane windows. The project will imp

CHE - Life Safety - Upgrade - Chelsea - \$300,000 CHETBD1

Study to assess necessary upgrades to fire safety sprinkler system at the facility.

Total Health and Human Services 93,351,710



Higher Education

Projects Managed by: Division of Capital Asset Management and Maintenance (DCAM)

Projects to Benefit: Department of Higher Education (RGT)

Berkshire Community College - Exterior Masonry Repairs - Pittsfield - \$1,900,000 BCC0701
This funds the much needed exterior masonry repairs to address water infiltration.

Bridgewater State - Conant Science Building Modernization & Expansion - BSC0401
Bridgewater - \$13,500,000
This funds the comprehensive renovation and expansion of BSC's Conant Building to provide a state-of-the-art teaching facility for the biological, earth, chemical, and computer sciences, along with math and physics.

Bristol Community College - Fall River Tech Building - Fall River - \$75,000 BRCTBD1
Provide much needed modernization to outdated science facilities.

Bunker Hill Community College - Health and Wellness Center - Boston - \$6,500,000 BHC0401
This funds the construction of a new two story Health and Wellness Center with utilities and an elevator connected to Building E. The project also includes construction of a double height Lower Level Lobby addition to Building B.

Fitchburg State College - Science Facility Modernization - Fitchburg - \$1,000,000 FSC0501
This funds study and design phase for future improvements to science labs through a combination of new construction and renovation.

Greenfield Comm College - Handicapped Accessibility in North & South Wings - GCC0801
Greenfield - \$414,000
The scope was originally intended to be part of the Campus Core Modernization project but is being broken out as a separate package in order to accelerate the work. The addresses high priority handicapped accessibility issues in the North and South Wings of the Main Building and the East Building at the college.

Greenfield Community College - Campus Core Modernization - Greenfield - GCC0601
\$9,900,000
Renovation and backfill of space previously vacated for asbestos abatement. New additions will provide new front door and accessible entrance.

Holyoke Comm College - Interior Building Renovations - Holyoke - \$400,000 HCC0801
This funds renovation and expansion including building envelope repairs for Building G.

MA Coll of Liberal Arts - New Center for Science & Innovation/Bowman Hall - North MCLATBD1
Adams - \$500,000
New science facility and improvements to existing facilities.

Massachusetts Maritime Academy - Library Modernization - Bourne - \$6,000,000 MMA0701
This funds the design phase and future construction to provide a new library that will replace an outdated facility.

Massasoit Emergency Repairs - Brockton - \$1,000,000
This funds emergency repairs to roofs and electrical work at Massasoit Community College.

North Shore CC - Danvers Campus Consolidation - New Allied Health & Science Building - Danvers - \$7,000,000 NSC0601
This project is for the construction of a 58,700 GSF three story building at the Danvers campus. The building will consolidate the College's Health Profession programs and will include five academic spaces, and associated laboratory areas.



Higher Education

Projects Managed by: Division of Capital Asset Management and Maintenance (DCAM)

Projects to Benefit: Department of Higher Education (RGT)

- Northern Essex CC - New Lawrence Campus - Lawrence - \$200,000 NEC0801
This funds the study phase for a new allied health facility in downtown Lawrence to address expansion of the program.
- Quinsigamond Community College - Loop Road Improvements - Worcester - QCC0810
\$2,300,000
This funds improvements to roads at the college to address accessibility.
- Quinsigamond Community College - New Academic Building - Worcester - \$75,000 QCCTBD1
This funds the study phase for a new academic building at Quinsigamond Community College.
- Salem State College - Library Building Modernization - Salem - \$5,000,000 SSA0701
This funds the study and design for a new building to accommodate all library and related learning resources.
- STC - Building 19 - Structure - Repair - Phase I - Springfield - \$1,500,000 STCTBD1
This funds Building 19 repairs and stabilization costs at Springfield Technical Community College.
- Various Construction Contract Settlements - Statewide - \$200,000 RGT__001
This funds the outstanding payments for bills due of DCAM's previous work at higher education facilities.
- Westfield St College - Accessibility Improvements, Library & Campus Center - WSC0201
Westfield - \$3,000,000
This funds the construction for an emergency egress and accessibility improvements to the Ely Library and Campus Center.
- Worcester State College - Administration Building Renovation - Worcester - WOR0101
\$4,300,000
This funds the renovation of the Administration building, including replacement of all major building systems, repairs to the building envelope, and reconfiguration of the building to accommodate administrative offices.

Projects to Benefit: University of Massachusetts (UMS)

- UMass Amherst - Master Plan - Amherst - \$250,000 UMA0801
This funds a strategic campus-wide master plan, to address repair, renovation and long term capital improvement needs for the Amherst campus.
- UMass Amherst - New Academic Classroom Building - Amherst - \$400,000 UMA0801
This funds the comprehensive academic and classroom facilities plan to provide additional classroom space in response to increased enrollments at the Amherst campus.
- UMass Amherst - New Laboratory Science Building - Amherst - \$3,000,000 UMA0803
This funds Phase II of an integrated sciences complex intended to consolidate major science programs in a single location at the Amherst campus.
- UMass Amherst - Web Dubois Library Improvements - Amherst - \$4,000,000 UMA0102
This funds HVAC upgrades, removal, and replacement of five air handling units (AHUs) serving the Main and Plaza Levels of the Du Bois Library at the Amherst campus.
- UMass Boston - New Science Building - Boston - \$3,000,000 UMB0802
This funds the design phase and construction of a new science facility at the Boston campus, as recommended by master plan. This project will be funded by both University of Massachusetts contributions and Commonwealth bond funds.



Higher Education

Projects Managed by: Division of Capital Asset Management and Maintenance (DCAM)

Projects to Benefit: University of Massachusetts (UMS)

UMass Boston - Substructure Stabilization and Alternate Parking Improvements - UMS__001
Boston - \$12,500,000

This funds interim structural stabilization of the areas formerly used for parking. Support for gravity loads, lateral loads, safe passage through the garage, MEP relocation, support, and repair.

UMass Dartmouth - Library Renovations & Infrastructure Repairs - Dartmouth - UMD0802
\$2,500,000

This funds miscellaneous infrastructure repairs and library renovations including MEP and life safety, accessibility at the Dartmouth campus.

UMass Lowell - New South Academic Building - Lowell - \$1,000,000 UML0802

This funds the study for a new academic building on UMass Lowell South Campus intended to consolidate currently fragmented programs in a single state of the art facility.

UMass Lowell Master Plan - Lowell - \$150,000 UML0801

This funds a strategic campus-wide master plan to address repair, renovation and long term capital improvement needs for the Lowell campus.

UMass Medical - Institute of Labs Life Safety Improvements - Boston - \$1,000,000 DPH0702

This funds plan for renovations, and potential addition and/or replacement to accommodate upgrades to facilities for DPH and UMass operations at the State Lab site in Jamaica Plain.

UMass Medical - Shriver Campus Improvements - Waltham - \$900,000 UMWTBD2

This funds improvements to Shriver Building at Waltham to accommodate UMass activities relocated from other locations.

UMass Medical/Institute of Labs JP - Emergency Power Upgrade - Boston - DPH0703
\$200,000

This funds the necessary improvements to upgrades the electrical needs of UMass Medical school's facility in Jamaica Plain.

Various Construction Contract Settlements - Statewide - \$100,000 UMS__002

This funds the outstanding payments for bills due of DCAM's previous work at UMass facilities.

Projects Managed by: Office of the Secretary of Environmental Affairs (EOEA)

Projects to Benefit: Department of Energy Resources (ENE)

State Energy Program - Solar and Energy Efficiency - Higher Education Facilities -
Statewide - \$5,000,000

This ARRA program will promote energy efficiency and renewable energy projects at higher education facilities.

Total Higher Education 98,764,000



Housing

Projects Managed by: Department of Housing and Community Development (DHCD)

Projects to Benefit: Department of Housing and Community Development (OCD)

Affordable Housing Trust Fund - Statewide - \$35,000,000 AHTF09

The Affordable Housing Trust Fund (AHTF) provides resources to create or preserve affordable housing for households whose incomes are not more than 110% of area median income. Funds are available to rental, home ownership and mixed-use projects, as well as housing for special populations. AHTF funds are used primarily to support private housing projects that provide for the acquisition, construction or preservation of affordable housing.

Capital Improvement and Preservation Fund - Statewide - \$5,000,000 OCD__003

The Capital Improvement and Preservation Fund (CIPF) was developed in response to the need to preserve current privately owned affordable housing projects where sponsors have the option of pre-paying or selling or where the Section 8 contract has or will expire. Detailed data, by community, on these expiring use projects can be found at CHAPA's web site. The Department, in partnership with the Community Economic Development Assistance Corporation was recently awarded a grant from MacArthur Foundation to assist in the creation of a preservation acquisition pool. A commitment of \$5,000,000 in CIPF monies state fiscal years '09 and '10 has been made to help support and leverage the MacArthur Foundation funding. CIPF is a financially effective initiative for the Commonwealth; the cost of developing one new unit of affordable rental housing - especially in eastern Massachusetts and metropolitan Boston - is much higher than the cost of preserving and rehabilitating an existing affordable unit. CIPF is the only program in the Commonwealth's funding arsenal specifically targeted to address the expiring use issue. It is also one of the few funding resources available on a "rolling" basis. This allows the sponsor of an expiring use project to apply to DHCD at any time.

Community Based Housing - Statewide - \$5,000,000 OCD__006

The Community Based Housing (CBH) program is an initiative to support appropriate housing for persons with disabilities. CBH supports the development of non-profit rental housing for persons with disabilities, including frail elders or those either in nursing homes or at risk of becoming institutionalized. A primary goal is to integrate a relatively small number of CBH units into a larger multi-family project. To be eligible for CBH, a disabled person must be low to moderate income and must have a chronic disability certified by a physician or other designated health care professional. Most CBH units are integrated into larger housing developments with proximity to a range of goods and services. Also, since most CBH residents require services to maintain their tenancy, the units/projects are typically located in or near town and city centers. Also, because CBH residents are typically physically disabled, CBH developments have a special emphasis on universal design and visitability. Finally, DHCD actively promotes green building in all projects, scoring them based on how efficiently they use land, energy, water, and building material resources.

Facilities Consolidation Fund - Statewide - \$7,500,000 OCD__005

Created in 1993, the Facilities Consolidation Funds supports the development of appropriate community-based housing for DMH and DMR clients. DHCD has worked in partnership with the Departments of Mental Retardation and Mental Health to fund FCF projects developed by experienced non-profit sponsors and service providers. The primary housing models supported by FCF are small-scale group homes and apartments, as well as apartments integrated into larger privately-owned rental housing projects. Individuals with a range of disabilities live in FCF homes and apartments. Many FCF residents are capable of participating in day programs and job training opportunities; some are employed and living semi-independently; a minority are severely disabled and in need of 24-hour care.

Housing at Transit Nodes - Statewide - \$1,000,000 OCD__007

Initially authorized in 2002, the Commercial Area Transit Node Housing Program (CATNHP) supports the development of small to medium-scale housing near public transit and shopping, employment, recreation, and other amenities. All new housing produced under CATNHP must be located in a downtown or commercial area within ¼ mile of public transit nodes. The program is flexible; both rental and ownership projects are eligible. Municipalities are interested in CATNHP projects because they use existing infrastructure and encourage residents to use public transportation rather than cars. Developers are interested in CATNHP funds because the projects are in strong locations and have the marketing advantage of proximity to transit and services.



Housing

Projects Managed by: Department of Housing and Community Development (DHCD)

Projects to Benefit: Department of Housing and Community Development (OCD)

Housing Innovations Fund - Statewide - \$9,000,000 OCD__004

Since its initial authorization by the Massachusetts Legislature in 1987, The Housing Innovations Fund (HIF) has supported the creation of thousands of affordable rooms and apartments for populations with special needs. DHCD awards HIF monies to projects serving battered women, individuals with physical or mental disabilities, homeless persons in recovery from substance abuse. DHCD also awards HIF to projects serving the frail elderly and projects serving veterans. Most HIF projects provide services to eligible tenants. The program is a national model of a state-funded housing initiative designed to aid special populations. Almost half of all HIF projects since 1987 have been SRO projects serving many very low-income individuals at risk of homelessness.

Housing Stabilization Fund - Statewide - \$13,000,000 OCD__002

The Housing Stabilization Fund (HSF) was created by the Commonwealth in the 1993 Housing Bond Bill as a response and supplement to the federal government's creation of the HOME program in 1992. HSF received additional bond authorization in 1998, 2002 and 2005. Using these resources, HSF has become one of the most versatile tools in support of sustainable housing production, both rental and homeownership, and housing preservation projects. HSF is tailored to match federal HOME funding and is therefore highly flexible. HSF does not trigger prevailing wage, and use of HSF in projects locks in long term affordability requirements. Due to its inherent flexibility, HSF is an ideal funding tool for a wide variety of projects. HSF enables for-profit developers to receive funding for projects targeted to homeless or at-risk of homelessness populations (other DHCD programs are restricted to non-profit developers). It has already proven critical in DHCD's efforts to help mitigate fallout from the foreclosure crisis. Changes to the program included in the 2008 bond bill will enhance HSF's already substantial flexibility, extending its usefulness by providing homeownership funding opportunities in weak markets (reducing the required term to 10 years at the director's discretion) and for the workforce segment (up to 135% of AMI, again at the director's discretion). HSF is also the logical source for creating and funding employer-assisted housing opportunities.

Mass. Rehab's Home Modification Loan Program - Statewide - \$4,000,000 MRC05001

Mass Rehab's Home Modification Loan Program provides funding to modify homes of disabled individuals or families so that they may maintain residency or allow them to return home from more institutional settings.

Neighborhood Stabilization Program - HERA - Statewide - \$19,902,830

The Neighborhood Stabilization Program (NSP1) created by The Housing and Economic Recovery Act (HERA) of 2008 provides formula-based grants to states for the purpose of stabilizing communities that have suffered from foreclosures and abandonment.

Public Housing - Affordable Housing Trust Fund - Statewide - \$5,000,000 PHAHTF09

This program funds the repair, rehabilitation and modernization of existing public housing units. The fund shall expend for this purpose not less than \$5 million per year as stated in section 8 of Chapter 121D of the Massachusetts General Laws.

Public Housing - General - Statewide - \$82,000,000 OCD__008

This program supports over 50,000 public housing units located in 242 separate cities and towns across the Commonwealth, serving approximately 80,000 citizens.

Tax Credit Assistance Program - Statewide - \$59,600,000

This program, administered through HUD, TCA is designed to restart stalled low-income housing tax credit projects that were delayed by equity market conditions.

Tax Credit Exchange - Statewide - \$25,400,000

This program, administered through US Treasury, TCE provides funds for states to finance construction or acquisition and rehabilitation of qualified low-income housing in lieu of low-income housing tax credits.



Housing

Projects Managed by: **Department of Housing and Community Development (DHCD)**

Projects to Benefit: **Department of Housing and Community Development (OCD)**

Weatherization Assistance Program - Statewide - \$24,415,491

This program funds aid to homeowners and local groups working to make homes more energy efficient.

Projects Managed by: **Office of the Secretary of Transportation (EOTC)**

Projects to Benefit: **Department of Housing and Community Development (OCD)**

DHCD - Transit Oriented Development Housing - Statewide - \$1,500,000

OCD__001

This program funds the development of housing units at transit hubs or commercial/downtown areas through a joint effort by the Executive Office of Transportation and the Department of Housing and Community Development.

Total Housing 297,318,321



Information Technology

Projects Managed by: Information Technology Division (ITD)

Projects to Benefit: Office of the Attorney General (AGO)

Attorney General's Office Business Improvement - Statewide - \$1,395,000 AGO099

This multi-year project will re-engineer the business and supporting IT infrastructure of the Office of Attorney General. This includes improving and automating all input sources of data to the Office, consolidating and modernizing all case and event tracking as well as digitizing paper documents and creating electronic interfaces between data sources and case/event tracing.

Projects to Benefit: Office of the Secretary of Administration and Finance (ANF)

Administration & Finance Budgeting System - Statewide - \$2,925,000 ANF008

This multi-year project will replace the Commonwealth's existing budget preparation and analysis tools. The Executive Office for Administration and Finance manages the annual \$28 billion operating budget. It is anticipated that the new system will provide a web-based user interface, with additional reporting and modeling opportunities. In addition, changes implemented centrally are immediately deployed, with no interruption of service. The development and release of the forms for a new fiscal year would be reduced from the current time frame of 2 to 3 months to 1 to 2 weeks. Also, any project updates or testing could be implemented seamlessly and more easily, resulting in less confusion for agencies. The new system should significantly reduce the time required for ANF and agencies to compile and update budget forms. In addition, the new system should be more flexible to allow implementation of program based budgeting, multi-year forecasting, payroll and budget projections and other critical functionality.

Oracle Universal License Agreement - Statewide - \$3,800,000 PLAN0192

This project will provide support for a Universal License Agreement (ULA) with Oracle Corporation and an amendment to the statewide Oracle contract ITS19, both of which significantly improve pricing for Oracle products over that which is currently available to Commonwealth agencies. The ULA will significantly reduce one-time and on-going support costs for many capital projects and non capital projects that are using or will potentially use Oracle products for the systems being developed and implemented. The ULA allows a discrete group of participating Commonwealth agencies to purchase a defined list of Oracle products at deep discounts from list prices; to purchase all other Oracle products at a significantly greater discount than that available under the statewide contract; and to benefit from caps on maintenance increases over an eight year period during which they would otherwise have experienced substantial increases in maintenance costs. The project resulted in an amendment to the statewide Oracle contract that significantly increased the discount received by all state and municipal entities that procure Oracle software licenses and maintenance.

Projects to Benefit: Department of Elementary and Secondary Education (DOE)

Grants Information System - \$1,500,000 DOE__001

This new project will meet one of the Department of Elementary and Secondary Education's (ESE) top priorities to replace its current grants management system with a fully integrated web-based grants management solution. The primary system that ESE is now using for grants management is 18 years old and runs on software that is no longer supported by the agency. This system depends on a mix of new and outdated technologies and paper forms to process and review grant applications and manage payments to districts. Replacing this system with a fully integrated solution will improve overall efficiency and allow the ESE to dedicate more resources to provide program assistance to school districts and students, especially those identified as at-risk due to low-income status or low academic achievement.

Student Education Connection program - Statewide - \$1,667,700 DOE036

This multi-year project will provide the ability to analyze class level student performance, educator preparation, and ultimately, educator performance using a direct connection to student performance on statewide assessments. This system will leverage and add value to the student and educator data we have with our existing systems: ELAR, SIMS, EPIMS, and MCAS. The result of this project will give the ESE, districts, and schools an effective analytical tool to assess Massachusetts educators and pinpoint the programs and best practices that are working within the classroom. The project will be considered a success if an expanded data set which includes student course data is collected on a statewide basis



Information Technology

Projects Managed by: Information Technology Division (ITD)

Projects to Benefit: Department of Elementary and Secondary Education (DOE)

in time to meet all reporting requirements beginning in October 2010 and provides useful data for districts and ESE to contribute to enhanced student performance.

Projects to Benefit: Department of Revenue (DOR)

Child Support Enforcement Business Process Redesign - Statewide - \$250,000 DOR034

This multi-year project will improve Child Support Enforcement's (CSE) performance and deliver better service to families, resulting in operational efficiencies, cost savings and increased child support collections. Document imaging and automated workflow management, will streamline case processing and minimize manual data entry. Workflow support route documents and streamline tracking of casework through tasks and alerts, enabling CSE to respond better to parents' requests for service. Improved interfaces with CSE's partners in state government will improve performance and customer service. The new system will save staff time spent tracking down missing data and performing manual transactions to correct errors, and also ensure that required data is available to meet federal performance measures. The system will be free staff for human interactions with parents so CSE can better meet their needs and collect more support for families. This project will largely be supported by Federal reimbursements and Federal Stimulus funds for the next two years.

Integrated Child Support System - Statewide - \$1,650,000

This on-going project supports the implementation of a long-term strategic plan to improve child support performance and deliver better service to families, generate operational efficiencies, increase child support collections and cost savings. DOR's Child Support Enforcement Division (CSE) has completed or is underway with several technology projects to improve interfaces, implement imaging and develop a comprehensive data warehouse. However, the current system still does not support the organizational changes CSE has made and continues to run on an antiquated mainframe platform. To comprehensively address system enhancement and modernization, automated workflow and the remaining interfaces, CSE recently completed a Technology Roadmap project. The project set forth several key principles that will guide the implementation of the Roadmap particularly that the CSE business needs will drive the supporting technology and that the implementation of the new technology will be done in an incremental, phased approach without sacrificing performance or customer service yet providing benefit along the way.

This project will be supported through Federal Stimulus funds for the next two years but will likely require capital funding after that to complete the implementation.

MassTax System - Statewide - \$2,769,325 DOR032

This multi-year project will replace the Commonwealth's existing tax collection system. MassTax2 will be a secure, user-friendly system that will integrate all tax administration functions. The system will be scalable to meet increased production and user demands, and readily adaptable to implement legislative and organizational changes, without requiring extensive programming or redesign. The resulting capabilities will maximize voluntary compliance with tax laws and filing requirements by facilitating self-education of internal and external customers, capture, edit and process tax data at the source, making the data reliable and available for timely use throughout the organization, and provide immediate, seamless and direct data access to internal and external customers. The Department of Revenue (DOR) originally developed MASSTAX in the 1980's in order to meet the processing and data demands of its high-volume, complex operations. DOR has since implemented numerous modules to the core systems using different technologies. However, the capabilities of these aging systems have reached the limits of the technologies and are no longer cost effective to maintain or enhance.



Information Technology

Projects Managed by: Information Technology Division (ITD)

Projects to Benefit: Department of Youth Services (DYS)

Juvenile Justice System - Statewide - \$1,311,955 DYS011

This multi-year project will implement a web-based client-centered enterprise management and client tracking system for the Department of Youth Services (DYS). Approximately 1,500 DYS and vendor staff will use the system to track services provided to 3,000 youth active in residential and community based programs. The system must support intake, assessment, service planning, provisioning, and progress tracking. The system must also manage and facilitate agency processes and enhance information sharing and exchange with the courts, law enforcement, and with contracted vendors. DYS' goal is to strengthen client services, increase safety and security of clients and staff, increase inter-agency collaboration and enhance public safety.

Projects to Benefit: Department of Early Education and Care (EEC)

Comprehensive Child Data System - Statewide - \$2,250,000 EEC001

The Legislature established the Department of Early Education and Care (EEC) on July 1, 2005, by merging all existing early education and care services formerly managed by OCCS and the Early Learning Services unit of DOE into one agency. The Legislature also mandated that EEC develop an IT strategic plan, to facilitate integration of these programs and services, maximize staff efficiency, and streamline financial and programmatic processes. This project enables EEC to apply technology to maximize agency effectiveness. Today, many of our business processes are paper-based and require duplicate data entry. These processes will be automated, simplified, or eliminated. We have begun planning the EEC Web portal and constructed a single sign in security system, to improve access to all EEC resources. For our child care financial assistance system it will eliminate arithmetic errors in the calculation of eligibility and reimbursement amounts, and duplicate data entry, minimize opportunities for fraud by both families and providers, replace a paper referral process with our sister agencies, DTA and DSS, with automated data exchanges with Beacon and FamilyNet, decrease the time between providers delivering services and receiving payment from one month to at most one week, and insure child and family confidentiality, in accordance with regulations and laws. For child care licensing it will facilitate better communication and interaction with providers, freeing staff from cumbersome paperwork to focus on technical assistance to both potential and existing providers and save the Commonwealth thousands of dollars in postage, supplies, and staff resources annually by replacing the paper, mail-in background record check process with an on-line system. For Universal PreSchool and other Quality Initiatives it will provide a means to evaluate these programs on a short- and long-term basis through program assessment and collaboration with DOE for longitudinal studies.

Projects to Benefit: Office of the Secretary of Health and Human Services (EHS)

EOHHS CTO Architecture and Technology - Statewide - \$1,727,100 EHS056

This multi-year project will continue building the technological underpinnings of EOHHS by expanding the successful Service Oriented Architecture (SOA) focus. In addition to allowing improved integration in existing legacy applications, this approach will reduce the scope and complexity of new applications by reducing the functionality needed in new development. A standardized and consistent web presentation technology will allow a seamless user experience across multiple applications and services. The project will provide a services architecture to enable identification of cross-program clients within populations that are at risk; consolidate data centers, including server transfers, platform consolidation and virtualization; provide a standard service-based approach for managing message data aligned to standards and provide cross-integration between the HHS Access and Identity Management System and the Microsoft Active Directory mechanism.

Next Generation Communications for Health & Human Services (VOIP) - Statewide ITD103
- \$3,510,000

This multi-year project is expected to complete in FY'11 and is a partnership with ITD and HHS to upgrade the current HHS data network and voice/telephony systems to a state of the art converged voice and data network. HHS currently has 256 offices at 197 physical locations across the Commonwealth. Voice communications is currently provisioned by individual voice solution (47 Centrex sites and 208 PBXs) by office, encompassing 73 different vendor solutions. These will all be



Information Technology

Projects Managed by: Information Technology Division (ITD)

Projects to Benefit: Office of the Secretary of Health and Human Services (EHS)

replaced by a single network infrastructure that will provide high quality and cost effective service.

Vitals Information Processing (VIP) - Statewide - \$1,240,030 EHS020

This multi-year project will reengineer processes within a centralized, secure database and system that leverages existing infrastructure and shared services reducing response time from months to minutes. VIP will implement a flexible IT system to streamline the long-term needs of the Registry of Vital Records and Statistics (RVRS), multiple data partners, and citizens. Building on a robust set of requirements, documentation, and shared services, RVRS is ready to move forward with core components of the project including a centralized database and a web-based registration, reporting, and issuance system that will integrate a cost-effective and maintainable EOHHS-compatible solution. Rapid access to vital records information is critical to the mission and funding of many local, state and federal agencies working to secure health care reform, national security, protection of individual identities, establishment of paternity, pandemic and emergency preparedness, and the health of the Commonwealth's children and other citizens.

Projects to Benefit: Department of Workforce Development (EOL)

Unemployment Insurance System Replacement (QUEST) - Statewide - \$9,230,400 EOL010

The multi-year QUEST project will ultimately produce a modern, integrated Unemployment Insurance system that will support all customer service, transaction processing, and management reporting channels within the agency and externally. The project will improve antiquated business processes, streamline workflow processing, eliminate duplicative data, integrate several disparate unemployment insurance systems and utilize modern technology to provide more intuitive and productive tools for staff and customers.

Projects to Benefit: Office of the Secretary of Public Safety and Security (EPS)

Massachusetts Public Safety Information Network (MASPIN) - Statewide - \$9,500,000 EPS010

This multi-year program is a Secretariat-led and sponsored effort to re-build, deploy and maintain the Commonwealth's enterprise public safety and justice information services and network. Specifically, this program will support the following high-level projects or services: Criminal Justice Information Systems (CJIS) modernization; Public Safety and Justice Network Infrastructure Design and Refreshment; Automated Fingerprint Identification System (AFIS) modernization; Integrated Inmate Management System and the establishment and maintenance of the Program Management Office (PMO). The modernization and refreshment of the CJIS, public safety network and AFIS are considered critical path and essential foundation for the development of the integrated public safety information sharing system.

State Police 800 Mhz Radio Project - Statewide - \$6,220,000 EPS__001

This multi-year project will implement a state-of-the-art digital wireless public safety radio network in Western Massachusetts, designed to be compatible with the State Police's existing radio infrastructure. This will provide primary voice radio communications for the 2300 officers of the Massachusetts State Police, enable State Police troopers to use portable radios statewide, provide voice communications for more than 100 other state and local public safety agencies including MEMA, Corrections, Fire Marshall's Office, Sheriff/County jail transportation, and provide the voice telecommunications infrastructure for statewide radio interoperability.

Projects to Benefit: Group Insurance Commission (GIC)

Group Insurance Commission - Modernization of the MAGIC system - Statewide - \$1,053,512 GIC002

This multi-year project will allow the Group Insurance Commission update its legacy system, MAGIC, for managing insurance programs for state employees, retirees and other governmental insureds and their families. The MAGIC Modernization project will streamline the existing application with new technology that will allow for future growth and flexibility while easing usability for in-house users and external vendors and customers. Automating and integrating these



Information Technology

Projects Managed by: Information Technology Division (ITD)

Projects to Benefit: Group Insurance Commission (GIC)

processes within the MAGIC environment will increase the efficiency of the system. The payback should yield several benefits including, more timely delivery of information between the GIC and Health Plan Providers, improved ad hoc reporting and more efficient and responsive customer service. The demands on the GIC at the present time are escalating due to additional responsibilities with a leaner staff. A more efficient approach should help alleviate the burden of some time consuming tasks and provide more effective staff utilization.

Projects to Benefit: Human Resources Division (HRD)

Human Resources Compensation Management System Upgrade - Statewide - HRD__001
\$5,463,000

This multi-year project will upgrade the Commonwealth's enterprise human resources and payroll system to the most current vendor supported release of its underlying software package (PeopleSoft version 9.0). This upgrade will enable the Commonwealth to utilize new application features, self service enhancements, better performance monitoring capability and a more robust technical environment delivered with the latest release. This increased functionality will improve the Commonwealth's ability to effectively manage its workforce and reduce the need for dedicated staff to perform manual data entry and basic transactional operations.

Projects to Benefit: Information Technology Division (ITD)

48 Hour Recovery of Statewide Financial System - Statewide - \$1,064,700 ITD155

This project is in the final year of a 2 year schedule to implement tape encryption and tape recovery project for such key Commonwealth systems as NewMMARS, HR/CMS, NewMMIS and the HHS Virtual Gateway. The scope of this project is to reduce recovery time for these systems by staging new infrastructure in ITD's current offsite facility and provide new services to transfer data directly on a daily basis. This project will also fulfill data encryption compliance requirements to safeguard data sensitivity and integrity and replace obsolete infrastructure components, that will increase ITD's potential backup capacity by 30%.

Enterprise Data Warehouse - Statewide - \$855,000 ITD142

This project is in the final year of a multi-year schedule to modernize the infrastructure for the Commonwealth Information Warehouse, and upgrade the software to provide a fully supported and responsive Business Intelligence (BI) platform. The project will also complete an analysis and design to replace the CIW's aging security front-end, and develop an improved design to incorporate NewMMARS data and to archive financial data for closed fiscal years.

Federal Stimulus Technology Plan - Statewide - \$250,000 ITD164

This on-going project provides necessary support for the Commonwealth's Federal Stimulus PMO's efforts to construct the technology solution to meet the reporting and transparency needs of the Federal Stimulus program. This solution will represent the backbone of federal stimulus information gathering, reporting and dissemination, providing a centralized data and reporting function for Commonwealth agencies. The technology platform will be developed in several phases with the first being the development of a Roadmap which pulls together the Vision, Scope, Requirements, and Technology solutions required for Federal Stimulus reporting. The Roadmap will layout the phases of development for the platform including scope, schedule, resources and deliverables.

While the majority of this effort will be covered by Federal Stimulus funds, it is anticipated that some related technology and infrastructure investments will be ineligible for Federal Stimulus funding and therefore require state capital funding.

IT Capital Program Management Office - Statewide - \$1,069,937 ITD151

This multi-year project funds the activities of the IT Capital Project Management Office (IT Capital PMO) to manage the Commonwealth's IT Capital Program. In response to mandates from the Legislature and Administration, the IT Capital PMO will ensure that the Commonwealth receives best value for its capital investments and to improve forecasting of



Information Technology

Projects Managed by: Information Technology Division (ITD)

Projects to Benefit: Information Technology Division (ITD)

project spending needs to maximize use of annual IT capital funds across the Commonwealth. The IT Capital PMO's primary responsibility will be to provide full oversight of the IT Capital portfolio of projects. The PMO will develop and maintain a scalable project management methodology based on best practices and industry standards that will be used by all capital projects.

Mass Interagency Network - Statewide - \$1,398,400 ITD156

This project is intended to assess the current state of Magnet (the Commonwealth's Wide Area Network) establish a future desired state, perform a gap analysis between current and future state, and develop a 3 to 5 year network architecture design and roadmap to achieve the desired state. Magnet, has grown to become a large and complex network, and yet many agencies have found it necessary to create their own networks to connect remote offices together. These approaches are inefficient and expensive. MAGNet is central to many of the business functions and electronic communications between agencies. With the increased use of video and the introduction of VOIP telephony, it also becomes central to the future of voice and video communications between agencies and to the Massachusetts citizenry and other external constituents and partners. By not undertaking the remaining phases of this project, MAGNet will continue to grow on a haphazard, project by project basis with no clear strategic direction.

Mass.gov 2.0 - Statewide - \$437,400 ITD143

This project will enable the Commonwealth to select technologies that will move Mass.Gov into the "Web 2.0" age as well as making sound capital investments in tools and technology resulting in: less costly, more efficient content publishing that addresses security and business continuity requirements; increased agility in implementing features; increased usability for content authors; better service to citizens through improved websites; more effective web-based outreach programs; and increased civic engagement. This project will also work hand-in-hand with the key priorities of IT Consolidation and Federal Stimulus transparency.

Securing The Commonwealth Digital Assets - Statewide - \$396,000 ITD157

This project is in the second year of a 2 year schedule to implement the necessary technology infrastructure to ensure the security and privacy of the digital assets entrusted to the Commonwealth's keeping. ITD has developed an enterprise information systems security strategy to create a cyber-security culture, protect Commonwealth's digital assets from known cyber-threats, detect attempted and/or successful breach activities, and correct & communicate fixes. ITD has purchased and is implementing equipment and software to conduct penetration testing and security vulnerability scanning of applications; implement application and system intrusion detection/prevention devices to protect Commonwealth assets from a variety of threats; and to provide for computer forensics -based event response and deconstruction.

Shared Application Infrastructure - Statewide - \$1,759,500 ITD149

This multiyear project will develop and implement the technical infrastructure needed to ensure that customers, business partners and Commonwealth constituents are able to access and interact with the services offered by the Commonwealth in the most seamless, efficient, secure and cost effective manner available. This project will help enable the Commonwealth to realize the potential business benefits of technology investments across all branches of state government by supporting the development and implementation of shared services rather than expensive, duplicative, difficult to secure and maintain practice of each system developing these for itself. Major capital projects including MassTax2, ALARS, MassNet and IT Consolidation will benefit from the provision of shared services. This project will also upgrade the mission critical but aged CommBridge data interoperability infrastructure with a modern Enterprise Services Bus.

Upgrade and Expand MassMail - Statewide - \$3,832,479 ITD__002

This project will upgrade and expand MassMail, the Commonwealth's enterprise electronic mail service. MassMail is an enterprise class service providing a suite of e-mail services at an economical cost for over 30,000 users. ITD has migrated 80 agencies and is now migrating the remaining executive branch agencies to support Executive Order 510. Migrating 12,000 users to Mass Mail will provide an annual infrastructure and staff savings of \$1.2 million per year. Agencies currently using Mass Mail will benefit with further cost savings and/or added feature benefits at no additional cost as the additional



Information Technology

Projects Managed by: Information Technology Division (ITD)

Projects to Benefit: Information Technology Division (ITD)

12,000 users maximize economies of scale. Agencies are migrated using a customer driven process with an analysis, pilot, and migration process.

Projects to Benefit: Office of the Comptroller (OSC)

Cash, Investment Management to MMARS - Statewide - \$1,850,000 OSC020

This three year project is in its 2nd year and will replace the existing Cash Management System (CMS), a custom Unisys application developed in the 1980's. The current process is inefficient for operating agencies as well as central control departments (CTR, TRE) and does not provide timely data through MMARS or the Commonwealth Information Warehouse. This project will provide significant cost savings by addressing upgrades to Treasury systems instead of acquiring, implementing and supporting a standalone system that would need to be interfaced with MMARS. The new system will automate and streamline the current manual tracking of investments for nearly 400 funds and subfunds and nearly 47 billion dollars of cash inflows and outflows invested each year. The new system will also improve forecasting revenue and cash needs as well as accuracy and timeliness of cash flow information, essential to effective financial management of the Commonwealth and to determine short-term borrowing needs.

Projects to Benefit: Operational Services Division (OSD)

Quick Quote - Statewide - \$1,228,243 OSD020

This multi-year project will complete in late 2009 and will enable Quick Quote bidding functionality in the existing Comm-PASS system, the Commonwealth's sole online procurement record management tool. Quick Quote will support efficient online bid posting, bid submission, and bid award for low-dollar procurements that make up the majority of procurement volume. The tool will enable an efficient, automated method for posting procurements less than \$50,000 for executive departments, cities and towns and other eligible entities.

Projects to Benefit: Division of Professional Licensure (REG)

DPL Elicensing - Statewide - \$250,000 REG__001

This new project will provide the DPL/DOS with an end-to-end eLicensing and credentialing management solution. It will integrate application processing, licensee administration, enforcement (complaint, compliance, and rehabilitation) management, examination tracking and scheduling, reporting, and automated renewal processing. Currently DPL /DOS information technology licensing is supported by a legacy application that was developed over twenty years ago. The application does not and cannot meet the current or future needs of DPL/DOS. The ITD enterprise elicense solution will provide the regulatory agencies with an end-to-end credentialing management solution. It will integrate application processing, licensee administration, enforcement (complaint, compliance, and rehabilitation) management, examination tracking and scheduling, reporting, and automated renewal processing. The successful implementation of DPL along with DPH currently being migrated will mean that the two largest licensing agencies within the Commonwealth will be fully supported and operationally management on the ITD enterprise licensing infrastructure.

Projects to Benefit: Registry of Motor Vehicles (RMV)

Registry of Motor Vehicles - Voice Recognition System - Statewide - \$2,500,000 PLAN0196

This new project, "One Voice" will provision a state of the art contact center that will provide Virtual Contact Center, IVR systems, speech recognition and all associated components. All services will use the same communication conduits, using a consistent branding of the One Voice message. These conduits will be designed to provide maximum access for all information and services. Conduits will include contact center (voice, email and web channels), IVR, natural language whole word speech recognition, natural language text to speech, text message, smart phones, cell phones and web. All MassDOT agencies will communicate with One Voice, to deliver a single point of contact to transportation agencies for citizens of the Commonwealth.

Phase 1 of the project will replace the RMV's telecommunications infrastructure which is past its end of life and the



Information Technology

Projects Managed by: Information Technology Division (ITD)

Projects to Benefit: Registry of Motor Vehicles (RMV)

components are no longer vendor supported.

Projects to Benefit: Trial Court (TRC)

MassCourts - Statewide - \$1,276,575

TRC001

The multi-year MassCourts project is providing an integrated statewide case management system to Massachusetts that will handle case initiation, case disposition and post adjudication requirements. The system will also allow the standardization of common business processes across the various departments and offices and support automated case filing and document management services to the public and registered users (attorneys, judges, agencies). MassCourts will also be capable of accommodating future interfaces with external agencies with which the Trial Court does business. The resulting system will replace the legacy and interim applications in place in the Trial Court and is intended to be a fully functional, uniform statewide application.

Projects to Benefit: Office of the Secretary of Transportation and Public Works (TRP)

Automated Licensing and Registration System - Statewide - \$2,500,000

RMV008

This multi-year project will replace the RMV's existing Automated License and Renewal System (ALARS). ALARS supports licensing drivers, registering and insuring vehicles, Safe Driver Insurance Plan (SDIP) administration and other initiatives that further public safety and security. Increasingly ALARS is also the lifeblood of law enforcement, courts, car dealers and the insurance industry. After 22 years, ALARS is nearing the end of its useful life. The marketplace no longer supports many of its underlying technologies and it has become both expensive and a high risk to maintain. Each change made to the system to respond to new legislation, federal mandates or to support new business processes threatens the stability of this complex system. The modernized ALARS will:

- * leverage new technology in a way that improves the customer experience, increases public safety and security, and offers both agencies the flexibility to meet the demands of a changing world.
- * meet the existing requirements for transactions, staff, and processes, and will also have to be more flexible to accommodate new products, processes, and legislation. In keeping with the demands of the service world,
- * be robust enough to handle complex transactions, be more customer-oriented, offer additional processing channels all while providing a more secure and flexible environment.

Total Information Technology 78,131,256



Public Safety

Projects Managed by: Division of Capital Asset Management and Maintenance (DCAM)

Projects to Benefit: Department of Fire Services (DFS)

Phase II Expansion at the Massachusetts Firefighting Academy - Stow - DFS991
\$16,000,000

This funds the expansion of the academy by creating a new administration building, demolition of existing modular building, new roadways, new walkways, additional parking spaces, a new water line to a connection, and an on-site wastewater disposal system.

Western MA Fire Training Facility (Springfield) - Springfield - \$1,500,000 DFS0901

This funds the study, design and construction to acquire and convert the existing Springfield Fire Department Training Center into the western site for Department of Fire Services.

Projects to Benefit: Office of the Secretary of Public Safety and Security (EPS)

Methuen National Guard Readiness Center - Methuen - \$8,400,000 MIL0303

Project includes demolition of portions of the existing armory located at Lowell Street, Methuen, MA and complete renovation of the original building, and the removal of the addition to the original building and former Motor Vehicle Storage Building. New 2 story, 57,000 gsf Massachusetts National Guard Readiness Center including; locker rooms; kitchen; elevator; loading docks; & storage vaults. The 5.5 acre site, located at 679 Lowell Street in the City of Methuen, is a Massachusetts National Guard facility

Municipal Police Training Facility - Springfield - \$1,900,000 STC0101

This funds the proposed new MPTC training facility in Springfield to create new classrooms, an indoor firing range, drill hall, IT facilities, and a force simulator room.

Security Upgrades, Mass. Military Reservation - Statewide - \$1,000,000 MIL0401

This funds the installation of new video cameras, digital video recording system for all video components, new exterior site lighting, card access on exterior/interior doors and new pop-up gate barriers and emergency generators at MA military reservations.

State Police Master Plan - Statewide - \$1,400,000 POL0901

This funds a master plan for facility condition assessment and development of a strategic analysis to identify capital priorities needs. The study will include feasibility of consolidation and potential disposition of some existing properties.

Projects Managed by: Executive Office of Public Safety (EOPS)

Projects to Benefit: Office of the Chief Medical Examiner (CME)

Medical Examiners Equipment - Statewide - \$250,000 PLAN0061

This program funds the ongoing cost for facility and equipment needs for the Office of the Chief Medical Examiner, including upgrading the airflow system and improving lab space in Boston, Holyoke, and Worcester.

Projects to Benefit: Office of the Secretary of Public Safety and Security (EPS)

Cruiser replacement - Statewide - \$5,000,000 MO01

This program funds the ongoing cost for the replacement of high mileage State Police vehicles.

Mobile data terminal replacement - Statewide - \$1,500,000 CO01

This program will fund the ongoing cost for the purchase and installation of laptop, printers, scanners, and mounting brackets into new State Police vehicles.



Public Safety

Projects Managed by: **Executive Office of Public Safety (EOPS)**

Projects to Benefit: **Office of the Secretary of Public Safety and Security (EPS)**

Public Safety Equipment - Statewide - \$250,000 PLAN0168
This funds the purchase of facility equipment for EPS agencies.

Purchase of new Helicopters - Statewide - \$2,000,000 MO02
This funds the purchase of one helicopter under the scheduled replacement of the current State Police patrol aircraft fleet.

Total Public Safety 39,200,000



State Office Buildings & Facilities

Projects Managed by: Division of Capital Asset Management and Maintenance (DCAM)

Projects to Benefit: Office of the Secretary of Administration and Finance (ANF)

Structural Improvements on grounds at McCormack Building. - Boston - \$500,000 BSB0903
This funds the repair to the traffic island outside the McCormack Building that is deteriorated due to subsurface water damage. There are concerns about the structural integrity of the flag pole and the foundation below.

Projects to Benefit: Bureau of State Office Buildings (BSB)

Executive Office of Labor and Workforce Development renovations - Brockton - EOLWTBD
\$400,000
This funds ADA improvements and other HVAC repairs.

Infrastructure Improvements at Hurley Building - Boston - \$190,000 BSB0910
This funds the repairs of structural damage to prevent water damage from leaks in the windows and ceilings throughout the Hurley building.

Life Safety Improvements at Hurley Building - Boston - \$750,000 BSB0901
This funds the installation of an updated fire alarm system at the Hurley building.

Projects to Benefit: Division of Capital Asset Management and Maintenance (DCP)

DCAM Project Operations - Statewide - \$14,000,000 DCP__002
This program funds the ongoing costs of the Division of Capital Asset Management and Maintenance to carry out its capital programs.

Elevator Modernization - McCormack State Office Bldg - Boston - \$3,858,096 DCP0607
This funds the design and construction to modernize the elevators and escalators in the McCormack state office building.

Energy Conservation Retrofits and Renewable Energy at State Facilities - Statewide DCP__003
- \$4,000,000
This program funds several components of Executive Order 484 – Clean Energy and Efficient Buildings. This will identify and implement low-cost and no cost energy conservation measures at state facilities.

Maintenance Transfers Total - Statewide - \$30,000,000 DCP__004
This funds small repairs and maintenance projects at statewide facilities. The Office of Facilities Maintenance within DCAM manages this funding for the preservation of capital assets through the development of comprehensive and cost-effective maintenance and management strategies.

Roof and Exterior Repairs - State House - Boston - \$9,000,000 G0502
This funds the repair and replacement of multiple roof conditions at the State House to address water infiltration problems.

State House Interior Renovations as per Master Plan - Boston - \$500,000 BSB0902
A program for modernization of heating and electrical systems, communications and information technology, security, circulation and accessibility at the State House as identified in the Master Plan.

Various Construction Contract Settlements - Statewide - \$200,000 DCP__001
This funds the outstanding payments for bills due of DCAM's previous work at ANF facilities.



State Office Buildings & Facilities

Projects Managed by: Division of Capital Asset Management and Maintenance (DCAM)

Projects to Benefit: Information Technology Division (ITD)

Second Data Center - Springfield - \$7,760,000 ITD__001

This funds the proposed Second Data Center, with review of the site selection as required by the Inspector General. The future design and construction of the facility will provide expansion capacity as well as redundancy for statewide information technology needs.

Projects to Benefit: Office of the Secretary of Transportation and Public Works (TRP)

Transportation Building Fire Alarm Restoration - Boston - \$1,500,000 DCP0915

This funds urgent, life-safety repairs and restoration to the fire alarm system at the MA Transportation building in Boston.

Projects Managed by: Office of the Secretary of Administration and Finance (EOAF)

Projects to Benefit: Office of the Secretary of Administration and Finance (ANF)

Reasonable Accommodation Capital Reserve Account - Statewide - \$100,000 PLAN0151

This will fund necessary assets and improvements as identified through the Access and Opportunity initiative at the Executive Office for Administration and Finance.

Projects Managed by: Office of the Secretary of Environmental Affairs (EOEA)

Projects to Benefit: Department of Energy Resources (ENE)

State Energy Program - Solar and Energy Efficiency - State Facilities - Statewide -
\$12,500,000

This ARRA program will promote energy efficiency and renewable energy projects at state facilities.

Total State Office Buildings & Facilities 85,258,096



Transportation

Projects Managed by: Office of the Secretary of Environmental Affairs (EOEA)

Projects to Benefit: Department of Conservation and Recreation (DCR)

Accelerated Bridge Program - DCR - Statewide - \$146,300,000	DCR__009
This funds the spending in the accelerated bridge financing program, for DCR assets.	
DCR Bridge and Parkway Maintenance - Statewide - \$10,000,000	DCR2009801
This funds the ongoing maintenance efforts of for the DCR bridges and parkways.	
DCR Bridge and Parkway Reconstruction - Statewide - \$8,500,000	DCR2009807
This funds the construction and significant renovations of DCR bridges and parkways.	

Projects Managed by: Office of the Secretary of Transportation (EOTC)

Projects to Benefit: Highway Department (DPW)

Accelerated Bridge Program - MassHighway - Statewide - \$211,005,000	DPW__005
This funds the spending in the accelerated bridge financing program, for MassHighway assets.	
ARRA - Highway Infrastructure Investments - Statewide - \$65,257,775	
This ARRA program funds restoration, repair, construction and other activities under the Surface Transportation Program.	
MHD Project Operations - Statewide - \$284,997,844	PLAN0053
This program funds the ongoing costs of Mass Highway to carry out its capital programs.	
South Coast Rail - Southeastern Mass - \$15,646,000	DPW__001
This project funds the planning and permitting costs for a commuter rail line from Boston to the South Coast of the Commonwealth.	
Statewide Road and Bridge NFA Maintenance - Statewide - \$100,000,000	PLAN0148
This funds the ongoing maintenance efforts for the roads and bridges controlled by MassHighway.	
Statewide Road and Bridge Program Federally Assisted Construction (FA) - Interstate - Statewide - \$132,101,551	DPW__002
This program funds the Commonwealth's share for federally assisted transportation projects on Interstate roads and bridges. These projects receive over 80% of the costs reimbursement by the federal government.	
Statewide Road and Bridge Program Federally Assisted Construction (FA) - Non Interstate - Statewide - \$551,397,946	DPW__003
This program funds the Commonwealth's share for federally assisted transportation projects on Non-Interstate roads and bridges. These projects receive over 70% of the costs reimbursement by the federal government.	

Projects to Benefit: Massachusetts Aeronautics Commission (MAC)

Massachusetts Aeronautics Commission - Statewide - \$9,000,000	MAC__001
This program funds the ongoing costs for grants to public use airports for airport development and improvements, aviation safety, aircraft accident investigation, navigational aids and statewide aviation planning.	



Transportation

Projects Managed by: Office of the Secretary of Transportation (EOTC)

Projects to Benefit: Office of the Secretary of Transportation and Public Works (TRP)

CSX Rail Purchase - Statewide - \$40,000,000 CSXPURCH
This funds the acquisition of rail road lines to improve commuter service between Boston and Central Massachusetts.

EOT - Equipment and Facilities - Statewide - \$1,000,000 TRP__011
This funds computer and security equipment at transportation facilities, as directed by the Executive Office of Transportation.

Intermodal Transportation - Statewide - \$2,000,000 TRP__002
This program funds the ongoing cost for improvement grants to Regional Transit Authorities (RTAs) for planning, design and construction of Intermodal transportation centers. These grants are a 20% match leveraging 80% federal funds for these projects, which are developed to provide convenient links between travel modes – local and intercity bus, commuter rail, Amtrak, water and air services, bicycles and pedestrians in combinations appropriate at the particular geographic location. These projects not only create or restore vital transportation services but also provide significant local economic benefits.

Mass Transit Planning - Statewide - \$1,000,000 PLAN0056
This funds the Executive Office of Transportation study and planning phases for future rail expansion projects.

Mobility Assistance Program - Statewide - \$1,500,000 TRP__003
This program assists Regional Transit Authorities (RTAs), Councils on Aging (COAs), and municipal organizations. MAP funds are used to purchase vehicles (vans and mini-buses) and related equipment for provision of transportation services specifically for the elderly, persons with disabilities, and others on a seats-available basis. These services are provided to individuals for whom existing public and/or private mass transit is unavailable, insufficient, or inappropriate.

Rail Transportation - Statewide - \$1,500,000 TRP__004
This program funds the ongoing cost for grants to municipalities and other public entities for projects that preserve or upgrade rail infrastructure. Eligible projects include right-of-way acquisition, construction of public intermodal freight facilities and safety improvements. Funds can also be utilized for technology development or to perform feasibility studies for new or expanded rail services and facilities.

Regional Transit Authority Capital Assistance - Statewide - \$3,500,000 TRP__005
This program funds the ongoing cost to acquire and maintain transit vehicles for the Commonwealth's fifteen regional transit authorities. This program also provides support for other equipment and facility needs.

SIP - Fairmount Commuter Rail Improvements - Greater Boston - \$46,900,000 TRP__008
This project funds improvements to the Fairmount commuter rail line in Boston as required under the 2006 State Implementation Plan settlement agreement.

SIP - Green Line Subway Extension - Greater Boston - \$43,800,000 TRP__009
This project funds the extension of the Green subway line as required under the 2006 State Implementation Plan settlement agreement.

SIP - New Parking Spaces at Transit Nodes - Statewide - \$4,000,000 TRP__007
This program helps fund the creation of 1000 new parking spaces at transit centers as required under the 2006 State Implementation Plan settlement agreement.

SIP - Red-Blue Subway Line Connector Study - Boston - \$6,000,000 TRP__010
This project funds a study on the possible connection of the Red and Blue subway lines in Boston, as required under the



Transportation

Projects Managed by: Office of the Secretary of Transportation (EOTC)

Projects to Benefit: Office of the Secretary of Transportation and Public Works (TRP)

2006 State Implementation Plan settlement agreement.

Water Transportation - Statewide - \$1,500,000

TRP__006

This program funds planning, design, and construction of water transportation infrastructure. Eligible projects consist chiefly of new or expanded commuter-based transportation and accessibility improvements. Pier expansion projects (Provincetown and New Bedford), accessibility improvements (Salem and Hull), and berth dredging (Boston) have received funding through this Program. EOT has sponsored studies to investigate the viability of new routes and to develop watershed management plans. EOT also coordinates water transportation policy among other agencies and represents the Secretary at key regional transportation initiatives.

Total Transportation 1,686,906,116

Capital Budget Grand Total 3,038,666,996