

Fiscal Constraint Analysis for the 2015-2018 Transportation Improvement Program and 2040 Metropolitan Transportation Plan

		Estimated Regional Share of Available Funding ^{1,2,3}					Estimated Project Costs ⁶				
Source of Data	Fiscal Year	Federal	State ⁴	Other	Statewide Programs ⁵	Regional Target Funding	Regional Projects	Share of Statewide ⁷	Total Project Costs	Remaining Funding ⁸	
2040 Metropolitan Transportation Plan	2015-2018 TIP	2015	\$ 25,341,636	\$ 65,293,939	\$ 22,255,765	\$ 9,707,127	\$ 122,598,467	\$ 112,891,340	\$ 9,707,127	\$ 122,598,467	\$ -
		2016	\$ 28,208,129	\$ 44,479,326	\$ 21,480,566	\$ 9,341,966	\$ 103,509,987	\$ 94,168,021	\$ 9,341,966	\$ 103,509,987	\$ -
		2017	\$ 35,039,298	\$ 53,355,777	\$ 24,580,254	\$ 9,511,199	\$ 122,486,528	\$ 112,975,329	\$ 9,511,199	\$ 122,486,528	\$ -
		2018	\$ 41,993,418	\$ 57,705,663	\$ 29,692,897	\$ 9,706,925	\$ 139,098,903	\$ 129,391,978	\$ 9,706,925	\$ 139,098,903	\$ -
	2015-2024 State Ten Year Plan	2019	\$ 32,819,858	\$ 6,780,275	\$ 1,996,645	\$ 9,706,925	\$ 51,303,703	\$ 41,596,778	\$ 9,706,925	\$ 51,303,703	\$ -
		2020	\$ 36,496,964	\$ 7,638,357	\$ 2,553,900	\$ 8,179,819	\$ 54,869,040	\$ 46,689,221	\$ 8,179,819	\$ 54,869,040	\$ -
		2021	\$ 35,950,310	\$ 7,932,913	\$ 1,971,764	\$ 8,179,819	\$ 54,034,806	\$ 45,854,987	\$ 8,179,819	\$ 54,034,806	\$ -
		2022	\$ 30,352,014	\$ 6,637,077	\$ 1,824,226	\$ 7,846,654	\$ 46,659,971	\$ 38,813,317	\$ 7,846,654	\$ 46,659,971	\$ -
		2023	\$ 29,633,543	\$ 6,924,883	\$ 995,170	\$ 5,974,014	\$ 43,527,610	\$ 37,553,596	\$ 5,974,014	\$ 43,527,610	\$ -
		2024	\$ 22,042,099	\$ 4,800,406	\$ 1,562,262	\$ 7,254,602	\$ 35,659,369	\$ 28,404,767	\$ 7,254,602	\$ 35,659,369	\$ -
	2025	\$ 27,281,057	\$ 7,250,160	\$ 2,617,468	\$ 7,121,602	\$ 44,270,286	\$ 27,363,549	\$ 7,121,602	\$ 34,485,151	\$ 9,785,135	
	2026	\$ 27,448,556	\$ 7,236,860	\$ 2,623,636	\$ 7,121,602	\$ 44,430,654	\$ 16,694,833	\$ 7,121,602	\$ 23,816,435	\$ 20,614,218	
	2027	\$ 27,616,055	\$ 7,223,560	\$ 2,629,804	\$ 7,121,602	\$ 44,591,021	\$ 27,608,151	\$ 7,121,602	\$ 34,729,753	\$ 9,861,268	
	2028	\$ 27,783,555	\$ 7,210,260	\$ 2,635,972	\$ 7,121,602	\$ 44,751,388	\$ 31,595,573	\$ 7,121,602	\$ 38,717,175	\$ 6,034,213	
	2029	\$ 27,951,054	\$ 7,196,960	\$ 2,642,140	\$ 7,121,602	\$ 44,911,756	\$ 32,682,960	\$ 7,121,602	\$ 39,804,562	\$ 5,107,193	
	2030	\$ 28,118,554	\$ 7,183,660	\$ 2,648,308	\$ 7,121,602	\$ 45,072,123	\$ 34,573,662	\$ 7,121,602	\$ 41,695,264	\$ 3,376,859	
	2031	\$ 28,286,053	\$ 7,170,360	\$ 2,654,476	\$ 7,121,602	\$ 45,232,490	\$ 25,804,680	\$ 7,121,602	\$ 32,926,282	\$ 12,306,209	
	2032	\$ 28,453,552	\$ 7,157,060	\$ 2,660,644	\$ 7,121,602	\$ 45,392,858	\$ 34,709,828	\$ 7,121,602	\$ 41,831,430	\$ 3,561,427	
	2033	\$ 28,621,052	\$ 7,143,760	\$ 2,666,812	\$ 7,121,602	\$ 45,553,225	\$ 18,923,409	\$ 7,121,602	\$ 26,045,011	\$ 19,508,214	
	2034	\$ 28,788,551	\$ 7,130,460	\$ 2,672,980	\$ 7,121,602	\$ 45,713,593	\$ 30,872,936	\$ 7,121,602	\$ 37,994,538	\$ 7,719,054	
2035	\$ 28,956,051	\$ 7,117,160	\$ 2,679,148	\$ 7,121,602	\$ 45,873,960	\$ 27,706,075	\$ 7,121,602	\$ 34,827,677	\$ 11,046,283		
2036	\$ 29,123,550	\$ 7,103,860	\$ 2,685,316	\$ 7,121,602	\$ 46,034,327	\$ 26,409,429	\$ 7,121,602	\$ 33,531,031	\$ 12,503,296		
2037	\$ 29,291,049	\$ 7,090,560	\$ 2,691,484	\$ 7,121,602	\$ 46,194,695	\$ 28,922,217	\$ 7,121,602	\$ 36,043,819	\$ 10,150,876		
2038	\$ 29,458,549	\$ 7,077,260	\$ 2,697,652	\$ 7,121,602	\$ 46,355,062	\$ 13,836,789	\$ 7,121,602	\$ 20,958,391	\$ 25,396,671		
2039	\$ 29,626,048	\$ 7,063,960	\$ 2,703,820	\$ 7,121,602	\$ 46,515,429	\$ 24,492,687	\$ 7,121,602	\$ 31,614,289	\$ 14,901,140		
2040	\$ 29,793,548	\$ 7,050,660	\$ 2,709,987	\$ 7,121,602	\$ 46,675,797	\$ 6,672,586	\$ 7,121,602	\$ 13,794,188	\$ 32,881,608		
		\$ 774,474,102	\$ 375,955,170	\$ 151,533,093	\$ 199,354,681	\$ 1,501,317,047	\$ 1,097,208,700	\$ 199,354,681	\$ 1,296,563,381	\$ 204,753,666	

- Notes:**
- 1 First four years of estimated available funding is derived from projects programmed in the Draft 2015-2018 STIP
 - 2 2019-2024 estimated available funding is derived from projects programmed in the 2015-2024 State Ten Year Plan
 - 3 2025-2040 Federal, State, and Other Funds are derived from extending trend from State Ten Year Plan "Total Program Dollars by FY - Includes Revenue from SB367)
 - 4 Includes Toll Credits, bond revenues, turnpike funds, and road toll funds
 - 5 Statewide Program Funds available derived from a share (13.3%) of the Total Programmatic funding in STIP extended to 2040
 - 6 Inflated at 3.2% per year from 2013 to the year programmed for each phase
 - 7 13.3% share of Statewide programmatic funds from STIP. Assumed to be equal to regional share of available funding
 - 8 Estimated as the difference between Estimated Regional Target Funding and Total Project Cost for Each Fiscal Year.

FISCAL CONSTRAINT ANALYSIS - STATE LEVEL FUNDING AVAILABLE FOR 2015-2040

FY	FHWA ^{1,4,5,8}	Federal Transit ⁶	State Program Funding	Other Program Matching Funds	SB367 Road Toll ^{8,9}	Other Matching Funds ³	Turnpike Improvements ⁷	FY Total
2015	\$ 171,400,000	\$ 24,600,000	\$ 33,200,000	\$ 3,266,189	\$ 67,012,610	\$ 31,149,930	\$ 41,330,013	\$ 371,958,742
2016	\$ 167,300,000	\$ 23,900,000	\$ 29,300,000	\$ 2,794,169	\$ 61,867,369	\$ 26,823,849	\$ 39,055,045	\$ 351,040,432
2017	\$ 187,700,000	\$ 23,300,000	\$ 34,200,000	\$ 3,011,755	\$ 92,564,603	\$ 26,126,064	\$ 47,412,612	\$ 414,315,034
2018	\$ 186,700,000	\$ 25,500,000	\$ 33,600,000	\$ 3,212,479	\$ 86,642,139	\$ 29,727,564	\$ 36,700,000	\$ 402,082,182
2019	\$ 187,400,000	\$ 23,800,000	\$ 35,700,000	\$ 3,212,479	\$ 48,186,571	\$ 5,900,000	\$ 30,100,000	\$ 334,299,050
2020	\$ 191,600,000	\$ 23,300,000	\$ 38,400,000	\$ 3,212,479	\$ 30,800,000	\$ 1,100,000	\$ 41,800,000	\$ 330,212,479
2021	\$ 189,700,000	\$ 23,700,000	\$ 33,300,000	\$ 3,212,479	\$ 30,700,000	\$ -	\$ 18,900,000	\$ 299,512,479
2022	\$ 191,900,000	\$ 24,100,000	\$ 38,000,000	\$ 3,212,479	\$ 30,600,000	\$ 9,000,000	\$ 22,900,000	\$ 319,712,479
2023	\$ 181,300,000	\$ 22,600,000	\$ 33,100,000	\$ 3,212,479	\$ 30,500,000	\$ -	\$ 24,000,000	\$ 294,712,479
2024	\$ 179,800,000	\$ 23,900,000	\$ 34,500,000	\$ 3,212,479	\$ 30,400,000	\$ -	\$ 21,000,000	\$ 292,812,479
2025	\$ 190,406,667	\$ 23,900,000	\$ 34,500,000	\$ 3,212,479	\$ 30,300,000	\$ 11,292,766	\$ 21,000,000	\$ 314,611,911
2026	\$ 191,666,061	\$ 23,900,000	\$ 34,500,000	\$ 3,212,479	\$ 30,200,000	\$ 11,339,142	\$ 21,000,000	\$ 315,817,681
2027	\$ 192,925,455	\$ 23,900,000	\$ 34,500,000	\$ 3,212,479	\$ 30,100,000	\$ 11,385,517	\$ 21,000,000	\$ 317,023,451
2028	\$ 194,184,848	\$ 23,900,000	\$ 34,500,000	\$ 3,212,479	\$ 30,000,000	\$ 11,431,893	\$ 21,000,000	\$ 318,229,221
2029	\$ 195,444,242	\$ 23,900,000	\$ 34,500,000	\$ 3,212,479	\$ 29,900,000	\$ 11,478,269	\$ 21,000,000	\$ 319,434,990
2030	\$ 196,703,636	\$ 23,900,000	\$ 34,500,000	\$ 3,212,479	\$ 29,800,000	\$ 11,524,645	\$ 21,000,000	\$ 320,640,760
2031	\$ 197,963,030	\$ 23,900,000	\$ 34,500,000	\$ 3,212,479	\$ 29,700,000	\$ 11,571,020	\$ 21,000,000	\$ 321,846,530
2032	\$ 199,222,424	\$ 23,900,000	\$ 34,500,000	\$ 3,212,479	\$ 29,600,000	\$ 11,617,396	\$ 21,000,000	\$ 323,052,299
2033	\$ 200,481,818	\$ 23,900,000	\$ 34,500,000	\$ 3,212,479	\$ 29,500,000	\$ 11,663,772	\$ 21,000,000	\$ 324,258,069
2034	\$ 201,741,212	\$ 23,900,000	\$ 34,500,000	\$ 3,212,479	\$ 29,400,000	\$ 11,710,148	\$ 21,000,000	\$ 325,463,839
2035	\$ 203,000,606	\$ 23,900,000	\$ 34,500,000	\$ 3,212,479	\$ 29,300,000	\$ 11,756,523	\$ 21,000,000	\$ 326,669,608
2036	\$ 204,260,000	\$ 23,900,000	\$ 34,500,000	\$ 3,212,479	\$ 29,200,000	\$ 11,802,899	\$ 21,000,000	\$ 327,875,378
2037	\$ 205,519,394	\$ 23,900,000	\$ 34,500,000	\$ 3,212,479	\$ 29,100,000	\$ 11,849,275	\$ 21,000,000	\$ 329,081,148
2038	\$ 206,778,788	\$ 23,900,000	\$ 34,500,000	\$ 3,212,479	\$ 29,000,000	\$ 11,895,651	\$ 21,000,000	\$ 330,286,918
2039	\$ 208,038,182	\$ 23,900,000	\$ 34,500,000	\$ 3,212,479	\$ 28,900,000	\$ 11,942,026	\$ 21,000,000	\$ 331,492,687
2040	\$ 209,297,576	\$ 23,900,000	\$ 34,500,000	\$ 3,212,479	\$ 28,800,000	\$ 11,988,402	\$ 21,000,000	\$ 332,698,457
	\$ 5,032,433,939	\$ 621,100,000	\$ 895,300,000	\$ 82,959,130	\$ 982,073,292	\$ 316,076,751	\$ 659,197,670	\$ 8,589,140,783

Notes

¹ I-93 capacity improvements beyond widening north of Exit 5 to the I-293 split are not included due to funding constraint. I-93 and Sarah Mildred Long payments based on GARVEE Bonds and Debt Service are included. 1% growth per year in revenues beyond 2025.

² State funded programs maintained at current budget levels, local match included in program total

³ Totals comprised from project matching costs Maine, Vermont and other sources. From 2025-2040 this figure is calculated as 4% of the total of all categories to the left.

⁴ Figures include inflation

⁵ FHWA category includes approximately \$1.16 million annually to address railroad crossings

FISCAL CONSTRAINT ANALYSIS - REGIONAL LEVEL FUNDING AVAILABLE FOR 2015-2040

FY	FHWA ^{1,4,5,8}	Federal Transit Admin ¹⁰	State Program Funding	Other Program Funding	SB367 Road Toll ^{8,9}	Other Matching Funds ³	Turnpike Improvements ⁷	Local Transit Match ¹⁰	Total Funding Available
2015	\$ 21,758,917	\$ 2,791,155	\$ 1,141,347	\$ 434,403	\$ 45,770,185	\$ 22,115,765	\$ 19,172,681	\$ 2,214,920	\$ 115,399,373
2016	\$ 23,677,343	\$ 2,596,970	\$ 1,121,296	\$ 371,624	\$ 24,567,814	\$ 20,814,596	\$ 18,155,045	\$ 2,170,030	\$ 93,474,719
2017	\$ 29,279,038	\$ 2,100,970	\$ 1,121,429	\$ 400,563	\$ 24,731,692	\$ 23,179,530	\$ 24,886,500	\$ 2,046,030	\$ 107,745,753
2018	\$ 33,959,719	\$ 1,956,970	\$ 1,121,429	\$ 427,260	\$ 34,329,862	\$ 27,115,530	\$ 17,500,000	\$ 1,115,530	\$ 117,526,300
2019	\$ 24,924,200	\$ 1,956,970	\$ 1,121,429	\$ 427,260	\$ 6,408,814	\$ 784,700	\$ 19,600,000	\$ 1,115,530	\$ 56,338,903
2020	\$ 25,482,800	\$ 1,956,970	\$ 1,121,429	\$ 427,260	\$ 4,096,400	\$ 146,300	\$ 25,300,000	\$ 1,115,530	\$ 59,646,689
2021	\$ 25,230,100	\$ 1,956,970	\$ 1,121,429	\$ 427,260	\$ 4,083,100	\$ -	\$ 14,900,000	\$ 1,115,530	\$ 48,834,389
2022	\$ 25,522,700	\$ 1,956,970	\$ 1,121,429	\$ 427,260	\$ 4,069,800	\$ 1,197,000	\$ 2,900,000	\$ 1,115,530	\$ 38,310,689
2023	\$ 24,112,900	\$ 1,956,970	\$ 1,121,429	\$ 427,260	\$ 4,056,500	\$ -	\$ 3,192,000	\$ 1,115,530	\$ 35,982,589
2024	\$ 23,913,400	\$ 1,956,970	\$ 1,121,429	\$ 427,260	\$ 4,043,200	\$ -	\$ 2,793,000	\$ 1,115,530	\$ 35,370,789
2025	\$ 25,324,087	\$ 1,956,970	\$ 1,121,429	\$ 427,260	\$ 4,029,900	\$ 1,501,938	\$ 2,793,000	\$ 1,115,530	\$ 38,270,114
2026	\$ 25,491,586	\$ 1,956,970	\$ 1,121,429	\$ 427,260	\$ 4,016,600	\$ 1,508,106	\$ 2,793,000	\$ 1,115,530	\$ 38,430,481
2027	\$ 25,659,085	\$ 1,956,970	\$ 1,121,429	\$ 427,260	\$ 4,003,300	\$ 1,514,274	\$ 2,793,000	\$ 1,115,530	\$ 38,590,848
2028	\$ 25,826,585	\$ 1,956,970	\$ 1,121,429	\$ 427,260	\$ 3,990,000	\$ 1,520,442	\$ 2,793,000	\$ 1,115,530	\$ 38,751,216
2029	\$ 25,994,084	\$ 1,956,970	\$ 1,121,429	\$ 427,260	\$ 3,976,700	\$ 1,526,610	\$ 2,793,000	\$ 1,115,530	\$ 38,911,583
2030	\$ 26,161,584	\$ 1,956,970	\$ 1,121,429	\$ 427,260	\$ 3,963,400	\$ 1,532,778	\$ 2,793,000	\$ 1,115,530	\$ 39,071,950
2031	\$ 26,329,083	\$ 1,956,970	\$ 1,121,429	\$ 427,260	\$ 3,950,100	\$ 1,538,946	\$ 2,793,000	\$ 1,115,530	\$ 39,232,318
2032	\$ 26,496,582	\$ 1,956,970	\$ 1,121,429	\$ 427,260	\$ 3,936,800	\$ 1,545,114	\$ 2,793,000	\$ 1,115,530	\$ 39,392,685
2033	\$ 26,664,082	\$ 1,956,970	\$ 1,121,429	\$ 427,260	\$ 3,923,500	\$ 1,551,282	\$ 2,793,000	\$ 1,115,530	\$ 39,553,053
2034	\$ 26,831,581	\$ 1,956,970	\$ 1,121,429	\$ 427,260	\$ 3,910,200	\$ 1,557,450	\$ 2,793,000	\$ 1,115,530	\$ 39,713,420
2035	\$ 26,999,081	\$ 1,956,970	\$ 1,121,429	\$ 427,260	\$ 3,896,900	\$ 1,563,618	\$ 2,793,000	\$ 1,115,530	\$ 39,873,787
2036	\$ 27,166,580	\$ 1,956,970	\$ 1,121,429	\$ 427,260	\$ 3,883,600	\$ 1,569,786	\$ 2,793,000	\$ 1,115,530	\$ 40,034,155
2037	\$ 27,334,079	\$ 1,956,970	\$ 1,121,429	\$ 427,260	\$ 3,870,300	\$ 1,575,954	\$ 2,793,000	\$ 1,115,530	\$ 40,194,522
2038	\$ 27,501,579	\$ 1,956,970	\$ 1,121,429	\$ 427,260	\$ 3,857,000	\$ 1,582,122	\$ 2,793,000	\$ 1,115,530	\$ 40,354,889
2039	\$ 27,669,078	\$ 1,956,970	\$ 1,121,429	\$ 427,260	\$ 3,843,700	\$ 1,588,290	\$ 2,793,000	\$ 1,115,530	\$ 40,515,257
2040	\$ 27,836,578	\$ 1,956,970	\$ 1,121,429	\$ 427,260	\$ 3,830,400	\$ 1,594,457	\$ 2,793,000	\$ 1,115,530	\$ 40,675,624
	\$ 683,146,431	\$ 52,499,405	\$ 29,176,949	\$ 11,033,564	\$ 219,039,767	\$ 120,124,584	\$ 193,087,226	\$ 32,088,170	\$ 1,340,196,096

Notes

⁶ Self-funded FTA programs, projects limited to available funds

⁷ Proposed expanded Turnpike Capital program. Projects that may be constructed under current toll structure (no toll increase). HB391 authorized projects and other future projects included pending future toll increase. 2015-2018 Figures directly from TIP. 2019-2024 Figures from Ten Year Plan. Includes Turnpike Renewal & Replacement Program as well.

⁸ 9 FHWA and SB367 State Aid Bridge revenue includes the local matching funds.

⁹ SB367 inclusive of I93 \$200M Bond and Debt Service, additional State Aid Bridge (w/local match), and Betterment resurfacing and rehabilitation for highways and bridges.

¹⁰ Transit funds for the region are derived from values in the State Ten Year Plan and the State Transportation Improvement Program and extended to 2040