

# **Report on Capital Spending & Borrowing in the Commonwealth of Massachusetts 2015-2016**

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**House Committee on Bonding, Capital  
Expenditures and State Assets**

**Representative Antonio F.D. Cabral, Chairman**

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## A Message from the Chairman

The House Committee on Bonding, Capital Expenditures and State Assets is pleased to release this Report on Capital Planning and Spending that details the capital spending and borrowing activities of the Commonwealth during the 2015-2016 legislative session. In addition, the report provides a general review of the nature of capital budget spending executed by the Commonwealth during FY2014 and FY2015.

The Massachusetts capital budget is an essential part of state government that operates as a planning tool for realizing the long-term economic and social health of our communities. This report is a product of the research and analysis performed by the Committee pursuant to Rule 17G of the *Rules of the Massachusetts House of Representatives*. The goal of this report is to inform debate among legislators and the public regarding the investment and borrowing choices that face the Commonwealth. The Committee recommendations, contained in Chapter 5 of this report, stress the vital need for the General Court to play a more direct role in guiding the capital spending choices of the administration. In addition, the Committee recommends that the Commonwealth continue to improve the capital asset and capital spending data available to both policy makers and the public. I am happy to report that there have been strong improvements in this area over the last two years, but more must be done if we are to maximize the effectiveness of state capital spending in Massachusetts.

I would like to thank the leadership and staff of each of the secretariats, agencies and authorities that helped the Committee develop and collect the information upon which this report is based. In particular, the Committee would like to thank Assistant Secretary for Capital Finance, Jennifer Sullivan, and Director of Capital Planning, Ben Stone, at the Executive Office of Administration & Finance, Deputy Comptroller Howard Merkowitz at the Office of the Comptroller and Assistant Treasurer for Debt Management Sue Perez, and Deputy Assistant Treasurer for Debt Management, Drew Smith, at the Office of the State Treasurer, for helping to make the Committee's research on the capital budget a success. The work these professionals do helps the Commonwealth make better borrowing and spending choices and it is consistently a pleasure to work with each of them. I would also like to thank Speaker Robert DeLeo and House Ways & Means Chairman Brian Dempsey and their staffs for their assistance and support. I would like to thank each of the members of our Committee for the contributions they make to the Committee's conduct of its oversight function. Finally, my appreciation to Research Analyst Dana DeBari, Staff Director Mark Merante and Committee Counsel Arthur Kimball-Stanley for the valuable insight and assistance they have provided the Committee over the course of the 2015-2016 legislative session. A special thank you to Arthur Kimball-Stanley for this, his last, report and for his invaluable contributions and counsel to me and to members of the Committee. We wish him good fortune.

If you have any questions about the information in this report, please do not hesitate to contact me.

Thank you.

A handwritten signature in black ink that reads "Antonio F.D. Cabral". The signature is fluid and cursive.

**Antonio F.D. Cabral**

*State Representative, 13<sup>th</sup> Bristol District*

Chairman, House Committee on Bonding, Capital Expenditures and State Assets

# **House Committee on Bonding, Capital Expenditures and State Assets**

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(Through November 2015)

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Mark A. Merante, Staff Director

Arthur Kimball-Stanley, Committee Counsel

Dana DeBari, Research Analyst

Rachael L. Scott, Administrative Assistant

# Executive Summary

During the two fiscal years that this report covers, the Commonwealth spent approximately \$6.3 billion on capital projects—\$3 billion in FY2014 and \$3.3 billion in FY2015, with the top three capital spending categories in both FY2014 and FY2015 being: (1) highway construction; (2) grants to public entities; and (3) either building construction or renovation (in FY2014) or transportation planning or engineering (in FY2015).

Since then, while the Patrick Administration grew the Commonwealth's capital plan by an identical \$125 million annually, the Baker Administration has virtually frozen the Commonwealth's capital plan in real terms. The Commonwealth's FY2017 capital plan, as outlined in the Fiscal Year 2017-2021 Five-Year Capital Investment Plan released by the Executive Office of Administration & Finance in May 2016, represents a two year total increase in capital spending of \$65 million, an annual rate of increase of 1.5%, only slightly higher than the current inflation rate.<sup>1</sup> This freeze in capital spending occurs when the Commonwealth has the highest bond rating in its history<sup>2</sup> and can borrow at the lowest cost of borrowing in at least 50 years,<sup>3</sup> due to an unusually low global interest rate environment. In addition, there is little evidence of overspending in previous years: the Commonwealth's capital spending increased by 33% from FY2010 to FY2015, matching the rate of growth of general fund revenues during that time, 31%.

There are certainly many critical, unmet capital spending needs in Massachusetts. Despite the Patrick Administration's significant spending to repair bridges across the Commonwealth, through the Accelerated Bridge Program, in 2015 Massachusetts had 446 bridges deemed structurally deficient. MassDOT estimates that \$14.4 billion would be necessary to complete all the required repairs to our bridges.<sup>4</sup> The MBTA has a \$7.6 billion backlog of capital maintenance needs.<sup>5</sup> The Massachusetts Court Administrator testified before this Committee that there are many dangerously antiquated and/or deteriorated courthouses across Massachusetts, some of which expose witnesses and court staff to real danger (see page 34 of this Report).

There are other capital planning and spending problems in Massachusetts. While the new focus at MassDOT on assessing the true condition of the Commonwealth's transportation assets and the cost that will be required to maintain them is refreshing, far too much of the MassDOT capital program is

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<sup>1</sup> Consumer Price Index for All Urban Consumers (CPI-U) for the U.S. City Average for All Items, 1982-84=100, First Half of 2016, Bureau of Labor Statistics.

<sup>2</sup> The Commonwealth of Massachusetts Investor Program, <http://www.massbondholder.com/debt-investments/bonds/ratings>.

<sup>3</sup> Federal Reserve Economic Data, Federal Reserve Bank of St. Louis, <https://fred.stlouisfed.org>.

<sup>4</sup> Matt Rocheleau, *End of Financing Threatens Problems on Mass Bridge Repairs*, Boston Globe (May 29, 2015), <https://www.bostonglobe.com/metro/2015/05/28/progress-made-but-many-massachusetts-bridges-remain-structurally-deficient/YxmG7eC4pj1xNK3oHyMcdM/story.html>.

<sup>5</sup> MassDOT, <https://www.massdot.state.ma.us/main/tabid/1075/ctl/detail/mid/2937/itemid/739/MassDOT-Board-Approves--14-8-Billion-5-Year-Capital-Investment-Plan--.aspx>.

dedicated to expenses that would be better suited for inclusion on an operating budget. In addition, the scope and scale of planned investments remains beyond what most observers consider the ability of existing revenues to support.<sup>6</sup>

Across all of state government, there remains far too little project level spending detail collected and, therefore, far too little available for public review. Adequate capital spending transparency could allow detailed review and analysis of our multi-billion dollar capital spending and, thereby, surely lead to savings and efficiencies. But Massachusetts state government still does not collect and maintain enough detailed spending data to make this possible and even what data it does collect is unnecessarily difficult for the public to access.

Therefore, this Committee makes the following recommendations, a detailed description of which follows in Chapter 5:

- 1. The Commonwealth must prioritize the collection and use of data on the condition of all of its capital assets across agencies, as well as on all capital spending related to the maintenance or creation of such assets, and use such data on a continuous basis to develop long-term projections for the capital spending needed to maintain or modernize existing state infrastructure.**
- 2. The Legislature should take a stronger role in managing the scope and priorities of the capital budget.**
- 3. The Legislature should work with local and regional government within the Commonwealth to increase the potential for transportation infrastructure to receive support and leadership from the populations that use it most.**
- 4. The Legislature should expand the membership, mandate and resources of the Capital Debt Affordability Committee.**
- 5. The Commonwealth should end the practice of paying operating expenses with borrowed funds.**

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<sup>6</sup> Charlie Ticotsky, *Well Balanced, Not Quite Future Ready: the New Capital Investment Plan for Transportation*, Transportation for Massachusetts (June 13, 2016), [http://www.t4ma.org/well\\_balanced](http://www.t4ma.org/well_balanced).

# Chapter 1: Capital Spending & Borrowing Practices

This report summarizes the capital spending and long-term borrowing activity executed by the Commonwealth of Massachusetts over the course of the 2015-2016 legislative session. This summary is designed to allow legislators, as well as the general public, to develop a framework for understanding how state government approaches the process of financing its capital assets—assets that are used in operations with a useful life that exceeds one year<sup>7</sup>—and how state government chooses the capital assets it wishes to finance.

The modern government budgeting concept, the use of a schedule to connect spending with revenue and borrowing, is typically credited to early 19<sup>th</sup> Century Britain, where the first national budget was drafted as a method of putting forth a political platform in 1820.<sup>8</sup> The Commonwealth adopted the unified budget procedure it uses today in 1918.<sup>9</sup> In nearly every respect, government budgets in the 21<sup>st</sup> Century are designed to play the same role they did in the previous two centuries: they are methods of delivering a political message regarding the government's priorities and the methods by which that government intends to achieve these priorities.<sup>10</sup> It is important to keep in mind the extent to which government budgets are political documents used to communicate goals, as opposed to detailed descriptions of transactions within accounts or precise guarantees of actions that will take place in the future, because understanding the political nature of government budgets allows for an understanding of what they are able and designed to achieve. In short, budgets tell the public what leadership within a government is willing to pay for and the means by which such leadership is hoping to deliver said payments.

The capital budget is the schedule used by the Commonwealth to itemize the long-term investments it chooses to make and the sources of financing for these assets. Debt service payments on the operating budget—the budget used to itemize revenues projected to be received in the next twelve months and spending scheduled to meet government priorities during the same period—is the annual spending used to finance the capital budget. Another way to think about this is to view debt service on the operating budget as the annual contribution to pay for the construction and maintenance of all of the long-lived assets of the Commonwealth.

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<sup>7</sup> Stephen J. Gautier, *Governmental Accounting, Auditing & Financial Reporting*, p. 439 (2012).

<sup>8</sup> Harold G. Vatter & John F. Walker, *The Rise of Big Government in the United States*, p. 171 (1997).

<sup>9</sup> Benjamin L. Young, *The Budget System As a Preventative Measure Against Public Extravagance*, 17 *National Tax Association* p. 111 (1924).

<sup>10</sup> Harold G. Vatter & John F. Walker, *The Rise of Big Government in the United States*, p. 172 (1997).

This section describes the goals and processes used to execute capital budgeting and capital spending in Massachusetts. It will provide a general description of the uses of state government capital funds and the process of state government borrowing in the private capital markets.

This report does not discuss, in detail, the capital spending of quasi-public authorities, in order to focus primarily on the capital spending of the state's agencies.

## The Assets: What Does Capital Spending Buy?

Capital spending and capital financing are accounting concepts used to describe spending on assets that have a useful life exceeding one year and the means by which the cost associated with such assets can be allocated between the accounting periods during which said asset is used.<sup>11</sup> To the extent that the Commonwealth purchases an asset that it or the public will use for more than one fiscal year, the purchase may be placed on the capital budget and may be financed using sources of revenue that allow the Commonwealth to allocate payment for the asset over more than one fiscal year.

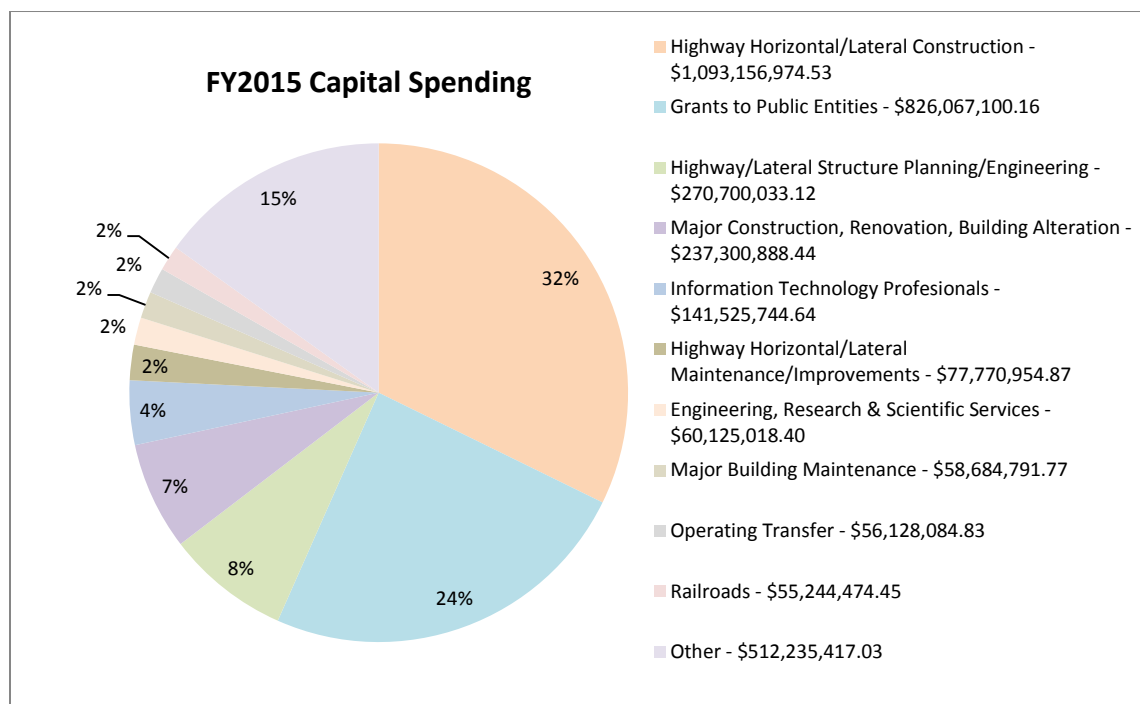
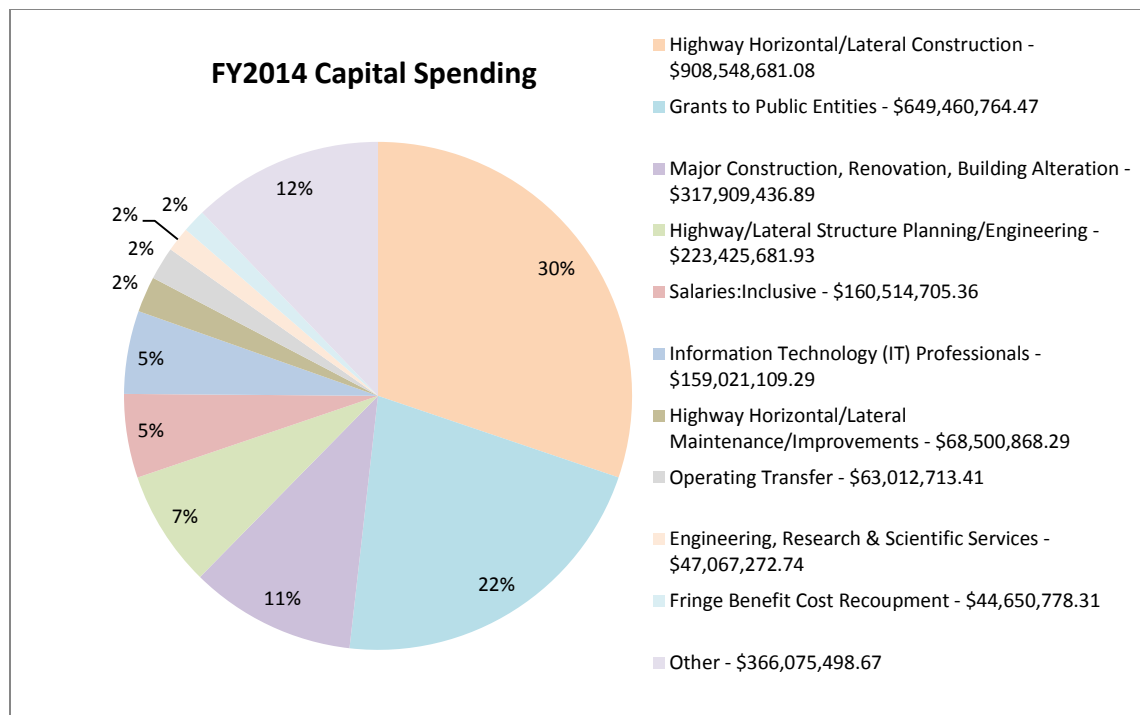
The assets purchased using the capital budget represent the type of asset we think of most often when we think of government projects. Highways and bridges, schools and universities, parks and government offices are all built and maintained using resources financed on the capital budget. During the two fiscal years that this report covers, the Commonwealth spent approximately \$6.3 billion—\$3 billion in FY2014 and \$3.3 billion in FY2015. As shown in the charts below, the top three capital spending categories in both FY2014 and FY2015 were in order of magnitude: (1) highway construction; (2) grants to public entities; and (3) building construction or renovation in FY2014 and transportation planning or engineering in FY2015.<sup>12</sup>

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<sup>11</sup> Stephen J. Gautier, *Governmental Accounting, Auditing & Financial Reporting*, p. 439 (2012).

<sup>12</sup> The Commonwealth categorizes spending using a set of classification codes. These pie charts reflect each agency's largest categories of capital spending, with any remaining capital spending in the chart grouped as "other." The largest categories of capital spending differ between agencies. For example, "Highway Horizontal/Lateral Construction" comprises the largest segment of capital spending by the Executive Office of Transportation, but appears as a top ten spending category for only one additional secretariat, the Executive Office of Energy & Environment, where it ranks near the bottom of the top ten spending categories. Spending categories such as "Grants to Public Entities" and "Salaries" appear in almost every secretariat's pie chart. The "Fringe Benefit Cost Recoupment" category involves the mandated transferring of money from federal grants to state administrative accounts to cover pension, healthcare and other similar costs. The titles of other spending categories are taken directly from the MMARS database, the software program used by the Commonwealth to track payments.

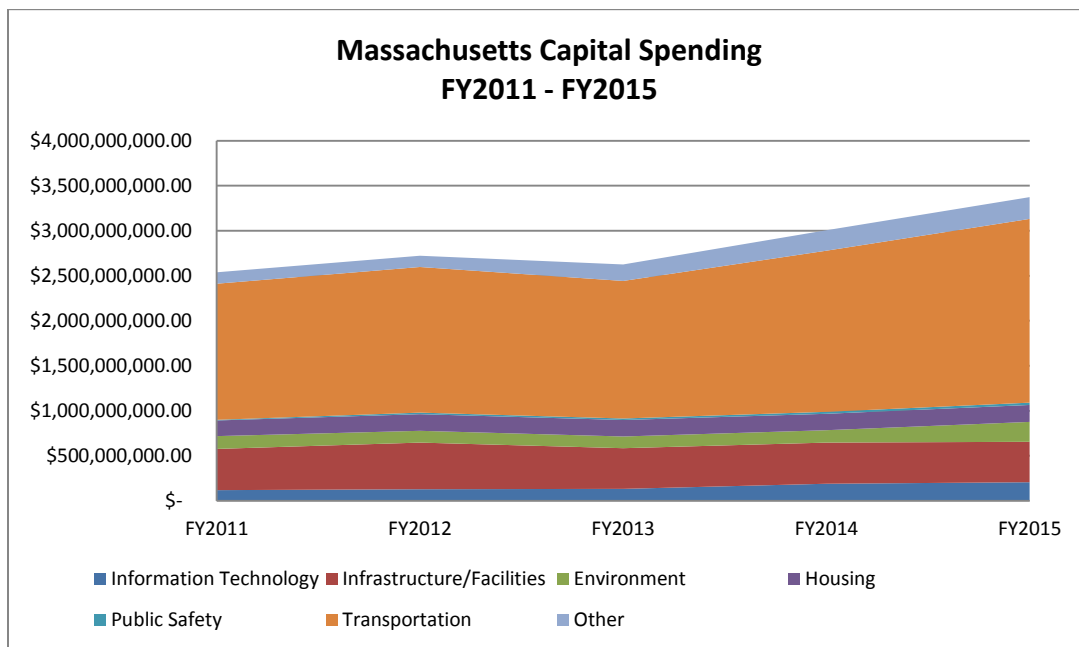




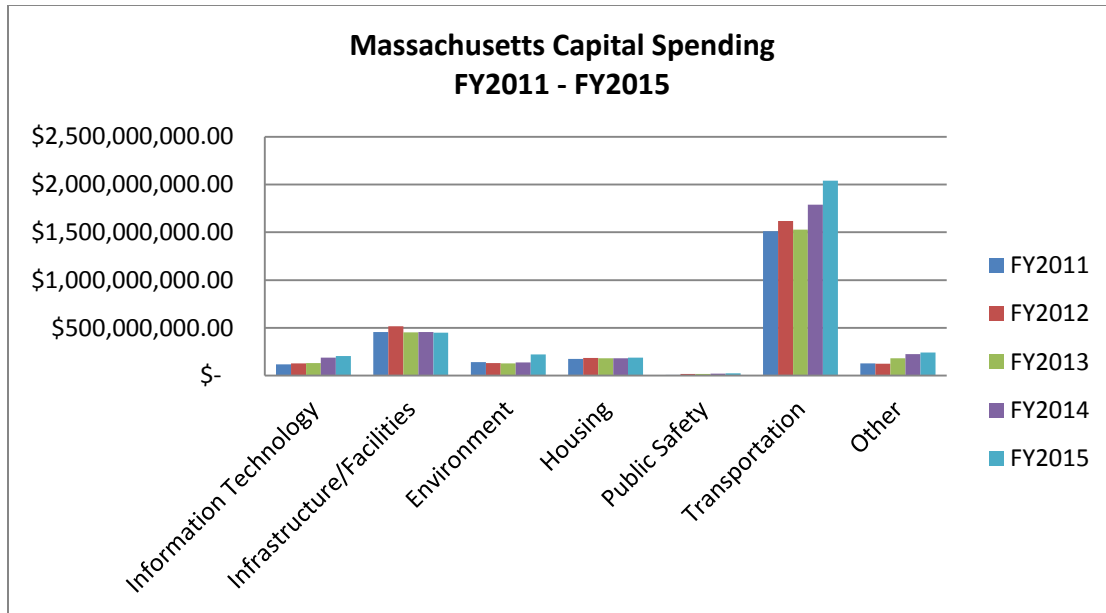
Many of the projects that are funded by the capital budget are statewide programs that consist of maintenance of existing capital assets or upgrades to improve those assets. As discussed in previous reports published by the Committee, neglect of public infrastructure through failure to maintain it often results in a dramatic shortening of the useful life of such infrastructure. Some experts estimate that deferred routine maintenance can compound the costs required to make repairs or result in the need to

completely replace the deteriorating asset.<sup>13</sup> In other words, some of the most important capital projects executed by the Commonwealth are not the mega-projects that receive the bulk of media scrutiny and policy debate. Rather, it is the projects that keep rust from spreading or plug a leaking pipe that, when aggregated, constitute some of the most important investments in the long-term health of the infrastructure the state requires in order to ensure the quality of life we enjoy here in Massachusetts.

The following chart outlines the changes in capital spending over the last five years. During this period, the Commonwealth has increased its overall level of capital spending by nearly 33%, which is about the same pace at which overall operating budget spending grew (31%). Of the \$14.2 billion spent during this five year period, nearly 60% was spent on transportation related projects, while about 16% was spent on the construction or maintenance of state buildings or facilities. Relative to FY2011, the portion of the capital budget devoted to information technology and public safety has increased more than other types of capital spending. Much of this change reflects the focus on investment to improve the quality of software available to the Commonwealth. With regard to spending on public safety related programs, most of the increase can be attributed to the relatively small share of total capital spending in FY2011 (less than 1%).



<sup>13</sup> For a detailed discussion of this dynamic, see David Westerling & Steve Poftak, *Our Legacy of Neglect: The Longfellow Bridge and the Cost of Deferred Maintenance*, Pioneer Institute Public Policy Research (July 2007).



The overall growth in Massachusetts capital spending can be attributed to two factors: (1) significant under-investment in state capital assets during the first ten years of this century; and (2) a dramatic decline in the cost of borrowing over the last five years, which allowed the Commonwealth to make needed capital investments while having a relatively minor impact on the operating budget in terms of debt service. Each of these factors will be discussed in more detail below.

## The Liabilities: Why Does the Commonwealth Borrow?

The majority of the Commonwealth's capital spending is funded using long-term state debt, which ranges in maturity from one to thirty years. By borrowing to fund large one-time expenditures and paying back the borrowing over the course of the life of the asset purchased, the state is able to ensure that, as a matter of accounting, each Massachusetts taxpayer who benefits from an asset contributes to the cost of that asset. Such "capitalization" of an asset smooths out the tax burden created by the construction of major public infrastructure.

Many types of capital spending contribute to growth in the economic capacity of the Commonwealth. This growth in capacity creates the potential for increased tax revenue that can contribute to or substantially pay for the initial cost of the asset. This kind of new investment through borrowing does not simply transfer the cost of such investment to future operating budgets supported by taxpayers using the asset over its useful life. Such investment also makes the Commonwealth better able to fund itself by growing the economy.

# The Process: How Does the Commonwealth Borrow?

There are three types of rules that govern the borrowing activities of Massachusetts: (1) constitutional; (2) statutory; and (3) administrative.

First, article 62 of the Amendments to the Massachusetts Constitution requires that all borrowing for a term longer than a year receive approval from two-thirds of each chamber of the General Court. Article 62 also prohibits the Commonwealth from using borrowed funds to support the capital structure of private entities.

Second, Chapter 29 of the General Laws contains several sections that control the capital spending process. Section 9G of Chapter 29 provides general authority to the Governor to choose the extent to which bond authorizations are actually spent. Section 14 of Chapter 29 provides that bond authorizations approved by the General Court may be used for a period of five years after such authorizations are passed into law. Taken together, these provisions give the Governor control over capital spending, but require the Governor to execute the capital spending chosen from the menu of authorizations approved by two-thirds of the Legislature within a period of five years, absent additional authority from the Legislature. In addition, Section 60A of Chapter 29 limits the annual growth of the direct debt of the Commonwealth to no more than 5% per year, with a starting level of debt of \$17,070,000,000 in 2011. At the start of FY2017, the statutory debt limit will be \$21.7 billion for direct debt of the Commonwealth.<sup>14</sup>

Third, the Patrick Administration chose to adopt a policy limiting the amount of borrowing it executed in a fiscal year that ensured that Massachusetts maintained particular fiscal ratios and that the rate of capital spending did not change too quickly. Specifically, the Patrick Administration did not allow the ratio of debt service to budgeted revenues to exceed 8% and limited the annual growth in the capital spending to \$125 million. The Baker Administration has opted to adopt only the 8% debt service to revenues ratio, while keeping capital spending growth far below \$125 million.<sup>15</sup>

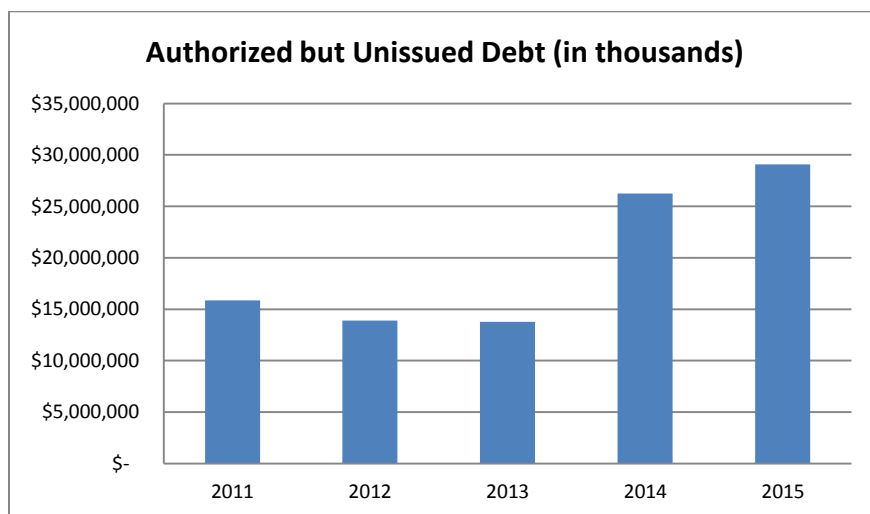
On a cash basis, the Commonwealth's practice has long been and remains to spend first and borrow second. The state spends money authorized in capital budget accounts by borrowing on a short-term basis from the general fund. When the outstanding cash balance of these capital budget accounts reaches a level that makes issuing bonds economical (over the last two years for general obligation bonds, this amount has ranged between \$100 million and \$600 million), the State Treasurer's Office sells bonds in an amount sufficient to eliminate the balance owed to the General Fund. While it is somewhat counter-intuitive, when it comes to the capital budget, the Commonwealth spends first and then borrows.

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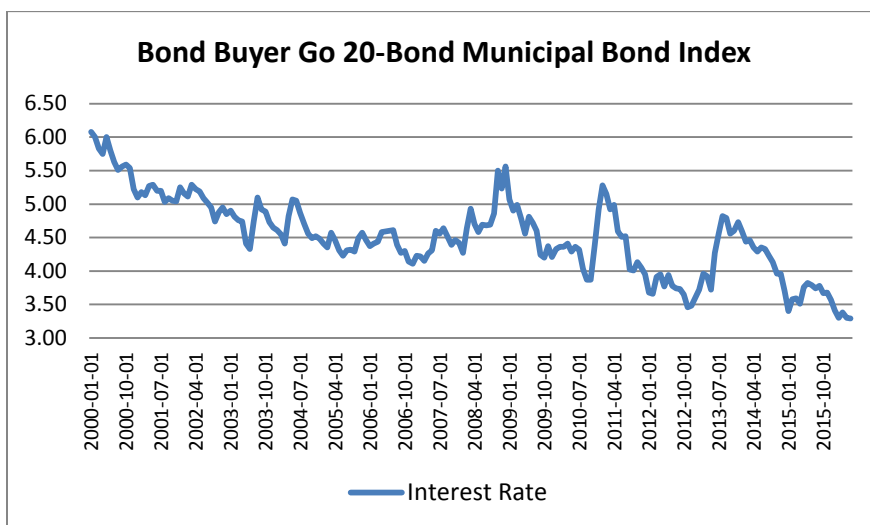
<sup>14</sup> "Direct debt" is defined in statute (Section 1 of Chapter 29 of the General Laws) in order to classify the debt to be included in the calculation of the statutory debt.

<sup>15</sup> Commonwealth of Massachusetts, Five-Year Capital Plan FY2017-FY2021, p. 6 (May 2016).

One of the key measures tracked by the House Committee on Bonding is the extent to which existing bond authorizations are used by the administration. Over the course of the last five years, the extent of authorized and unissued debt has increased by nearly 83%. The cause of this increase is the General Court's reluctance to allow old bond authorizations to expire at the end of their five years and to authorize far more capital spending and borrowing than the statutory debt limit would allow. The continued rise in the level of authorized and unissued debt constitutes a growing license from the Legislature to the Governor to choose what should be included in the capital budget. As discussed in more detail in Chapter 2, current capital budget practice renders the Legislature little more than an observer when it comes to choosing which capital authorizations are actually spent.



### The Market for Massachusetts Bonds



Massachusetts bonds are marketed, bought and sold to investors in the tax-exempt municipal bond market. This \$3.7 trillion market is made up of all the liabilities of the municipalities and states located in the United States. Each of these entities, including the Commonwealth, benefit from an exemption from the federal income tax for interest paid to holders of their debt. This tax exemption has existed in

various forms since the inception of the federal income tax and constitutes the largest single federal program subsidizing the construction and maintenance of public capital assets in the United States.

The subsidy benefits Massachusetts and other state and local entities because purchasers of its bonds will accept lower interest rates than the interest rate such purchasers charge for corporate debt or U.S. Treasury debt, both of which are taxable at the Federal level. The cost of this subsidy to the federal government, arguably the value received from this subsidy by the several states and their political instrumentalities, will be \$187.7 billion between 2015 and 2019, according to Congress' Joint Committee on Taxation.<sup>16</sup> From time to time, debate within the U.S. Congress leads to questions of whether this subsidy from the Federal government will continue.<sup>17</sup>

Over the last two years, as property values across the country have continued to increase and state and local tax revenue has continued to climb, the price of borrowing for states, cities and towns has continued to decrease. This change is part of an overall multi-decade trend related to the general decline in interest rates on all debt that has resulted from a long-term policy of near record low interest rates on short-term borrowing offered by the Federal Reserve Board.<sup>18</sup> The cost of long-term borrowing for the Commonwealth of Massachusetts has not been as cheap as it is now in the lifetime of most people working in Massachusetts.

## Massachusetts Debt Affordability

The extent to which the state debt issued by Massachusetts is “affordable” is a difficult question because it's inherently a political one. Massachusetts is a high-debt state by most of the standards commonly used to measure debt affordability and the debt service that must be paid on the operating budget makes up a portion of budgeted revenues that is not insignificant.<sup>19</sup> As shown by the chart below, the nominal cost of debt service for the Commonwealth has grown and is scheduled to continue to grow over the next few years.

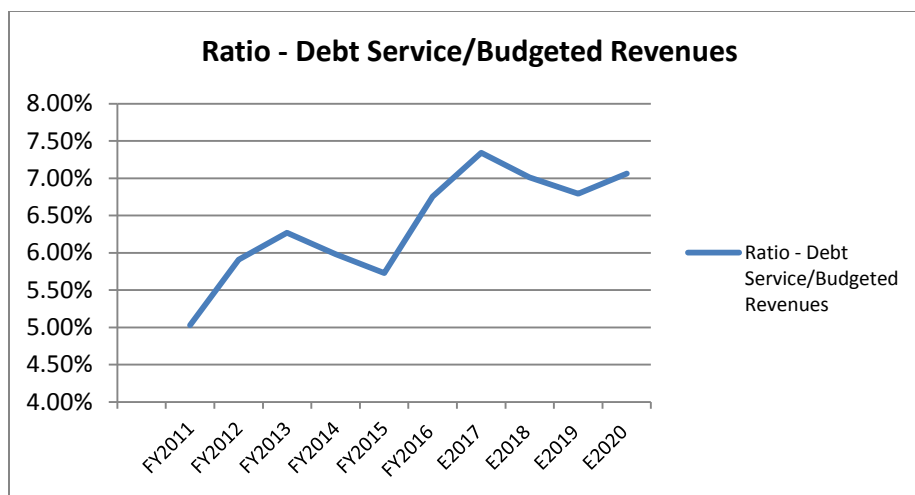
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<sup>16</sup> Estimates of Federal Tax Expenditures for Fiscal Year 2015-2019, The Joint Committee on Taxation, Congress of the United States (December 7, 2015).

<sup>17</sup> See James E. Spiotto, *The Renewed Battle Over Tax Exemption of Interest on State and Local Government Debt Obligations*, Government Finance Review (February 1, 2013).

<sup>18</sup> Elizabeth McNichol, *Its Time for States to Invest in Infrastructure*, Center on Budget & Policy Priorities (February 23, 2016), <http://www.cbpp.org/research/state-budget-and-tax/its-time-for-states-to-invest-in-infrastructure>.

<sup>19</sup> For a review of the analysis commonly applied in reviewing the debt burden of the several states, see Jennifer Weiner, *Research Report: Assessing the Affordability of State Debt*, New England Public Policy Center (December 2013).



As stated in the Committee’s 2013-2014 report, prudent debt management policy requires that the Commonwealth avoid fiscal scenarios whereby lawmakers will have to choose between maintaining access to capital markets and making drastic cuts to the state budget. The debt affordability framework, discussed in detail in Chapter 4 of this report, applied by both the Patrick and Baker Administrations, as well as by the Capital Debt Affordability Committee, minimizes the likelihood that the Commonwealth’s outstanding levels of debt will force emergency fiscal measures to be taken because of state debt levels at any point in the foreseeable future.

However, the narrow measure of debt affordability now used by the Commonwealth is a necessary but insufficient analysis of whether the level of borrowing Massachusetts now executes is affordable because it fails to take into account the larger context of why the Commonwealth borrows and what makes such borrowing affordable as a general matter.

As stated above, Massachusetts borrows primarily to maintain the quality of its capital assets or to invest in new capital assets. These capital assets are vital for the continued health and growth of our state’s economy. The economic vitality, that these assets make possible, allows Massachusetts to raise the tax revenues necessary to support its past borrowing and to continue borrowing at such low rates. The credit rating agencies are nearly unanimous in citing the strength of the Massachusetts economy and its strong record of responsible fiscal stewardship as the major reasons Massachusetts receives such a high credit rating.<sup>20</sup> To the extent that the Commonwealth fails to invest sufficiently in the capital assets that allow for our state economy to thrive, the affordability of current borrowing levels must be questioned.

Based on the information available, policy makers do not have the information necessary to know whether Massachusetts is investing enough to maintain and modernize its public capital infrastructure such that we will meet the needs of a growing economy. Based on the information we do have, the

<sup>20</sup> For recent examples of the Commonwealth credit rating reviews by Moody’s or S&P, see Credit Opinion: Commonwealth of Massachusetts, Moody’s Investor Services (1 June 2016); Massachusetts Credit Profile, S&P Global Ratings Direct (June 7, 2016). Copies of the Commonwealth’s rating can be accessed at <http://www.massbondholder.com/debt-investments/bonds/ratings/reports-archive>.

Commonwealth is not making a sufficient investment in the growing need for improved and expanded public infrastructure.<sup>21</sup> This is part of the national trend that has dominated American policy for more than a decade, whereby short-term political concerns have prevented policy makers from focusing on ensuring that the United States is rebuilding or maintaining the infrastructure that made us a rich country.<sup>22</sup> State and local investment in infrastructure is currently at a 30-year-low.<sup>23</sup> Absent a dramatic shift in the federal government's capital investments, future generations will be burdened by a country that is not rich enough in public infrastructure to ensure we maintain the standard of living we enjoy today.

This change in political priorities should happen at the national level, because all states struggle to marshal the economic resources necessary to renew infrastructure absent the support and partnership of the Federal Government. States like Massachusetts are subject to financial constraints to which the Federal Government is not.<sup>24</sup> But Massachusetts can act. We can ameliorate, if not fully eliminate, our capital spending shortfall on our own. If done wisely, this can influence federal policy making by shifting the conversation about government borrowing and spending away from one purely focused on accepting a current tax structure or rate of capital investment that is disconnected from the existing and future needs of our country.

As stated above, capital budgets are political documents that lay out the priorities of the government and the means by which the government will pay for those priorities. The Massachusetts capital budget is affordable in that we will almost certainly be able to meet our debt service requirements given our present level of borrowing for years going forward. The current Massachusetts capital budget, however, ignores larger questions regarding the extent to which we are deferring investment in vital capital assets. In the long-term, Massachusetts can't afford to avoid the hard political choices of developing a capital budget that takes into account what we may lose by failing to invest more today.

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<sup>21</sup> For a general discussion of the needs of Metro Boston, see *State of the Built Environment, A Better City* (Summer 2016), <http://www.abettercity.org/publications>.

<sup>22</sup> For several good discussions of this issue in the popular press, see James Surowiecki, *System Overload*, *The New Yorker* (April 16, 2016), <http://www.newyorker.com/magazine/2016/04/18/inside-americas-infrastructure-problem>; Lawrence H. Summer, *Idle Workers + Low Interest Rates = Time to Rebuild*, *Boston Globe* (April 11, 2014); Philip K. Howard, *How to Fix America's Infrastructure*, *The Atlantic* (December 28, 2015), <http://www.theatlantic.com/politics/archive/2015/12/how-to-fix-a-pothole-with-bipartisan-approval/421575/>; Rosebeth Moss Kanter, *What will it Take to Fix America's Crumbling Infrastructure*, *Harvard Business Review* (May 11, 2015), <https://hbr.org/2015/05/what-it-will-take-to-fix-americas-crumbling-infrastructure>.

<sup>23</sup> Elizabeth McNichol, *Its Time for States to Invest in Infrastructure*, *Center on Budget & Policy Priorities* (February 23, 2016), <http://www.cbpp.org/research/state-budget-and-tax/its-time-for-states-to-invest-in-infrastructure>.

<sup>24</sup> Frank Newman, *Freedom From National Debt* (2013).



## Chapter 2: Capital Needs and Issues by Agency

This section will review recent capital spending and projected future capital spending of the major state agencies. Most of the information contained in this chapter is the result of the several hearings on capital spending organized by the Committee over the course of the 2015-2016 legislative session. Specific data regarding the type of capital spending executed by each secretariat was provided to the Committee by the Comptroller's Office.

The chart below lists the ten largest capital projects funded all or in part by Commonwealth borrowing from 2006 to 2014. Statewide transportation projects rank high in terms of capital spending with seven projects ranking in the top ten, while the Boston-based Green Line Extension (GLX) project is a significant capital project itself. Public housing and the Life Sciences Capital Program are other capital projects featured within the top ten chart.<sup>25</sup>

<b>FY2015 Ten Largest Capital Programs: 2006-2014 Bond Authorizations (in terms of amount expended)</b>		
1.	Statewide Road and Bridge Federally Assisted - Non Interstate	\$ 1,585,420,463.49
2.	Accelerated Bridge Program	\$ 1,325,539,247.52
3.	Statewide Road and Bridge Program - Non Federal Aid Construction	\$ 720,483,238.81
4.	Chapter 90 - Municipal Roads and Bridges	\$ 576,084,068.77
5.	Statewide Improvement Plan - Green Line Subway Extension (Boston)	\$ 325,023,724.40
6.	Public Housing - General	\$ 261,464,436.44
7.	Industrial Rail Access Program	\$ 221,780,734.76
8.	MassDOT - Office of Planning and Programming	\$ 202,341,139.61
9.	Life Sciences Capital Program	\$ 180,487,731.13
10.	Rail Transportation	\$ 176,631,867.29

As discussed above, the capital budget is very different from the operating budget. Unlike the operating budget, where annual appropriations provide resources that are available for only one fiscal year, the Legislature appropriates money to the capital budget for periods of five years or longer. In addition, the legislative language of the operating budget generally requires the Governor to execute the programs funded. The same can't be said of the capital budget, where the Governor can choose which, if any, authorizations receive funding.

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<sup>25</sup> The chart above utilizes the capital budget transparency data provided by the Executive Office of Administration & Finance, which is described in further detail in Appendix 3.

Over the last twenty years, that menu has grown such that the Governor is authorized to appropriate capital funds to a far larger extent than the Commonwealth's finances will allow. In addition, the choices of authorization are drafted in language so broad that in many cases, if not most, the Executive Branch is able to fund specific projects the Legislature never reviewed or contemplated.

While nearly all capital budget authorizations contain language requiring the Executive Branch to disclose planned and projected spending on a project by project basis every six months, this attempt to mitigate the complete transfer of power over the spending of borrowed money has proved ineffective because such reports have been made sporadically and, until recently, budgeting protocols that allow capital budget funds to be tracked at the project level did not exist. The Baker Administration has worked to begin providing project level detail on actual capital budget spending, but the data provided is incomplete or unclear in many instances. Many projects or programs are described at levels of abstraction that make it impossible to understand where spending for one initiative ends and where another begins. The data provided by the Administration is provided in this report in Appendix 3 and the Committee encourages readers to judge the quality of the information it provides on their own terms. The Committee notes that the disclosure provided by the Baker Administration goes further than what was provided by previous administrations. This is a step in the direction of transparency and the Committee looks forward to continue working closely with the Administration on this issue.

While transparency is vitally important, it is even more significant that the Commonwealth allows its capital budget to be determined by the Administration. The Legislature has chosen to allow the Administration to execute the capital budget without genuine debate over how the state's limited borrowing capacity should be rationed.

Consider the reality of the Commonwealth's current capital budgeting procedure:

At the end of the last fiscal year, the Baker Administration published a capital budget for the upcoming fiscal year. In addition to announcing purported funding for a variety of capital budget projects and programs, the publication revealed that the Baker Administration would maintain FY2016 capital spending at the same level as FY2015. The plan provided almost no analysis as to why some capital projects and programs were funded as opposed to others, nor did the plan explain why slowing down the Commonwealth's pace of capital spending was wise given the current environment of record low interest rates and the tens of billions of dollars in deferred maintenance the state has accrued in its transportation infrastructure and public facilities.

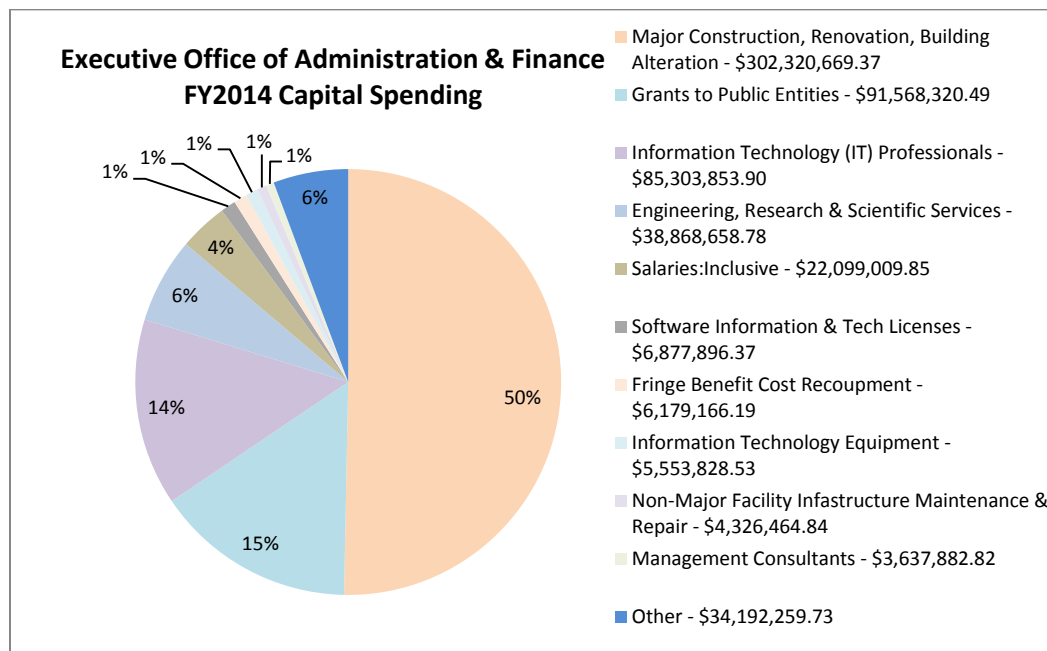
The conclusions and policy choices of the Baker Administration's capital budget may be sound, but under current capital spending protocols, the Legislature has no ability to review how these conclusions were reached or to analyze the extent to which the level of capital spending that takes place in FY2016 actually conforms to the schedule of projects and programs contained in the FY2016 capital budget.

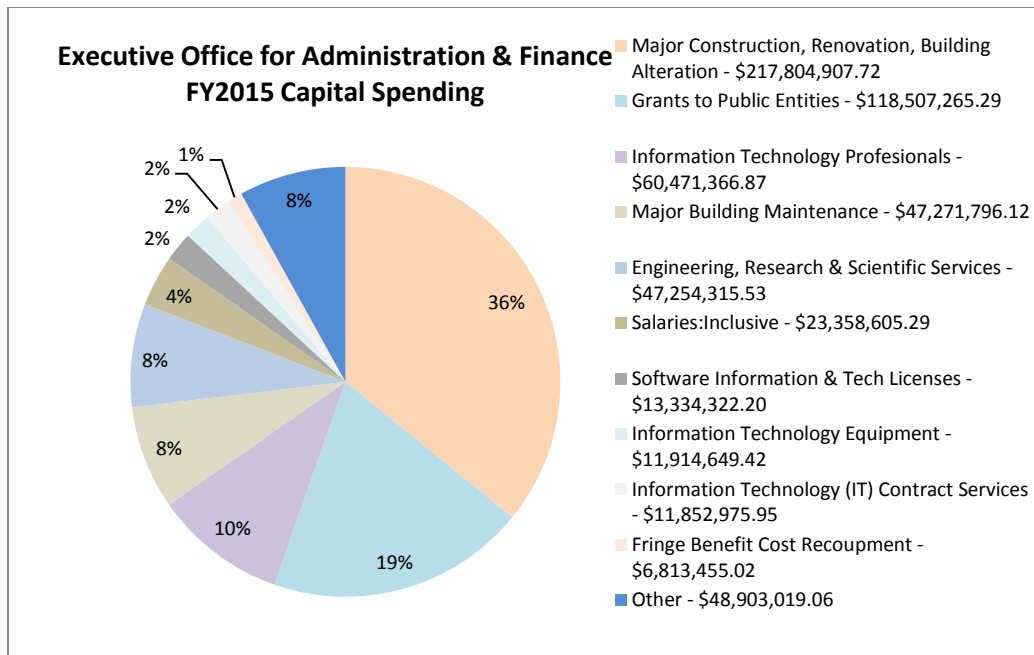
Changing this model would require annual approval of capital spending plans submitted by the Administration, a process similar to the approach the Legislature takes with the operating budget. Given the size of both the Commonwealth's debt and the need to invest in our public infrastructure, restoration of transparency and oversight to capital budgeting is critically important.

## Administration & Finance

The Executive Office of Administration & Finance (“A&F”) has the primary role in developing capital budget policy for the Commonwealth, both by setting the total annual capital budget and allocating that total among the various secretariats. In addition, A&F directly administers 16 state agencies, including the Division of Capital Asset Maintenance (“DCAMM”), the state agency responsible for construction and maintenance of most state buildings, and the Information Technology Division (“ITD”), the state agency responsible for managing and overseeing most of the Commonwealth’s information technology assets.

The charts below illustrate the type of spending A&F has executed using bond proceeds during FY2014 and FY2015. A&F directly oversaw \$601 million in capital spending in FY2014 and \$607.5 million in FY2015. In both years, the top three categories of spending for A&F were (1) construction projects; (2) grants to public entities; and (3) information technology projects. For a specific schedule of grants awarded by A&F in FY2014 and FY2015, see Appendix 4.





The Baker Administration released its first capital budget in June 2015 and the new Secretary of A&F, Kristen Lepore, testified before the Committee on July 2, 2015. As explained in both the FY2016 Capital Plan published by A&F and Lepore's testimony, the chief policy shift brought forward by the new Administration with regard to the capital budget was to hold the administrative bond cap at \$2.125 billion for FY2016, the same amount spent in FY2015.<sup>26</sup> This change was made, according to A&F, in response to the secretariat's belief that the capital budget was growing too quickly. The FY2016 Capital Plan stated:

*On its present trajectory, the Commonwealth's long-term obligations over the next 20-30 years, including projected debt service and the unfunded pension liability (currently \$29 billion), would crowd other operating budget spending and reduce the state's ability to fund critical areas such as social services, education, local aid, and economic development. The potential consequences of debt service negatively impacting future operating budget's discretionary spending required the Administration to reevaluate projects that were under previous consideration, promised, or expected. The Administration's decision to freeze the FY16 bond cap at \$2.125 billion, the same level as FY15, reflects the reality that the Commonwealth can invest in critical capital needs without unduly burdening future generations.<sup>27</sup>*

Secretary Lepore, in her testimony before the Committee, stated that the Baker Administration had "inherited a capital program that included more spending commitments than we can possibly afford."<sup>28</sup> Secretary Lepore testified that the majority of capital spending scheduled for FY2016 consisted of

<sup>26</sup> Commonwealth of Massachusetts, Five-Year Capital Plan FY2016-FY2020, p. 10 (June 2015).

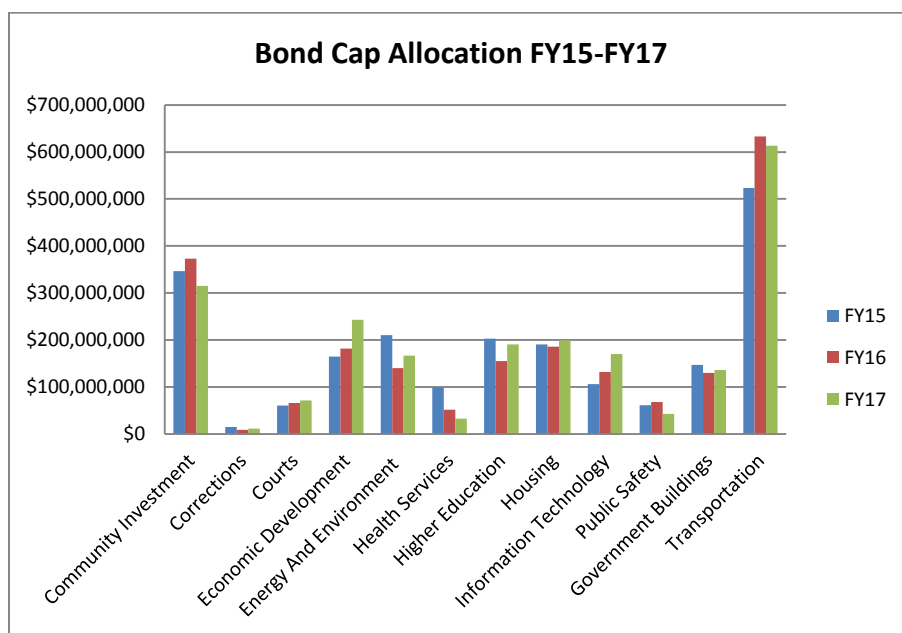
<sup>27</sup> Commonwealth of Massachusetts, Five-Year Capital Plan FY2016-FY2020, p. 10 (June 2015).

<sup>28</sup> Secretary Kristen Lepore, Executive Office of Administration & Finance, Testimony Before the House Committee on Bonding Capital Expenditures and State Assets (July 2, 2015).

previously committed projects or on-going programs. The discretionary portion of the FY2016 capital budget, she explained, amounted to only 10% of funds available (about \$200 million).<sup>29</sup>

The FY2017 Capital Plan increased the administrative bond cap by \$65 million to \$2.19 billion.<sup>30</sup> The FY2017 Capital Plan did not include a discussion of why the Administration considered this increase affordable, but the new spending kept the Commonwealth well within the recommendation of affordable borrowing offered by the Capital Debt Affordability Committee.<sup>31</sup> Together, the Baker Administration's first two capital plans slowed growth in capital spending, compared to the previous two plans, from \$250 million to \$65 million, a 74% reduction.

While the Baker Administration has slowed the overall growth in the Commonwealth's general obligation bond cap over the last two years, its allocation of bond cap resources among the several investment categories used by the Commonwealth have remained very similar to the allocations used by the Patrick Administration. The differences in bond cap allocations from year to year can be observed in the chart below.<sup>32</sup> Much of the similarity can be attributed to the fact that most of the projects on the capital budget are long-term projects and that dramatic reallocations within spending categories from year to year would create significant waste of investment already incurred.



<sup>29</sup> Secretary Kristen Lepore, Executive Office of Administration & Finance, Testimony Before the House Committee on Bonding, Capital Expenditures and State Assets (July 2, 2015).

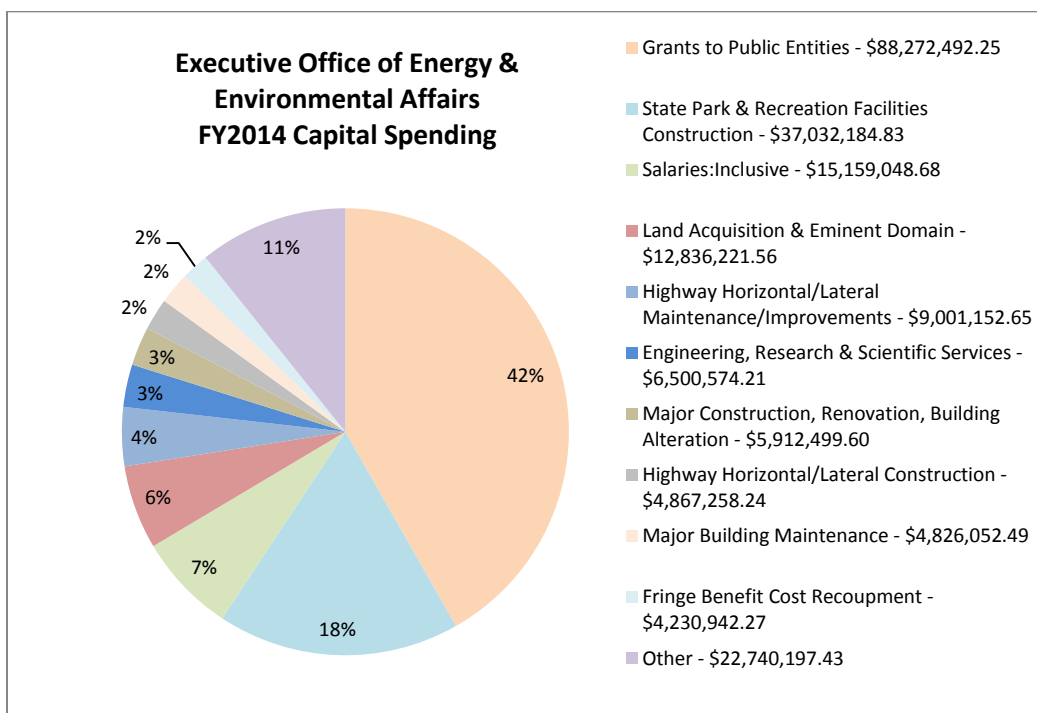
<sup>30</sup> Commonwealth of Massachusetts, Five-Year Capital Plan FY2017-FY2021, p. 11 (May 2016).

<sup>31</sup> Commonwealth of Massachusetts, Five-Year Capital Plan FY2017-FY2021, p. 11 (May 2016).

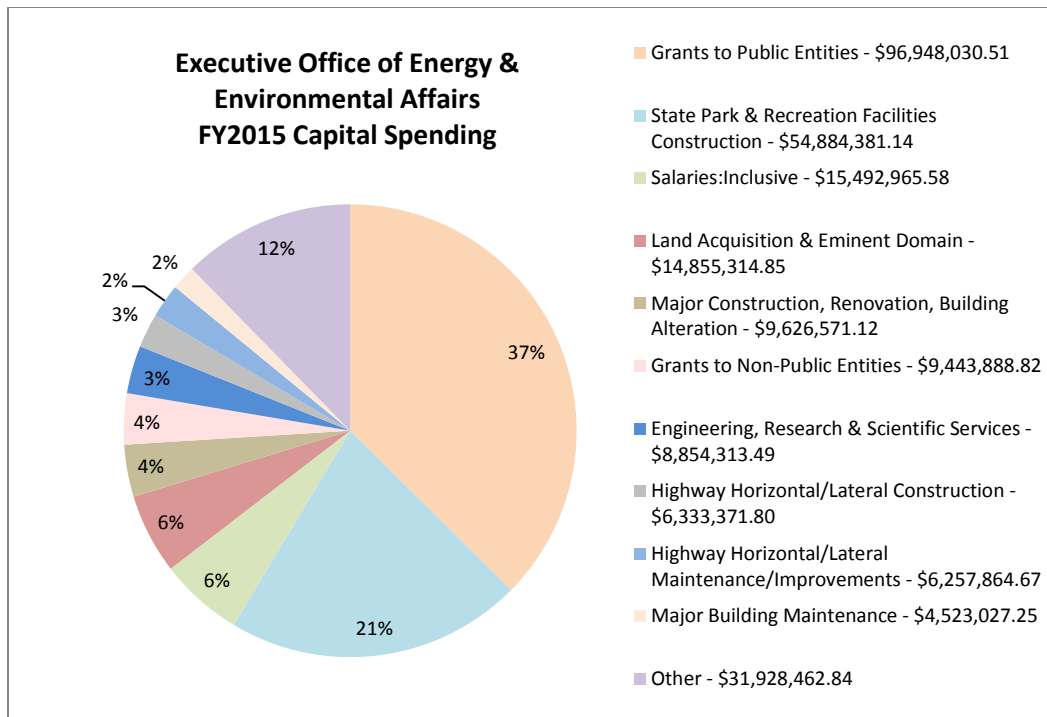
<sup>32</sup> This data was gathered by Committee staff using the following documents: Commonwealth of Massachusetts, Five-Year Capital Plan FY2015-FY2019 (July 2014); Commonwealth of Massachusetts, Five-Year Capital Plan FY2016-FY2020 (June 2015); Commonwealth of Massachusetts, Five-Year Capital Plan FY2017-FY2021 (May 2016).

## Energy & Environmental Affairs

On September 17, 2015, Matthew A. Beaton, Secretary of the Executive Office of Energy and Environmental Affairs (“EOEEA”), testified before the Committee regarding the agency’s capital planning process, recent capital spending and planned capital spending for the coming year. EOEEA allocates its capital spending to each of its five agencies,<sup>33</sup> but fully 90% of its FY2016 capital spending is allocated to two of those: 60% to the Department of Conservation and Recreation (DCR) and 30% to the Executive Office. Traditionally, EOEEA’s capital spending is directed to infrastructure, including flood control measures, dam and recreational facility rehabilitation, wildlife habitat protection, open space acquisition, and to programs that promote clean water, air, energy and agriculture. EOEEA also includes the Department of Energy Resources and the Department of Public Utilities, to which it does not allocate capital funds.



<sup>33</sup> Executive Office, Department of Conservation and Recreation (DCR), Department of Environmental Protection (DEP), Department of Agricultural Resources (DAR) and Department of Fish and Game (DFG).



The Administration forecasts a significant reduction in EOEEA's capital spending. Secretary Beaton testified that EOEEA's capital spending going forward is focused on maintaining existing assets and completing ongoing projects. This may be reflected in the Administration's FY2017 to FY2021 Five-Year Capital Investment Plan, which foresees total EOEEA capital spending of \$200,237,000 in FY2017. This would represent a 26% reduction from FY2015's capital spending of \$252,277,736. Most accounts across EOEEA will be impacted, despite the fact that the Administration's capital plans for each of the last two years have stated that it is committed to the environment.<sup>34</sup> Even the primary account for deferred maintenance, the DCR Deferred Maintenance Programs, will see a decline in spending, from \$58.8 million in FY2016 to \$55 million in FY2017.

This decline in capital spending may be exacerbated by an increase in capital spending on staff expenses. While data is not yet available for FY2017, total EOEEA capital expenditures for staff increased from \$18,838,114 in FY2015 to \$19,428,574 in FY2016, even while total capital spending declined. Fully 8% of EOEEA's capital spending is diverted to staff salaries and related, traditionally operating budget, expenses.

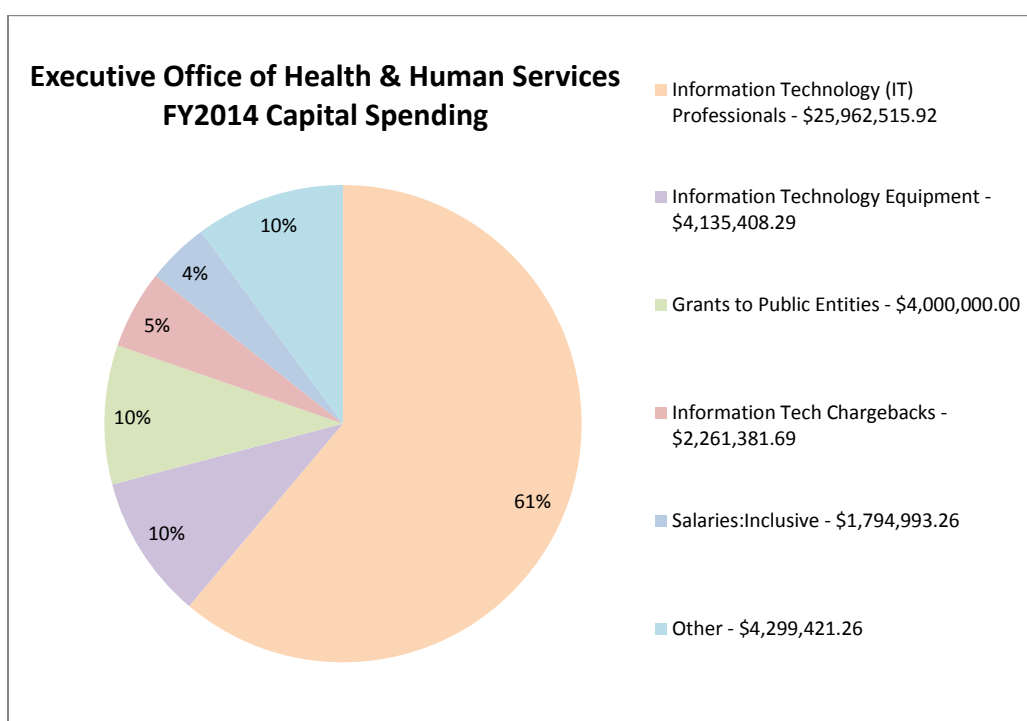
One exception to the general decrease in EOEEA's capital spending is spending on inland dams and seawalls, which will see an increase from FY2016's \$6 million to \$10 million in FY2020.

<sup>34</sup> Commonwealth of Massachusetts, Five-Year Capital Plan FY2016-FY2020, p. 26 (June 2015); Commonwealth of Massachusetts, Five-Year Capital Plan FY2017-FY2021, p. 35 (May 2016).

## Health & Human Services

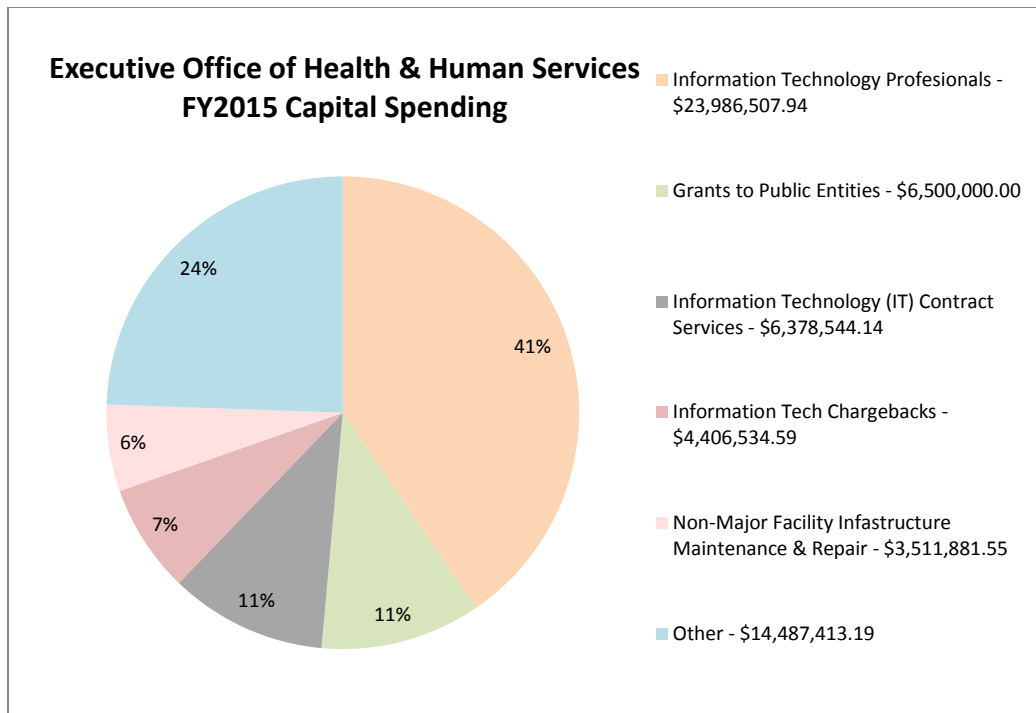
The Executive Office of Health & Human Services (“EOHHS”) operates 31 campuses across the Commonwealth, including four public health hospitals, two psychiatric hospitals, 11 mental health centers and ten juvenile detention programs. EOHHS also owns the Soldiers’ Homes in Chelsea and Holyoke, two campuses for providing services to people with developmental disabilities, and over 100 group homes.<sup>35</sup>

The capital programs managed or executed on behalf of EOHHS fall into two general categories: (1) spending on information technology projects (“IT”); and (2) construction spending on projects to build or maintain facilities owned or managed by the secretariat. In FY2014, EOHHS spent \$42.5 million on capital projects, with the majority of spending going to IT professionals (\$25.9 million). In FY2015, it spent \$59.2 million in capital funds, with IT professionals again receiving the majority of funds (\$23.9 million).



<sup>35</sup> Assistant Secretary for Administration & Finance Alda Rego, Executive Office of Health & Human Services, Testimony Before the House Committee on Bonding Capital Expenditures and State Assets (February 11, 2016).





On February 11, 2016, Assistant Secretary Alda Rego testified before the Committee on EOHHS' capital programs and projects. These include:

- Substance Abuse Treatment Facilities, including \$1 million in renovations for new beds at the Taunton State Hospital and a \$15 million larger construction project that will provide inpatient services for up to 30 women that is set to open in summer of 2016. In addition, EOHHS has opened a 24-hour bed treatment program for opioid addicts at the Shattuck Hospital and plans to open an additional 28-bed facility at the Shattuck Hospital in January 2017. The renovations at the Shattuck were projected to cost \$300,000.<sup>36</sup>
- Review of the need to construct a new State Public Health Laboratory. Working with DCAMM, the review determined the best approach to address the lab's needs would be through a phased renovation rather than all new construction. The next step for this project, Assistant Secretary Rego explained, is to begin formal design.<sup>37</sup>
- The secretariat is also working with DCAMM on a variety of maintenance projects designed to extend the useful life of the Commonwealth's buildings dedicated to health services. Projects are currently ongoing or recently completed at the Soldiers' Home in Chelsea, the DMH Solomon Carter Fuller Mental Health Center, the DYS Westborough Campus, the Soldiers' Home in Holyoke, Tewksbury Hospital and the State Public Health Laboratory. Assistant Secretary Rego

<sup>36</sup> Assistant Secretary for Administration & Finance Alda Rego, Executive Office of Health & Human Services, Testimony Before the House Committee on Bonding Capital Expenditures and State Assets (February 11, 2016).

<sup>37</sup> Assistant Secretary for Administration & Finance Alda Rego, Executive Office of Health & Human Services, Testimony Before the House Committee on Bonding Capital Expenditures and State Assets (February 11, 2016).

testified that her office is working with DCAMM to establish priorities and funding schedules for future maintenance programs at facilities operated by EOHHS.<sup>38</sup>

In addition to its buildings related capital projects, EOHHS executes a variety of IT programs to help the Commonwealth provide health services to its residents. Ongoing IT programs include:

- The Virtual Gateway, a central web based portal that provides access to health and human services programs to the general public. The Virtual Gateway currently provides hundreds of thousands of users access to services such as MassHealth and the Supplemental Nutritional Assistance Program (SNAP).
- The Pharmacy Information System Replacement, a program to provide EOHHS facilities with the tools necessary to avoid medial error, share medical information and verify pharmacy orders.
- DTA Systems Transformation, a program designed to improve accessibility to various health services provided by the state, including an interactive voice response system designed to help users verify benefit information.<sup>39</sup>

Over the last three years, the funds made available to health and human services capital programs using general obligation bond proceeds have decreased. The capital budget for FY2015 made \$98.9 million available for capital programs organized or operated by EOHHS.<sup>40</sup> This amount declined by nearly half for FY2016 to \$48.1 million in FY2016 and declined again for FY2017 to \$32.3 million.<sup>41</sup> Most of this change can be attributed to a decline in spending on IT related projects. Spending on construction projects, in contrast, has remained constant.<sup>42</sup>

## Housing & Economic Affairs

The Executive Office of Housing & Economic Development (“EOHED”) uses a variety of grant programs funded by the Commonwealth’s capital budget to help provide housing in the Commonwealth and to incentivize economic activity. In FY2014 and FY2015, the secretariat spent, respectively, \$239 million and \$281 million in capital funds. The vast majority of these funds were spent on grants to public and non-profit entities in the Commonwealth (\$227 million in FY2014 and \$259 million in FY2015). The following two figures break down EOHED’s capital spending during these fiscal years.

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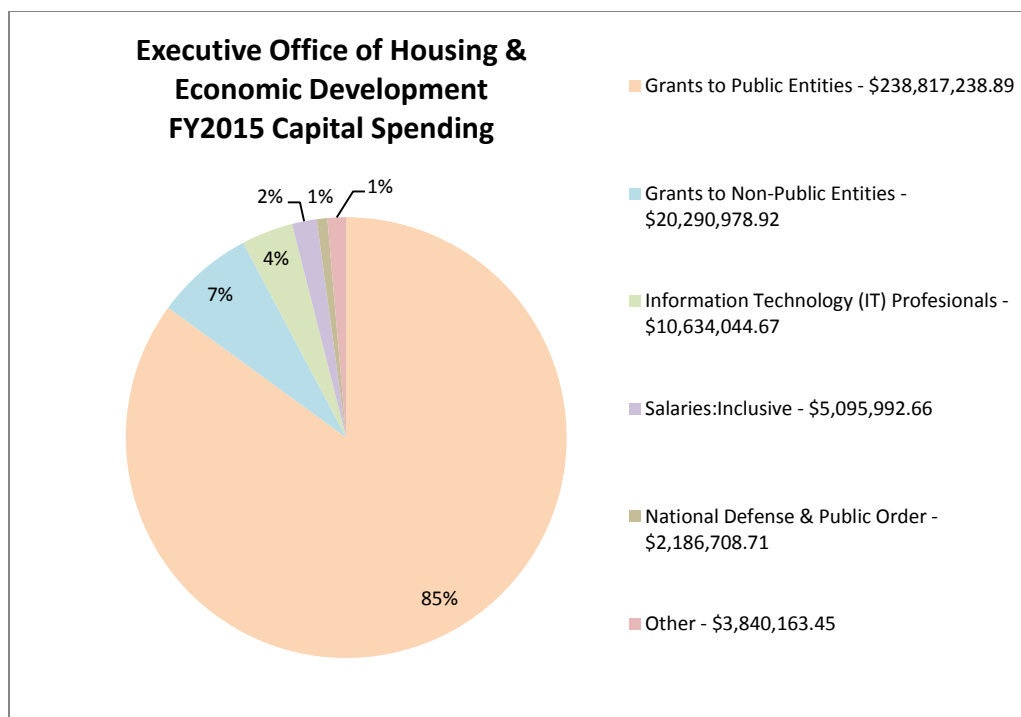
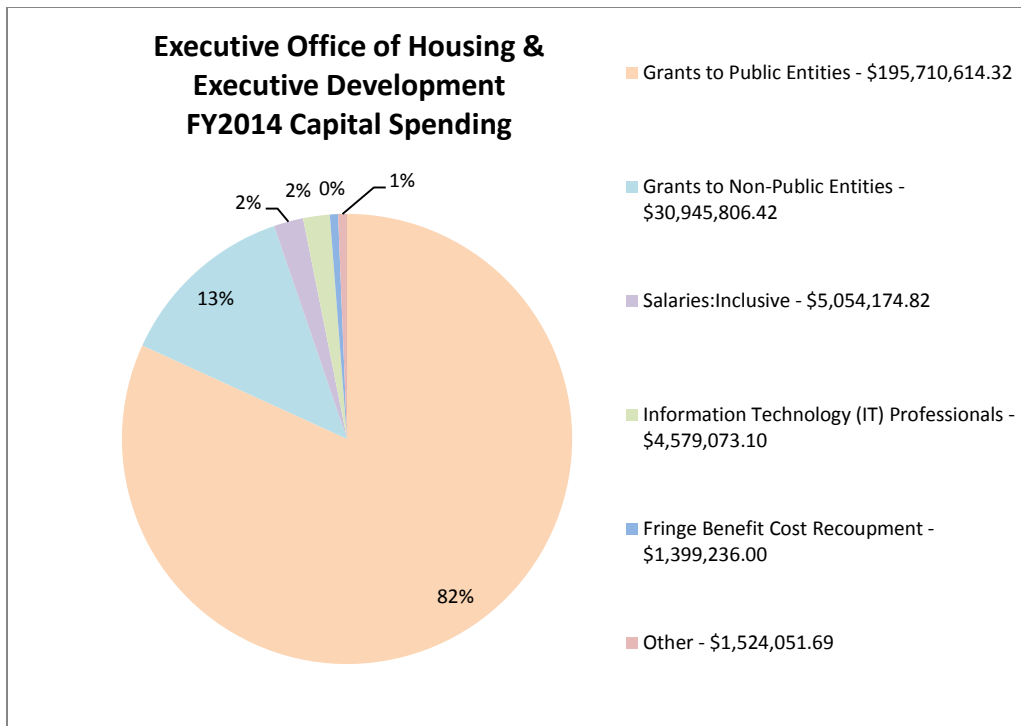
<sup>38</sup> Assistant Secretary for Administration & Finance Alda Rego, Executive Office of Health & Human Services, Testimony Before the House Committee on Bonding Capital Expenditures and State Assets (February 11, 2016).

<sup>39</sup> Assistant Secretary for Administration & Finance Alda Rego, Executive Office of Health & Human Services, Testimony Before the House Committee on Bonding Capital Expenditures and State Assets (February 11, 2016).

<sup>40</sup> Commonwealth of Massachusetts, Five-Year Capital Plan FY2015-FY2019 (July 2014).

<sup>41</sup> Commonwealth of Massachusetts, Five-Year Capital Plan FY2016-FY2020 (June 2015); Commonwealth of Massachusetts, Five-Year Capital Plan FY2017-FY2021 (May 2016).

<sup>42</sup> Commonwealth of Massachusetts, Five-Year Capital Plan FY2016-FY2020 (June 2015); Commonwealth of Massachusetts, Five-Year Capital Plan FY2017-FY2021 (May 2016).



Upon assuming office and appointing Secretary Jay Ash, Governor Baker also increased the capital budget allocation for EOHED by approximately 15% for FY2016 and by an additional 8% for FY2017.<sup>43</sup>

<sup>43</sup> Secretary Jay Ash, Executive Office of Housing & Economic Development, Testimony Before the House Committee on Bonding, Capital Expenditures and State Assets (September 24, 2015); Commonwealth of Massachusetts, Five-Year Capital Plan FY2017-FY2021, p. 32 (May 2016).

This increase was the largest percentage increase received by any of the Commonwealth's secretariats upon the change in administrations. Secretary Ash testified before the Committee on September 24, 2015 concerning the capital budget programs he oversees.

The changes in the secretariat's capital budget include a 40% increase in capital funding allocated to MassWorks, an infrastructure grant program that helps cities and towns make needed investments in their public infrastructure.<sup>44</sup> These grants help fund the revitalization of urban centers by incentivizing mixed used development and multi-family housing.<sup>45</sup>

The Baker Administration has also increased the capital funds available to affordable housing or public housing grant programs by 12% over the last two years. A schedule of the increases made available to the Department of Housing & Community Development's capital programs is provided in the chart below.

<b>PROGRAM</b>	<b>FY2015</b>	<b>FY2016</b>	<b>FY2017</b>
Public Housing - General	\$90,000,000	\$90,000,000	\$90,000,000
Capital Improvement & Preservation Trust Fund	\$5,000,000	\$0	\$0
Affordable Housing Trust Fund	\$35,000,000	\$35,000,000	\$35,000,000
Housing Stabilization Fund	\$21,175,000	\$21,175,000	\$21,175,000
Housing Innovations Fund	\$12,438,194	\$12,438,194	\$12,438,194
Facilities Consolidation Fund	\$11,600,000	\$11,600,000	\$11,955,104
Mass Rehabs Home Modification Loan Program	\$6,500,000	\$6,500,000	\$6,500,000
Community Based Housing	\$5,000,000	\$5,000,000	\$5,000,000
Housing at Transit Nodes	\$2,000,000	\$2,000,000	\$2,000,000
Urban Revitalization Development Grants	\$1,242,896	\$1,242,896	\$0
Supportive Housing	N/A	N/A	\$8,000,000
Affordability Preservation	N/A	N/A	\$20,000,000
<b>Total</b>	<b>\$189,956,090</b>	<b>\$184,956,090</b>	<b>\$212,068,298</b>

Secretary Ash told the Committee that the funds allocated to public housing are used to pay for grants for public housing authorities to allow them to address the large backlog of deferred maintenance at these facilities. About half of the funds available for public housing grants are allocated using a formula funding mechanism, whereby the Department of Housing & Community Development is able to provide predictable levels of annual funding to the more than 200 local housing authorities in the Commonwealth.<sup>46</sup> An additional 15% of the funds allocated to public housing are set aside for special

<sup>44</sup> Secretary Jay Ash, Executive Office of Housing & Economic Development, Testimony Before the House Committee on Bonding, Capital Expenditures and State Assets, p. 5 (September 24, 2015).

<sup>45</sup> Secretary Jay Ash, Executive Office of Housing & Economic Development, Testimony Before the House Committee on Bonding, Capital Expenditures and State Assets, p. 6 (September 24, 2015).

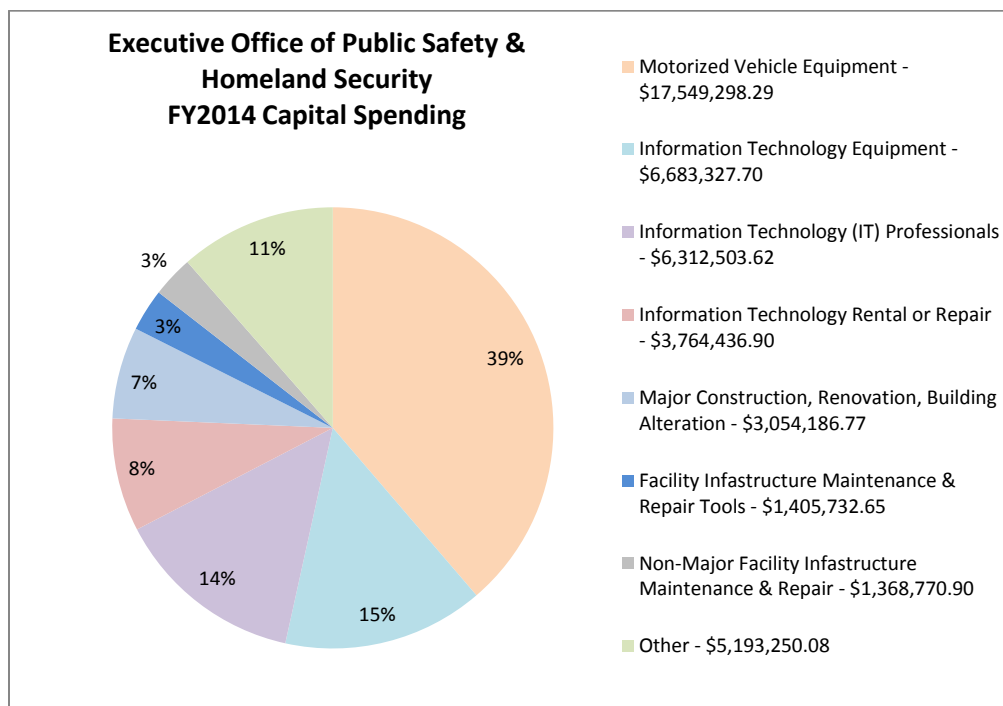
<sup>46</sup> Secretary Jay Ash, Executive Office of Housing & Economic Development, Testimony Before the House Committee on Bonding, Capital Expenditures and State Assets, p. 6 (September 24, 2015).

initiatives, to address emergency funding issues or to leverage additional grants from other entities.<sup>47</sup> The remaining funds are set aside to meet commitments made to municipal housing authorities prior to the adoption of the formula funding mechanism for public housing authorities during the Patrick Administration.<sup>48</sup>

A detailed list of EOHED grants is available in Appendix 4.

## Public Safety

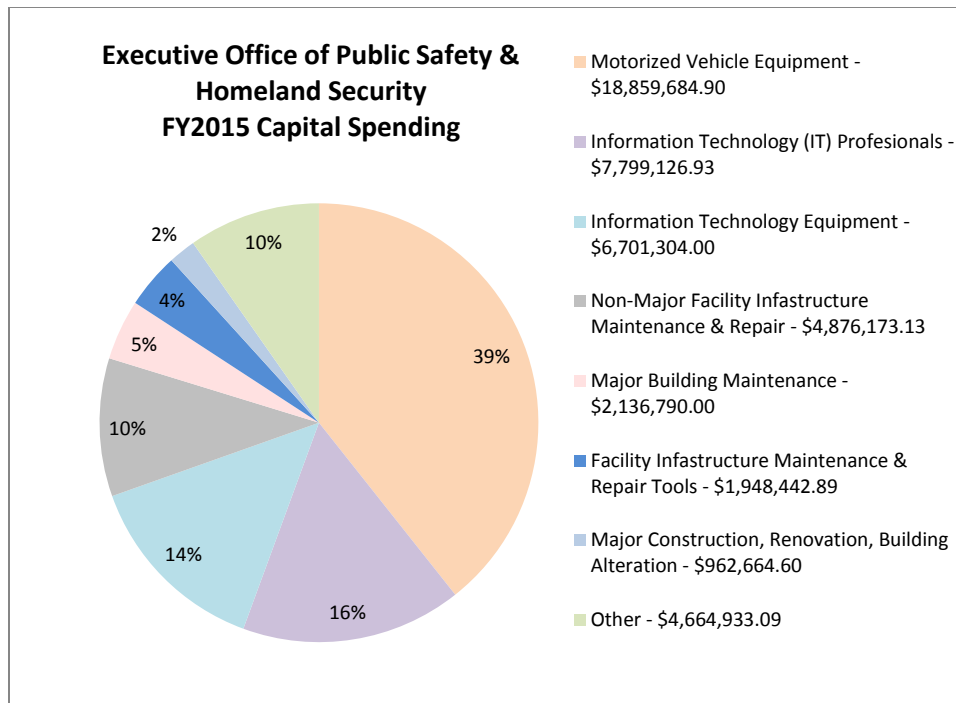
The Executive Office of Public Safety (“EOPS”) comprises of 13 agencies, employing a staff of nearly 9,000 in about 100 facilities around the state.<sup>49</sup> EOPS spent \$45 million in capital funds in FY2014 and \$48 million in FY2015. In both fiscal years, the largest spending category was motor vehicle equipment, followed by spending on information technology related purchases. The charts below provide a more detailed description of EOPS’ capital spending.



<sup>47</sup> Secretary Jay Ash, Executive Office of Housing & Economic Development, Testimony Before the House Committee on Bonding, Capital Expenditures and State Assets, p. 18 (September 24, 2015).

<sup>48</sup> Secretary Jay Ash, Executive Office of Housing & Economic Development, Testimony Before the House Committee on Bonding, Capital Expenditures and State Assets, p. 18 (September 24, 2015).

<sup>49</sup> Secretary Daniel Bennet, Executive Office of Public Safety & Security, Testimony Before the House Committee on Bonding, Capital Expenditures and State Assets (May 21, 2015).



Governor Baker appointed Daniel Bennet as Secretary of Public Safety in January of 2015. Secretary Bennet testified before the Committee on May 21, 2015, outlining the several capital budget initiatives his agencies are executing in partnership with the ITD and DCAMM. These include:

- The Integrated Criminal Justice Information System, a database and enterprise management system that allows law enforcement from across the Commonwealth to share data.
- The State Police Radio System, a project designed to allow for interoperability of law enforcement communications in every part of Massachusetts.
- The State Police Computer Aided Dispatch/Records Management System, which will allow the state police to consolidate its dispatch services across the state.
- The Regional Fire Academy in Springfield, which opened in December 2015 at a total cost of about \$13.5 million.

One of the biggest changes over the last several years regarding public safety capital planning in the Commonwealth is the dramatic drop in the prison population in Massachusetts. This change has affected the extent to which new resources will have to be allocated to address a projected lack of capacity in state prisons. In December of 2011, DCAMM, working with the Executive Office of Public Safety, released a report stating that there would be a shortfall of 12,100 prison beds in Massachusetts by 2020.<sup>50</sup> The cost of closing that shortfall was estimated to be between \$1.3 and \$2.3 billion. During his testimony before the Committee, Secretary Bennet stated that the projected shortfall was no longer

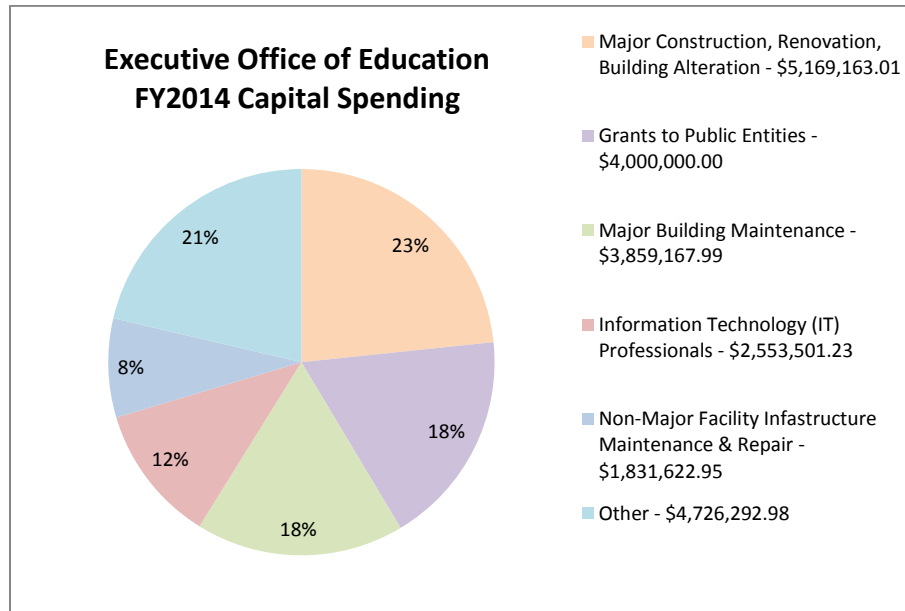
<sup>50</sup> Corrections Master Plan, Massachusetts Division of Capital Asset Management, p. 6 (December 2011).

accurate and that many prisons in Massachusetts were operating below capacity.<sup>51</sup> The Massachusetts prison population has, in fact, declined by 15% over the last four years (from 11,723 in 2012 to 10,014 in 2016).<sup>52</sup> The last two capital plans allocate no new money for adding capacity to state prisons.

## Education

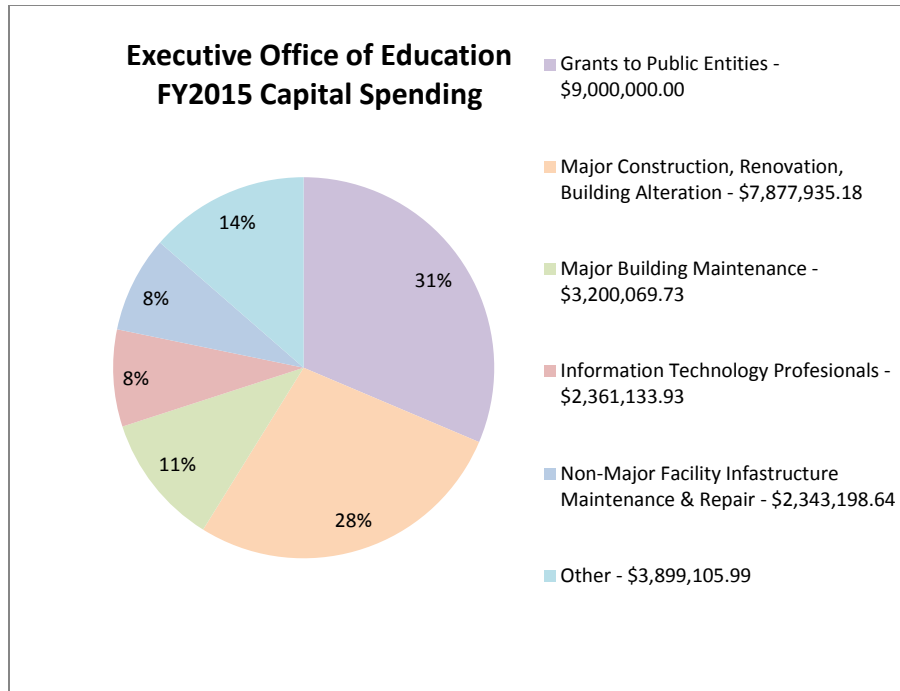
The Commonwealth's public higher education system consists of five University of Massachusetts campuses, nine state universities and 15 community colleges. These three segments of the system receive capital funding through the Massachusetts Department of Higher Education, the University of Massachusetts and the Massachusetts State College Building Authority. The Committee heard the testimony of leaders from each entity on May 5, 2015.

The Executive Office of Education's ("EOE") capital spending was \$22.1 million and \$28.7 million in FY2014 and FY2015, respectively. The types of expenditures made by EOE in FY2014 and FY2015 (and their corresponding totals and percentages) are reflected in the graphs below.



<sup>51</sup> For a detailed report on this issue see Matt Murphy, Bennet: *Landscape Changed While Panel Examined Sentencing, Prisons*, State House News Service (June 18, 2015).

<sup>52</sup> Massachusetts Prison Population Trends, Massachusetts Department of Corrections (March 2016).



### **Massachusetts Department of Higher Education**

Higher Education Commissioner Richard Freeland reasserted the critical role the 2008 Higher Education Bond Bill, (Chapter 258 of the Acts of 2008), has played in managing the Department's capital needs. At the time of his testimony in May 2015, he explained that 15 major projects (completed and under construction) and nine projects in the design phase have been a direct result of the 2008 bond bill. Freeland anticipated the completion of 40 critical capital projects by the end of FY2018, totaling \$1.2 billion in capital investment throughout the 24 campuses the Department oversees.<sup>53</sup>

Utilizing funds from the Higher Education Bond Bill, the Department has completed construction on three large-scale facilities dedicated to science, technology, engineering and math (STEM) education. These facilities include the Science Facility and Modernization Project at Fitchburg State University, the Center for Science and Innovation at the Massachusetts College of Liberal Arts, and the New Allied Health Building at Northern Essex Community College. Four additional building projects are currently in the construction phase, totaling \$197 million in capital investment.<sup>54</sup>

Despite the numerous capital improvements facilitated by the 2008 bond bill, Commissioner Freeland explained the need for additional bond issuances dedicated to tackling the Department's deferred maintenance backlog, which he estimated to be \$4.2 billion.<sup>55</sup> With 55% of the system's gross square

<sup>53</sup> Commissioner Richard M. Freeland, Massachusetts Board of Higher Education, Testimony Before House Committee on Bonding, Capital Expenditures and State Assets (May 5, 2015)

<sup>54</sup> Commissioner Richard M. Freeland, Massachusetts Board of Higher Education, Testimony Before House Committee on Bonding, Capital Expenditures and State Assets (May 5, 2015)

<sup>55</sup> Higher Education Finance Commission Report to the General Court of Massachusetts, available at <http://www.mass.edu/hefc/HigherEducationFinanceCommission-FinalReport10-2014.pdf>.



footage over 40 years of age, the Department needs an estimated yearly investment of \$200 million to properly maintain facilities throughout the state. Community colleges and state universities are spending upwards of 5% of their operating budgets on deferred maintenance projects, creating an unsustainable system if additional bond authorizations remain unissued.<sup>56</sup>

Commissioner Freeland also detailed the Department's successful collaboration with the Massachusetts State College Building Authority ("MSCBA") in financing community colleges' small capital projects, including those at Mount Wachusett Community College and Northern Essex Community College. Looking ahead, the Department plans to continue to further develop its relationship with MSCBA to ensure that small capital projects at both community colleges and state universities are completed on-time and on-budget.<sup>57</sup>

### **The University of Massachusetts**

The University of Massachusetts is currently working within the parameters set by its five-year capital plan (FY15-FY19) released in December 2014. With over 22 million square feet and 300 buildings to manage, the University is expected to update its capital plan at the end of this year. During his testimony, University President Robert Caret asserted that when the state funnels resources into the system, there is a significant return on those investments. He noted that the state's \$519 million investment in UMass has facilitated over \$6.1 billion in return for the Massachusetts economy, emphasizing the importance of continued capital investment in public higher education.<sup>58</sup>

President Caret also highlighted the need to address the system's deferred maintenance backlog, which will reach approximately \$3 billion over the next ten years. Caret was critical of the "unusual funding distribution" that the state utilizes, in which UMass funds about 84% of its capital program with the Commonwealth financing the remaining 16%. This distribution mechanism places the burden of higher debt service payments on UMass.<sup>59</sup>

President Caret offered two solutions to the unequitable distribution of funds and debt service issues. He first suggested that state-funded and DCAMM-managed projects should be partially funded with funds from the University to foster timelier project completion. President Caret also urged for additional collaboration between the University and the University of Massachusetts Building Authority, in terms of project management of state-funded projects.<sup>60</sup>

### **Massachusetts State College Building Authority**

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<sup>56</sup> Commissioner Richard M. Freeland, Massachusetts Board of Higher Education, Testimony Before the House Committee on Bonding, Capital Expenditures and State Assets (May 5, 2015)

<sup>57</sup> Commissioner Richard M. Freeland, Massachusetts Board of Higher Education, Testimony Before the House Committee on Bonding, Capital Expenditures and State Assets (May 5, 2015)

<sup>58</sup> President Robert Caret, University of Massachusetts, Testimony Before the House Committee on Bonding, Capital Expenditures and State Assets (May 5, 2015)

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<sup>60</sup> President Robert Caret, University of Massachusetts, Testimony Before the House Committee on Bonding, Capital Expenditures and State Assets (May 5, 2015)

The Massachusetts State College Building Authority oversees 44 residential complexes on nine state university campuses, housing about 16,500 students. For the past three years, MSCBA has been granted authority by the Legislature to oversee and implement capital projects at the state's 15 community colleges. Executive Director of MSCBA, Edward Adelman testified before the Committee on May 5, 2015 to reiterate the Authority's core functions and explain its future goals.

MSCBA undertakes four types of capital projects. Outlined in the Authority's biennial Strategic Plan, projects involving new construction or expansion of existing on-campus residential facilities are funded by student housing rental fees. The Authority also funds improvements to existing projects in accordance with each building system's anticipated useful life. These infrastructure improvements are primarily funded through rent rate increases. However, the state has offered support to fund these initiatives on certain occasions. MSCBA is involved in building new or improving upon existing student activity facilities. According to Mr. Adelman, these types of capital projects are funded through student fees, campus contributions and vendor support. Finally, since 2008, the Authority has been able to issue debt to supplement Higher Education capital facility projects financed via the state's general obligation bonds. A Higher Education project that receives additional funding through this mechanism must have a designated revenue stream and must be reviewed by DCAMM and approved by the Secretary of Administration & Finance.<sup>61</sup>

From 1999-2014, the Authority issued bonds totaling \$1.3 billion. Because the Authority does not receive state appropriations (aside from the projects authorized in the 2008 Higher Education Bond Bill) and cannot issue state secured bonds, the Authority's credit rating is lower than the Commonwealth's, negatively impacting its cost of borrowing. MSCBA is rated Aa2 by Moody's and AA by Standard & Poor's Ratings Services. As of January 31, 2016, there was \$7.8 million of Commonwealth-guaranteed MSCBA debt outstanding, which was set to retire on May 1, 2016.<sup>62</sup>

Mr. Adelman also highlighted the impact of MSCBA projects on the Commonwealth's economy. In FY2014 alone, these projects created 856 jobs and had a \$146.3 million impact. The issue of rent affordability for students was also addressed during Adelman's testimony. A housing financial aid program was established in 2005, in which \$2 million was redistributed by the nine state universities' financial aid offices to supplement the existing financial aid packages presented to residential students in FY2014. In FY2014, about 10% of students received the equivalent of 19% of their housing costs through this housing financial aid program. Energy efficiency was also cited as a key component of significant cost savings, including \$50 per student bed in the average annual debt service payments since 2011.<sup>63</sup>

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<sup>61</sup> Executive Director Edward H. Adelman, Massachusetts State College Building Authority, Testimony Before the House Committee on Bonding, Capital Expenditures and State Assets (May 5, 2015)

<sup>62</sup> The Commonwealth of Massachusetts Information Statement (February 2016), available at <http://www.massbondholder.com/sites/default/files/downloads/Information%20Statement%20dated%202.16.2016.pdf>.

<sup>63</sup> Executive Director Edward H. Adelman, Massachusetts State College Building Authority, Testimony Before the House Committee on Bonding, Capital Expenditures and State Assets (May 5, 2015)

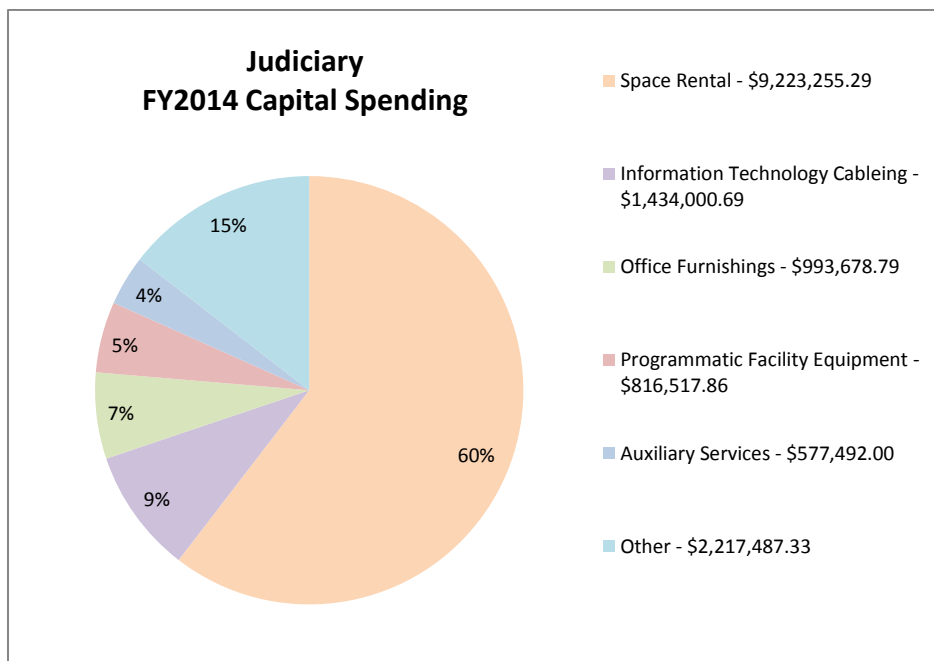
In accordance with the Department of Higher Education’s desire to implement more project management coordination with MSCBA, the Authority has been successful in completing projects on-time and on-budget since its inception. On average, MSCBA’s projects are delivered 3.4% under budget and are completed within five days of the target completion date. Mr. Adelman asserted that the Authority’s long-term goal of providing sufficient capacity for two years of housing for undergraduate residential students has been “largely achieved.” In terms of future goals, Edelman noted that it was vital for the Authority to continue investing in existing residence facilities, student activity facilities and academic facilities to ensure sustainability across the public higher education system.<sup>64</sup>

### **Massachusetts Board of Library Commissioners**

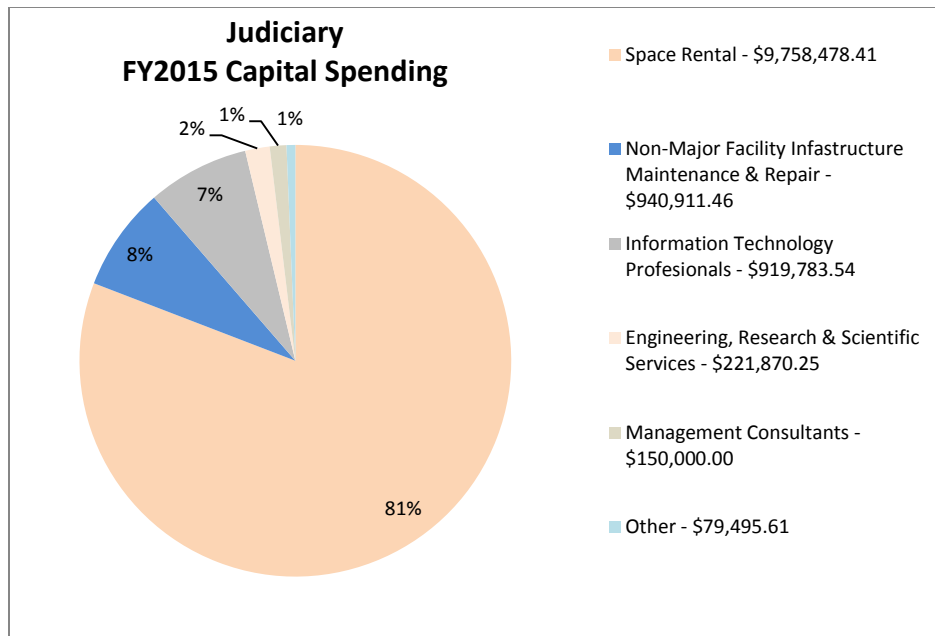
The Massachusetts Board of Library Commissioners (MBLC) is a division of the Executive Office of Administration and Finance. Authorized by Sections 19G-19K of Chapter 78 of the General Laws, MBLC administers a capital grant program for library construction. Two types of grants, Planning & Design and Construction, are issued by MBLC through Commonwealth capital spending. MLBC spent \$9 million on projects in FY2011, \$9.8 million in FY2012, \$17.3 million in FY2013, \$20 million in FY2014, and \$20.4 million in FY2015.

## **Judiciary**

Massachusetts actively uses 101 courthouses as part of its trial court and judicial operations. The buildings are managed by the Trial Court in coordination with DCAMM.



<sup>64</sup> Executive Director Edward H. Adelman, Massachusetts State College Building Authority, Testimony Before the House Committee on Bonding, Capital Expenditures and State Assets (May 5, 2015)



The Administration's Five-Year Capital Investment Plan for FY2017-FY2021 projects that the Commonwealth will spend \$71.2 million on trial court projects in FY2017 using general obligation bond proceeds.<sup>65</sup> Of this amount, \$22.3 million is scheduled to be used for planning, maintenance and repair projects.<sup>66</sup> The remaining \$48.9 million will be spent on the construction of three new trial courts in Lowell (\$31.5 million), Middlesex (\$6.9 million) and New Greenfield (\$10.4 million).

When compared to the Commonwealth as a whole, the capital assets maintained by the Trial Court and the portion of the capital budget they oversee are modest. However, given the vital place the state judicial system occupies in the overall ability of the Commonwealth to function, the capital needs of the Trial Court should not be overlooked.

This point was made clear by Court Administrator Harry Spence during his testimony before the Committee on May 21, 2015. His message was stark: "While there are some good examples of modern, efficient courthouses in Massachusetts, a distressing majority of courthouses in the state are seriously dilapidated or in an advanced state of disrepair."<sup>67</sup> Administrator Spence went on to explain the following that the Trial Court's compliance with ADA accessibility and various safety codes is dramatically inconsistent across the properties it uses. A number of the state's older courthouses are unable to be retrofitted in order to make them energy efficient, resulting in energy costs much higher than those experienced by newer buildings. In addition, many of the state's older court houses are

<sup>65</sup> Commonwealth of Massachusetts, Five-Year Capital Plan FY2017-FY2021, p. 50 (May 2016).

<sup>66</sup> Commonwealth of Massachusetts, Five-Year Capital Plan FY2017-FY2021, p. 50 (May 2016).

<sup>67</sup> Court Administrator Harry Spence, Massachusetts Trial Court, Testimony Before the House Committee on Bonding Capital Expenditures and State Assets (May 21, 2015).

configured in such a way that they can never be made safely operable for their current uses, where prisoners, the general public and judges are all required to move within the same public space.<sup>68</sup>

As a general matter, the capital requirements of the Commonwealth's aged and dilapidated courthouses are likely beyond what the Commonwealth can afford. Many of the courthouses used by the state are well beyond their projected useful life and, according to consultants hired to review the capital needs of the Trial Court, further investment in some of these buildings would "only [...] throw good money after bad."<sup>69</sup>

There are only two choices, Administrator Spence explained, "either we will close some existing courthouses in a thoughtful, carefully planned way, based on our resources and the needs of our residents; or courthouses systems will fail and courthouses will close... suddenly, expensively, in crisis, disorder and failure."<sup>70</sup>

To respond to the Commonwealth's court infrastructure issues, the Trial Court has been working on a 20-year plan to establish a more efficient network of courthouses across the state. Spence said that he expected the plan to include a meaningful reduction in the number of courthouses used by the Trial Court in order to ensure that the long-run capital and operating needs of the state's courts remain affordable.<sup>71</sup>

In its most recent capital budget, the Administration reported that DCAMM "is working with the Trial Court to develop a steady future investment program focused on life safety, security, accessibility and critical repairs that will directly support the Judiciary's mission of improving access to justice and enhancing the efficiency of court operations."<sup>72</sup> The capital budget did not discuss the closure or consolidation of any courthouses in Massachusetts. In their capital budget released in June 2015, the Administration reported that "the Trial Court previously completed a strategic plan and is now implementing a three-year tactical plan centered on consolidated comprehensive justice centers and improvements to accessibility, energy efficiency, and building conditions throughout the system."<sup>73</sup>

At the time of this writing, the Trial Court has yet to release the finalized capital plan that Administrator Spence discussed in his testimony and first promised in 2012. An unofficial, draft master capital plan for the Massachusetts court system was obtained by Massachusetts Lawyers Weekly in June 2015. It

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<sup>68</sup> Court Administrator Harry Spence, Massachusetts Trial Court, Testimony Before the House Committee on Bonding Capital Expenditures and State Assets (May 21, 2015).

<sup>69</sup> Court Administrator Harry Spence, Massachusetts Trial Court, Testimony Before the House Committee on Bonding Capital Expenditures and State Assets (May 21, 2015).

<sup>70</sup> Court Administrator Harry Spence, Massachusetts Trial Court, Testimony Before the House Committee on Bonding Capital Expenditures and State Assets (May 21, 2015).

<sup>71</sup> Court Administrator Harry Spence, Massachusetts Trial Court, Testimony Before the House Committee on Bonding Capital Expenditures and State Assets (May 21, 2015).

<sup>72</sup> Commonwealth of Massachusetts, Five-Year Capital Plan FY2017-FY2021, 20 (May 2016).

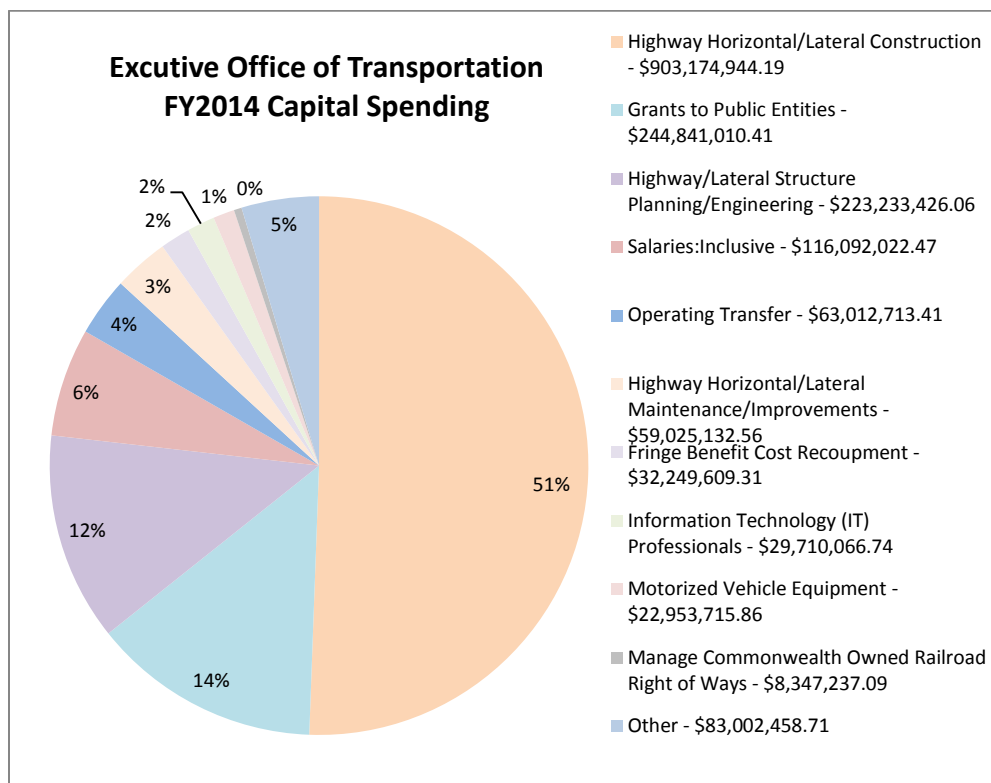
<sup>73</sup> Commonwealth of Massachusetts, Five-Year Capital Plan FY2016-FY2020, 16 (June 2015).

consisted of a budget that would spend \$3.1 billion on court house renovation or construction over the next 20 years. The plan also foresaw the closing or consolidation of 41 courthouses.<sup>74</sup>

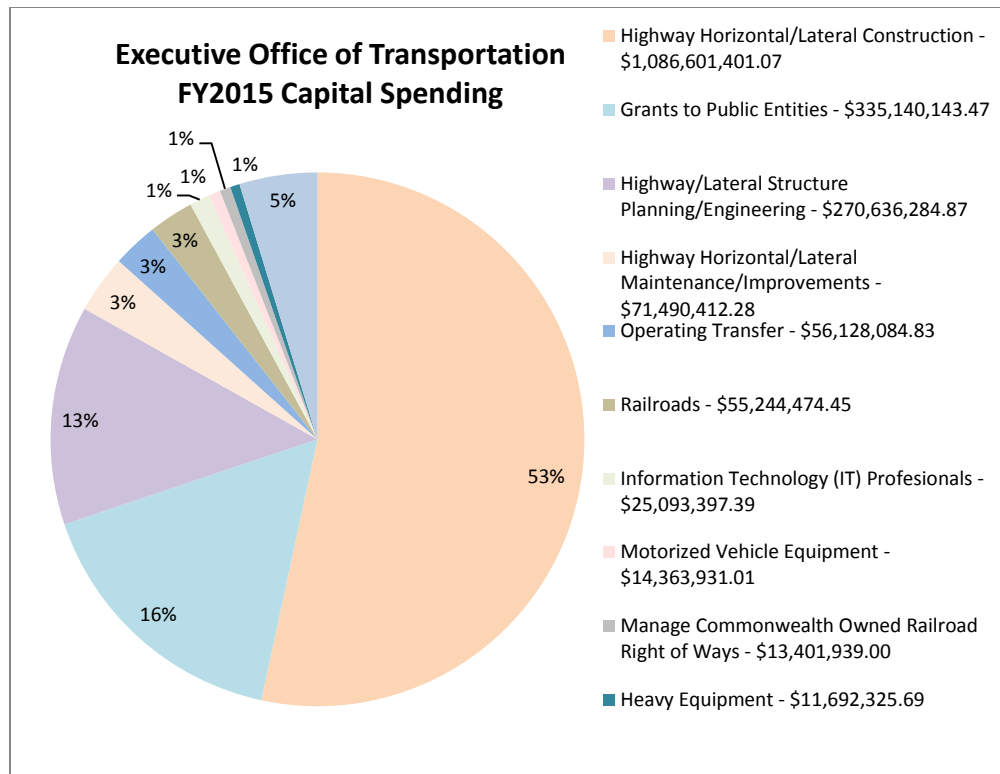
In closing his testimony to the Committee, Administrator Spence urged the Legislature to consider the interests of the Commonwealth as a whole in evaluating the future of the state's many courthouses. "While we recognize that some small, high cost courthouses must remain open in some of the poorest, most remote sections of the state, we will urge consolidation of courthouses wherever that can be accomplished without substantial hardship to those who use the courthouse," he said. "We will strongly press the case for Regional Justice Centers, providing opportunities for economies of scale that will benefit both taxpayers and court users."

## Transportation

Commonwealth capital spending on transportation infrastructure consistently constitutes more than half of total annual capital spending executed by Massachusetts. For each of the last five years, transportation related projects have amounted to 60% of the capital budget. MassDOT spent \$1.8 billion in FY2014 and \$2 billion in FY2015. In both years, horizontal construction spending made up the majority of spending (66% in FY2014 and 70% in FY2015). In FY2014 and FY2015, the MBTA received \$150 million and \$307 million, respectively, or 8.3% and 15.3% of total capital funds spent on Transportation, respectively. For a list of grants awarded by MassDOT, see Appendix 4.



<sup>74</sup> Brandon Gee, *Draft Capital Plan Pegs 41 Courthouses for Closure, Consolidation*, Mass Lawyers Weekly (June 10, 2015).



Transportation related capital spending, specifically spending dedicated to maintaining roads, bridges, rail lines and the other pieces of large physical infrastructure that allows the Commonwealth to move people and goods quickly and efficiently, is what most comes to mind when thinking about capital assets. The condition of these assets affects the daily lives of Massachusetts residents. Unfortunately, the condition of these assets is not good. In 2015, the Federal Department of Transportation reported that 52.5% of the bridges in the Commonwealth are structurally deficient or functionally obsolete.<sup>75</sup> In 2013, the American Society of Civil Engineers reported that 42% of the Commonwealths roads were in “poor condition.”<sup>76</sup> The cost of bringing the MBTA’s various assets into good working order, or a “state of good repair” was reported in August 2015 to be more than \$7.4 billion.<sup>77</sup> MassDOT predicts that the elimination of this maintenance backlog at the MBTA will require spending \$765 million per year over the next 25 years simply to maintain the MBTA as it is now designed.<sup>78</sup> MassDOT does not expect to begin to spend that amount on MBTA programs and projects until FY2018 and the extent to which it will be able to maintain that level of contribution to the transit system for the next 25 years is unclear.<sup>79</sup>

<sup>75</sup> U.S. Department of Transportation, Road & Bridge Data by State (updated Thursday July 9, 2015), <https://www.transportation.gov/policy-initiatives/grow-america/road-and-bridge-data-state>.

<sup>76</sup> U.S. Department of Transportation, Road & Bridge Data by State (updated Thursday July 9, 2015), <https://www.transportation.gov/policy-initiatives/grow-america/road-and-bridge-data-state>.

<sup>77</sup> Bob Salsberg, *MBTA Repair Backlog Climbs Above \$7 Billion*, WBUR News (Aug. 31, 2015), <http://www.wbur.org/2015/08/31/mbta-maintenance-backlog>.

<sup>78</sup> Secretary Stephanie Pollack, MassDOT, Presentation to House Committee on Bonding, Capital Expenditures and State Assets (November 18, 2015).

<sup>79</sup> MassDOT Legislative Briefing (April 6, 2016).

The Commonwealth received a vivid reminder about the state of its transportation infrastructure during the winter of 2015, when historic snowfall forced the MBTA system to shutdown.<sup>80</sup> But, the quality of the system's service and the condition of its assets have been in decline for decades.<sup>81</sup> The problems have been well known among the general public and within the General Court; but despite nearly a decade of policy initiatives and major legislative changes, the quality and management of transportation infrastructure in Massachusetts continued to decline.<sup>82</sup> While the problem is particularly bad with regard to mass transit in eastern Massachusetts, it is part of an overall national trend of inadequate public investment in vital infrastructure.<sup>83</sup>

MassDOT Secretary Stephanie Pollack testified before the Committee on November 18, 2015 and March 3, 2016. Secretary Pollack released a capital plan for FY2016 in June 2015 as an update to the five-year capital plan that had been published by the previous Administration. The key information contained in this plan is its schedule of sources and uses for funding, which is provided below in chart form. The updated capital spending numbers provided for FY2016 by Secretary Pollack represent a reduction in planned capital spending of \$207.8 million when compared with the projected spending published by Secretary Davey in January 2014. Some of this reduction can be attributed to a reduction in resources available to MassDOT after the repeal of gas tax indexing in the 2014 election. However other changes, including reductions in funding for projects such as South Coast Rail and the expansion of South Station, seem to have been made as part of the FY2016 planning process at MassDOT.

Beginning in 2015, the tone among MassDOT leadership shifted from cautious optimism regarding improved operations and new revenues, to increased worry about the ability of state government to either adequately manage its existing portfolio of transportation infrastructure without changes to management practices or to responsibly spend any new revenue that might be dedicated to investing in transportation projects. The Commonwealth has still not moved beyond the 'revenue or reform' debate that prevailed during much of the previous Administration.

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<sup>80</sup> Adam Vacarro, *Winter is Coming and the MBTA is Getting Ready*, Boston.com (September 23, 2015).

<sup>81</sup> For a detailed discussion regarding the history of problems with the MBTA see Gabrielle Gurley, *A Tale of Two Subway Systems*, The American Prospect (April 1, 2016), <http://prospect.org/article/tale-two-subway-systems>.

<sup>82</sup> For a comprehensive overview of the state of transportation reform, see Rafael Mares & Kristie Pecci, *Keeping on Track: Our Progress in Reforming and Funding Transportation Since the Passage of the Massachusetts Transportation Finance Act of 2013*, Transportation for Massachusetts (March 2014).

<sup>83</sup> Elizabeth McNichol, *It's Time for States to Invest in Infrastructure*, Center on Budget & Policy Priorities (February 23, 2016), <http://www.cbpp.org/research/state-budget-and-tax/its-time-for-states-to-invest-in-infrastructure>.



<b>MassDOT Capital Funding Sources<sup>84</sup></b> <b>(FY2016 Capital Investment Plan from June 2015)</b>	
<b>Capital Sources</b>	<b>Amount</b>
State Bond Cap	\$748,000,000.00
Federal Highway Funding	\$651,934,167.00
Accelerated Bridge Program	\$405,865,123.00
Special Obligation Debt	\$394,038,208.00
Tolls	\$198,720,367.00
Federal Transit Authority Funding	\$48,094,125.00
Third Party	\$17,239,807.00
Federal Aviation Administration Funding	\$12,862,169.00
<b>Total</b>	<b>\$2,476,753,965.00</b>

<b>MassDOT Capital Funding Uses<sup>85</sup></b> <b>(FY2016 Capital Investment Plan from June 2015)</b>	
<b>Capital Uses</b>	<b>Amount</b>
Highway Division	\$1,654,187,694.00
Massachusetts Bay Transportation Authority	\$394,038,208.00
Chapter 90	\$200,000,000.00
Planning & Enterprise Services	\$51,000,000.00
Registry of Motor Vehicles	\$38,650,000.00
Transit Division	\$78,734,413.00
Aeronautics Division	\$29,685,650.00
Rail Division	\$30,458,000.00
<b>Total</b>	<b>\$2,476,753,965.00</b>

In addition, the FY2016 plan published by MassDOT indicated that MassDOT was in the process of working through the consequences of the projected \$1 billion cost overruns for the Green Line Extension. By May of 2016, MassDOT had scaled back the scope of the Green Line Extension to reduce the project costs and raised additional revenues for the project from local sources. As of August 1, 2016, the new Green Line Extension is projected to cost \$2.3 billion. The project will receive \$75 million in contributions from the City of Cambridge and the City of Somerville. However, the methods these municipalities will use to raise these funds are uncertain at the time of this writing.<sup>86</sup>

<sup>84</sup> MassDOT FY2016 Capital Investment Plan, Presentation to MassDOT Board (June 2015).

<sup>85</sup> MassDOT FY2016 Capital Investment Plan, Presentation to MassDOT Board (June 2015).

<sup>86</sup> Adam Vacarro, *How Will Cambridge & Somerville Pay for the Green Line Extension, Anyway?*, Boston.com (June 9, 2016), <https://www.boston.com/news/local-news/2016/06/09/will-cambridge-somerville-pay-green-line-extension-anyway>.

The Green Line Extension is one of several projects that have been subject to additional scrutiny over the last year as a result of cost increases or problems with purportedly completed work. Other projects that have failed to meet expectations include the reconstruction of the Longfellow Bridge, the improvements to Government Center Station and the new garage at the Salem MBTA station. The consequences of cost overruns or construction delays are not typically included in updates to capital plans published by MassDOT. In authorizing new capital spending in 2014, the Legislature included a requirement that MassDOT publish updates every six months on the status of all projects included in its capital plans.<sup>87</sup> The 2014 law required such reports to include projected spending and actual spending for each project. MassDOT has filed incomplete versions of this report as part of the planning process for its statewide capital investment program.

The FY2017-FY2021 MassDOT Capital Plan, which was only available in draft form at the time of this writing, will be the first to use the project selection criteria established by the Project Selection Advisory Council, which was created by the Legislature as part of the transportation reform and financing law passed in 2013.<sup>88</sup> The Project Selection Advisory Council criteria are now applied to allow MassDOT to select projects based on the following scale of priorities:

- (1) **Reliability:** Maintain and improve the overall condition and reliability of the transportation system.
- (2) **Modernization:** Modernize the transportation system to make it safer and more accessible to accommodate growth.
- (3) **Expansion:** Expand the transportation options available to communities throughout the Commonwealth.<sup>89</sup>

The draft capital plan for the next five years that MassDOT is now in the process of reviewing consists of \$14.3 billion in spending over the three categories discussed above. In addition, the plan sets aside funds to finance an additional \$200 million per year in grants to repair roads owned by cities and towns and for MassDOT planning operations. The plan, as provided to the Committee in draft form, intends to spend \$8.7 billion over the next five years on reliability projects and \$2.5 billion and \$2 billion, respectively, on modernization and expansion programs.<sup>90</sup>

In essence, the proposed plan devotes nearly 61% of new capital spending to projects that help maintain the overall condition of the Commonwealth's current transit system. This draft plan is the first capital plan to be published by MassDOT that has included MBTA projects as part of the overall capital allocation planning process. The purpose of such unified planning, according to the Administration, is to "have an integrated and diversified transportation investment portfolio."<sup>91</sup> The draft five-year plan would receive \$3.7 billion from the general obligation bonds issued under the Governor's administrative bond cap, \$3.4 billion from federal grants, and \$689 million using contingent sources such as state gaming revenues or federal discretionary grants.

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<sup>87</sup> Section 34, Chapter 79 of the Acts of 2014.

<sup>88</sup> Chapter 46 of the Acts of 2014.

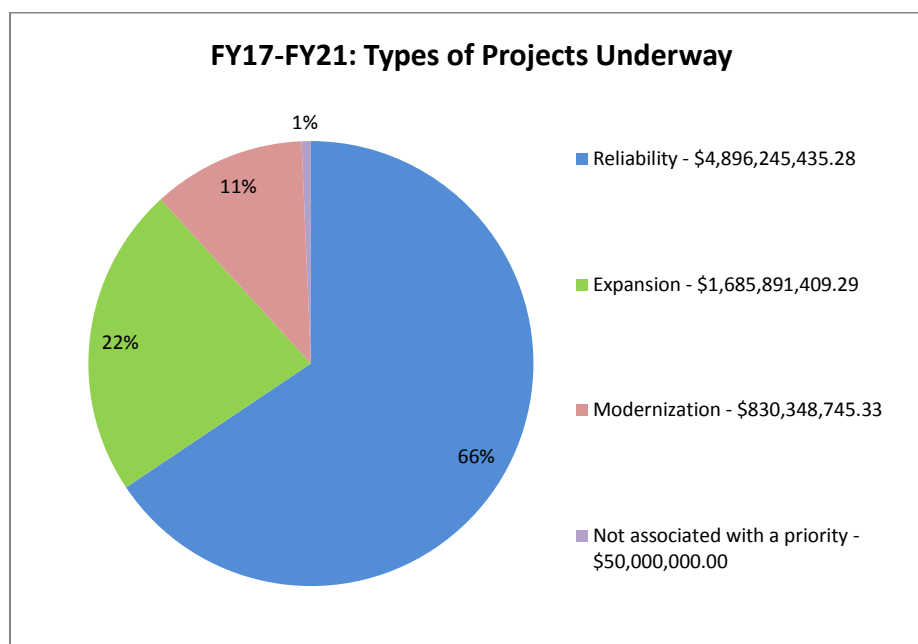
<sup>89</sup> MassDOT Legislative Briefing (April 6, 2016).

<sup>90</sup> MassDOT Legislative Briefing (April 6, 2016).

<sup>91</sup> Commonwealth of Massachusetts, Five-Year Capital Investment Plan FY2017-FY2021, p. 37 (May 2016).

In FY2017, the Commonwealth plans to spend about \$2.3 billion on transportation projects, using approximately \$813 million in general obligation bond funds (the Committee notes that MassDOT's own capital planning budget expects a \$724 million contribution from state general obligation funds), \$472 million in non-bond capital funds, \$669 million in federal grants, with the balance from operating and other funds.<sup>92</sup> FY2017 capital spending, which is included in the five-year totals described above, will include \$231 million on major bridge projects funded using the Accelerated Bridge Project and toll revenue, \$1.1 billion on road or highway programs (including \$200 million in chapter 90 funds for local roads) using general obligation bonds and federal grants, \$717 million for railroads, mass transit, airports and seaports using general obligation bonds, special obligation bonds and federal grants, and \$183 million on planning, training or information technology. A list of the transportation projects included in the FY2017 Capital Plan is presented at the end of this section, organized by program type.

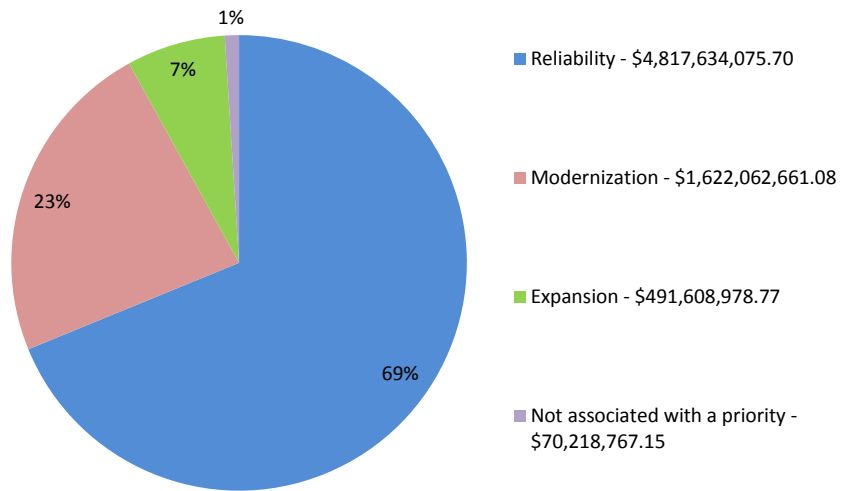
<b>Planned MassDOT Capital Spending FY2017<sup>93</sup></b>		
<b>Type of Program</b>	<b>Projected Spending</b>	<b>Percent of Total</b>
Major Bridges	\$231,071,640	10.1%
State/Local Roads & Highways	\$1,162,477,079	50.7%
Rail, Mass Transit, Air/Sea Ports	\$717,634,413	31.3%
Planning, Training, Admin & IT	\$182,972,727	8.0%
<b>Total</b>	<b>\$2,294,155,859</b>	<b>100%</b>



<sup>92</sup> Commonwealth of Massachusetts, Five-Year Capital Plan FY2017-FY2021, 37 (May 2016); MassDOT Legislative Briefing (April 6, 2016) 7.

<sup>93</sup> This analysis is based on data presented in the Commonwealth of Massachusetts, Five-Year Capital Plan FY2017-FY2021, p. 52 (May 2016) and analyzed by Committee Staff.

**FY17-FY21: Types of Projects Proposed**



# Chapter 3: Borrowing Activity & Bond Bills

State Treasurer Deborah Goldberg was sworn into office in January 2015 and in April, appointed Sue Perez as Assistant Treasurer for Debt Management. Assistant Treasurer Perez previously served as Executive Director of the Massachusetts Clean Water Trust, a position she continues to hold while acting as Assistant Treasurer.

On October 29, 2015, the State Treasurer's Long-Term Debt Management staff testified before the House Committee on Bonding. In managing the Commonwealth's long-term debt, the Treasurer's Office stated that it seeks to achieve the following goals:

- Obtain the lowest cost of funds for each borrowing program.
- Enhance the long-term demand for Massachusetts bonds by expanding the market for Massachusetts bonds.
- Minimize the Commonwealth's exposure to market risks.
- Obtain the highest possible credit ratings.

The State Treasurer's Office is statutorily responsible for all of the borrowing needs of the Commonwealth of Massachusetts. Long-term borrowing, or borrowing for a term of one year or longer, is conducted through two borrowing programs: (1) the General Obligation bond program, which involves a pledge of the state's general taxing power; and (2) the Special Obligation bond program, which involves a pledge of specific revenues.

The General Obligation bond program is the largest borrowing program used by the Commonwealth, with nearly \$21 billion in debt outstanding as of the end of FY2015.<sup>94</sup> This debt is issued to fund the Commonwealth's capital budget and its principal balance represents investment over the last 30 years in roads, bridges, courthouses and other state facilities or programs that receive capital funding. This debt is secured by the full faith and credit of the Commonwealth.

Of the Commonwealth's general obligation bonds, \$17.3 billion or 82.5% have a fixed interest rate, while \$3.7 billion or 17.5% have a floating interest rate. Of the total amount of outstanding debt that is tied to a floating interest rate, \$2.7 billion or 12.9% are fixed in practice using a swap agreement whereby the Commonwealth makes a fixed payment in return for a variable payment. The remaining \$1 billion of general obligation debt outstanding, or 4.6% of the total principal owed, is a floating rate without any hedge.

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<sup>94</sup> This data was obtained from the following website: The Commonwealth of Massachusetts Investor Program, Real-Time Disclosure, <http://www.massbondholder.com/real-time-disclosure>.

The Commonwealth general obligation debt is aggressively amortized, with 27% of the principal coming due within five years and 55% of the principal coming due within ten years. While such an amortization rate means that new borrowing tends to have a bigger impact on operating budget debt service in the first decade after the debt is incurred, it also means that the Commonwealth tends to front-load the cost of its capital assets. The Commonwealth General Obligation bond program is rated AA1 and AA+ by Moody's and Standard & Poor's, respectively.

Over the last ten years, principal outstanding for the Commonwealth's general obligation bonds has grown at an annual rate of 4.4%, while debt service during the same period has grown at an annual rate of 4.1%, according to calculations provided by the Treasurer's Office. During the same time, the weighted average maturity of general obligation bonds outstanding has increased from ten years to 11 years. By lengthening the average maturity of the portfolio of state debt outstanding, the Treasurer's Office has been able to achieve lower average interest rates per unit of principal outstanding because of the general decline in interest rates over the last decade.

The second largest borrowing program used by the Commonwealth is the Commonwealth Transportation Fund bond program. This is a special obligation bond program, which means that the borrowing is secured by dedicated funding sources and that the state's obligation with regard to these bonds is limited to these funding sources. This program has been used to finance the Accelerated Bridge Program and new bond issues using this program will be dedicated to spending on rail enhancement projects to supplement the MBTA existing capital program. These bonds are secured by a portion of the tax on gasoline, as well as taxes on diesel fuel, LNG and all fees received by the Registry of Motor Vehicles. At the end of FY2015, the Commonwealth Transportation Fund had about \$1.495 billion in special obligation Commonwealth Transportation Fund debt outstanding.

Massachusetts ranks second out of the 50 states for state debt per capita and fifth for total level of debt outstanding. Much of the difference between the Commonwealth's debt characteristics and those of other states is that the Commonwealth pays for most of its capital spending using bonds issued at the state level, while other states tend to rely more heavily on bonds issued by municipal or county governments.

The chart below outlines the various types of debt owed by the Commonwealth and the extent to which the amount of principal outstanding for that type of debt has grown or declined since the Committee last published this report.

Type of Debt	2014	2016	Percent Change
<b>Total Principal</b>	\$22,419,852	\$23,923,754	6.71%
<b>General Obligation Debt</b>	\$17,631,275	\$19,070,272	8.16%
<b>Special Obligation Debt</b>	\$888,405	\$808,265	-9.02%
<b>Accelerated Bridge Program</b>	\$1,403,850	\$1,545,150	10.07%
<b>Federal Grant Anticipation Notes</b>	\$530,935	\$688,465	29.67%
<b>MBTA Forward Funding</b>	\$207	\$207	0.00%
<b>Transportation Infrastructure Fund</b>	\$1,241,263	\$1,159,198	-6.61%
<b>School Building Assistance (SBA)</b>	\$723,917	\$652,197	-9.91%

The chart below provides an overview of the amount authorized and amount of borrowing used from all bonds bills passed since 2008.

Law	General Purpose	Authorized	Unissued (May 2016)	Percent Used
<b>Chapter 86 of 2008</b>	Transportation	\$3,515,400,000	\$596,477,160	83.0%
<b>Chapter 119 of 2008</b>	Housing	\$1,275,000,000	\$305,462,841	76.0%
<b>Chapter 130 of 2008</b>	Economic Development/Life Sciences	\$500,000,000	\$191,137,392	61.8%
<b>Chapter 231 of 2008</b>	Economic Development/Broadband	\$40,000,000	\$0	100.0%
<b>Chapter 233 of 2008</b>	Transportation/Accelerated Bridge Program	\$2,984,000,000	\$551,152,608	81.5%
<b>Chapter 258 of 2008</b>	Higher Education	\$2,190,555,630	\$1,205,018,718	45.0%
<b>Chapter 303 of 2008</b>	Transportation	\$1,462,086,500	\$365,070,968	75.0%
<b>Chapter 304 of 2008</b>	General Government	\$3,308,818,000	\$2,556,141,300	22.7%
<b>Chapter 312 of 2008</b>	Environment	\$1,657,353,000	\$551,013,609	66.8%
<b>Chapter 240 of 2010</b>	Economic Development	\$75,000,000	\$21,750,000	71.0%
<b>Chapter 10 Acts of 2011</b>	Transportation/Municipal Roads	\$200,000,000	\$12,126,891	93.9%

<b>Chapter 238 of 2012</b>	Economic Development/Technology Park	\$25,000,000	\$24,328,610	2.7%
<b>Chapter 242 of 2012</b>	Transportation	\$1,386,000,000	\$338,635,131	75.6%
<b>Chapter 18 of 2013</b>	Transportation/Municipal Roads	\$300,000,000	\$144,641,804	51.8%
<b>Chapter 129 of 2013</b>	Housing	\$1,400,000,000	\$1,191,131,946	14.9%
<b>Chapter 48 of 2014</b>	Economic Development/Military Bases	\$177,000,000	\$162,302,778	8.3%
<b>Chapter 79 of 2014</b>	Transportation	\$12,765,620,273	\$9,712,253,504	23.9%
<b>Chapter 237 of 2014</b>	General Government	\$1,241,368,561	\$1,097,614,937	11.6%
<b>Chapter 257 of 2014</b>	Information Technology	\$1,004,200,000	\$749,605,146	25.4%
<b>Chapter 286 of 2014</b>	Environment	\$2,177,900,741	\$2,144,563,397	1.5%
<b>Chapter 11 of 2015</b>	Transportation/Municipal Roads	\$200,000,000	\$151,897,910	24.1%



# Chapter 4: Debt Affordability Committee

In 2012, the General Court changed the General Laws, replacing a hard cap of 10% for the ratio between Commonwealth debt service and revenues with a Capital Debt Affordability Committee (“CDAC”) charged with recommending the “affordable” amount of borrowing for the Commonwealth for the next fiscal year. Since its creation by statute in 2012, the CDAC has made three recommendations to the Governor,<sup>95</sup> the most recent of these on December 15, 2015.<sup>96</sup> These recommendations were made after four meetings of the CDAC, held monthly between September and December 2015. The meetings were chaired by Assistant Secretary for Capital Finance at the Executive Office of Administration & Finance Jennifer Sullivan.<sup>97</sup>

As in previous years, the Committee chose to define affordability as “the ability to sustainably meet projected debt service within the budget without raising taxes to uncompetitive levels or negatively impacting critical services.” Similarly, the CDAC used a three part test to determine the extent to which debt to be issued in FY2017 could be considered affordable. This test consisted of the following criteria:

- (1) Over the next ten years, does the proposed borrowing result in a level of overall debt service that falls within a 7% benchmark of debt service as a percent of budgetary revenue and does such proposed borrowing keep total debt service to within 7.5% of budgeted revenue in the next fiscal year?
- (2) Does the proposed borrowing meet the restriction imposed by the statutory debt cap such that total new debt outstanding for the Commonwealth from growing at a rate faster than 5% per year (\$21.8 billion in FY2017)?<sup>98</sup>
- (3) Is the additional amount of new general obligation borrowing below the \$125 million administrative debt cap imposed by the Governor?<sup>99</sup>

The CDAC applied these criteria to a variety of projected borrowing scenarios for FY2017 and concluded that the Commonwealth could prudently issue \$2.19 billion in general obligation bonds in FY2017. “This represents a 3% increase in the state bond cap,” the CDAC wrote in its recommendation to the Governor, “which allows for targeted investments in the State Infrastructure while keeping growth in

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<sup>95</sup> The Capital Debt Affordability Committee was created in Chapter 165 § 112, Acts of 2012.

<sup>96</sup> Capital Debt Affordability Committee, Letter to the Governor (December 15, 2015), <http://www.mass.gov/anf/docs/anf/cap-finance/cap-debt-affordability/fy17-da-recommendation.pdf>.

<sup>97</sup> The CDAC is chaired by the Secretary of Administration & Finance and consists of the Treasurer, the Comptroller, the Secretary of the Executive Office of Transportation, two appointees of the Treasurer and one appointee of the Governor. The ranking majority and minority members of the House and Senate Committees on Ways and Means and the House and Senate Committees on Bonding, Capital Expenditures & State Assets serve as non-voting members of the CDAC. G.L. Chapter 29 § 60B(c)-(e).

<sup>98</sup> G.L. Chapter 29 § 60A.

<sup>99</sup> Commonwealth of Massachusetts Capital Plan (June 2015) p. 11, <http://www.mass.gov/bb/cap/fy2016/dnld/fy16capitalplanma.pdf>.

debt service and outstanding principal within long-term revenue projections.”<sup>100</sup> The recommendation, however, also represented a 3% decrease in the projected level of affordable borrowing recommended by the CDAC (\$2.25 billion) in FY2016, the last year in which the Patrick Administration chaired the CDAC.<sup>101</sup> In addition, the CDAC noted in both its FY2016 and FY2017 recommendations to the Governor, the statutory debt limit would likely “constrain” future capital planning absent a change in the law.<sup>102</sup>

The findings of the CDAC in 2015 were based primarily on an affordability analysis that projected the ratio of debt service divided by budgeted revenues over the next 30 years.<sup>103</sup> The model used by the CDAC projects growth in budgeted revenue at 4% per year and the interest rate on 20-year bonds and 30 years bonds to be 3.5% and 4%, respectively, with a 0.1% increase per year in both rates over the next 15 years.<sup>104</sup> The projection used an amortization rate that scheduled 10% of principal to be due in ten years, 60% of principal to be due in 20 years and 30% of principal to be due in 30 years. This approach to measuring affordability is similar to the approach used by the CDAC in 2014; however, the model used by the CDAC in 2014 grew budgeted revenue at 3% per year, a 20-year interest rate and a 30-year interest rate of, respectively, 4.25% and 4.5%. In addition, the CDAC recommendation from 2014 used an amortization schedule that retired two-thirds of principal in twenty years and one third of principal in 30 years.<sup>105</sup>

In making its determination to set the bond cap at \$2.19 billion, the 2015 CDAC noted that “increasing pension payments, Medicaid growth, and debt service put pressure on the remaining ‘discretionary’ budget that funds government operations, non-MassHealth human services, higher education, environment and other policy areas.” The CDAC noted that debt service is the fixed long-term obligation that is most under the Administration’s control. As part of its deliberations, the CDAC noted that “given the ratings outlook, increasing other fixed obligations and pressure on the operating budget, [the] state needs to carefully weigh the benefits of additional capital spending against the cost and loss of

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<sup>100</sup> Capital Debt Affordability Committee, Letter to the Governor (December 15, 2015), <http://www.mass.gov/anf/docs/anf/cap-finance/cap-debt-affordability/fy17-da-recommendation.pdf>.

<sup>101</sup> Capital Debt Affordability Committee, Letter to the Governor (December 15, 2014), <http://www.mass.gov/anf/docs/anf/cap-finance/cap-debt-affordability/fy17-da-recommendation.pdf>.

<sup>102</sup> Capital Debt Affordability Committee, Letter to the Governor (December 15, 2015), <http://www.mass.gov/anf/docs/anf/cap-finance/cap-debt-affordability/fy17-da-recommendation.pdf>; Capital Debt Affordability Committee, Letter to the Governor (December 15, 2014), <http://www.mass.gov/anf/docs/anf/cap-finance/cap-debt-affordability/fy17-da-recommendation.pdf>.

<sup>103</sup> Capital Debt Affordability Committee, Presentation Included With Letter to the Governor (December 15, 2015), <http://www.mass.gov/anf/budget-taxes-and-procurement/cap-finance/capital-debt-affordability-committee/recommendations.html>.

<sup>104</sup> Capital Debt Affordability Committee, Presentation Included With Letter to the Governor (December 15, 2015), <http://www.mass.gov/anf/budget-taxes-and-procurement/cap-finance/capital-debt-affordability-committee/recommendations.html>.

<sup>105</sup> Capital Debt Affordability Committee, Presentation Included With Letter to the Governor (December 15, 2014), <http://www.mass.gov/anf/budget-taxes-and-procurement/cap-finance/capital-debt-affordability-committee/recommendations.html>.

flexibility.”<sup>106</sup> At the same time, the CDAC noted that increased capital investment provides the “greatest capacity for new investment and the absorption of cost escalation.”

The CDAC has yet to include in its analysis a review of the extent to which low capital investment increases such cost escalation for capital projects. As discussed in more detail in the next section, anemic capital spending can increase the cost and need for such investment in the future. Indeed, there is a strong possibility that any fiscal flexibility achieved in the short-term by limiting increases in borrowing may be mitigated or eliminated by greater and more dire need for capital spending as a result of failures to maintain the capital assets that make our government and economy function.

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<sup>106</sup> Capital Debt Affordability Committee, Presentation Included with Letter to the Governor (December 15, 2015), <http://www.mass.gov/anf/budget-taxes-and-procurement/cap-finance/capital-debt-affordability-committee/recommendations.html>.

# Chapter 5: Committee Recommendations

Rule 17G of the Rules of the Massachusetts House of Representatives asks the Committee to analyze the Commonwealth's capital spending and borrowing activities to ensure such activities are performed in accordance with the General Court. This section responds to Rule 17G based on the information gathered by the Committee during the 2015-2016 legislative session.

The Baker Administration adopted the clear rules created by the Patrick Administration to develop an affordable capital budget, though with a new emphasis on restraint. New leadership at MassDOT and the MBTA have contributed to a new and refreshing approach to planning and data collection that embrace the need to consistently monitor both capital spending and asset condition in order to accurately analyze where bond financed capital spending can provide the most value to the Commonwealth.

In order to continue to improve the capital budget process and the public's ability to understand the choices involved, the Committee makes the following recommendations:

- 1. The Commonwealth must prioritize the collection and use of data on the condition of all of its capital assets across agencies, as well as on all capital spending related to the maintenance or creation of such assets, and use such data on a continuous basis to develop long-term projections for the capital spending needed to maintain or modernize existing state infrastructure.**

The Baker Administration continues to improve upon the strong foundation set by the Patrick Administration with regard to the Commonwealth's ability to monitor the condition of its infrastructure and plan for its improvement or maintenance. The regular and dedicated collection and analysis of such data would allow the Commonwealth to begin to ration the capital budget based on the genuine needs of its various agencies and departments. Under present circumstances, the division of capital resources between interests within state government remains unclear because neither the Legislature nor the public has comprehensive data regarding what major pieces of state infrastructure are most in need of investment and how much that investment is likely to cost over a constant time horizon.

As noted in the Committee's previous reports, the development and routine use of such a database would also relieve the burden on the Administration of filing regular reports on capital spending with the Legislature. Such reports are required to be filed, with the requirements appearing in nearly every bond bill as well as in the general laws. However, during the last several years of the Patrick Administration, the reports were not submitted because of a lack of uniform and reliable data on asset condition or capital spending. The Baker Administration has made great efforts to provide this data over the last two years. In many cases, however, the data provided by the Baker Administration on capital spending remains incomplete.

Continued efforts to streamline access to this data, while ensuring that it captures both capital spending over time and the condition of infrastructure will, as discussed in more detail below, help Commonwealth policy makers understand how to prioritize the various capital spending needs of the Commonwealth. It will also prevent the Commonwealth from embarking on dramatic shifts in capital budget initiatives by ignoring the maintenance or modernization of the assets we currently require.

## **2. The Legislature should take a stronger role in managing the scope and priorities of the capital budget.**

Over the last several decades, the compartmentalization of data regarding capital spending needs and activities within various branches of Commonwealth government has allowed the Legislature to defer most oversight and nearly all control over the capital budget to the Administration. As discussed in previous sections, the best example of the Legislature's passive approach to capital budget management is the staggering difference between the amounts authorized to be spent for various capital accounts and the smaller amounts that are actually spent. While it may be expedient for the Legislature to allow the Governor to set capital budget priorities, such expediency has long-term consequences.

The fact that Administrations tend to change every four to eight years, coupled with the managerial fact that technocratic and institutional knowledge tends to concentrate where authority is most meaningful, has created a dynamic where new administrations can alter the contents of long-term capital plans for the sake of short-term policy goals. The Legislature has little ability to counter such moves because over the last three or four decades it has written bond bills so broadly, and allowed information regarding the capital budget and the state of capital assets to become so insulated from legislative policy review.

The fact that both the Patrick and Baker Administrations have prioritized transparency with regard to both available capital planning data and planning processes gives the Legislature an opportunity to become an equal partner in the capital budget process. The Legislature should use the increasing amount of data made available by the Administration to develop its own set of capital priorities, reduce or eliminate capital spending authorizations that are not paired with a specific project or program currently in progress or that have little likelihood of getting spent because of overall limits regarding the possible size of the capital budget. Such change might result in the Legislature reviewing more capital appropriations bills than it currently does. However, such change would almost certainly help Massachusetts state government take a more long-term and transparent approach to capital spending.

## **3. The Legislature should work with local and regional government within the Commonwealth to increase the potential for transportation infrastructure to receive support and leadership from the populations that use it most.**

Dramatic differences in the economic dynamism of the Boston metropolitan area and the availability and use of expensive urban transportation infrastructure within it compared with the rest of the Commonwealth has presented the Legislature with a variety of challenging policy choices. The

substantial capital maintenance needs of the MBTA, after decades of neglect, will likely dominate capital spending priorities for the Authority for the next ten to 15 years. Boston and its surrounding communities have both the ability and the need to play a more substantial role in financing such large scale maintenance projects. The Legislature should engage local leaders from those communities to help develop policy options to raise the cash needed to work away at the enormous deferred maintenance backlog at the MBTA. Revenue mechanisms that capture the value public transportation creates for real estate owners within a defined radius of such infrastructure should receive particular attention.

In return for increasing the scope and scale of their contributions to the maintenance of the MBTA, such local communities, especially Boston, should be granted by the Legislature more direct control over the governance and operations of the MBTA. The ‘buck’ needs to stop somewhere and under the current system it stops with elected leaders, or their appointees, who are elected at the state-wide level. This dynamic creates too much room for equivocation and deferral of political responsibility for management failures at the MBTA. Bostonians and their neighbors deserve more control over the central piece of infrastructure for their city.

The Committee notes that the Commonwealth witnessed the beginnings of such a change in attitude with regard to new local revenue for the MBTA during the review of the projected budget failures for the Green Line Extension. The financial contributions made to the Green Line expansion by local communities such as Cambridge and Somerville are commendable, but, in the opinion of the Committee, such a funding dynamic takes a backward approach to the problem. Transportation infrastructure is a vital ingredient to economic growth. Making local contributions to the construction of expanded transportation infrastructure is likely to result in a situation where only those parts of the Commonwealth that are experiencing the most economic growth are eligible for transportation infrastructure expansion projects because they will be the only parts of the Commonwealth that can afford to make a contribution. In recent decades, this has been Greater Boston, which is the region of the Commonwealth whose residents already have the greatest public transportation options. Such a policy outcome would not be in the interest of the Commonwealth because it would result in the poorer parts of the Commonwealth remaining poor because of a lack of public transportation, while, at the same time, failing to solve the political dynamic that results in too little capital spending on the maintenance of currently existing transportation assets.

The Committee suggests that the correct way to approach the financing of the Commonwealth’s transportation infrastructure needs is to prioritize Commonwealth-wide financing on modernization and expansion projects and local financing on the maintenance of what has already been built. Such an approach ensures that the entire Commonwealth gets to benefit from the economic growth possibilities created by transportation infrastructure, while also creating a mechanism for local responsibility over vital local transportation assets.

#### **4. The Legislature should expand the membership, mandate and resources of the Capital Debt Affordability Committee.**

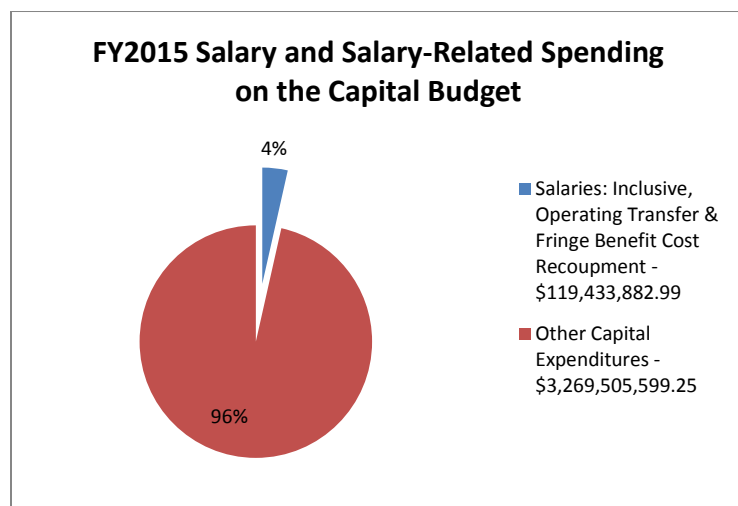
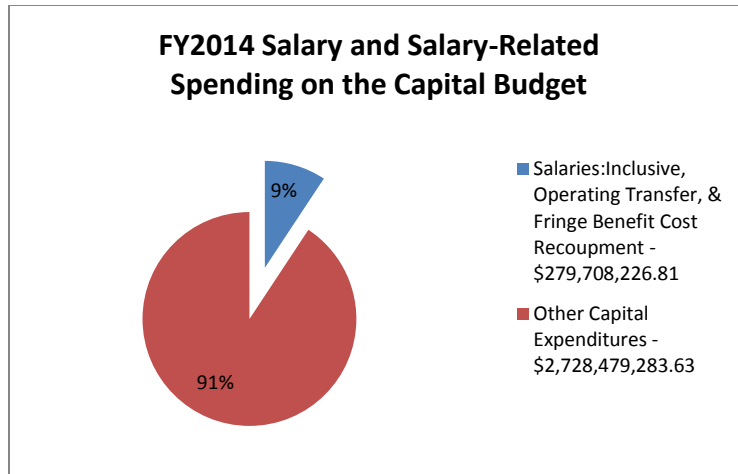
The Capital Debt Affordability Committee (CDAC) has proved to be a useful forum for comparing perspectives on the capital budget between branches of government. In addition, it has helped Massachusetts maintain continuity and transparency regarding administrative approaches to measuring appropriate levels of state debt. To build upon these successes the Legislature should consider (a) providing the CDAC with a permanent staff outside of the Executive Office of Administration & Finance, dedicated to analyzing the conditions of the Commonwealth's capital assets and its long-term liabilities; and (b) reorganizing the membership of the CDAC in order to enhance its ability to opine on the affordability of the Commonwealth's borrowing independently from any specific branch of government. These recommendations were made in this report two years ago and the Committee repeats them here.

Over the last three years, the CDAC has conducted research using staff resources provided by the Executive Office of Administration & Finance and the Treasurer's Office. These professionals have done heroic work in providing useful data and thoughtful analysis to the CDAC. However, this work has taxed the already limited and overly burdened resources of these offices. In addition, the ability of the CDAC to provide independent oversight of the choices made at the Executive Office of Administration & Finance or the Treasurer's Office is limited by the extent to which the analysis of the CDAC is performed by staff from these offices. In order to improve the capacity of the CDAC to conduct deep research and analysis of the Commonwealth's long-term obligations, and to be able to conduct such research in a manner that is independent of the chief decision makers for the borrowing and spending of the capital budget, the CDAC should be allowed a small, dedicated and independent staff.

In addition, a reorganization of the CDAC's membership such that it includes other voices from both inside and outside state government would allow for increased perspective and independence with regard to rendering an opinion of affordability to present to the Governor. Adopting membership from these branches of state government, along with a rotating chair to ensure no single branch controls the agenda, will likely be considered a strong sign of the Commonwealth's commitment to meeting its debt service by both the general public and the capital markets.

## **5. The Commonwealth should end the practice of paying operating expenses with borrowed funds.**

As recommended by this Committee and its predecessors in past reports, the most important step Commonwealth government can take to improving its capital spending activities is to stop paying operating expenses with borrowed funds. This practice constitutes little more than deficit financing based on the inability to properly account for the annual cost of Commonwealth government and detracts from the real and growing need for the Commonwealth to spend its resources on the physical infrastructure that supports and moves our economy. Over the last several years, the Legislature has directed and provided the funding to the Administration to make large reductions in the extent to which operating expenses are capitalized.



A comparison of the operating costs included in the FY2014 and FY2015 capital budgets is featured in the charts above. The decrease in operating costs as a percentage of the overall budget is presumably a direct result of the Massachusetts Department of Transportation's recent efforts to remove operating costs from its capital budget. Despite improvement, this practice continues. The Legislature and the Administration owe it to the Commonwealth's residents to make the changes necessary to ensure that money borrowed to finance long-term assets does not get siphoned off for operating costs.



# Appendix 1: Rule 17G of the Massachusetts House of Representatives, 2013-2014 Legislative Session

17G. The committee on Bonding, Capital Expenditures and State Assets shall review all legislation providing for the giving, loaning or pledging of the credit of the Commonwealth (see Article LXII of the Amendments to the Constitution, as amended by Article LXXXIV). Said committee shall be responsible for evaluating such legislation and determining the appropriateness of enacting legislation containing increased bond authorizations for the Commonwealth. The committee shall periodically review and hold open public hearings, accepting oral and written testimony on the status of the bonds and notes of the Commonwealth, including (1) general obligation debt; (2) dedicated income tax debt; and (3) special obligation debt. The committee shall also, in its continuing study of the state's bonding practices, review the Commonwealth's liabilities relative to (a) state-supported debt; (b) state-guaranteed debt; and (3) indirect obligations.

Any bill providing for borrowing for new projects, and requiring the Commonwealth to issue bonds for such purpose, shall, prior to its reference to the committee on Ways and Means, be referred to the committee on Bonding, Capital Expenditures and State Assets for report on its relationship to the finances of the Commonwealth. A measure may initially be referred to a joint committee with jurisdiction over the subject matter before being referred to the committee on Bonding, Capital Expenditures and State Assets.

The committee on Bonding, Capital Expenditures and State Assets shall consult with the various agencies of the executive branch and the office of the Treasurer and Receiver-General relative to project expenditures, availability of funds, the sale of new bonds and the resultant debt obligations, federal reimbursements and other related funding and bonding issues.

The committee on Bonding, Capital Expenditures and State Assets shall be authorized to conduct hearings relative to the statutory authority of the Executive Branch and the Treasurer and Receiver-General in the issuance and sale of bonds and notes and the expenditure of capital funds by the various agencies and authorities of the Commonwealth. The committee shall determine whether such laws, administrative regulations and programs are being implemented in accordance with the intent of the General Court. The committee shall be authorized to make recommendations for statutory changes and changes in the Constitution which would grant discretion to the General Court over the allotment and expenditure of funds authorized by capital appropriations.

The committee on Bonding, Capital Expenditures and State Assets shall be authorized to report to the General Court from time to time on the results of its hearings and to file drafts of legislation and proposals for amendments to the Constitution necessary to carry its recommendations into effect.

Messages from the Governor setting terms of bonds and notes, or for the de-authorization or authorization of bonds and notes shall be referred to the committee on Bonding, Capital Expenditures and State Assets.

## Appendix 2: Explanation of Terms

There are a number of terms, concepts and procedures related to state borrowing that may be unfamiliar to many of those who may read this report. For this reason, the following seeks to define and explain these terms in a readily understandable way.

### ***What is a bond?***

A bond is a security that a government or corporation issues as a way to borrow money. The bond represents a debt owed by the bond issuer to the purchaser of the bond and the obligation to repay the debt. The state issues bonds through an underwriter who will sell the bonds to investors. Investors buy the bonds and the purchase money goes to the state, which then uses the money for authorized capital projects. The state or other issuer must repay the purchasers the principal (the face amount of the bond) by the maturity date of the bond. The issuer also must make interest payments to bondholders, generally twice each year.

### ***What is the difference between a “general obligation bond” and a “special obligation bond” (also known as a “revenue bond”)?***

A general obligation bond is backed by the “full faith and credit” of the state. This means that all of the revenues and assets of the state are available for repayment. General obligation bonds are repaid by debt service appropriations from the General Fund. Each budget contains a line item appropriating the amount of the debt service due in that fiscal year.

A special obligation bond (SOB), also known as a revenue bond, is backed by and repaid from a specific revenue source. It is not backed by the full faith and credit of the state and is not paid from general revenues. For example, bonds issued to pay for the construction of the Boston Convention and Exhibition Center are revenue bonds. These bonds are paid *solely* from special “Boston Convention and Exhibition Center” revenues, including tourism-related hotel, sales and meals taxes and surcharges on car rentals and tour tickets. These special surtaxes and surcharges are deposited to a separate fund, which is then used to pay the principal and interest on the bonds.

### ***What is a note?***

A note differs from a bond in that it is generally issued for a shorter term. One kind of note is a “bond anticipation note” (BAN). BANs are commonly issued before the longer-term bonds are sold. BANs will typically be issued for a one-year term, but may be renewed for additional one year terms. Once the state is ready to issue the bonds, the BANs will be paid off from the proceeds of the bond sale.

### ***What is a grant anticipation note?***

Another type of note is a “grant anticipation note” or GAN. GANs were first issued to finance the Central Artery and Third Harbor Tunnel project, commonly known as the “Big Dig.” GANs were needed to bridge the funding gap between immediate construction cost needs and future federal highway reimbursements. During certain years of the project, those costs exceeded the rate at which federal

grants were being received. Thus, the GANs were issued in anticipation of future federal highway grants. The state issued GANs to finance a portion of the accelerated structurally-deficient bridge program.

GANs differ from other notes in that they are longer-term than typical notes. In addition, the GANs are secured by a pledge of future federal highway reimbursements. Thus, once federal grants are received, the funds go into a grant anticipation note trust fund and are used first to pay debt service on GANs.

### ***What is debt service?***

The term “debt service” refers to required payments on borrowings including state bonds and notes. Debt service consists of repayments of the principal amount of the bonds plus accrued interest.

### ***What is a bond rating?***

Certain companies, such as Moody’s Investor Service, issue ratings of the governments and companies that issue bonds. The ratings are an assessment of the creditworthiness of bond issuers, much like the creditworthiness of individuals is rated in credit reports. The ratings tell an investor, using a letter/number designation (“AAA” being Moody’s best rating) how likely the issuer will be able to pay the principal and interest on its bonds in full and on time. Other major companies that rate government debt are Standard & Poor’s and Fitch Ratings.

### ***What is the administrative bond-cap?***

The administrative bond-cap limits the amount of money that the Governor chooses to spend annually from bond funds. The bond-cap was first instituted in 1991. This limit is not provided for by statute but is established by the Executive Office for Administration and Finance. The Executive Branch has increased the bond-cap from time to time.

The overall capital spending limit in some cases is higher than the bond-funded spending cap. Some investment categories, particularly transportation, receive money for capital projects from third party sources. For transportation, the state receives large federal highway reimbursements annually, which are included in the transportation spending cap.

### ***What is the capital spending plan?***

The capital spending plan is a budget established by the Executive Branch that specifies how bond funds and other money for capital projects will be spent during a particular time period. The Administration annually develops and publishes a five-year capital spending plan that shows how much money will be allocated to the various capital investment categories in each year. The spending plan divides up the amount of money in the annual bond or capital spending cap.

The capital budget, as set forth in the capital spending plan, differs from the operating budget in that it is paid for by borrowing money through the issuance of bonds. The operating budget is funded by the state’s general revenues. The capital budget pays for items and projects, such as roads and buildings that have sufficiently long useful life to justify paying for them over a period of years.

### ***How are bonds authorized?***

Bonds and other kinds of debt obligations must be authorized by legislation. Bond bills include a section or sections that authorize the State Treasurer to issue and sell bonds. These sections are known as “bond authorizations.”

***What is a bond authorization?***

A bond authorization is a section in a bond bill that authorizes the State Treasurer, at the request of the Governor, to issue and sell bonds of the Commonwealth. The authorization specifies the kind of bond, e.g. whether general or special obligation, the total amount of bonds authorized and the maximum term of the bonds. The authorization states that the Governor shall recommend the term of the bonds as required under Article 62 of the amendments to the state constitution.

***What is a capital spending authorization?***

Capital spending authorizations are the particular spending items authorized in bond bills and funded from the bonds authorized in the corresponding bond authorization section. Capital spending authorizations are somewhat like appropriations in the budget but are for specific capital projects or programs and are funded from bond proceeds.

***For how long is a capital spending authorization valid?***

State law provides that a capital spending authorization is valid for a period of five years. Unless the authorization is extended by legislation, it will expire and can no longer be used. Each year, the state enacts legislation to extend the term of unused capital spending authorizations that are due to expire but are still needed.

***What is authorized and unissued debt?***

This refers to bond-funded spending authorizations that have not been used. Once bond-funded accounts are authorized, money can be spent from these accounts at any time until the account expires or is de-authorized. The part of a bond-funded authorization that has not been spent at any given time is referred to as “authorized and unissued.” The state comptroller issues regular, periodic reports on the amount of unused bond authorizations.

***Are there any legal limits on the amount of money the state can borrow?***

Yes. While the administrative bond-cap is not required or set by law, there are also statutory limits on the amount of debt the state can have at any one time and the percentage of the budget that may be used for debt service payments. Mass. Gen. Laws, chapter 29, section 60A establishes a limit on the total amount of direct debt the state may have outstanding at one time. The statute established an initial limit in 1989 and provides for an annual 5% increase in the amount of the limit. Thus, debt outstanding for a fiscal year cannot exceed 105% of the amount of debt outstanding during the previous fiscal year. As mentioned, the limit applies only to direct debt of the Commonwealth and, therefore, doesn’t cover such indirect obligations as contract assistance (state payments to a separate entity to pay debt service on bonds issued by that entity). Refunding bonds, which are used to refinance existing higher interest bonds, are also excluded from the debt limit.

# Appendix 3: Capital Budget Transparency Data

The Administration is required to track and report to the Legislature projected and actual capital spending. Specifically, section 62 of chapter 7 of the General Laws states:

*The executive office for administration and finance shall report annually to the house and senate committees on bonding, capital expenditures and state assets and the house and senate committees on ways and means, not later than November 1, a list of all capital projects, the legislation and line-item authorizing such funding, the municipalities and senate and house legislative districts in which such projects are located, the total estimated cost of each project and the total amount expended on each project in the immediately preceding fiscal year.*

During the last several years of the Patrick Administration, the agencies responsible for reporting this data stated that existing capital budget tracking software did not allow for tracking of the capital budget at the project level. In 2014, after the publication of the Committee's report for the 2012-2013 legislative session, the Executive Office of Administration & Finance reported to Committee staff that the Administration was in the process of attempting to gather the data necessary to track and report on project level capital spending. In December 2015, the Baker Administration provided the first set of data containing capital budget project level information that has been provided to the Legislature since November of 2011.

The data provided by the Executive Office of Administration & Finance does not fully comply with the statutory capital spending reporting requirements contained in chapter 7 of the General Laws. In many cases, items listed in the data do not contain either project descriptions or projected spending amounts. In other instances, project or program descriptions are too vague to understand the purpose or nature of the spending. However, the data provided constitutes a dramatic step in the right direction. The Committee looks forward to continue working with the Administration to improve the transparency of capital budget project level spending.

## Appendix 3A:

### FY2015 Capital Project Spending by Municipality

(Those projects where A&F has provided all statutorily required data)

In the chart below, projects with an assigned location, capital plan name, bond bill authorization (from 2006-2014), total estimated project cost and total amount expended are listed alphabetically by municipality.

Municipality/ Capital Plan Name/ Corresponding Bond Bill	Total Estimated Cost of Each Project	Total Amount Expended on Each Project
<b>Agawam</b>	<b>\$ 2,200,000.00</b>	<b>\$ 8,335.81</b>
Veterans Memorial Cemetery - Phase 3 expansion - Agawam	\$ 2,200,000.00	\$ 8,335.81
(2014 C.257 S.13)	\$ 2,200,000.00	\$ 8,335.81
<b>Amherst</b>	<b>\$ 316,184,837.00</b>	<b>\$ 101,454,482.04</b>
UMass Amherst - Morrill Science Center	\$ 51,300,000.00	\$ 434,998.00
(2008 C.258 S.3)	\$ 51,300,000.00	\$ 434,998.00
UMass Amherst - New Academic Classroom Building	\$ 101,000.00	\$ 50,476,417.25
(2008 C.258 S.3)	\$ 101,000.00	\$ 50,476,417.25
UMass Amherst - New Laboratory Science Building	\$ 162,983,837.00	\$ 41,308,082.46
(2008 C.258 S.3)	\$ 162,983,837.00	\$ 41,308,082.46
UMass Amherst - Physical Science Building	\$ 101,800,000.00	\$ 9,234,984.33
(2008 C.258 S.3)	\$ 101,800,000.00	\$ 9,234,984.33
<b>Bedford</b>	<b>\$ 24,000,000.00</b>	<b>\$ 201,500.00</b>
MCC New General Academic Bldg, Bedford Campus	\$ 24,000,000.00	\$ 201,500.00
(2008 C.304 S.18)	\$ 24,000,000.00	\$ 201,500.00
<b>Belchertown</b>	<b>\$ 200,000.00</b>	<b>\$ 1,899,947.95</b>
Belchertown State School (clean up costs)	\$ 200,000.00	\$ 1,899,947.95
(2008 C.304 S.2C)	\$ 200,000.00	\$ 1,899,947.95
<b>Billerica</b>	<b>\$ 55,029,800.00</b>	<b>\$ 204,058.46</b>
Consolidation of Middlesex Jail and House of Correction at Billerica	\$ 55,029,800.00	\$ 204,058.46
(2008 C.304 S.18)	\$ 55,029,800.00	\$ 204,058.46
<b>Boston</b>	<b>\$ 347,779,827.00</b>	<b>\$ 26,881,831.99</b>
DCP - McCormack Building - Roemer Plaza Improvements	\$ 3,000,000.00	\$ 3,697,919.87
(2008 C.304 S.18)	\$ 3,000,000.00	\$ 3,697,919.87
DPH-Lemuel Shattuck Hospital-Facade Stabilization	\$ 3,430,000.00	\$ 451,496.25
(2008 C.304 S.18)	\$ 3,430,000.00	\$ 451,496.25
Edward M Kennedy Institute	\$ 5,000,000.00	\$ 5,000,000.00
(2014 C.237 S.14)	\$ 5,000,000.00	\$ 5,000,000.00
Hinton Lab - Elevator and Accessibility improvements	\$ 6,000,000.00	\$ 76,527.00

Municipality/ Capital Plan Name/ Corresponding Bond Bill	Total Estimated Cost of Each Project	Total Amount Expended on Each Project
(2008 C.304 S.18)	\$ 6,000,000.00	\$ 76,527.00
<b>Massachusetts College of Art - Center for Design &amp; Media</b>	<b>\$ 44,600,000.00</b>	<b>\$ 47,908.30</b>
(2008 C.304 S.18)	\$ 44,600,000.00	\$ 47,908.30
<b>Massachusetts College of Art - Tower Building Facade Repair (study)</b>	<b>\$ 7,323,316.00</b>	<b>\$ 281,850.80</b>
(2008 C.304 S.18)	\$ 7,323,316.00	\$ 281,850.80
<b>POL- Lower Basin Barracks Renovation &amp; Addition</b>	<b>\$ 22,200,000.00</b>	<b>\$ 275,981.00</b>
(2008 C.304 S.18)	\$ 22,200,000.00	\$ 275,981.00
<b>RCC - Academic &amp; Media Arts Bldg - Modernization</b>	<b>\$ 43,942,970.00</b>	<b>\$ 124,779.00</b>
(2008 C.304 S.18)	\$ 43,942,970.00	\$ 124,779.00
<b>SEC - State Archive Building - Comprehensive Assessment</b>	<b>\$ 6,200,000.00</b>	<b>\$ 30,563.00</b>
(2014 C.257 S.13)	\$ 6,200,000.00	\$ 30,563.00
<b>Solomon Carter Fuller Mental Health Center Facade Repair (study only)</b>	<b>\$ 41,600,000.00</b>	<b>\$ 730,213.50</b>
(2008 C.304 S.18)	\$ 41,600,000.00	\$ 730,213.50
<b>Southwest Corridor Irrigation Assessment</b>	<b>\$ 50,000.00</b>	<b>\$ 15,372.35</b>
(2008 C.312 S.15)	\$ 50,000.00	\$ 15,372.35
<b>State House - Elevators</b>	<b>\$ 12,510,048.00</b>	<b>\$ 77,530.00</b>
(2008 C.304 S.18)	\$ 12,510,048.00	\$ 77,530.00
<b>State House - New Telecom Hub</b>	<b>\$ 7,161,198.00</b>	<b>\$ 17,100.00</b>
(2008 C.304 S.18)	\$ 7,161,198.00	\$ 17,100.00
<b>State House - Sub-basement Water Infiltration</b>	<b>\$ 1,100,500.00</b>	<b>\$ 537,401.38</b>
(2008 C.304 S.18)	\$ 1,100,500.00	\$ 537,401.38
<b>State House - West Wing renovation (gov's office)</b>	<b>\$ 9,000,000.00</b>	<b>\$ 10,726,312.17</b>
(2008 C.304 S.18)	\$ 9,000,000.00	\$ 10,726,312.17
<b>State House Gardner Auditorium and House Chamber Improvements</b>	<b>\$ 22,500,000.00</b>	<b>\$ 3,703.74</b>
(2008 C.304 S.2A)	\$ 22,500,000.00	\$ 3,703.74
<b>Trailside Nature Center Otter Exhibit</b>	<b>\$ 330,000.00</b>	<b>\$ 3,877.62</b>
(2008 C.312 S.15)	\$ 330,000.00	\$ 3,877.62
<b>TRC - SCCH - Highrise - Exterior Envelope upgrades</b>	<b>\$ 16,000,000.00</b>	<b>\$ 23,000.00</b>
(2008 C.304 S.18)	\$ 16,000,000.00	\$ 23,000.00
<b>TRC-Brighton District Court-Envelope-Improvements</b>	<b>\$ 4,000,000.00</b>	<b>\$ 745,731.90</b>
(2008 C.304 S.18)	\$ 4,000,000.00	\$ 745,731.90
<b>Treasurer's Office Renovations</b>	<b>\$ 3,981,795.00</b>	<b>\$ 3,403,215.27</b>
(2008 C.304 S.18)	\$ 3,981,795.00	\$ 3,403,215.27
<b>UMass Boston - New Academic Classroom Building</b>	<b>\$ 86,350,000.00</b>	<b>\$ 608,000.00</b>
(2008 C.258 S.3)	\$ 86,350,000.00	\$ 608,000.00
<b>UMB Substructure Demo, Permanent Stabilization and Quad Development -</b>	<b>\$ 1,500,000.00</b>	<b>\$ 3,348.84</b>
(2014 C.257 S.13)	\$ 1,500,000.00	\$ 3,348.84
<b>Boston and Statewide</b>	<b>\$ 10,500,000.00</b>	<b>\$ 166,839.00</b>



<b>Municipality/ Capital Plan Name/ Corresponding Bond Bill</b>	<b>Total Estimated Cost of Each Project</b>	<b>Total Amount Expended on Each Project</b>
<b>Castle Island and Historic Building Design and Restoration</b>	<b>\$ 10,500,000.00</b>	<b>\$ 166,839.00</b>
(2014 C.286 S.34)	\$ 10,500,000.00	\$ 166,839.00
<b>Bourne</b>	<b>\$ 8,300,000.00</b>	<b>\$ 2,775,538.05</b>
<b>Barnstable Sheriff - E-911 Facility (Study only)</b>	<b>\$ 300,000.00</b>	<b>\$ 80,569.67</b>
(2008 C.304 S.19)	\$ 300,000.00	\$ 80,569.67
<b>Massachusetts Maritime Academy - Hurley Library Renovation</b>	<b>\$ 8,000,000.00</b>	<b>\$ 2,694,968.38</b>
(2008 C.258 S.3)	\$ 8,000,000.00	\$ 2,694,968.38
<b>Bridgewater</b>	<b>\$ 1,000,000.00</b>	<b>\$ 59,670.00</b>
<b>Bridgewater State Hospital Infrastructure Assessment and Improvements</b>	<b>\$ 1,000,000.00</b>	<b>\$ 59,670.00</b>
(2008 C.304 S.18)	\$ 1,000,000.00	\$ 59,670.00
<b>Brighton</b>	<b>\$ 800,000.00</b>	<b>\$ 85,783.32</b>
<b>Charles River Sandbar Removal</b>	<b>\$ 800,000.00</b>	<b>\$ 85,783.32</b>
(2008 C.312 S.15)	\$ 800,000.00	\$ 85,783.32
<b>Brockton</b>	<b>\$ 48,900,000.00</b>	<b>\$ 2,354,966.77</b>
<b>Downtown Brockton Collaborative Higher Education Campus</b>	<b>\$ 21,500,000.00</b>	<b>\$ 227,510.71</b>
(2014 C.257 S.13)	\$ 21,500,000.00	\$ 227,510.71
<b>Massasoit CC - New Allied Health and Science Building</b>	<b>\$ 27,400,000.00</b>	<b>\$ 2,127,456.06</b>
(2008 C.258 S.3)	\$ 27,400,000.00	\$ 2,127,456.06
<b>Buzzards Bay</b>	<b>\$ 20,000,000.00</b>	<b>\$ 272,415.94</b>
<b>MMA - New Academic Building</b>	<b>\$ 20,000,000.00</b>	<b>\$ 272,415.94</b>
(2014 C.257 S.13)	\$ 20,000,000.00	\$ 272,415.94
<b>Cambridge</b>	<b>\$ 17,000,000.00</b>	<b>\$ 13,000.00</b>
<b>DCR Cambridge/North Pt - New Maintenance Facility</b>	<b>\$ 17,000,000.00</b>	<b>\$ 13,000.00</b>
(2008 C.304 S.18)	\$ 17,000,000.00	\$ 13,000.00
<b>Charlestown</b>	<b>\$ 29,152,560.00</b>	<b>\$ 10,000.00</b>
<b>Bunker Hill CC - New Learning &amp; Resource Ctr &amp; Renovations</b>	<b>\$ 29,152,560.00</b>	<b>\$ 10,000.00</b>
(2008 C.258 S.3)	\$ 29,152,560.00	\$ 10,000.00
<b>Chelmsford</b>	<b>\$ 700,000.00</b>	<b>\$ 465,141.02</b>
<b>Department of Youth Services Chelmsford Improvements</b>	<b>\$ 700,000.00</b>	<b>\$ 465,141.02</b>
(2008 C.304 S.18)	\$ 700,000.00	\$ 465,141.02
<b>Chelsea</b>	<b>\$ 25,533,888.00</b>	<b>\$ 3,358,006.12</b>
<b>CHE - Life Safety - Upgrade</b>	<b>\$ 18,328,122.00</b>	<b>\$ 2,896,386.69</b>
(2008 C.304 S.18)	\$ 18,328,122.00	\$ 2,896,386.69
<b>DCP-MITC Chelsea-UPS System Replacement</b>	<b>\$ 6,107,028.00</b>	<b>\$ 413,786.72</b>
(2008 C.304 S.18)	\$ 6,107,028.00	\$ 413,786.72
<b>MITC - Envelope Repairs</b>	<b>\$ 1,098,738.00</b>	<b>\$ 47,832.71</b>
(2008 C.304 S.18)	\$ 1,098,738.00	\$ 47,832.71
<b>Chicopee</b>	<b>\$ 18,676,331.00</b>	<b>\$ 6,811.39</b>

<b>Municipality/ Capital Plan Name/ Corresponding Bond Bill</b>	<b>Total Estimated Cost of Each Project</b>	<b>Total Amount Expended on Each Project</b>
<b>SDH - Western MA Regional Women's Corr Ctr - Expansion</b>	<b>\$ 18,676,331.00</b>	<b>\$ 6,811.39</b>
(2008 C.304 S.18)	\$ 18,676,331.00	\$ 6,811.39
<b>Danvers</b>	<b>\$ 125,000,000.00</b>	<b>\$ 18,102,949.00</b>
<b>Essex North Shore Agricultural and Technical School</b>	<b>\$ 125,000,000.00</b>	<b>\$ 18,102,949.00</b>
(2008 C.304 S.18)	\$ 125,000,000.00	\$ 18,102,949.00
<b>Dartmouth</b>	<b>\$ 156,860,337.00</b>	<b>\$ 682,850.41</b>
<b>UMass Dartmouth - Marine Sciences Facility Improvements</b>	<b>\$ 55,000,000.00</b>	<b>\$ 288,950.43</b>
(2008 C.258 S.3)	\$ 55,000,000.00	\$ 288,950.43
<b>UMass Dartmouth Master Plan</b>	<b>\$ 500,000.00</b>	<b>\$ 265,650.00</b>
(2008 C.304 S.18)	\$ 500,000.00	\$ 265,650.00
<b>UMass Dartmouth New Academic Building</b>	<b>\$ 55,000,000.00</b>	<b>\$ 116,250.00</b>
(2008 C.258 S.3)	\$ 55,000,000.00	\$ 116,250.00
<b>UMD - Carney Library Renovation</b>	<b>\$ 46,360,337.00</b>	<b>\$ 11,999.98</b>
(2014 C.257 S.13)	\$ 46,360,337.00	\$ 11,999.98
<b>Dedham</b>	<b>\$ 8,400,000.00</b>	<b>\$ 104,744.40</b>
<b>Norfolk County Regional Stabilization Center</b>	<b>\$ 5,000,000.00</b>	<b>\$ 2,016.00</b>
(2008 C.304 S.19)	\$ 5,000,000.00	\$ 2,016.00
<b>Norfolk County Sheriff Security Upgrade</b>	<b>\$ 3,400,000.00</b>	<b>\$ 102,728.40</b>
(2008 C.304 S.18)	\$ 3,400,000.00	\$ 102,728.40
<b>Fall River</b>	<b>\$ 36,095,689.00</b>	<b>\$ 17,222,511.75</b>
<b>BRC Fall River -Technology and Learning Center-New Facility</b>	<b>\$ 36,095,689.00</b>	<b>\$ 17,222,511.75</b>
(2008 C.258 S.3)	\$ 36,095,689.00	\$ 17,222,511.75
<b>Fitchburg</b>	<b>\$ 57,231,076.00</b>	<b>\$ 32,378,104.82</b>
<b>Fitchburg State Univ. - Science Facility Modernization</b>	<b>\$ 57,231,076.00</b>	<b>\$ 32,378,104.82</b>
(2008 C.258 S.3)	\$ 57,231,076.00	\$ 32,378,104.82
<b>Framingham</b>	<b>\$ 78,232,213.00</b>	<b>\$ 42,834,914.64</b>
<b>Modernization of Framingham State's Science Facilities - Including Hem</b>	<b>\$ 78,232,213.00</b>	<b>\$ 42,834,914.64</b>
(2008 C.258 S.3)	\$ 78,232,213.00	\$ 42,834,914.64
<b>Gardner</b>	<b>\$ 5,500,000.00</b>	<b>\$ 36,271.46</b>
<b>MWCC Parking Lot Improvements</b>	<b>\$ 5,500,000.00</b>	<b>\$ 36,271.46</b>
(2008 C.258 S.3)	\$ 5,500,000.00	\$ 36,271.46
<b>Greenfield</b>	<b>\$ 84,427,007.00</b>	<b>\$ 33,271,029.60</b>
<b>Greenfield Community College Childcare Training Center</b>	<b>\$ 9,458,561.00</b>	<b>\$ 136,125.00</b>
(2014 C.257 S.13)	\$ 9,458,561.00	\$ 136,125.00
<b>Greenfield Trial Court</b>	<b>\$ 74,968,446.00</b>	<b>\$ 33,134,904.60</b>
(2008 C.304 S.18)	\$ 74,968,446.00	\$ 33,134,904.60
<b>Haverhill</b>	<b>\$ 28,767,780.00</b>	<b>\$ 1,073,787.94</b>
<b>Haverhill District Court ADA Upgrades Energy Efficiency &amp; Code Compliance</b>	<b>\$ 9,767,780.00</b>	<b>\$ 631,346.04</b>

Municipality/ Capital Plan Name/ Corresponding Bond Bill	Total Estimated Cost of Each Project	Total Amount Expended on Each Project
(2008 C.304 S.18)	\$ 9,767,780.00	\$ 631,346.04
<b>NECC Spurk Bldg, Haverhill Campus</b>	<b>\$ 19,000,000.00</b>	<b>\$ 442,441.90</b>
(2008 C.258 S.3)	\$ 19,000,000.00	\$ 442,441.90
<b>Holyoke</b>	<b>\$ 43,500,000.00</b>	<b>\$ 911,084.57</b>
<b>Holyoke CC - Renovation of G Building and Addition</b>	<b>\$ 43,500,000.00</b>	<b>\$ 911,084.57</b>
(2008 C.258 S.3)	\$ 43,500,000.00	\$ 911,084.57
<b>Lawrence</b>	<b>\$ 27,086,176.00</b>	<b>\$ 21,292,316.93</b>
<b>Northern Essex CC - Allied Health &amp; Tech. Building in Lawrence</b>	<b>\$ 27,086,176.00</b>	<b>\$ 21,292,316.93</b>
(2008 C.258 S.3)	\$ 27,086,176.00	\$ 21,292,316.93
<b>Leominster</b>	<b>\$ 41,900,000.00</b>	<b>\$ 8,674,175.49</b>
<b>Mt Wachusett CC - Modernization of Haley Academic Center</b>	<b>\$ 40,900,000.00</b>	<b>\$ 7,897,258.12</b>
(2008 C.258 S.3)	\$ 40,900,000.00	\$ 7,897,258.12
<b>Otter River Water Line</b>	<b>\$ 1,000,000.00</b>	<b>\$ 776,917.37</b>
(2008 C.312 S.15)	\$ 1,000,000.00	\$ 776,917.37
<b>Lowell</b>	<b>\$ 112,273,150.00</b>	<b>\$ 6,598,842.41</b>
<b>MCC New Academic Arts Center (Lowell campus)</b>	<b>\$ 21,373,150.00</b>	<b>\$ 1,207,411.51</b>
(2008 C.258 S.3)	\$ 21,373,150.00	\$ 1,207,411.51
<b>UMass Lowell - New Management Building</b>	<b>\$ 45,900,000.00</b>	<b>\$ 5,092,498.08</b>
(2008 C.258 S.3)	\$ 45,900,000.00	\$ 5,092,498.08
<b>UMass Lowell Engineering Building</b>	<b>\$ 20,000,000.00</b>	<b>\$ 248,932.82</b>
(2008 C.258 S.3)	\$ 20,000,000.00	\$ 248,932.82
<b>UML North - Olson Hall - Biology Renovation</b>	<b>\$ 25,000,000.00</b>	<b>\$ 50,000.00</b>
(2008 C.258 S.3)	\$ 25,000,000.00	\$ 50,000.00
<b>Ludlow</b>	<b>\$ 3,700,000.00</b>	<b>\$ 342,508.81</b>
<b>SDH - Hampden County JHOC - HVAC Replacement</b>	<b>\$ 3,700,000.00</b>	<b>\$ 342,508.81</b>
(2014 C.257 S.13)	\$ 3,700,000.00	\$ 342,508.81
<b>Lynn</b>	<b>\$ 20,715,600.00</b>	<b>\$ 1,571,801.73</b>
<b>NSC Lynn - Expansion and Renovation</b>	<b>\$ 20,715,600.00</b>	<b>\$ 1,571,801.73</b>
(2008 C.258 S.3)	\$ 20,715,600.00	\$ 1,571,801.73
<b>Medfield</b>	<b>\$ 9,200,000.00</b>	<b>\$ 8,430,600.82</b>
<b>Former Medfield State Hospital - Site Remediation, and demolition</b>	<b>\$ 9,200,000.00</b>	<b>\$ 8,430,600.82</b>
(2008 C.304 S.18)	\$ 9,200,000.00	\$ 8,430,600.82
<b>Middleton</b>	<b>\$ 55,252,550.00</b>	<b>\$ 15,545,349.43</b>
<b>DYS Middleton - NE Regional Youth Service Ctr - New Facility</b>	<b>\$ 47,750,000.00</b>	<b>\$ 15,524,349.43</b>
(2008 C.304 S.18)	\$ 47,750,000.00	\$ 15,524,349.43
<b>Essex County Sheriff's Department Roof and HVAC Upgrades</b>	<b>\$ 7,502,550.00</b>	<b>\$ 21,000.00</b>
(2008 C.304 S.19)	\$ 7,502,550.00	\$ 21,000.00
<b>Milton</b>	<b>\$ 75,000.00</b>	<b>\$ 62,508.92</b>
<b>Building Assessments for Blue Hills Observatory &amp; Eliot Memorial Tow</b>	<b>\$ 75,000.00</b>	<b>\$ 62,508.92</b>

Municipality/ Capital Plan Name/ Corresponding Bond Bill	Total Estimated Cost of Each Project	Total Amount Expended on Each Project
(2008 C.312 S.15)	\$ 75,000.00	\$ 62,508.92
<b>Natick</b>	<b>\$ 15,324,695.00</b>	<b>\$ 11,487.00</b>
<b>MIL Natick-NG Readiness Center-New Facility (75% fed)</b>	<b>\$ 15,324,695.00</b>	<b>\$ 11,487.00</b>
Bond Bill not provided	\$ 15,324,695.00	\$ 11,487.00
<b>New Bedford</b>	<b>\$ 83,500,000.00</b>	<b>\$ 63,742,555.23</b>
<b>New Bedford Marine Commerce Terminal</b>	<b>\$ 81,000,000.00</b>	<b>\$ 63,449,570.62</b>
(2008 C.312 S.15)	\$ 81,000,000.00	\$ 63,449,570.62
<b>Schooner Ernestina Restoration</b>	<b>\$ 2,500,000.00</b>	<b>\$ 292,984.61</b>
(2008 C.312 S.15)	\$ 2,500,000.00	\$ 292,984.61
<b>New Braintree</b>	<b>\$ 9,500,000.00</b>	<b>\$ 896,368.23</b>
<b>POL Braintree - Firearms Range</b>	<b>\$ 9,500,000.00</b>	<b>\$ 896,368.23</b>
(2008 C.304 S.18)	\$ 9,500,000.00	\$ 896,368.23
<b>North Adams</b>	<b>\$ 66,220,000.00</b>	<b>\$ 46,117,193.70</b>
<b>Mass MoCA</b>	<b>\$ 25,420,000.00</b>	<b>\$ 2,092,915.00</b>
(2014 C.237 S.14)	\$ 25,420,000.00	\$ 2,092,915.00
<b>MCLA - Center for Science &amp; Innovation - New Facility</b>	<b>\$ 40,800,000.00</b>	<b>\$ 44,024,278.70</b>
(2008 C.258 S.3)	\$ 40,800,000.00	\$ 44,024,278.70
<b>Pittsfield</b>	<b>\$ 34,455,270.00</b>	<b>\$ 3,169,733.65</b>
<b>BCC - Hawthorne / Melville - Renovation</b>	<b>\$ 27,464,970.00</b>	<b>\$ 2,815,628.65</b>
(2008 C.258 S.3)	\$ 27,464,970.00	\$ 2,815,628.65
<b>DCP - Pittsfield State Office Building - Repairs</b>	<b>\$ 6,990,300.00</b>	<b>\$ 354,105.00</b>
(2008 C.304 S.18)	\$ 6,990,300.00	\$ 354,105.00
<b>Roxbury</b>	<b>\$ 4,000,000.00</b>	<b>\$ 109,692.50</b>
<b>Reggie Lewis Center</b>	<b>\$ 4,000,000.00</b>	<b>\$ 109,692.50</b>
(2008 C.304 S.18)	\$ 4,000,000.00	\$ 109,692.50
<b>Salem</b>	<b>\$ 190,247,449.00</b>	<b>\$ 63,460,585.08</b>
<b>Salem PFC Renovation</b>	<b>\$ 59,685,000.00</b>	<b>\$ 23,983,240.62</b>
(2008 C.304 S.18)	\$ 59,685,000.00	\$ 23,983,240.62
<b>Salem State Univ. - New Library and Learning Commons</b>	<b>\$ 74,529,280.00</b>	<b>\$ 39,056,919.41</b>
(2008 C.258 S.3)	\$ 74,529,280.00	\$ 39,056,919.41
<b>SSA-Mainstage Theater-Renovations/Modernization</b>	<b>\$ 23,100,000.00</b>	<b>\$ 18,270.00</b>
(2014 C.257 S.13)	\$ 23,100,000.00	\$ 18,270.00
<b>SSU Meier Hall Integrated Science Center</b>	<b>\$ 32,933,169.00</b>	<b>\$ 402,155.05</b>
(2008 C.258 S.3)	\$ 32,933,169.00	\$ 402,155.05
<b>Springfield</b>	<b>\$ 189,570,013.00</b>	<b>\$ 12,426,756.53</b>
<b>DCP - Springfield SOB, Dwight Street - Repairs</b>	<b>\$ 9,210,000.00</b>	<b>\$ 6,892,498.28</b>
(2008 C.304 S.18)	\$ 9,210,000.00	\$ 6,892,498.28
<b>Equipment for Springfield Data Center</b>	<b>\$ 14,999,035.00</b>	<b>\$ 1,199,173.94</b>
(2008 C.304 S.2A)	\$ 14,999,035.00	\$ 1,199,173.94

Municipality/ Capital Plan Name/ Corresponding Bond Bill	Total Estimated Cost of Each Project	Total Amount Expended on Each Project
<b>Liberty Street State Office Relocation, Springfield</b>	<b>\$ 1,722,978.00</b>	<b>\$ 147,364.50</b>
(2008 C.304 S.18)	\$ 1,722,978.00	\$ 147,364.50
<b>Second Data Center, ITD - Springfield</b>	<b>\$ 93,038,000.00</b>	<b>\$ 2,243,253.30</b>
(2008 C.304 S.2A)	\$ 93,038,000.00	\$ 2,243,253.30
<b>STC - Building 19 - Renovation - Phase II</b>	<b>\$ 50,200,000.00</b>	<b>\$ 774,436.08</b>
(2008 C.258 S.3)	\$ 50,200,000.00	\$ 774,436.08
<b>STC - Building 20 - Building Envelope Repairs</b>	<b>\$ 7,000,000.00</b>	<b>\$ 59,193.20</b>
(2008 C.304 S.18)	\$ 7,000,000.00	\$ 59,193.20
<b>Western MA Fire Training Facility (Springfield)</b>	<b>\$ 13,400,000.00</b>	<b>\$ 1,110,837.23</b>
(2008 C.304 S.18)	\$ 13,400,000.00	\$ 1,110,837.23
<b>Statewide</b>	<b>\$ 1,453,884,977.00</b>	<b>\$ 365,498,184.25</b>
<b>Accelerated Energy Program - Non-CEIP Funding</b>	<b>\$ 158,168,000.00</b>	<b>\$ 1,258.00</b>
(2008 C.304 S.18)	\$ 158,168,000.00	\$ 1,258.00
<b>Accelerated Energy Program - CEIP Funds</b>	<b>\$ 280,121,000.00</b>	<b>\$ 704,654.95</b>
(2007 C.27 S.2)	\$ 280,121,000.00	\$ 704,654.95
<b>ADA and Universal Access Improvements</b>	<b>\$ 34,000,000.00</b>	<b>\$ 283,384.60</b>
(2008 C.304 S.18)	\$ 34,000,000.00	\$ 283,384.60
<b>Affordable Housing Trust Fund</b>	<b>\$ 40,000,000.00</b>	<b>\$ 40,000,000.00</b>
(2008 C.119)	\$ 40,000,000.00	\$ 40,000,000.00
<b>Agricultural Environmental Enhancement Program (AEEP)</b>	<b>\$ 250,000.00</b>	<b>\$ 720,000.00</b>
(2008 C.312 S.15)	\$ 250,000.00	\$ 720,000.00
<b>Agricultural Project Operations</b>	<b>\$ 324,000.00</b>	<b>\$ 1,131,587.32</b>
(2008 C.312 S.15)	\$ 324,000.00	\$ 1,131,587.32
<b>Ambient Air Monitoring</b>	<b>\$ 736,000.00</b>	<b>\$ (25.27)</b>
Bond Bill not provided	\$ 736,000.00	\$ (25.27)
<b>Bridges Emergency Repairs, Maintenance, and Reconstruction</b>	<b>\$ 19,000,000.00</b>	<b>\$ 206,115.05</b>
(2008 C.312 S.16)	\$ 19,000,000.00	\$ 206,115.05
<b>Capital Improvement and Preservation Fund</b>	<b>\$ 5,000,000.00</b>	<b>\$ 13,449,700.00</b>
(2008 C.119)	\$ 5,000,000.00	\$ 13,449,700.00
<b>Coastal Pollutant Remediation (CPR) Grants</b>	<b>\$ 400,000.00</b>	<b>\$ 1,106,200.12</b>
(2008 C.312 S.15)	\$ 400,000.00	\$ 1,106,200.12
<b>COMMBUYS</b>	<b>\$ 17,804,435.00</b>	<b>\$ 92,181.32</b>
(2008 C.304 S.2A)	\$ 17,804,435.00	\$ 92,181.32
<b>Commonwealth Disaster Recovery and Business Continuity</b>	<b>\$ 8,113,399.00</b>	<b>\$ 3,052,595.40</b>
(2014 C.257 S.7)	\$ 8,113,399.00	\$ 3,052,595.40
<b>Commonwealth Datacenter Integration Services</b>	<b>\$ 14,291,359.00</b>	<b>\$ 1,213,187.43</b>
(2014 C.257 S.7)	\$ 14,291,359.00	\$ 1,213,187.43
<b>Commonwealth Enterprise Content Management Services</b>	<b>\$ 3,000,000.00</b>	<b>\$ 24,468.41</b>
(2014 C.257 S.7)	\$ 3,000,000.00	\$ 24,468.41

Municipality/ Capital Plan Name/ Corresponding Bond Bill	Total Estimated Cost of Each Project	Total Amount Expended on Each Project
<b>Commonwealth Identity and Access Management</b>	<b>\$ 56,000,000.00</b>	<b>\$ 223,782.46</b>
(2014 C.257 S.7)	\$ 56,000,000.00	\$ 223,782.46
<b>Community Based Housing</b>	<b>\$ 5,000,000.00</b>	<b>\$ 11,394,680.47</b>
(2008 C.119)	\$ 5,000,000.00	\$ 11,394,680.47
<b>Comprehensive Child Data System</b>	<b>\$ 15,182,956.00</b>	<b>\$ 5,960,157.41</b>
(2008 C.304 S.2B)	\$ 15,182,956.00	\$ 5,960,157.41
<b>Critical Coastal Infrastructure</b>	<b>\$ 14,500,000.00</b>	<b>\$ 7,553,859.28</b>
(2008 C.312 S.15)	\$ 14,500,000.00	\$ 7,553,859.28
<b>CSE COMETS HD</b>	<b>\$ 36,681,472.00</b>	<b>\$ 1,710,119.05</b>
(2014 C.257 S.8)	\$ 36,681,472.00	\$ 1,710,119.05
<b>Department of Fish &amp; Game Dam Safety Repair</b>	<b>\$ 2,300,000.00</b>	<b>\$ 530,958.63</b>
(2008 C.312 S.15)	\$ 2,300,000.00	\$ 530,958.63
<b>DOT Parcel 7 Fit-Out</b>	<b>\$ 16,062,112.00</b>	<b>\$ 99,904.52</b>
(2008 C.304 S.18)	\$ 16,062,112.00	\$ 99,904.52
<b>eDiscovery on MassMail</b>	<b>\$ 8,823,107.00</b>	<b>\$ 1,218,212.61</b>
(2008 C.304 S.2B)	\$ 8,823,107.00	\$ 1,218,212.61
<b>EHS - Campus Consolidation and Closure Planning</b>	<b>\$ 1,000,000.00</b>	<b>\$ 3,582,872.58</b>
(2008 C.304 S.18)	\$ 1,000,000.00	\$ 3,582,872.58
<b>Energy and Environment Consolidated IT Program</b>	<b>\$ 446,893.00</b>	<b>\$ 323.53</b>
(2008 C.312 S.15)	\$ 446,893.00	\$ 323.53
<b>Enterprise Data Management and Integration</b>	<b>\$ 5,218,619.00</b>	<b>\$ 58,414.05</b>
(2014 C.257 S.7)	\$ 5,218,619.00	\$ 58,414.05
<b>Enterprise Projects and Standards Implementation</b>	<b>\$ 4,900,000.00</b>	<b>\$ 500,246.22</b>
(2014 C.257 S.7)	\$ 4,900,000.00	\$ 500,246.22
<b>Environmental Police Vehicle &amp; Mobile Data Terminal Replacement</b>	<b>\$ 2,700,000.00</b>	<b>\$ 594,774.49</b>
(2014 C.286 S.34)	\$ 2,700,000.00	\$ 594,774.49
<b>EPA Match on Superfund Clean Up Sites</b>	<b>\$ 3,000,000.00</b>	<b>\$ 2,180,000.00</b>
(2008 C.312 S.15)	\$ 3,000,000.00	\$ 2,180,000.00
<b>Farm Viability Enhancement Program (FVEP)</b>	<b>\$ 1,000,000.00</b>	<b>\$ 8,885,673.73</b>
(2008 C.312 S.15)	\$ 1,000,000.00	\$ 8,885,673.73
<b>GeniSys</b>	<b>\$ 167,959,000.00</b>	<b>\$ 5,217,783.58</b>
(2008 C.304 S.2A)	\$ 167,959,000.00	\$ 5,217,783.58
<b>GovNext</b>	<b>\$ 4,000,000.00</b>	<b>\$ 25,120.20</b>
(2014 C.257 S.7)	\$ 4,000,000.00	\$ 25,120.20
<b>Greening the Gateway Cities</b>	<b>\$ 2,000,000.00</b>	<b>\$ 267,194.03</b>
(2008 C.312 S.15)	\$ 2,000,000.00	\$ 267,194.03
<b>Health and Human Services - Required Repairs</b>	<b>\$ 10,000.00</b>	<b>\$ 28,973.73</b>
(2008 C.304 S.18)	\$ 10,000.00	\$ 28,973.73
<b>Hire Now (Automated Hiring)</b>	<b>\$ 7,370,159.00</b>	<b>\$ 2,523,986.66</b>

Municipality/ Capital Plan Name/ Corresponding Bond Bill	Total Estimated Cost of Each Project	Total Amount Expended on Each Project
(2014 C.257 S.7)	\$ 7,370,159.00	\$ 2,523,986.66
<b>Housing at Transit Nodes</b>	<b>\$ 2,000,000.00</b>	<b>\$ 2,456,580.58</b>
(2008 C.119)	\$ 2,000,000.00	\$ 2,456,580.58
<b>Housing Innovations Fund</b>	<b>\$ 10,000,000.00</b>	<b>\$ 39,197,350.86</b>
(2008 C.119)	\$ 10,000,000.00	\$ 39,197,350.86
<b>Housing Stabilization Fund</b>	<b>\$ 16,000,000.00</b>	<b>\$ 56,624,600.85</b>
(2008 C.119)	\$ 16,000,000.00	\$ 56,624,600.85
<b>HRCMS ACA Tax Reporting Module</b>	<b>\$ 400,000.00</b>	<b>\$ 5,046.05</b>
(2014 C.257 S.7)	\$ 400,000.00	\$ 5,046.05
<b>ICJIS</b>	<b>\$ 106,791,283.00</b>	<b>\$ 245,367.75</b>
(2007 C.27 S.2)	\$ 106,791,283.00	\$ 245,367.75
<b>i-FamilyNet</b>	<b>\$ 28,311,647.00</b>	<b>\$ 6,167,965.57</b>
(2008 C.304 S.2B)	\$ 28,311,647.00	\$ 6,167,965.57
<b>Interagency Data Services</b>	<b>\$ 8,195,883.00</b>	<b>\$ 1,300,000.00</b>
(2008 C.304 S.2B)	\$ 8,195,883.00	\$ 1,300,000.00
<b>Land and Habitat Programs</b>	<b>\$ 11,541,192.00</b>	<b>\$ 4,077,625.42</b>
(2008 C.312 S.15)	\$ 11,541,192.00	\$ 4,077,625.42
<b>Legislative Documents Digitization Project</b>	<b>\$ 3,931,238.00</b>	<b>\$ 431,239.18</b>
(2008 C.304 S.2B)	\$ 3,931,238.00	\$ 431,239.18
<b>MAGIC Modernization Phase 2</b>	<b>\$ 5,583,776.00</b>	<b>\$ 744,583.20</b>
(2008 C.304 S.2B)	\$ 5,583,776.00	\$ 744,583.20
<b>Mass. Rehab's Home Modification Loan Program</b>	<b>\$ 4,000,000.00</b>	<b>\$ 14,500,000.00</b>
(2008 C.119)	\$ 4,000,000.00	\$ 14,500,000.00
<b>Military Base Energy Trust Fund for Clean, Eff. &amp; Renewable Energy</b>	<b>\$ 10,000,000.00</b>	<b>\$ 12,916,003.23</b>
(2014 C.48 S.2)	\$ 10,000,000.00	\$ 12,916,003.23
<b>Modernization of DLS Gateway Portal</b>	<b>\$ 3,506,832.00</b>	<b>\$ 962,939.58</b>
(2014 C.257 S.7)	\$ 3,506,832.00	\$ 962,939.58
<b>New Lottery Support Systems and Peripherals</b>	<b>\$ 60,340,453.00</b>	<b>\$ 123,322.50</b>
(2014 C.257 S.6)	\$ 60,340,453.00	\$ 123,322.50
<b>Pedestrian Bike and Multi Use Trail Construction and Reconstruction</b>	<b>\$ 17,000,000.00</b>	<b>\$ 858,306.33</b>
(2008 C.312 S.15)	\$ 17,000,000.00	\$ 858,306.33
<b>Pharmacy Information System Replacement</b>	<b>\$ 12,935,709.00</b>	<b>\$ 4,916,187.37</b>
(2014 C.257 S.7)	\$ 12,935,709.00	\$ 4,916,187.37
<b>POL Statewide - General - Upgrade from Master Plan</b>	<b>\$ 95,000,000.00</b>	<b>\$ 97,887.20</b>
(2008 C.304 S.18)	\$ 95,000,000.00	\$ 97,887.20
<b>Pre-AEP Energy Conservation Retrofits (non CEIP)</b>	<b>\$ 15,400,000.00</b>	<b>\$ 17,231.76</b>
(2008 C.304 S.18)	\$ 15,400,000.00	\$ 17,231.76
<b>Provider Data Management System 5.0</b>	<b>\$ 1,697,080.00</b>	<b>\$ 358,080.00</b>
(2014 C.257 S.7)	\$ 1,697,080.00	\$ 358,080.00



Municipality/ Capital Plan Name/ Corresponding Bond Bill	Total Estimated Cost of Each Project	Total Amount Expended on Each Project
<b>Public Housing - Affordable Housing Trust Fund</b>	<b>\$ 5,000,000.00</b>	<b>\$ 80,000,000.00</b>
(2008 C.119)	\$ 5,000,000.00	\$ 80,000,000.00
<b>Public Housing Central Wait List</b>	<b>\$ 2,216,276.00</b>	<b>\$ 203,384.54</b>
(2014 C.257 S.7)	\$ 2,216,276.00	\$ 203,384.54
<b>Rink Major Capital Improvements</b>	<b>\$ 8,700,000.00</b>	<b>\$ 1,049,767.81</b>
(2008 C.312 S.15)	\$ 8,700,000.00	\$ 1,049,767.81
<b>River Revitalization &amp; Riverine Habitat Restoration</b>	<b>\$ 35,104,784.00</b>	<b>\$ 21,906.20</b>
(2008 C.312 S.15)	\$ 35,104,784.00	\$ 21,906.20
<b>School IT Infrastructure</b>	<b>\$ 6,000,096.00</b>	<b>\$ 3,386,052.19</b>
(2014 C.257 S.9)	\$ 6,000,096.00	\$ 3,386,052.19
<b>Solid Waste Management and Recycling Program</b>	<b>\$ 1,564,000.00</b>	<b>\$ 3,471,531.63</b>
(2008 C.312 S.15)	\$ 1,564,000.00	\$ 3,471,531.63
<b>State and Community College Master Plan Updates</b>	<b>\$ 750,000.00</b>	<b>\$ 83,700.00</b>
(2008 C.304 S.18)	\$ 750,000.00	\$ 83,700.00
<b>State Auditors Performance and Transparency Initiative</b>	<b>\$ 11,308,682.00</b>	<b>\$ 2,080,242.18</b>
(2008 C.304 S.2B)	\$ 11,308,682.00	\$ 2,080,242.18
<b>State Rental Voucher Management System</b>	<b>\$ 1,000,000.00</b>	<b>\$ 55,412.48</b>
(2014 C.257 S.7)	\$ 1,000,000.00	\$ 55,412.48
<b>Statement of Financial Interests Filing &amp; Mgt Application (SFI-FMA)</b>	<b>\$ 543,908.00</b>	<b>\$ 180,306.01</b>
(2014 C.257 S.7)	\$ 543,908.00	\$ 180,306.01
<b>Strategic Capital Master Plan for Courts</b>	<b>\$ 1,500,000.00</b>	<b>\$ 2,035,885.00</b>
(2008 C.304 S.18)	\$ 1,500,000.00	\$ 2,035,885.00
<b>Supreme Judicial Court E-File</b>	<b>\$ 1,603,754.00</b>	<b>\$ 725,022.22</b>
(2008 C.304 S.2B)	\$ 1,603,754.00	\$ 725,022.22
<b>Sustainable Water Management Initiative (SWMI)</b>	<b>\$ 1,800,000.00</b>	<b>\$ 4,388,598.30</b>
(2008 C.312 S.15)	\$ 1,800,000.00	\$ 4,388,598.30
<b>Technology and Architecture</b>	<b>\$ 2,000,000.00</b>	<b>\$ 72,551.15</b>
(2014 C.257 S.7)	\$ 2,000,000.00	\$ 72,551.15
<b>Transparency Open Checkbook Initiative</b>	<b>\$ 5,020,100.00</b>	<b>\$ 540,381.13</b>
(2007 C.27 S.2)	\$ 5,020,100.00	\$ 540,381.13
<b>TRE - Legacy System Modernization</b>	<b>\$ 1,511,710.00</b>	<b>\$ 87,911.47</b>
(2014 C.257 S.7)	\$ 1,511,710.00	\$ 87,911.47
<b>UFR eFile Upgrade and Redesign</b>	<b>\$ 2,324,681.00</b>	<b>\$ 349,471.45</b>
(2014 C.257 S.7)	\$ 2,324,681.00	\$ 349,471.45
<b>UMass Satellite Campuses</b>	<b>\$ 6,100,000.00</b>	<b>\$ 5,011,512.62</b>
(2008 C.258 S.3)	\$ 6,100,000.00	\$ 5,011,512.62
<b>Virtual Gateway Infrastructure v4 Upgrade</b>	<b>\$ 11,839,382.00</b>	<b>\$ 1,211,885.88</b>
(2008 C.304 S.2B)	\$ 11,839,382.00	\$ 1,211,885.88
<b>Taunton</b>	<b>\$ 34,259,195.00</b>	<b>\$ 1,972,384.78</b>



Municipality/ Capital Plan Name/ Corresponding Bond Bill	Total Estimated Cost of Each Project	Total Amount Expended on Each Project
<b>Goss Building Renovations on the Taunton State Hospital Campus</b>	<b>\$ 34,259,195.00</b>	<b>\$ 1,972,384.78</b>
(2007 C.27 S.2)	\$ 34,259,195.00	\$ 1,972,384.78
<b>Templeton</b>	<b>\$ 6,642,523.00</b>	<b>\$ 6,134,770.35</b>
<b>DDS Templeton - New Group Homes</b>	<b>\$ 6,642,523.00</b>	<b>\$ 6,134,770.35</b>
(2008 C.304 S.18)	\$ 6,642,523.00	\$ 6,134,770.35
<b>Tewksbury</b>	<b>\$ 3,625,000.00</b>	<b>\$ 1,102,919.20</b>
<b>Tewksbury State Hospital Emergency Generators</b>	<b>\$ 3,625,000.00</b>	<b>\$ 1,102,919.20</b>
(2008 C.304 S.18)	\$ 3,625,000.00	\$ 1,102,919.20
<b>W. Barnstable</b>	<b>\$ 39,000,000.00</b>	<b>\$ 627,322.12</b>
<b>Cape Cod CC - New Science Bldg &amp; Modernization of Existing</b>	<b>\$ 36,000,000.00</b>	<b>\$ 486,740.00</b>
(2008 C.258 S.3)	\$ 36,000,000.00	\$ 486,740.00
<b>CCC-Campus Wide-Sewage Disposal Upgrade</b>	<b>\$ 3,000,000.00</b>	<b>\$ 140,582.12</b>
(2008 C.258 S.3)	\$ 3,000,000.00	\$ 140,582.12
<b>Walpole</b>	<b>\$ 15,000,000.00</b>	<b>\$ 6,438,530.37</b>
<b>DOC-Hayes Report Retrofits for Suicide Prevention - DOC Facilities</b>	<b>\$ 15,000,000.00</b>	<b>\$ 6,438,530.37</b>
(2008 C.304 S.18)	\$ 15,000,000.00	\$ 6,438,530.37
<b>Wellesley</b>	<b>\$ 59,000,000.00</b>	<b>\$ 322,120.00</b>
<b>Mass Bay CC - New Allied Health Academic Building</b>	<b>\$ 59,000,000.00</b>	<b>\$ 322,120.00</b>
(2008 C.304 S.18)	\$ 59,000,000.00	\$ 322,120.00
<b>Wellfleet</b>	<b>\$ 50,350,000.00</b>	<b>\$ 648,057.53</b>
<b>Herring River Estuary Restoration Project - Federal Funding Leverage</b>	<b>\$ 50,350,000.00</b>	<b>\$ 648,057.53</b>
(2008 C.312 S.15)	\$ 50,350,000.00	\$ 648,057.53
<b>West Boylston</b>	<b>\$ 20,057,158.00</b>	<b>\$ 422,067.12</b>
<b>SDW Worcester - Medical and Intake Replacement</b>	<b>\$ 20,057,158.00</b>	<b>\$ 422,067.12</b>
(2008 C.304 S.18)	\$ 20,057,158.00	\$ 422,067.12
<b>Westborough</b>	<b>\$ 25,464,602.00</b>	<b>\$ 335,153.25</b>
<b>DFW - Field HQ Building - New facility</b>	<b>\$ 25,464,602.00</b>	<b>\$ 335,153.25</b>
(2008 C.304 S.18)	\$ 25,464,602.00	\$ 335,153.25
<b>Westfield</b>	<b>\$ 60,137,758.00</b>	<b>\$ 12,328,490.33</b>
<b>Chief Med Examiner Replacement Facility - Central / Western Regions</b>	<b>\$ 14,637,758.00</b>	<b>\$ 378,369.98</b>
(2008 C.304 S.18)	\$ 14,637,758.00	\$ 378,369.98
<b>Westfield SU Dever Auditorium Renovations</b>	<b>\$ 2,800,000.00</b>	<b>\$ 23,977.50</b>
(2008 C.258 S.3)	\$ 2,800,000.00	\$ 23,977.50
<b>WSC - Westfield SU Academic Building - New Facility</b>	<b>\$ 42,700,000.00</b>	<b>\$ 11,926,142.85</b>
(2008 C.258 S.3)	\$ 42,700,000.00	\$ 11,926,142.85
<b>Worcester</b>	<b>\$ 103,171,331.00</b>	<b>\$ 32,869,255.58</b>
<b>Clocktower Reconstruction at Worcester Recovery Center</b>	<b>\$ 7,000,000.00</b>	<b>\$ 7,745,051.28</b>
(2008 C.304 S.18)	\$ 7,000,000.00	\$ 7,745,051.28
<b>National Guard Worcester Renovation, Plantation Drive</b>	<b>\$ 1,400,000.00</b>	<b>\$ 349,733.00</b>

Municipality/ Capital Plan Name/ Corresponding Bond Bill	Total Estimated Cost of Each Project	Total Amount Expended on Each Project
(2008 C.304 S.18)	\$ 1,400,000.00	\$ 349,733.00
<b>QCC - Science and Technology Building - Modernization</b>	<b>\$ 23,100,000.00</b>	<b>\$ 13,853,834.21</b>
(2008 C.258 S.3)	\$ 23,100,000.00	\$ 13,853,834.21
<b>QCC New General Academic Bldg</b>	<b>\$ 15,931,331.00</b>	<b>\$ 92,832.91</b>
(2008 C.258 S.3)	\$ 15,931,331.00	\$ 92,832.91
<b>Worcester Site Stabilization and Planning</b>	<b>\$ 5,000,000.00</b>	<b>\$ 1,195,380.85</b>
(2008 C.304 S.18)	\$ 5,000,000.00	\$ 1,195,380.85
<b>Worcester State Univ. - Athletic Center Modernization</b>	<b>\$ 50,740,000.00</b>	<b>\$ 9,632,423.33</b>
(2008 C.258 S.3)	\$ 50,740,000.00	\$ 9,632,423.33
<b>Grand Total</b>	<b>\$ 4,283,583,792.00</b>	<b>\$ 967,988,307.79</b>

## Appendix 3B:

### FY2015 Capital Project Spending by Municipality

(Those projects where A&F has provided total amounts expended but not one or more other pieces of statutorily required information)

In the chart below, projects without estimated project costs are listed alphabetically by municipality. As seen in the rows near the bottom of the chart, not all projects with expended costs have an assigned location, capital plan name and/or associated bond bill authorization. The totals in this chart do not include any of the projects in Appendix 3A or 3C.

Municipality / Capital Plan Name/ Corresponding Bond Bill	Total Amount Expended on Each Project
<b>Amherst</b>	<b>\$ 500,000.00</b>
<b>Hitchcock Center for the Environment</b>	<b>\$ 500,000.00</b>
(2014 C.286 S34)	\$ 500,000.00
<b>Barnstable</b>	<b>\$ 1,025,557.33</b>
<b>Barnstable Bulkhead Reconstruction and Dredging</b>	<b>\$ 1,025,557.33</b>
(2008 C.312 S.15)	\$ 1,025,557.33
<b>Belchertown</b>	<b>\$ 350,000.00</b>
<b>Upper Bondsville Dam in Belchertown</b>	<b>\$ 350,000.00</b>
(2008 C.312 S.15)	\$ 350,000.00
<b>Billerica</b>	<b>\$ 80,475,047.90</b>
<b>Consolidation of Middlesex Jail and House of Correction at Billerica</b>	<b>\$ 80,475,047.90</b>
(2008 C.304 S.18)	\$ 28,103,752.06
(2008 C.304 S.19)	\$ 52,371,295.84
<b>Boston</b>	<b>\$ 456,452,674.92</b>
<b>DCP - McCormack Building - Roemer Plaza Improvements</b>	<b>\$ 143,780.58</b>
(2014 C.257 S.13)	\$ 143,780.58
<b>DPH-Lemuel Shattuck Hospital-Facade Stabilization</b>	<b>\$ 28,845.00</b>
(2014 C.257 S.13)	\$ 28,845.00
<b>Government Center Facility Management</b>	<b>\$ 30,224,557.40</b>
(2007 C.27 S.2)	\$ 40,055.54
(2008 C.304 S.18)	\$ 29,876,921.23
(2014 C.257 S.13)	\$ 307,580.63
<b>Jackson Square Complex</b>	<b>\$ 200,000.00</b>
(2008 C.312 S.15)	\$ 200,000.00
<b>Leading By Example</b>	<b>\$ 1,200,000.00</b>
(2014 C.286 S34)	\$ 1,200,000.00
<b>Life Safety Improvements at Hurley Building - Alarms &amp; Sprinklers</b>	<b>\$ 419,784.55</b>

<b>Municipality / Capital Plan Name/ Corresponding Bond Bill</b>	<b>Total Amount Expended on Each Project</b>
(2008 C.304 S.18)	\$ 419,784.55
<b>Massachusetts College of Art - Center for Design &amp; Media</b>	<b>\$ 25,139,897.83</b>
(2008 C.258 S.3)	\$ 25,139,897.83
<b>Massachusetts College of Art - Tower Building Facade Repair (study only)</b>	<b>\$ 246,727.00</b>
(2008 C.258 S.3)	\$ 246,727.00
<b>Muddy River Flood Control and Historic Preservation Project</b>	<b>\$ 129,146.68</b>
(2008 C.312 S.15)	\$ 129,146.68
<b>RCC - Academic &amp; Media Arts Bldg - Modernization</b>	<b>\$ 840,779.52</b>
(2008 C.258 S.3)	\$ 840,779.52
<b>Red and Orange Line Vehicles and Improvements</b>	<b>\$ 49,315,868.41</b>
(2014 C.79 S.2C)	\$ 49,315,868.41
<b>Shattuck Hospital Study and Review</b>	<b>\$ 75,000.00</b>
(2008 C.304 S.18)	\$ 75,000.00
<b>Solomon Carter Fuller Mental Health Center Facade Repair (study only)</b>	<b>\$ 20,615.00</b>
(2014 C.257 S.13)	\$ 20,615.00
<b>South Station Rail Line Improvements</b>	<b>\$ 4,741,352.99</b>
(2008 C.303 S.2C)	\$ 4,072,108.69
(2012 C.242 S.2C)	\$ 129,344.69
(2014 C.79 S.2C)	\$ 539,899.61
<b>State House - Elevators</b>	<b>\$ 148,924.25</b>
(2014 C.257 S.13)	\$ 148,924.25
<b>State House - New Telecom Hub</b>	<b>\$ 82,285.00</b>
(2014 C.257 S.13)	\$ 82,285.00
<b>State House Gardner Auditorium and House Chamber Improvements</b>	<b>\$ 2,997,460.63</b>
(2008 C.304 S.18)	\$ 2,939,812.38
(2014 C.257 S.13)	\$ 57,648.25
<b>Statewide Improvement Plan - Green Line Subway Extension</b>	<b>\$ 325,023,724.40</b>
(2007 C.27 S.2)	\$ 2,507,114.26
(2008 C.86 S.2D)	\$ 178,138,157.79
(2014 C.79 S.2C)	\$ 144,378,452.35
<b>Suffolk Sheriff's Department Roof and Exterior Repairs</b>	<b>\$ 15,449,911.43</b>
(2008 C.304 S.19)	\$ 15,449,911.43
<b>Trailside Nature Center Otter Exhibit</b>	<b>\$ 24,014.25</b>
(2014 C.286 S.34)	\$ 24,014.25
<b>Bridgewater</b>	<b>\$ 59,582.67</b>
<b>Bridgewater State Hospital Infrastructure Assessment and Improvements</b>	<b>\$ 59,582.67</b>

<b>Municipality / Capital Plan Name/ Corresponding Bond Bill</b>	<b>Total Amount Expended on Each Project</b>
(2008 C.304 S.19)	\$ 59,582.67
<b>Brighton</b>	<b>\$ 21,337.79</b>
<b>Charles River Sandbar Removal</b>	<b>\$ 21,337.79</b>
(2014 C.286 S.33)	\$ 21,337.79
<b>Canton</b>	<b>\$ 11,844,303.03</b>
<b>Canton Airport Site Remediation</b>	<b>\$ 5,484,515.33</b>
(2008 C.312 S.15)	\$ 5,467,772.58
(2014 C.286 S.34)	\$ 16,742.75
<b>Ponkapoag Golf Course Irrigation Design Engineering and Construction</b>	<b>\$ 6,359,787.70</b>
(2008 C.312 S.15)	\$ 5,296,429.65
(2008 C.312 S.16)	\$ 8,955.53
(2014 C.286 S.34)	\$ 1,054,402.52
<b>Chelmsford</b>	<b>\$ 29,967.50</b>
<b>Department of Youth Services Chelmsford Improvements</b>	<b>\$ 29,967.50</b>
(2008 C.304 S.18)	\$ 29,967.50
<b>Chelsea</b>	<b>\$ 8,517,733.41</b>
<b>CHE - Life Safety - Upgrade</b>	<b>\$ 8,497,483.41</b>
(2008 C.304 S.18)	\$ 8,497,483.41
<b>MITC - Envelope Repairs</b>	<b>\$ 20,250.00</b>
(2014 C.257 S.13)	\$ 20,250.00
<b>Chicopee</b>	<b>\$ 15,411,583.93</b>
<b>SDH - Western MA Regional Women's Corr Ctr - Expansion</b>	<b>\$ 15,411,583.93</b>
(2008 C.304 S.19)	\$ 15,411,583.93
<b>Concord</b>	<b>\$ 10,290.94</b>
<b>Walden Pond Visitors Center</b>	<b>\$ 10,290.94</b>
(2014 C.257 S.13)	\$ 10,290.94
<b>Dartmouth</b>	<b>\$ 16,693,447.57</b>
<b>UMD - Carney Library Renovation</b>	<b>\$ 16,693,447.57</b>
(2008 C.258 S.3)	\$ 16,693,447.57
<b>Dedham</b>	<b>\$ 6,000.00</b>
<b>Norfolk County Sheriff Security Upgrade</b>	<b>\$ 6,000.00</b>
(2008 C.304 S.19)	\$ 6,000.00
<b>Dorchester</b>	<b>\$ 2,622,935.56</b>
<b>Shaffer Paper Remediation</b>	<b>\$ 2,622,935.56</b>
(2008 C.312 S.15)	\$ 914,609.89
(2014 C.286 S.33)	\$ 1,708,325.67
<b>Fitchburg</b>	<b>\$ (284.78)</b>
<b>Fitchburg State Univ. - Science Facility Modernization</b>	<b>\$ (284.78)</b>

<b>Municipality / Capital Plan Name/ Corresponding Bond Bill</b>	<b>Total Amount Expended on Each Project</b>
(2008 C.258 S.3)	\$ (284.78)
<b>Framingham</b>	<b>\$ 999,989.50</b>
<b>Radio Network Infrastructure</b>	<b>\$ 999,989.50</b>
(2014 C.257 S.7)	\$ 999,989.50
<b>Hingham</b>	<b>\$ 273,525.00</b>
<b>Wompatuck Trail Restoration</b>	<b>\$ 273,525.00</b>
(2008 C.312 S.15)	\$ 16,000.00
(2014 C.286 S34)	\$ 257,525.00
<b>Hull</b>	<b>\$ 146,461.02</b>
<b>Nantasket Beach Seawall and Beach Renourishment Flood Control Project</b>	<b>\$ 146,461.02</b>
(2008 C.312 S.15)	\$ 146,461.02
<b>Hyde Park</b>	<b>\$ 14,434,131.22</b>
<b>Statewide Improvement Plan - Fairmount Commuter Rail Improvements</b>	<b>\$ 14,434,131.22</b>
(2007 C.27 S.2)	\$ 3,892,897.60
(2008 C.86 S.2D)	\$ 10,541,233.62
<b>Leominster</b>	<b>\$ 71,361.67</b>
<b>Otter River Water Line</b>	<b>\$ 71,361.67</b>
(2008 C.312 S.16)	\$ 52,943.87
(2014 C.286 S34)	\$ 18,417.80
<b>Lowell</b>	<b>\$ 1,801,791.17</b>
<b>New Lowell Trial Court</b>	<b>\$ 1,801,791.17</b>
(2008 C.304 S.18)	\$ 1,801,791.17
<b>Middleton</b>	<b>\$ 9,225,623.47</b>
<b>DYS Middleton - NE Regional Youth Service Ctr - New Facility</b>	<b>\$ 7,549,027.40</b>
(2008 C.304 S.18)	\$ 7,549,027.40
<b>SDE - Intake Ctr - New Facility</b>	<b>\$ 1,676,596.07</b>
(2008 C.304 S.19)	\$ 1,676,596.07
<b>Milton</b>	<b>\$ 682,195.51</b>
<b>Houghtons Pond</b>	<b>\$ 682,195.51</b>
(2008 C.312 S.16)	\$ 682,195.51
<b>Natick</b>	<b>\$ 4,707,547.67</b>
<b>MIL Natick-NG Readiness Center-New Facility (75% fed)</b>	<b>\$ 4,707,547.67</b>
(2008 C.304 S.18)	\$ 4,707,547.67
<b>New Bedford</b>	<b>\$ 8,790,727.08</b>
<b>New Bedford Marine Commerce Terminal</b>	<b>\$ 6,105,740.32</b>
(2008 C.312 S.15)	\$ 6,105,740.32
<b>New Bedford State Pier Emergency Repairs</b>	<b>\$ 1,905,854.38</b>

<b>Municipality / Capital Plan Name/ Corresponding Bond Bill</b>	<b>Total Amount Expended on Each Project</b>
(2008 C.312 S.15)	\$ 164,951.00
(2008 C.312 S.16)	\$ 1,740,903.38
<b>Schooner Ernestina Restoration</b>	<b>\$ 326,216.81</b>
(2014 C.286 S.34)	\$ 326,216.81
<b>Thompson Street School Historic Renovation</b>	<b>\$ 452,915.57</b>
(2008 C.304 S.2C)	\$ 452,915.57
<b>New Braintree</b>	<b>\$ 3,004,981.41</b>
<b>POL Braintree - Firearms Range</b>	<b>\$ 3,004,981.41</b>
(2014 C.257 S.13)	\$ 3,004,981.41
<b>Norfolk</b>	<b>\$ 3,793,239.40</b>
<b>Norfolk DOC Potable Water and Conservation</b>	<b>\$ 3,793,239.40</b>
(2008 C.304 S.19)	\$ 3,793,239.40
<b>Norwood</b>	<b>\$ 500,000.00</b>
<b>Norwood Ice Rink</b>	<b>\$ 500,000.00</b>
(2008 C.312 S.15)	\$ 500,000.00
<b>Plymouth</b>	<b>\$ 900,000.00</b>
<b>Spire Center for Performing Arts</b>	<b>\$ 150,000.00</b>
(2014 C.237 S.14)	\$ 150,000.00
<b>Town Brook Dam in Plymouth</b>	<b>\$ 750,000.00</b>
(2008 C.312 S.15)	\$ 750,000.00
<b>Roxbury</b>	<b>\$ 1,930,603.19</b>
<b>Reggie Lewis Center</b>	<b>\$ 1,930,603.19</b>
(2008 C.258 S.3)	\$ 1,930,603.19
<b>Salisbury</b>	<b>\$ 185,000.00</b>
<b>Salisbury Town Creek</b>	<b>\$ 185,000.00</b>
(2008 C.312 S.15)	\$ 185,000.00
<b>Springfield</b>	<b>\$ 13,206,656.60</b>
<b>Equipment for Springfield Data Center</b>	<b>\$ 3,064,592.32</b>
(2008 C.304 S.2B)	\$ 2,940,132.43
(2014 C.257 S.7)	\$ 124,459.89
<b>Pynchon Building</b>	<b>\$ 1,000,000.00</b>
(2014 C.237 S.14)	\$ 1,000,000.00
<b>STC - Building 20 - Building Envelope Repairs</b>	<b>\$ 82,647.50</b>
(2014 C.257 S.13)	\$ 82,647.50
<b>Western MA Fire Training Facility (Springfield)</b>	<b>\$ 9,059,416.78</b>
(2008 C.304 S.18)	\$ 9,059,416.78
<b>Statewide</b>	<b>\$ 7,479,664,851.10</b>
<b>Accelerated Bridge Program</b>	<b>\$ 1,325,539,247.52</b>
(2008 C.233 S.2)	\$ 1,325,539,247.52

<b>Municipality / Capital Plan Name/ Corresponding Bond Bill</b>	<b>Total Amount Expended on Each Project</b>
<b>Accelerated Energy Program - CEIP Funds</b>	<b>\$ 124,538,535.38</b>
(2008 C.258 S.3)	\$ 55,604,322.25
(2008 C.304 S.18)	\$ 41,914,457.67
(2008 C.304 S.19)	\$ 23,767,518.96
(2008 C.312 S.15)	\$ 2,273,263.08
(2014 C.257 S.13)	\$ 124,760.86
(2014 C.286 S.36)	\$ 854,212.56
<b>ADA and Universal Access Improvements</b>	<b>\$ 1,850,753.82</b>
(2008 C.258 S.3)	\$ 1,612,649.00
(2008 C.304 S.18)	\$ 138,418.12
(2008 C.304 S.19)	\$ 55,954.70
(2014 C.257 S.13)	\$ 43,732.00
<b>Affordable Housing Trust Fund</b>	<b>\$ 3,000,000.00</b>
(2013 C.129 S.2)	\$ 3,000,000.00
<b>AGO Business Improvement</b>	<b>\$ 199,540.22</b>
(2007 C.27 S.2)	\$ 187,944.33
(2008 C.304 S.2B)	\$ 11,595.89
<b>ALARS Modernization</b>	<b>\$ 47,751,558.98</b>
(2007 C.27 S.2)	\$ 20,277.70
(2008 C.304 S.2B)	\$ 29,508,635.02
(2008 C.86 S.2)	\$ (178,125.88)
(2014 C.257 S.11)	\$ 16,763,047.41
(2014 C.79 S.2C)	\$ 803,568.00
Bond Bill Not Provided	\$ 834,156.73
<b>Ambient Air Monitoring</b>	<b>\$ 1,479,392.83</b>
(2008 C.312 S.15)	\$ 1,479,392.83
<b>ANF IT Consolidation</b>	<b>\$ 1,677,915.29</b>
(2008 C.304 S.2B)	\$ 1,013,577.53
(2014 C.257 S.7)	\$ 664,337.76
<b>ANF Mass Goals</b>	<b>\$ 3,023,719.00</b>
(2007 C.27 S.2)	\$ 3,023,719.00
<b>ANF Virtual Desktop Initiative</b>	<b>\$ 3,041.28</b>
(2014 C.257 S.7)	\$ 3,041.28
<b>Aquatic Recreation and Habitat Restoration</b>	<b>\$ 546,706.60</b>
(2008 C.312 S.15)	\$ 545,321.60
(2014 C.286 S.34)	\$ 1,385.00
<b>Beverly Waterfront Infrastructure Improvements</b>	<b>\$ 1,389,999.29</b>
(2008 C.312 S.15)	\$ 1,389,999.29
<b>Board of Library Commissioners - Library Construction Grants</b>	<b>\$ 59,992,725.21</b>



<b>Municipality / Capital Plan Name/ Corresponding Bond Bill</b>	<b>Total Amount Expended on Each Project</b>
(2008 C.130 S.2B)	\$ 2,325,068.86
(2008 C.304 S.18)	\$ 54,054,506.35
(2014 C.237 S.14)	\$ 3,613,150.00
<b>Body Armor Replacement Program</b>	<b>\$ 728,182.40</b>
(2008 C.304 S.18)	\$ 728,182.40
<b>Broadband Institute</b>	<b>\$ 26,552,441.41</b>
(2008 C.231 S.2)	\$ 17,484,551.55
(2008 C.304 S.2B)	\$ 4,860,628.00
(2014 C.257 S.9)	\$ 4,207,261.86
<b>Campground Modernization Program</b>	<b>\$ 1,239,551.29</b>
(2008 C.312 S.15)	\$ 672,826.86
(2014 C.286 S34)	\$ 566,724.43
<b>Capital Benefit Realization Shared Services</b>	<b>\$ 5,302,106.88</b>
(2008 C.304 S.2B)	\$ 3,848,106.88
(2014 C.257 S.7)	\$ 1,454,000.00
<b>Cash, Investment Management to MMARS</b>	<b>\$ (82.65)</b>
(2008 C.304 S.2B)	\$ (82.65)
<b>Central Artery Tunnel Project</b>	<b>\$ 3,867,099.58</b>
(2007 C.228 S.3)	\$ 3,540,674.54
(2007 C.27 S.2)	\$ 326,425.04
<b>Chapter 90 - Municipal Roads and Bridges</b>	<b>\$ 586,390,175.87</b>
(2008 C.86 S.2)	\$ 15,583,452.00
(2011 C.10)	\$ 105,148,983.01
(2012 C.133)	\$ 161,536,417.40
(2012 C.238 S.67)	\$ 70,623,373.88
(2013 C.18)	\$ 136,561,100.00
(2014 C.79 S.2A)	\$ 86,630,742.48
Bond Bill Not Provided	\$ 10,306,107.10
<b>Charles River Dam and Amelia Earhart Dam Lock Replacement Program</b>	<b>\$ 850,000.00</b>
(2008 C.312 S.15)	\$ 850,000.00
<b>Coastal Resource Protection Program Support</b>	<b>\$ 1,221,710.48</b>
(2008 C.312 S.15)	\$ 1,221,710.48
<b>Comfort Station Rehabilitation</b>	<b>\$ 4,055,318.05</b>
(2008 C.312 S.15)	\$ 2,613,586.50
(2014 C.286 S34)	\$ 1,440,134.52
Bond Bill Not Provided	\$ 1,597.03
<b>COMMBUYS</b>	<b>\$ 14,859,500.32</b>
(2008 C.304 S.2B)	\$ 8,733,385.51

<b>Municipality / Capital Plan Name/ Corresponding Bond Bill</b>	<b>Total Amount Expended on Each Project</b>
(2014 C.257 S.8)	\$ 6,126,114.81
<b>Commonwealth Disaster Recovery and Business Continuity</b>	<b>\$ 1,860,519.03</b>
(2008 C.304 S.2B)	\$ 1,860,519.03
<b>Commonwealth Application and Interoperability Shared Services</b>	<b>\$ 2,045,284.95</b>
(2008 C.304 S.2B)	\$ 1,696,804.83
(2014 C.257 S.7)	\$ 348,480.12
<b>Commonwealth Datacenter Integration Services</b>	<b>\$ 1,495,739.81</b>
(2008 C.304 S.2B)	\$ 584,529.55
(2014 C.257 S.7)	\$ 911,210.26
<b>Commonwealth Government Innovation</b>	<b>\$ 2,492,883.85</b>
(2008 C.304 S.2B)	\$ 1,976,075.45
(2014 C.257 S.8)	\$ 516,808.40
<b>Commonwealth Shared Application Infrastructure</b>	<b>\$ 2,448,653.48</b>
(2008 C.304 S.2B)	\$ 2,448,653.48
<b>Community Based Housing</b>	<b>\$ 4,166,410.79</b>
(2013 C.129 S.2)	\$ 4,166,410.79
<b>Community Investment Grant Programs</b>	<b>\$ 60,264,034.68</b>
(2008 C.312 S.15)	\$ 42,309,597.50
(2014 C.286 S.37)	\$ 1,500,000.00
(2014 C.286 S.34)	\$ 16,454,437.18
<b>Comprehensive Child Data System</b>	<b>\$ 1,564,841.08</b>
(2014 C.257 S.7)	\$ 1,564,841.08
<b>Corrections Multiple Facilities - General - Improvements Identified</b>	<b>\$ 41,866.50</b>
(2008 C.304 S.19)	\$ 41,866.50
<b>CPAT Federal Grants Management Initiative</b>	<b>\$ 4,023,058.57</b>
(2008 C.304 S.2B)	\$ 1,193,128.49
(2014 C.257 S.8)	\$ 2,829,930.08
<b>Critical Coastal Infrastructure</b>	<b>\$ 1,457,471.00</b>
(2014 C.286 S.36)	\$ 1,457,471.00
<b>Cruiser Replacement</b>	<b>\$ 25,989,802.78</b>
(2008 C.304 S.2A)	\$ 16,495,440.46
(2014 C.237 S.15)	\$ 9,494,362.32
<b>Cultural Facilities Fund</b>	<b>\$ 22,843,700.00</b>
(2008 C.304 S.18)	\$ 22,843,700.00
<b>Dam Maintenance and PL 566 Flood Control</b>	<b>\$ 1,956,309.39</b>
(2008 C.312 S.15)	\$ 1,956,309.39
<b>Dam Rehabilitation Program</b>	<b>\$ 6,086,702.93</b>
(2008 C.312 S.15)	\$ 5,711,702.93
(2014 C.286 S.34)	\$ 375,000.00

<b>Municipality / Capital Plan Name/ Corresponding Bond Bill</b>	<b>Total Amount Expended on Each Project</b>
<b>Dam Safety and Inspection Program</b>	<b>\$ 1,088,760.68</b>
(2008 C.312 S.15)	\$ 1,088,760.68
<b>DCAM Surplus Property Management and Maintenance - misc. sites</b>	<b>\$ 34,175,673.11</b>
(2008 C.304 S.18)	\$ 27,426,201.69
(2008 C.304 S.19)	\$ 6,012,622.72
(2014 C.257 S.13)	\$ 736,848.70
<b>DCAMM IT Strategy</b>	<b>\$ 3,474,726.07</b>
(2008 C.304 S.2B)	\$ 1,612,982.77
(2014 C.257 S.7)	\$ 1,861,743.30
<b>DCAMM Project Operations</b>	<b>\$ 109,232,460.01</b>
(2007 C.27 S.2)	\$ 752,899.54
(2008 C.258 S.3)	\$ 18,706,334.54
(2008 C.304 S.18)	\$ 49,139,277.80
(2008 C.304 S.19)	\$ 19,289,813.24
(2008 C.312 S.15)	\$ 4,527.09
(2014 C.257 S.13)	\$ 21,339,607.80
<b>DCR Deferred Maintenance and Small Repairs</b>	<b>\$ 18,509,915.89</b>
(2008 C.312 S.15)	\$ 16,176,837.04
(2008 C.312 S.16)	\$ 3,000.00
(2014 C.286 S34)	\$ 2,330,078.85
<b>DCR Equipment</b>	<b>\$ 6,525,342.77</b>
(2008 C.312 S.15)	\$ 4,330,374.95
(2008 C.312 S.16)	\$ 113,620.53
(2014 C.286 S34)	\$ 2,081,360.47
Bond Bill Not Provided	\$ (13.18)
<b>DCR Parkway Maintenance</b>	<b>\$ 23,992,298.45</b>
(2008 C.312 S.15)	\$ 1,794,379.57
(2008 C.312 S.16)	\$ 22,197,918.88
<b>DCR Parkway Reconstruction</b>	<b>\$ 42,256,168.47</b>
(2008 C.312 S.15)	\$ 793,244.88
(2008 C.312 S.16)	\$ 40,330,187.40
(2014 C.286 S34)	\$ 1,132,736.19
<b>DCR Project Operations</b>	<b>\$ 48,896,914.13</b>
(2008 C.312 S.15)	\$ 42,206,266.54
(2008 C.312 S.16)	\$ 2,129,019.26
(2014 C.286 S34)	\$ 4,561,628.33
<b>Deferred Maintenance - Statewide</b>	<b>\$ 121,315,828.16</b>
(2007 C.27 S.2)	\$ 396,297.40
(2008 C.258 S.3)	\$ 21,692,581.25

<b>Municipality / Capital Plan Name/ Corresponding Bond Bill</b>	<b>Total Amount Expended on Each Project</b>
(2008 C.304 S.18)	\$ 66,081,444.61
(2008 C.304 S.19)	\$ 26,453,152.86
(2014 C.257 S.13)	\$ 6,692,352.04
<b>Department of Correction Equipment</b>	<b>\$ 5,007,726.87</b>
(2008 C.304 S.2A)	\$ 5,007,726.87
<b>Department of Correction Radio Replacement</b>	<b>\$ 100,000.00</b>
(2008 C.304 S.2A)	\$ 100,000.00
<b>DHCD - Transit Oriented Development Housing</b>	<b>\$ 3,543,419.00</b>
(2008 C.119)	\$ 3,432,649.00
(2013 C.129 S.2)	\$ 110,770.00
<b>DigitalMass</b>	<b>\$ 152,401.68</b>
(2014 C.257 S.7)	\$ 152,401.68
<b>DOR Critical Infrastructure Enhancements</b>	<b>\$ 609,254.41</b>
(2008 C.304 S.2B)	\$ 609,254.41
<b>DPH MIIS</b>	<b>\$ 476,985.81</b>
(2008 C.304 S.2B)	\$ 476,985.81
<b>DTA System transformation</b>	<b>\$ 1,206,398.55</b>
(2014 C.257 S.7)	\$ 1,184,822.55
Bond Bill Not Provided	\$ 21,576.00
<b>D-Tax Enhancements</b>	<b>\$ 3,875,751.68</b>
(2008 C.304 S.2B)	\$ 3,875,751.68
<b>DUA QUEST Project</b>	<b>\$ 2,281,495.11</b>
(2008 C.304 S.2B)	\$ 2,281,495.11
<b>Early Education and Out of School Time Capital Fund</b>	<b>\$ 8,000,000.00</b>
(2013 C.129 S.2)	\$ 8,000,000.00
<b>Economic Development Investments</b>	<b>\$ 8,625,000.00</b>
(2010 C.240 S.2B)	\$ 5,400,000.00
(2012 C.238 S.59)	\$ 3,225,000.00
<b>eDiscovery on MassMail</b>	<b>\$ 2,512,491.95</b>
(2014 C.257 S.7)	\$ 2,512,491.95
<b>EEA Agency Land Protection Programs</b>	<b>\$ 47,842,842.37</b>
(2008 C.312 S.15)	\$ 47,440,256.48
(2008 C.312 S.16)	\$ 133.00
(2014 C.286 S.37)	\$ 402,452.89
<b>EEA Project Operations</b>	<b>\$ 2,205,828.77</b>
(2008 C.312 S.15)	\$ 2,188,281.74
(2014 C.286 S.34)	\$ 17,547.03
<b>E-Health Records Planning</b>	<b>\$ 43,338.54</b>
(2008 C.304 S.2B)	\$ 43,338.54

<b>Municipality / Capital Plan Name/ Corresponding Bond Bill</b>	<b>Total Amount Expended on Each Project</b>
<b>EHS - Campus Consolidation and Closure Planning</b>	<b>\$ 149,881.29</b>
(2008 C.304 S.18)	\$ 141,180.80
(2014 C.257 S.13)	\$ 8,700.49
<b>EHS Data Warehouse Maintenance/Enhancements</b>	<b>\$ 732,073.65</b>
(2007 C.27 S.2)	\$ 199,364.97
(2008 C.304 S.2B)	\$ 527,455.71
Bond Bill Not Provided	\$ 5,252.97
<b>EHS Health Information Exchange Phase 2</b>	<b>\$ 8,897,301.53</b>
(2008 C.304 S.2B)	\$ 8,856,065.53
Bond Bill Not Provided	\$ 41,236.00
<b>EHS Statewide General Improvements</b>	<b>\$ 304,837.60</b>
(2008 C.304 S.18)	\$ 302,498.72
(2014 C.257 S.13)	\$ 2,338.88
<b>EHS VOIP Upgrade</b>	<b>\$ 4,159,605.96</b>
(2008 C.304 S.2B)	\$ 2,468,642.00
(2014 C.257 S.7)	\$ 1,690,963.96
<b>Electronic Document Management System</b>	<b>\$ 127,835.24</b>
(2008 C.304 S.2B)	\$ 10,579.91
(2014 C.257 S.7)	\$ 117,255.33
<b>e-Licensing</b>	<b>\$ 22,174,568.93</b>
(2008 C.304 S.2B)	\$ 8,712,287.55
(2014 C.257 S.7)	\$ 13,438,993.88
(2014 C.257 S.8)	\$ 23,287.50
<b>Emergency Response Risk Reduction &amp; Remediation</b>	<b>\$ 2,371,484.89</b>
(2008 C.312 S.15)	\$ 2,371,484.89
<b>Emergency Storm Reimbursements</b>	<b>\$ 756,793.63</b>
(2008 C.312 S.15)	\$ 207,905.97
(2008 C.312 S.16)	\$ 548,887.66
<b>Employee Safety Improvements</b>	<b>\$ 234,743.55</b>
(2008 C.304 S.2A)	\$ 234,743.55
<b>Energy and Environment Consolidated IT Program</b>	<b>\$ 1,985,397.02</b>
(2008 C.312 S.15)	\$ 1,810,881.80
(2014 C.286 S34)	\$ 174,515.22
<b>Energy and Environmental Information and Public Access System (EIPAS)</b>	<b>\$ 727,170.14</b>
(2014 C.257 S.7)	\$ 727,170.14
<b>Enforcement Support and Brownfields</b>	<b>\$ 4,185,701.79</b>
(2008 C.312 S.15)	\$ 4,185,701.79
<b>Enterprise Content Management System Roadmap</b>	<b>\$ 17,421.07</b>

<b>Municipality / Capital Plan Name/ Corresponding Bond Bill</b>	<b>Total Amount Expended on Each Project</b>
(2008 C.304 S.2B)	\$ 17,421.07
<b>Enterprise Identity Management</b>	<b>\$ 1,611,036.78</b>
(2008 C.304 S.2B)	\$ 1,611,036.78
<b>Environmental Remediation (Clean State)</b>	<b>\$ 7,670,619.84</b>
(2008 C.312 S.15)	\$ 7,216,042.87
(2014 C.286 S.33)	\$ 454,576.97
<b>EOE Identity Management</b>	<b>\$ 850,000.00</b>
(2008 C.304 S.2B)	\$ 850,000.00
<b>EPA Match on Superfund Clean Up Sites</b>	<b>\$ 138,375.64</b>
(2008 C.312 S.15)	\$ 138,375.64
<b>eProcurement Roadmap</b>	<b>\$ 562,534.96</b>
(2008 C.304 S.2B)	\$ 562,534.96
<b>Equipment for Vocational Schools</b>	<b>\$ 3,173,381.41</b>
(2008 C.304 S.2C)	\$ 3,173,381.41
<b>Executive Office of Energy and Environment Land Planning</b>	<b>\$ 3,142,813.43</b>
(2008 C.312 S.15)	\$ 3,142,813.43
<b>Facilities Consolidation Fund</b>	<b>\$ 25,578,409.58</b>
(2008 C.119)	\$ 18,135,703.58
(2013 C.129 S.2)	\$ 7,442,706.00
<b>Federal Superfund Site Restoration</b>	<b>\$ 2,589,310.15</b>
(2008 C.312 S.15)	\$ 2,589,310.15
<b>FINAL PAYMENTS - BSOB and Surplus Property</b>	<b>\$ 12,234,648.71</b>
(2007 C.27 S.2)	\$ 2,433,581.12
(2008 C.304 S.18)	\$ 9,785,942.97
(2008 C.304 S.19)	\$ 15,124.62
<b>FINAL PAYMENTS - Environmental Affairs</b>	<b>\$ 216,109.88</b>
(2008 C.304 S.18)	\$ 124,012.57
(2008 C.312 S.15)	\$ 92,097.31
<b>FINAL PAYMENTS - Exec. Office of Health &amp; Human Services</b>	<b>\$ 3,599,934.73</b>
(2007 C.27 S.2)	\$ 2,000.60
(2008 C.304 S.18)	\$ 3,597,934.13
<b>FINAL PAYMENTS - Public Safety</b>	<b>\$ 4,255,398.01</b>
(2007 C.27 S.2)	\$ 93,992.61
(2008 C.304 S.18)	\$ 1,104,814.24
(2008 C.304 S.19)	\$ 3,056,591.16
<b>FINAL PAYMENTS - State &amp; Community Colleges</b>	<b>\$ 15,619,049.06</b>
(2007 C.27 S.2)	\$ 18,932.99
(2008 C.258 S.3)	\$ 14,999,888.26
(2008 C.312 S.15)	\$ 600,227.81

<b>Municipality / Capital Plan Name/ Corresponding Bond Bill</b>	<b>Total Amount Expended on Each Project</b>
<b>FINAL PAYMENTS - Trial Court</b>	<b>\$ 411,941.72</b>
(2008 C.304 S.18)	\$ 411,941.72
<b>FINAL PAYMENTS - University of Massachusetts</b>	<b>\$ 20,575,032.85</b>
(2007 C.27 S.2)	\$ 14,129.54
(2008 C.258 S.3)	\$ 20,560,903.31
<b>Flood Control Annual Maintenance</b>	<b>\$ 3,227,207.21</b>
(2008 C.312 S.15)	\$ 3,227,207.21
<b>Forestry Tower and Building Improvements and Hazardous Tree Management</b>	<b>\$ 243,808.50</b>
(2008 C.312 S.15)	\$ 75,352.00
(2014 C.286 S34)	\$ 168,456.50
<b>GeniSys</b>	<b>\$ 63,875,718.45</b>
(2008 C.304 S.2B)	\$ 43,072,459.29
(2014 C.257 S.8)	\$ 20,803,259.16
<b>Government Application Innovation Infrastructure</b>	<b>\$ 488,273.93</b>
(2008 C.304 S.2B)	\$ 317,363.93
(2014 C.257 S.7)	\$ 170,910.00
<b>Grants Information System</b>	<b>\$ (112.54)</b>
(2008 C.304 S.2B)	\$ (112.54)
<b>Greening the Gateway Cities</b>	<b>\$ 302,755.36</b>
(2008 C.312 S.15)	\$ 183,029.99
(2014 C.286 S34)	\$ 119,725.37
<b>Health and Human Services - Required Repairs</b>	<b>\$ 268,375.04</b>
(2014 C.257 S.13)	\$ 268,375.04
<b>HED Program and Cap</b>	<b>\$ 4,246,460.49</b>
(2012 C.238 S.58)	\$ 4,246,460.49
<b>Helicopter Replacement</b>	<b>\$ 13,506,147.54</b>
(2008 C.304 S.2A)	\$ 12,315,767.35
(2014 C.237 S.15)	\$ 1,190,380.19
<b>Heritage Parks Rehabilitation and Upgrades</b>	<b>\$ 592,269.23</b>
(2008 C.312 S.15)	\$ 582,969.23
(2014 C.286 S34)	\$ 9,300.00
<b>Historic Preservation Grants</b>	<b>\$ 4,585,308.93</b>
(2008 C.312 S.15)	\$ 4,585,308.93
<b>Housing at Transit Nodes</b>	<b>\$ 418,215.00</b>
(2013 C.129 S.2)	\$ 418,215.00
<b>Housing Innovations Fund</b>	<b>\$ 4,334,459.84</b>
(2013 C.129 S.2)	\$ 4,334,459.84
<b>Housing Stabilization Fund</b>	<b>\$ 4,760,447.75</b>

Municipality / Capital Plan Name/ Corresponding Bond Bill	Total Amount Expended on Each Project
(2013 C.129 S.2)	\$ 4,760,447.75
<b>HRCMS 92 Upgrade</b>	<b>\$ 3,839,360.47</b>
(2008 C.304 S.2B)	\$ 3,430,550.40
(2014 C.257 S.7)	\$ 408,810.07
<b>ICJIS</b>	<b>\$ 31,407,211.74</b>
(2008 C.304 S.2B)	\$ 20,798,735.82
(2014 C.257 S.7)	\$ 10,608,475.92
<b>IES Phase 2 - DTA Enhancements</b>	<b>\$ 17,610,279.05</b>
(2008 C.304 S.2B)	\$ 9,634,237.17
(2014 C.257 S.7)	\$ 7,976,041.88
<b>i-FamilyNet</b>	<b>\$ 4,554,092.00</b>
(2014 C.257 S.7)	\$ 4,554,092.00
<b>IFM Facility Conditions Assessment and Improvements</b>	<b>\$ 111,220,507.43</b>
(2008 C.258 S.3)	\$ 101,508,713.02
(2008 C.304 S.18)	\$ 7,766,303.74
(2008 C.304 S.19)	\$ 1,116,166.38
(2014 C.257 S.13)	\$ 829,324.29
<b>Industrial Rail Access Program</b>	<b>\$ 221,813,935.93</b>
(2007 C.27 S.2)	\$ 308,216.43
(2008 C.303 S.2A)	\$ 6,739,735.56
(2008 C.86 S.2)	\$ 55,432,951.39
(2012 C.242 S.2)	\$ 15,901,685.10
(2012 C.242 S.2A)	\$ 81,782,423.62
(2014 C.79 S.2)	\$ 5,247,897.29
(2014 C.79 S.2A)	\$ 56,327,062.61
(2014 C.79 S.2G)	\$ 40,762.76
Bond Bill Not Provided	\$ 33,201.17
<b>Integrated Eligibility System (IES) Phase 1</b>	<b>\$ 135,285,484.95</b>
(2008 C.304 S.2B)	\$ 59,409,991.20
(2014 C.257 S.7)	\$ 26,503,886.63
Bond Bill Not Provided	\$ 49,371,607.12
<b>Interagency Data Services</b>	<b>\$ 1,955,451.71</b>
(2014 C.257 S.7)	\$ 1,955,451.71
<b>IT Capital Portfolio Management and Project Operations</b>	<b>\$ 4,655,790.23</b>
(2008 C.304 S.2B)	\$ 4,398,568.15
(2014 C.257 S.7)	\$ 257,222.08
<b>IT Consolidation</b>	<b>\$ 8,698,528.00</b>
(2008 C.304 S.2B)	\$ 8,592,489.05
(2014 C.257 S.7)	\$ 106,038.95



<b>Municipality / Capital Plan Name/ Corresponding Bond Bill</b>	<b>Total Amount Expended on Each Project</b>
<b>ITD Technology Plan</b>	<b>\$ 7,012,011.26</b>
(2008 C.304 S.2B)	\$ 7,012,011.26
<b>Knowledge Corridor High Speed Rail Improvements</b>	<b>\$ 57,629,475.88</b>
(2008 C.303 S.2C)	\$ 796,602.77
(2012 C.242 S.2)	\$ 9,565,737.65
(2012 C.242 S.2C)	\$ 18,838,503.95
(2014 C.79 S.2C)	\$ 28,428,631.51
<b>Land and Habitat Programs</b>	<b>\$ 2,612,475.56</b>
(2008 C.312 S.15)	\$ 2,612,475.56
<b>Land Deferred Maintenance</b>	<b>\$ 757,848.24</b>
(2008 C.312 S.15)	\$ 757,848.24
<b>Land Protection Grant Programs</b>	<b>\$ 1,945,345.46</b>
(2008 C.312 S.15)	\$ 1,245,335.46
(2014 C.286 S.37)	\$ 700,010.00
<b>Landscape Improvements</b>	<b>\$ 1,220,851.28</b>
(2008 C.312 S.15)	\$ 1,149,826.48
(2008 C.312 S.16)	\$ 6,011.05
(2014 C.286 S.34)	\$ 65,013.75
<b>Legislative Documents Digitization Project</b>	<b>\$ 289,858.86</b>
(2014 C.257 S.7)	\$ 289,858.86
<b>Life Sciences Capital Program</b>	<b>\$ 180,487,731.13</b>
(2008 C.130 S.2B)	\$ 180,487,731.13
<b>Local Capital Investment Grants</b>	<b>\$ 1,275,000.00</b>
(2008 C.304 S.2C)	\$ 1,275,000.00
<b>Local Enhancements to GIS Mass Parcel Mapping</b>	<b>\$ 656,901.68</b>
(2008 C.304 S.2B)	\$ 656,901.68
<b>Lottery Study</b>	<b>\$ 629,598.00</b>
(2008 C.304 S.2B)	\$ 629,598.00
<b>Ludlow Mills Remediation</b>	<b>\$ 1,201,069.97</b>
(2008 C.312 S.15)	\$ 1,201,069.97
<b>MAGIC Modernization</b>	<b>\$ 348,195.46</b>
(2008 C.304 S.2B)	\$ 348,195.46
<b>MAGIC Modernization Phase 2</b>	<b>\$ 1,197,411.00</b>
(2014 C.257 S.7)	\$ 1,197,411.00
<b>Manufacturing Training Equipment Grants</b>	<b>\$ 2,752,412.69</b>
(2008 C.303 S.2C)	\$ 1,994,632.69
(2008 C.86 S.2)	\$ 400,000.00
(2012 C.238 S.72)	\$ 357,780.00
<b>Marine Fisheries Institute/Facility Repairs</b>	<b>\$ 3,625,743.67</b>

<b>Municipality / Capital Plan Name/ Corresponding Bond Bill</b>	<b>Total Amount Expended on Each Project</b>
(2008 C.312 S.15)	\$ 3,625,743.67
<b>Mass GIS</b>	<b>\$ 723,391.16</b>
(2008 C.304 S.2B)	\$ 723,391.16
<b>Mass.Gov 2.0</b>	<b>\$ 1,148,517.71</b>
(2008 C.304 S.2B)	\$ 1,148,517.71
<b>Massachusetts Budget Application Phase 3</b>	<b>\$ 9,035,620.35</b>
(2008 C.304 S.2B)	\$ 9,035,620.35
<b>Massachusetts Budgeting Application - Phase 2</b>	<b>\$ 353,708.07</b>
(2008 C.304 S.2B)	\$ 353,708.07
<b>Massachusetts Transparency</b>	<b>\$ 356,016.00</b>
(2008 C.304 S.2B)	\$ 356,016.00
<b>MassAnalytics (CIW Modernization)</b>	<b>\$ 1,646,714.82</b>
(2008 C.304 S.2B)	\$ 1,637,819.82
(2014 C.257 S.7)	\$ 8,895.00
<b>MassBroadband123 - State Match</b>	<b>\$ 650,000.00</b>
(2008 C.304 S.2B)	\$ 650,000.00
<b>MassData</b>	<b>\$ 178,695.00</b>
(2008 C.304 S.2B)	\$ 178,695.00
<b>MassDOT - Aeronautics Division</b>	<b>\$ 8,414,474.71</b>
(2008 C.303 S.2A)	\$ 3,717.49
(2014 C.79 S.2C)	\$ 8,399,845.44
(2014 C.79 S.2G)	\$ 10,911.78
<b>MassDOT - Highway Division Operations</b>	<b>\$ 679,711.37</b>
(2006 C.123 S.2A)	\$ 679,711.37
<b>MassDOT - Office of Planning and Programming</b>	<b>\$ 202,341,139.61</b>
(2007 C.27 S.2)	\$ 1,964,596.84
(2008 C.303 S.2A)	\$ 29,607,464.24
(2008 C.303 S.2C)	\$ 385,744.14
(2008 C.303 S.2D)	\$ 9,563,858.83
(2008 C.86 S.2)	\$ 56,574,084.99
(2012 C.242 S.2)	\$ 8,161,788.28
(2012 C.242 S.2A)	\$ 38,510,299.61
(2014 C.79 S.2)	\$ 11,401,540.54
(2014 C.79 S.2A)	\$ 5,851,990.05
(2014 C.79 S.2C)	\$ 997,477.38
(2014 C.79 S.2G)	\$ 39,322,294.71
<b>MassHR</b>	<b>\$ 19,472,519.13</b>
(2008 C.304 S.2B)	\$ 19,472,519.13
<b>MassNET</b>	<b>\$ 3,433,583.13</b>

<b>Municipality / Capital Plan Name/ Corresponding Bond Bill</b>	<b>Total Amount Expended on Each Project</b>
(2008 C.304 S.2B)	\$ 2,730,988.55
(2014 C.257 S.8)	\$ 702,594.58
<b>MassResults Performance Management Initiative</b>	<b>\$ 5,952,024.54</b>
(2007 C.27 S.2)	\$ 5,917,066.35
(2014 C.257 S.7)	\$ 34,958.19
<b>MassWorks - Infrastructure Grant Awards</b>	<b>\$ 138,685,357.60</b>
(2008 C.119)	\$ 17,458,191.65
(2008 C.303 S.2C)	\$ 13,001,115.58
(2008 C.304 S.18)	\$ 64,346,045.47
(2008 C.86 S.2)	\$ 2,958.80
(2012 C.238 S.58)	\$ 7,113,291.88
(2012 C.238 S.59)	\$ 18,401,667.56
(2012 C.238 S.67)	\$ 1,958,769.64
(2012 C.238 S.72)	\$ 16,403,317.02
<b>MBTA Projects</b>	<b>\$ 29,358,476.44</b>
(2012 C.242 S.2C)	\$ 21,981,295.58
(2014 C.79 S.2C)	\$ 7,377,180.86
<b>MITA &amp; Meditech</b>	<b>\$ 1,717,810.90</b>
(2008 C.304 S.2B)	\$ 1,717,810.90
<b>MMARS Upgrade to Version 3.9</b>	<b>\$ 3,113,271.33</b>
(2008 C.304 S.2B)	\$ 3,113,271.33
<b>Mobile Data Terminal Replacement</b>	<b>\$ 7,711,278.99</b>
(2008 C.304 S.2A)	\$ 4,830,422.82
(2014 C.237 S.15)	\$ 2,880,856.17
<b>New MMIS 5010 and ICD10 Conversion</b>	<b>\$ 18,158,999.34</b>
(2008 C.304 S.2B)	\$ 18,081,416.45
Bond Bill Not Provided	\$ 77,582.89
<b>NewMMIS Maintenance/Enhancements</b>	<b>\$ 2,187,091.41</b>
(2007 C.27 S.2)	\$ 1,679,128.06
(2008 C.304 S.2B)	\$ 478,603.47
Bond Bill Not Provided	\$ 29,359.88
<b>Next Gen Communications for HHS (VOIP)</b>	<b>\$ (2,323.85)</b>
(2008 C.304 S.2B)	\$ (2,323.85)
<b>Oracle ULA</b>	<b>\$ 8,976,444.00</b>
(2008 C.304 S.2B)	\$ 8,976,444.00
<b>Pedestrian Bike and Multi Use Trail Construction and Reconstruction</b>	<b>\$ 197,086.64</b>
(2008 C.312 S.15)	\$ 197,086.64
<b>Pool Maintenance, Rehabilitation and Improvements</b>	<b>\$ 17,169,455.53</b>

<b>Municipality / Capital Plan Name/ Corresponding Bond Bill</b>	<b>Total Amount Expended on Each Project</b>
(2008 C.312 S.15)	\$ 15,493,426.07
(2008 C.312 S.16)	\$ 18,000.00
(2014 C.286 S34)	\$ 1,658,029.46
<b>Public Housing - General</b>	<b>\$ 261,464,436.44</b>
(2008 C.119)	\$ 214,233,864.53
(2013 C.129 S.2)	\$ 47,230,571.91
<b>Public Private Partnerships Program</b>	<b>\$ 4,268,034.30</b>
(2008 C.312 S.15)	\$ 2,049,871.83
(2014 C.286 S34)	\$ 2,218,162.47
<b>Public Safety Equipment</b>	<b>\$ 10,292,854.16</b>
(2008 C.304 S.2A)	\$ 10,292,854.16
<b>Rail Transportation</b>	<b>\$ 176,631,867.29</b>
(2008 C.303 S.2C)	\$ 53,538,732.95
(2008 C.86 S.2)	\$ 1,184,755.85
(2012 C.242 S.2C)	\$ 43,105,555.09
(2014 C.79 S.2)	\$ 1,429,104.72
(2014 C.79 S.2C)	\$ 77,373,718.68
<b>Reasonable Accommodation Capital Reserve Account</b>	<b>\$ 475,614.21</b>
(2008 C.304 S.2A)	\$ 475,614.21
<b>Registry of Motor Vehicles</b>	<b>\$ 1,017,940.70</b>
(2014 C.79 S.2C)	\$ 1,017,940.70
<b>Research and Development Matching Fund Grants</b>	<b>\$ 1,839,003.03</b>
(2012 C.238 S.67)	\$ 1,839,003.03
<b>Research Vessel</b>	<b>\$ 275,000.00</b>
(2008 C.312 S.15)	\$ 275,000.00
<b>Rink Major Capital Improvements</b>	<b>\$ 851,823.04</b>
(2014 C.286 S34)	\$ 851,823.04
<b>River Revitalization &amp; Riverine Habitat Restoration</b>	<b>\$ 4,451,966.52</b>
(2008 C.312 S.15)	\$ 4,447,330.68
(2014 C.286 S34)	\$ 4,635.84
<b>Sea Level Inundation and Flood Control</b>	<b>\$ 34,180.69</b>
Bond Bill Not Provided	\$ 34,180.69
<b>Seaport Council</b>	<b>\$ 42,146,131.06</b>
(2008 C.312 S.15)	\$ 18,795,701.68
(2014 C.286 S34)	\$ 23,350,429.38
<b>Signature Parks</b>	<b>\$ 12,501,561.22</b>
(2008 C.312 S.15)	\$ 1,893,921.70
(2014 C.286 S34)	\$ 10,607,639.52
<b>Smart Growth Grants</b>	<b>\$ 924,068.37</b>

<b>Municipality / Capital Plan Name/ Corresponding Bond Bill</b>	<b>Total Amount Expended on Each Project</b>
(2008 C.312 S.15)	\$ 616,078.37
(2014 C.286 S34)	\$ 307,990.00
<b>Solid Waste Management and Recycling Program</b>	<b>\$ 5,000.00</b>
(2008 C.312 S.15)	\$ 5,000.00
<b>South Coast Rail</b>	<b>\$ 51,189,559.35</b>
(2008 C.303 S.2C)	\$ 2,756,020.35
(2008 C.86 S.2)	\$ 79,996.67
(2012 C.242 S.2C)	\$ 9,746,650.46
(2014 C.79 S.2C)	\$ 38,606,891.87
<b>Springfield Data Center - Treasury</b>	<b>\$ 635,600.00</b>
(2008 C.304 S.2B)	\$ 635,600.00
<b>State and Community College Master Plan Updates</b>	<b>\$ 855,275.00</b>
(2008 C.258 S.3)	\$ 855,275.00
<b>State Auditors Performance and Transparency Initiative</b>	<b>\$ 3,756,548.24</b>
(2014 C.257 S.7)	\$ 3,756,548.24
<b>State Library Retrospective Conversion</b>	<b>\$ 424,988.71</b>
(2008 C.304 S.2B)	\$ 424,988.71
<b>State Police Security Cameras</b>	<b>\$ 1,221,950.00</b>
(2008 C.304 S.2A)	\$ 1,221,950.00
<b>Statewide Road and Bridge Federally Assisted - Interstate</b>	<b>\$ 4,308,389.19</b>
(2007 C.27 S.2)	\$ 63,598.59
(2008 C.86 S.2)	\$ 4,243,939.59
(2012 C.242 S.2)	\$ 851.01
<b>Statewide Road and Bridge Federally Assisted - Non Interstate</b>	<b>\$ 1,593,022,435.87</b>
(2007 C.27 S.2)	\$ 28,026,960.16
(2008 C.86 S.2)	\$ 829,135,669.12
(2012 C.242 S.2)	\$ 471,148,539.27
(2012 C.242 S14)	\$ 73,547,399.00
(2014 C.79 S.2)	\$ 183,561,895.94
Bond Bill Not Provided	\$ 7,601,972.38
<b>Statewide Road and Bridge Program - Non Federal Aid Construction</b>	<b>\$ 720,483,238.81</b>
(2006 C.123 S.2A)	\$ 9,582,572.33
(2007 C.27 S.2)	\$ 45,907,013.13
(2008 C.303 S.2A)	\$ 294,234,978.11
(2008 C.303 S.2C)	\$ 246,597.25
(2008 C.86 S.2)	\$ 27,442,775.85
(2012 C.242 S.2)	\$ (37,135.77)
(2012 C.242 S.2A)	\$ 141,981,241.15
(2014 C.79 S.2A)	\$ 200,341,384.94

<b>Municipality / Capital Plan Name/ Corresponding Bond Bill</b>	<b>Total Amount Expended on Each Project</b>
(2014 C.79 S.2C)	\$ 753,885.53
(2014 C.79 S.2G)	\$ 29,926.29
<b>Storm Water Management Program</b>	<b>\$ 10,007,994.99</b>
(2008 C.312 S.15)	\$ 8,280,249.68
(2008 C.312 S.16)	\$ 503,517.00
(2014 C.286 S.33)	\$ 1,224,228.31
<b>Strategic Capital Information Technology Procurement Team</b>	<b>\$ 524,767.91</b>
(2008 C.304 S.2B)	\$ 427,447.55
(2014 C.257 S.7)	\$ 97,320.36
<b>Surplus Property Demolition</b>	<b>\$ 1,400,428.68</b>
(2008 C.304 S.18)	\$ 1,330,269.72
(2014 C.257 S.13)	\$ 70,158.96
<b>Tennis &amp; Basketball Court Rehabilitation</b>	<b>\$ 1,706,807.46</b>
(2008 C.312 S.15)	\$ 992,592.96
(2008 C.312 S.16)	\$ 519,804.87
(2014 C.286 S.34)	\$ 194,409.63
<b>Transit Division</b>	<b>\$ 71,304,476.52</b>
(2008 C.303 S.2C)	\$ 13,659,360.52
(2008 C.86 S.2)	\$ 756,669.27
(2012 C.242 S.2B)	\$ 5,878,027.86
(2012 C.242 S.2C)	\$ 11,632,903.28
(2014 C.79 S.2)	\$ 758,200.00
(2014 C.79 S.2C)	\$ 38,619,315.59
<b>Transparency Open Checkbook Initiative</b>	<b>\$ 1,726,363.15</b>
(2008 C.304 S.2B)	\$ 905,972.10
(2014 C.257 S.7)	\$ 820,391.05
<b>UI Online Optimization for Compliance and Benefits</b>	<b>\$ 8,999,799.99</b>
(2014 C.257 S.7)	\$ 8,999,799.99
<b>Upgrade and Expand MassMail</b>	<b>\$ 1,350,924.86</b>
(2008 C.304 S.2B)	\$ 1,350,924.86
<b>Urban Playground and Spray Parks</b>	<b>\$ 9,883,155.88</b>
(2008 C.312 S.15)	\$ 132,232.03
(2014 C.286 S.34)	\$ 9,750,923.85
<b>US Geological Survey Cooperative Programs</b>	<b>\$ 2,213,464.42</b>
(2008 C.312 S.15)	\$ 2,213,464.42
<b>Vehicle Replacement Program</b>	<b>\$ 669,796.21</b>
(2008 C.304 S.2A)	\$ 669,796.21
<b>Vendor Self Service</b>	<b>\$ 185,290.50</b>
(2014 C.257 S.7)	\$ 185,290.50

<b>Municipality / Capital Plan Name/ Corresponding Bond Bill</b>	<b>Total Amount Expended on Each Project</b>
<b>Virtual Gateway Infrastructure v4 Upgrade</b>	<b>\$ 3,312,102.57</b>
(2014 C.257 S.7)	\$ 3,312,102.57
<b>Vitals Information Partnership (VIP) System Transformation Project</b>	<b>\$ 3,945,025.20</b>
(2008 C.304 S.2B)	\$ 1,956,789.47
(2014 C.257 S.7)	\$ 1,988,235.73
<b>Vitals Information Partnership System</b>	<b>\$ 2,103,491.77</b>
(2008 C.304 S.2B)	\$ 2,103,491.77
<b>Water Pollution Abatement Trust -- State Match</b>	<b>\$ 37,836,800.00</b>
(2008 C.312 S.15)	\$ 37,836,800.00
<b>Waterways Division Program</b>	<b>\$ 2,635,195.48</b>
(2008 C.312 S.15)	\$ 2,611,922.87
(2014 C.286 S.34)	\$ 23,272.61
<b>Wetlands Change/Protection Project</b>	<b>\$ 352,205.00</b>
(2008 C.312 S.15)	\$ 352,205.00
<b>WRAP Program</b>	<b>\$ 31,337,470.59</b>
(2012 C.242 S.2A)	\$ 29,660,462.81
(2014 C.79 S.2A)	\$ 1,677,007.78
<b>Zoo New England Capital Costs</b>	<b>\$ 8,100,000.00</b>
(2008 C.304 S.18)	\$ 8,100,000.00
<b>Taunton</b>	<b>\$ 1,836,614.05</b>
<b>Goss Building Renovations on the Taunton State Hospital Campus</b>	<b>\$ 1,836,614.05</b>
(2008 C.304 S.18)	\$ 1,482,834.08
(2014 C.257 S.13)	\$ 353,779.97
<b>Templeton</b>	<b>\$ 676,694.85</b>
<b>DDS Templeton - New Group Homes</b>	<b>\$ 676,694.85</b>
(2014 C.257 S.13)	\$ 676,694.85
<b>West Boylston</b>	<b>\$ 158,692.00</b>
<b>SDW Worcester - Medical and Intake Replacement</b>	<b>\$ 158,692.00</b>
(2008 C.304 S.19)	\$ 158,692.00
<b>Westborough</b>	<b>\$ 23,304,297.06</b>
<b>DFW - Field HQ Building - New facility</b>	<b>\$ 23,304,297.06</b>
(2008 C.312 S.15)	\$ 23,204,297.06
(2014 C.257 S.13)	\$ 100,000.00
<b>Western Mass</b>	<b>\$ 4,856,565.00</b>
<b>State Police 800 Mhz Radio Project</b>	<b>\$ 4,856,565.00</b>
(2008 C.304 S.2B)	\$ 4,856,565.00
<b>Westfield</b>	<b>\$ 3,849,205.86</b>
<b>Columbia Greenway Bike Trail Design and Construction, Westfield</b>	<b>\$ 3,849,205.86</b>
(2008 C.312 S.15)	\$ 1,054,497.96

<b>Municipality / Capital Plan Name/ Corresponding Bond Bill</b>	<b>Total Amount Expended on Each Project</b>
(2014 C.286 S.34)	\$ 2,794,707.90
<b>Winthrop</b>	<b>\$ 23,224,115.64</b>
<b>Winthrop Shores Restoration</b>	<b>\$ 23,224,115.64</b>
(2008 C.312 S.16)	\$ 23,224,115.64
<b>Worcester</b>	<b>\$ 19,687,031.63</b>
<b>Clocktower Reconstruction at Worcester Recovery Center</b>	<b>\$ 18,050,853.18</b>
(2007 C.27 S.2)	\$ 18,050,853.18
<b>Longhorn Beetle Treeing Initiative</b>	<b>\$ 1,636,178.45</b>
(2008 C.312 S.15)	\$ 1,636,178.45
<b>Municipality Not Provided</b>	<b>\$ 1,683,447,857.92</b>
<b>Capital Project Name Not Provided</b>	<b>\$ 1,674,888,189.87</b>
(2006 C.123 S.2A)	\$ 2,000.00
(2007 C.27 S.2)	\$ 85,687.08
(2008 C.304 S.18)	\$ 149,989.00
(2008 C.304 S.19)	\$ 45,105.00
(2008 C.304 S.2A)	\$ 14,845.05
(2008 C.304 S.2B)	\$ 8,717,399.60
(2008 C.312 S.15)	\$ 2,030,000.00
(2008 C.312 S.16)	\$ 1,575,000.00
(2012 C.238 S.59)	\$ 3,322,939.11
(2014 C.237 S.14)	\$ 1,420.81
(2014 C.257 S.13)	\$ 71,476.46
Bond Bill Not Provided	\$ 1,658,872,327.76
<b>Capital Project Name Not Provided</b>	<b>\$ 1,059,668.05</b>
(2008 C.304 S.2A)	\$ 1,059,668.05
<b>Capital Project Name Not Provided</b>	<b>\$ 7,500,000.00</b>
(2006 C.123 S.2B)	\$ 2,000,000.00
(2014 C.257 S.13)	\$ 5,500,000.00
<b>Grand Total</b>	<b>\$ 9,899,379,936.79</b>



## Appendix 3C:

### FY2015 Capital Project Spending by Municipality

(Those projects where A&F has provided total estimated costs but not total expended costs)

In the chart below, projects without total expended costs are listed alphabetically by municipality. Most rows also lack information regarding each project's associated bond bill. Once again, the totals in this chart are not inclusive of any of the project costs' associated with the two previous charts, Appendix 3A or 3B.

Municipality / Capital Plan Name/ Corresponding Bond Bill	Total Estimated Cost of Each Project
<b>Amherst</b>	<b>\$ 53,600,000.00</b>
UMass Amherst - Lederle Graduate Research Center modernization	\$ 41,000,000.00
Bond Bill Not Provided	\$ 41,000,000.00
UMass Amherst - Machmer Hall Renovation	\$ 12,600,000.00
Bond Bill Not Provided	\$ 12,600,000.00
<b>Ashland</b>	<b>\$ 4,000,000.00</b>
Warren Center - Framingham State University	\$ 4,000,000.00
Bond Bill Not Provided	\$ 4,000,000.00
<b>Attleboro</b>	<b>\$ 4,500,000.00</b>
Bristol Community College Renovation of Building in Attleboro	\$ 4,500,000.00
Bond Bill Not Provided	\$ 4,500,000.00
<b>Bedford</b>	<b>\$ 250,000.00</b>
Hanscom Air Force Base - Massachusetts Open Cloud	\$ 250,000.00
Bond Bill Not Provided	\$ 250,000.00
<b>Belchertown</b>	<b>\$ 4,200,000.00</b>
Belchertown State School	\$ 4,200,000.00
Bond Bill Not Provided	\$ 4,200,000.00
<b>Billerica</b>	<b>\$ 2,137,300.00</b>
Middlesex Jail Facade Emergency Repairs	\$ 637,300.00
Bond Bill Not Provided	\$ 637,300.00
SDM Billerica - Bldg. 1 - Renovations for Regional Lockup	\$ 1,500,000.00
Bond Bill Not Provided	\$ 1,500,000.00
<b>Boston</b>	<b>\$ 281,283,120.00</b>
Boston Public Market	\$ 6,000,000.00
Bond Bill Not Provided	\$ 6,000,000.00
Bunker Hill Community College Building D & E Modernizations	\$ 14,120,342.00
Bond Bill Not Provided	\$ 14,120,342.00
DCAMM Project Operations	\$ 4,185,271.00

<b>Municipality / Capital Plan Name/ Corresponding Bond Bill</b>	<b>Total Estimated Cost of Each Project</b>
Bond Bill Not Provided	\$ 4,185,271.00
<b>DCP - McCormack Building - Garage Drains</b>	<b>\$ 5,000,000.00</b>
Bond Bill Not Provided	\$ 5,000,000.00
<b>Dimock Community Health Center</b>	<b>\$ 5,000,000.00</b>
Bond Bill Not Provided	\$ 5,000,000.00
<b>Glazing and Sealant Repairs-Suffolk County House of Correction</b>	<b>\$ 2,880,776.00</b>
Bond Bill Not Provided	\$ 2,880,776.00
<b>Hurley Lindemann Redevelopment - P3</b>	<b>\$ 1,000,000.00</b>
Bond Bill Not Provided	\$ 1,000,000.00
<b>Kelley Field House</b>	<b>\$ 1,000,000.00</b>
Bond Bill Not Provided	\$ 1,000,000.00
<b>Life Safety/Fire Alarm at State House</b>	<b>\$ 7,000,000.00</b>
Bond Bill Not Provided	\$ 7,000,000.00
<b>Mass Art Tower Redevelopment - P3</b>	<b>\$ 550,000.00</b>
Bond Bill Not Provided	\$ 550,000.00
<b>Morrissey Boulevard Project</b>	<b>\$ 40,000,000.00</b>
Bond Bill Not Provided	\$ 40,000,000.00
<b>Road and Transportation Improvements at UMass Boston</b>	<b>\$ 75,000,000.00</b>
Bond Bill Not Provided	\$ 75,000,000.00
<b>Roof and Exterior Repairs at the State House</b>	<b>\$ 17,850,000.00</b>
Bond Bill Not Provided	\$ 17,850,000.00
<b>Shattuck Hospital - Personnel Building Demolition</b>	<b>\$ 3,000,000.00</b>
Bond Bill Not Provided	\$ 3,000,000.00
<b>Solomon Carter Fuller - Elevators</b>	<b>\$ 3,000,000.00</b>
Bond Bill Not Provided	\$ 3,000,000.00
<b>State House - Deferred Maintenance &amp; Emergency Repairs</b>	<b>\$ 6,250,000.00</b>
Bond Bill Not Provided	\$ 6,250,000.00
<b>State House - Senate Chamber - Renovations</b>	<b>\$ 22,600,000.00</b>
Bond Bill Not Provided	\$ 22,600,000.00
<b>State Transportation Building Immediate Needs</b>	<b>\$ 3,121,731.00</b>
Bond Bill Not Provided	\$ 3,121,731.00
<b>Storrow Drive Tunnel</b>	<b>\$ 33,000,000.00</b>
Bond Bill Not Provided	\$ 33,000,000.00
<b>Storrow Drive, Soldiers Field Road, and Embankment Road Lighting Replacement</b>	<b>\$ 4,100,000.00</b>
Bond Bill Not Provided	\$ 4,100,000.00
<b>Suffolk High Rise Courthouse - P3</b>	<b>\$ 125,000.00</b>
Bond Bill Not Provided	\$ 125,000.00
<b>TRC - SCCH - Highrise - Elevator renovations</b>	<b>\$ 15,000,000.00</b>
Bond Bill Not Provided	\$ 15,000,000.00

<b>Municipality / Capital Plan Name/ Corresponding Bond Bill</b>	<b>Total Estimated Cost of Each Project</b>
<b>TRC - Social Law Library Renovation</b>	<b>\$ 1,500,000.00</b>
Bond Bill Not Provided	\$ 1,500,000.00
<b>UMass Boston Infrastructure Immediate Needs</b>	<b>\$ 10,000,000.00</b>
Bond Bill Not Provided	\$ 10,000,000.00
<b>Bourne</b>	<b>\$ 25,151,535.00</b>
<b>Massachusetts Maritime Academy - Library Photovoltaics</b>	<b>\$ 25,151,535.00</b>
Bond Bill Not Provided	\$ 25,151,535.00
<b>Bridgewater</b>	<b>\$ 128,027,647.00</b>
<b>Bridgewater State University - Conant Science Building Modernization &amp; Expan</b>	<b>\$ 99,027,647.00</b>
Bond Bill Not Provided	\$ 99,027,647.00
<b>Bridgewater State University - New Academic Building</b>	<b>\$ 22,000,000.00</b>
Bond Bill Not Provided	\$ 22,000,000.00
<b>Bridgewater State University - Welcome Center</b>	<b>\$ 7,000,000.00</b>
Bond Bill Not Provided	\$ 7,000,000.00
<b>Cambridge</b>	<b>\$ 27,500,000.00</b>
<b>Independent Heating Plant for 3rd District Court Cambridge</b>	<b>\$ 2,700,000.00</b>
Bond Bill Not Provided	\$ 2,700,000.00
<b>North Point Maintenance Facility</b>	<b>\$ 20,000,000.00</b>
Bond Bill Not Provided	\$ 20,000,000.00
<b>Relocation Costs for Middlesex Sheriff at EJS</b>	<b>\$ 4,800,000.00</b>
Bond Bill Not Provided	\$ 4,800,000.00
<b>Chelsea</b>	<b>\$ 105,100,000.00</b>
<b>CHE - Quigley Replacement</b>	<b>\$ 90,000,000.00</b>
Bond Bill Not Provided	\$ 90,000,000.00
<b>Chelsea and Holyoke Soldiers Homes Master Plan</b>	<b>\$ 15,000,000.00</b>
Bond Bill Not Provided	\$ 15,000,000.00
<b>Chelsea Soldiers Home Transitional Housing - P3</b>	<b>\$ 100,000.00</b>
Bond Bill Not Provided	\$ 100,000.00
<b>Chicopee</b>	<b>\$ 4,900,000.00</b>
<b>UMass Amherst Training and R&amp;D Center at Westover Air Reserve Base</b>	<b>\$ 4,900,000.00</b>
Bond Bill Not Provided	\$ 4,900,000.00
<b>Concord</b>	<b>\$ 3,000,000.00</b>
<b>MIL Concord - Renovations for Military Museum</b>	<b>\$ 3,000,000.00</b>
Bond Bill Not Provided	\$ 3,000,000.00
<b>Dorchester</b>	<b>\$ 184,100,000.00</b>
<b>UMass Boston - New Integrated Science Building</b>	<b>\$ 184,100,000.00</b>
Bond Bill Not Provided	\$ 184,100,000.00
<b>Dorchester</b>	<b>\$ 28,000,000.00</b>

<b>Municipality / Capital Plan Name/ Corresponding Bond Bill</b>	<b>Total Estimated Cost of Each Project</b>
<b>UMass Boston - Substructure Stabilization</b>	<b>\$ 28,000,000.00</b>
Bond Bill Not Provided	\$ 28,000,000.00
<b>Fall River</b>	<b>\$ 10,031,809.00</b>
<b>Bristol Community College, Fall River - Building C/E Renovation</b>	<b>\$ 10,031,809.00</b>
Bond Bill Not Provided	\$ 10,031,809.00
<b>Falmouth</b>	<b>\$ 5,550,000.00</b>
<b>Connery Avenue/Greenway Road Repaving at Joint Base Cape Cod</b>	<b>\$ 5,300,000.00</b>
Bond Bill Not Provided	\$ 5,300,000.00
<b>Memorial Park at Joint Base Cape Cod</b>	<b>\$ 250,000.00</b>
Bond Bill Not Provided	\$ 250,000.00
<b>Framingham</b>	<b>\$ 9,300,000.00</b>
<b>Framingham State University- Christa McAuliffe Center</b>	<b>\$ 9,300,000.00</b>
Bond Bill Not Provided	\$ 9,300,000.00
<b>Greenfield</b>	<b>\$ 8,500,000.00</b>
<b>Greenfield Trial Ct Relocation costs</b>	<b>\$ 8,500,000.00</b>
Bond Bill Not Provided	\$ 8,500,000.00
<b>Holyoke</b>	<b>\$ 83,511,100.00</b>
<b>Holyoke CC - Marieb Hall Renovation</b>	<b>\$ 4,550,000.00</b>
Bond Bill Not Provided	\$ 4,550,000.00
<b>Holyoke Community College - Health Care Facility</b>	<b>\$ 5,575,100.00</b>
Bond Bill Not Provided	\$ 5,575,100.00
<b>Holyoke Soldiers Home - Egress Renovation</b>	<b>\$ 1,386,000.00</b>
Bond Bill Not Provided	\$ 1,386,000.00
<b>Holyoke Soldiers Home Improvements</b>	<b>\$ 72,000,000.00</b>
Bond Bill Not Provided	\$ 72,000,000.00
<b>Lowell</b>	<b>\$ 72,725,829.00</b>
<b>Middlesex Community College - HVAC Improvements</b>	<b>\$ 3,601,494.00</b>
Bond Bill Not Provided	\$ 3,601,494.00
<b>Middlesex Community College New General Academic Building, Lowell Campus</b>	<b>\$ 10,124,335.00</b>
Bond Bill Not Provided	\$ 10,124,335.00
<b>UMass Lowell - Coburn Hall Renovation</b>	<b>\$ 19,000,000.00</b>
Bond Bill Not Provided	\$ 19,000,000.00
<b>UMass Lowell - South Campus Academic Facilities</b>	<b>\$ 40,000,000.00</b>
Bond Bill Not Provided	\$ 40,000,000.00
<b>Milford</b>	<b>\$ 15,000,000.00</b>
<b>Milford Campus Redevelopment</b>	<b>\$ 15,000,000.00</b>
Bond Bill Not Provided	\$ 15,000,000.00
<b>Natick</b>	<b>\$ 12,100,000.00</b>
<b>Soldier Performance Center at Natick Labs</b>	<b>\$ 12,100,000.00</b>

<b>Municipality / Capital Plan Name/ Corresponding Bond Bill</b>	<b>Total Estimated Cost of Each Project</b>
Bond Bill Not Provided	\$ 12,100,000.00
<b>New Bedford</b>	<b>\$ 24,000,000.00</b>
<b>Bristol Community College Consolidation in New Bedford</b>	<b>\$ 20,000,000.00</b>
Bond Bill Not Provided	\$ 20,000,000.00
<b>Bristol County Sheriff Security Upgrade</b>	<b>\$ 3,000,000.00</b>
Bond Bill Not Provided	\$ 3,000,000.00
<b>Levi Standish House</b>	<b>\$ 1,000,000.00</b>
Bond Bill Not Provided	\$ 1,000,000.00
<b>North Adams</b>	<b>\$ 16,650,000.00</b>
<b>Massachusetts College of Liberal Arts - Bowman Hall Renovation</b>	<b>\$ 16,650,000.00</b>
Bond Bill Not Provided	\$ 16,650,000.00
<b>Quincy</b>	<b>\$ 100,000.00</b>
<b>Quincy Trial Court - P3</b>	<b>\$ 100,000.00</b>
Bond Bill Not Provided	\$ 100,000.00
<b>Salem</b>	<b>\$ 3,108,311.00</b>
<b>Salem PFC Relocation costs</b>	<b>\$ 2,858,311.00</b>
Bond Bill Not Provided	\$ 2,858,311.00
<b>Salem Superior Court renovation - study only</b>	<b>\$ 250,000.00</b>
Bond Bill Not Provided	\$ 250,000.00
<b>Shirley</b>	<b>\$ 15,000,000.00</b>
<b>MCI Shirley Food Service</b>	<b>\$ 15,000,000.00</b>
Bond Bill Not Provided	\$ 15,000,000.00
<b>Springfield</b>	<b>\$ 9,215,000.00</b>
<b>ITD Springfield - Build out work for State of CT</b>	<b>\$ 2,750,000.00</b>
Bond Bill Not Provided	\$ 2,750,000.00
<b>ITD Springfield - DRUPS Electric Bypass</b>	<b>\$ 1,465,000.00</b>
Bond Bill Not Provided	\$ 1,465,000.00
<b>TRC - Springfield Trial Court - Electrical Replacement</b>	<b>\$ 5,000,000.00</b>
Bond Bill Not Provided	\$ 5,000,000.00
<b>Statewide</b>	<b>\$ 279,109,619.00</b>
<b>Agricultural Food Safety Improvement Program (AFSIP)</b>	<b>\$ 200,000.00</b>
Bond Bill Not Provided	\$ 200,000.00
<b>Alternative Energy Capital Maintenance</b>	<b>\$ 750,000.00</b>
Bond Bill Not Provided	\$ 750,000.00
<b>Athletic Field Capital Maintenance and upgrades</b>	<b>\$ 3,600,000.00</b>
Bond Bill Not Provided	\$ 3,600,000.00
<b>Case Management System</b>	<b>\$ 300,000.00</b>
Bond Bill Not Provided	\$ 300,000.00
<b>DCAMM Contractor Certification Portal</b>	<b>\$ 187,200.00</b>
Bond Bill Not Provided	\$ 187,200.00

<b>Municipality / Capital Plan Name/ Corresponding Bond Bill</b>	<b>Total Estimated Cost of Each Project</b>
<b>DCP - Statewide Office Building Study</b>	<b>\$ 500,000.00</b>
Bond Bill Not Provided	\$ 500,000.00
<b>Doriot Climatic Chambers at Natick Labs</b>	<b>\$ 800,000.00</b>
Bond Bill Not Provided	\$ 800,000.00
<b>DTA System transformation</b>	<b>\$ 4,184,163.00</b>
(2014 C.257 S.7)	\$ 4,184,163.00
<b>eAuthentication Replacement</b>	<b>\$ 150,000.00</b>
Bond Bill Not Provided	\$ 150,000.00
<b>EHS system-wide Strategic Plan/Master Plan</b>	<b>\$ 1,500,000.00</b>
Bond Bill Not Provided	\$ 1,500,000.00
<b>e-Licensing</b>	<b>\$ 69,805,565.00</b>
(2008 C.304 S.2A)	\$ 69,805,565.00
<b>Emergency Management Strategic Plan and Improvements</b>	<b>\$ 125,000.00</b>
Bond Bill Not Provided	\$ 125,000.00
<b>Fort Devens Range Operations Building</b>	<b>\$ 2,100,000.00</b>
Bond Bill Not Provided	\$ 2,100,000.00
<b>Gateway Cities Initiative</b>	<b>\$ 5,000,000.00</b>
Bond Bill Not Provided	\$ 5,000,000.00
<b>Hangar Renovations at Westover Metropolitan Airport and Air Reserve Base</b>	<b>\$ 6,100,000.00</b>
Bond Bill Not Provided	\$ 6,100,000.00
<b>Higher Education Strategic Planning</b>	<b>\$ 1,000,000.00</b>
Bond Bill Not Provided	\$ 1,000,000.00
<b>IES Phase 2 - MA21 Medicaid Enhancements</b>	<b>\$ 1,052,490.00</b>
Bond Bill Not Provided	\$ 1,052,490.00
<b>Inland Dams and Seawalls</b>	<b>\$ 6,000,000.00</b>
Bond Bill Not Provided	\$ 6,000,000.00
<b>Interchange Replacement</b>	<b>\$ 500,000.00</b>
Bond Bill Not Provided	\$ 500,000.00
<b>Mass DOT - Materials Testing Lab</b>	<b>\$ 36,200,000.00</b>
Bond Bill Not Provided	\$ 36,200,000.00
<b>MCI Norfolk Wastewater Treatment Plant Repair</b>	<b>\$ 1,000,000.00</b>
Bond Bill Not Provided	\$ 1,000,000.00
<b>Money Follows the Person</b>	<b>\$ 368,475.00</b>
Bond Bill Not Provided	\$ 368,475.00
<b>New CAMIS Integrated Workplace Management System</b>	<b>\$ 6,159,918.00</b>
Bond Bill Not Provided	\$ 6,159,918.00
<b>Playgrounds new and upgraded</b>	<b>\$ 4,500,000.00</b>
Bond Bill Not Provided	\$ 4,500,000.00
<b>Pre-AEP Energy Conservation Retrofits (CEIP Funds)</b>	<b>\$ 97,000,000.00</b>

<b>Municipality / Capital Plan Name/ Corresponding Bond Bill</b>	<b>Total Estimated Cost of Each Project</b>
Bond Bill Not Provided	\$ 97,000,000.00
<b>Pre-Release Programmatic Space</b>	<b>\$ 7,000,000.00</b>
Bond Bill Not Provided	\$ 7,000,000.00
<b>Public Safety Comprehensive Strategic Plan</b>	<b>\$ 1,500,000.00</b>
Bond Bill Not Provided	\$ 1,500,000.00
<b>Registry of Deeds Master Plan</b>	<b>\$ 500,000.00</b>
Bond Bill Not Provided	\$ 500,000.00
<b>Roofing and Building Envelope Assessment and Capital Repairs</b>	<b>\$ 4,500,000.00</b>
Bond Bill Not Provided	\$ 4,500,000.00
<b>Signage</b>	<b>\$ 5,000,000.00</b>
Bond Bill Not Provided	\$ 5,000,000.00
<b>State Facility Wi-Fi</b>	<b>\$ 3,516,808.00</b>
Bond Bill Not Provided	\$ 3,516,808.00
<b>State Police Crime Lab</b>	<b>\$ 670,000.00</b>
Bond Bill Not Provided	\$ 670,000.00
<b>Traffic Signal System Upgrades</b>	<b>\$ 5,500,000.00</b>
Bond Bill Not Provided	\$ 5,500,000.00
<b>TRE eBoards</b>	<b>\$ 340,000.00</b>
Bond Bill Not Provided	\$ 340,000.00
<b>Urban Agriculture</b>	<b>\$ 500,000.00</b>
Bond Bill Not Provided	\$ 500,000.00
<b>Workforce Disparity Study</b>	<b>\$ 1,000,000.00</b>
Bond Bill Not Provided	\$ 1,000,000.00
<b>Taunton</b>	<b>\$ 45,500,000.00</b>
<b>DMH Taunton Campus Reuse Plan</b>	<b>\$ 300,000.00</b>
Bond Bill Not Provided	\$ 300,000.00
<b>Renovations at Goss for DYS, 3rd floor</b>	<b>\$ 3,200,000.00</b>
Bond Bill Not Provided	\$ 3,200,000.00
<b>Taunton Superior Court Renovation</b>	<b>\$ 42,000,000.00</b>
Bond Bill Not Provided	\$ 42,000,000.00
<b>Waltham</b>	<b>\$ 1,625,900.00</b>
<b>Fernald Closure</b>	<b>\$ 1,625,900.00</b>
Bond Bill Not Provided	\$ 1,625,900.00
<b>West Boylston</b>	<b>\$ 460,000.00</b>
<b>SDW Worcester Jail / HOC - Strategic and Facility Plan</b>	<b>\$ 460,000.00</b>
Bond Bill Not Provided	\$ 460,000.00
<b>Westborough</b>	<b>\$ 800,000.00</b>
<b>DYS Westborough - New Parking Lot</b>	<b>\$ 800,000.00</b>
Bond Bill Not Provided	\$ 800,000.00
<b>Westfield</b>	<b>\$ 100,000.00</b>

<b>Municipality / Capital Plan Name/ Corresponding Bond Bill</b>	<b>Total Estimated Cost of Each Project</b>
<b>Western Mass Hospital - Study Only</b>	<b>\$ 100,000.00</b>
Bond Bill Not Provided	\$ 100,000.00
<b>Worcester</b>	<b>\$ 10,054,796.00</b>
<b>DCP - Old Worcester Courthouse - Disposition Support</b>	<b>\$ 3,000,000.00</b>
Bond Bill Not Provided	\$ 3,000,000.00
<b>Quinsigamond Community College- New Maintenance Facility</b>	<b>\$ 2,341,324.00</b>
Bond Bill Not Provided	\$ 2,341,324.00
<b>Worcester St Hosp Bryan Building Facility Management &amp; Capital Investment</b>	<b>\$ 4,713,472.00</b>
Bond Bill Not Provided	\$ 4,713,472.00
<b>Grand Total</b>	<b>\$ 1,478,191,966.00</b>



# Appendix 4: Capital Budget Grants Awarded in FY2014 & FY2015

## Executive Office of Administration & Finance

A&F FY14 Grants<sup>107</sup>

Vendor Name	Amount Spent
ASSABET VALLEY RVSD	\$97,588
BERKSHIRE HILLS REGIONAL SCHOOL DISTRICT	\$4,000
BLACKSTONE VALLEY VOC RSD	\$25,000
CITY OF NEW BEDFORD, TREASURER	\$13,613
CITY OF NORTHAMPTON, TREASURER	\$49,178
CITY OF SOMERVILLE	\$136,015
CITY OF SPRINGFIELD, TREASURER	\$233,606
COUNTY OF BRISTOL, ATTN COUNTY TREASURER	\$46,344
ESSEX N S AGRCLTRL AND TECH SCHL DIST	\$1,908,352
ESSEX N S AGRCLTRL AND TECH SCHL DIST	\$5,040,000
FRANKLIN COUNTY TECHNICAL SCHOOL	\$93,834
GATEWAY REGIONAL SCHOOL DIST	\$47,705
GREATER LAWRENCE TECHNICAL, SCHOOL	\$98,200
GREATER LOWELL REGIONAL, VOCATIONAL SCHOOL DISTRICT	\$22,985
GREATER NEW BEDFORD, REGIONAL SCHOOL DISTRICT	\$20,396
LOWER PIONEER VALLEY ED CO, COLLABORATIVE	\$25,000
MASS DEVELOPMENT FINANCE AGENC, DEVENS FIRE DEPT	\$13,035,199
MASS TECHNOLOGY PARK CORP	\$8,485,646
MASSACHUSETTS LIFE SCIENCES CENTER	\$65,479,246
MONTACHUSETT REGIONAL VOCTSD	\$90,740
SILVER LAKE REGIONAL SCHOOL DISTRICT	\$20,720
SOUTH SHORE VOCATIONAL, SCHOOL DISTRICT	\$32,383
TOWN OF PLYMOUTH	\$26,812
TOWN OF BARNSTABLE	\$271,671
TOWN OF BILLERICA, TOWN HALL	\$4,209,664
TRI-COUNTY REGIONAL VOCATIONAL, SCHOOL DISTRICT	\$70,491
UPPER CAPE COD REGIONAL, TECHNICAL SCHOOL	\$89,393
WHITTER REGIONAL VOC TECH, SCHOOL DISTRICT	\$45,390

<sup>107</sup> All grant data compiled from Massachusetts Open Checkbook, available at <http://opencheckbook.itd.state.ma.us/analytics/saw.dll?Dashboard>.

<b>Grand Total</b>	<b>\$99,719,171</b>
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## A&F FY15 Grants

<b>Vendor Name</b>	<b>Amount Spent</b>
BLACKSTONE VALLEY VOC RSD	\$99,070
CITY OF ATTLEBORO	\$25,000
CITY OF FALL RIVER, TREASURER	\$16,476
CITY OF HAVERHILL, TREASURER	\$75,000
CITY OF LOWELL, TREASURER	\$150,000
CITY OF MEDFORD, TREASURER	\$36,185
CITY OF NEW BEDFORD, TREASURER	\$432,158
CITY OF NORTHAMPTON, TREASURER	\$39,203
CITY OF PITTSFIELD, TREASURER	\$112,882
CITY OF SALEM	\$22,267
CITY OF SOMERVILLE	\$148,482
CITY OF SPRINGFIELD, TREASURER	\$640,908
CITY OF WESTFIELD	\$2,862,743
CITY OF WESTFIELD, TREASURER	\$24,978
CITY OF WORCESTER, TREASURER	\$94,279
DIMOCK COMMUNITY SERVICES CORP	\$5,000,000
ESSEX N S AGRCLTRL AND TECH SCHL DIST	\$5,252,156
GREATER FALL RIVER VOC SCHOOL DISTRICT, SCHOOL DISTRICT	\$100,000
GREATER LAWRENCE REGIONAL, VOCATIONAL TECHNICAL	\$1,242,768
GREATER PLYMOUTH PERFORM ART CTR	\$150,000
HAMPSHIRE COUNCIL OF GOVERNMENTS, TREASURER	\$500,000
MARTHAS VINEYARD REGIONAL HIG, DISTRICT TREASURER	\$14,000
MASS DEVELOPMENT FINANCE AGENC, DEVENS FIRE DEPT	\$22,598,089
MASS MUSEUM OF CONTEMPORARY ART	\$1,508,350
MASS TECHNOLOGY PARK CORP	\$6,652,144
MASSACHUSETTS LIFE SCIENCES CENTER	\$68,165,885
MINUTEMAN SCIENCE& TECHNOLOGY, HIGH SCHOOL	\$16,226
MUSEUM OF AFRO, AMERICAN HISTORY	\$500,000
NASHOBA VALLEY TECHNICAL, HIGH SCHOOL	\$21,394
NORTH SHORE REGIONAL, VOCATIONAL SCHOOL DISTRICT	\$9,250
NORTHERN BERKSHIRE VOCATIONAL, REGIONAL SCHOOL DISTRICT	\$43,303
OLD COLONY REG VOC SCHL DIST	\$8,845
SHAWSHOEN VALLEY TECHNICAL, HIGH SCHOOL	\$25,000
SILVER LAKE REGIONAL SCHOOL DISTRICT	\$23,747
SOUTH MIDDLESEX REGIONAL, VOCATIONAL TECHNICAL SCHOOL	\$25,000
SOUTH SHORE VOCATIONAL, SCHOOL DISTRICT	\$33,796

SPRINGFIELD MUSEUMS CORPORATION	\$1,000,000
TANTASQUA REGIONAL SCHOOL DIST	\$23,924
TOWN OF PLYMOUTH	\$17,288
TOWN OF PETERSHAM	\$50,000
TOWN OF SANDWICH, TREASURER	\$500,000
TOWN OF WEYMOUTH, TOWN HALL	\$14,278
TRANSPORTATION CHILDRENS CTR	\$9,885
TRI-COUNTY REGIONAL VOCATIONAL, SCHOOL DISTRICT	\$68,038
WHITTER REGIONAL VOC TECH, SCHOOL DISTRICT	\$75,030
<b>Grand Total</b>	<b>\$118,428,026</b>

## Executive Office of Housing & Economic Development

### EOHED FY14 Grants

<b>Vendor Name</b>	<b>Amount Spent</b>
ABINGTON HOUSING AUTHORITY	\$328,442
ACTON HOUSING AUTHORITY	\$171,380
ACUSHNET HOUSING AUTHORITY	\$33,174
ADAMS HOUSING AUTHORITY	\$43,265
AGAWAM HOUSING AURHTORITY	\$86,843
AMESBURY HOUSING AUTHORITY	\$163,767
AMHERST HOUSING AUTHORITY	\$489,342
ANDOVER HOUSING AURHORITY	\$99,084
ARLINGTON HOUSING AUTHORITY	\$372,245
ASHLAND HOUSING AUTHORITY	\$3,885
ATHOL HOUSING AUTHORITY	\$233,128
ATTELBORO HOUSINGA UTHORITY	\$3,810,725
AUBURN HOUSING AUTHORITY	\$48,113
AVON HOUSING AUTHORTIY	\$11,693
AYER HOUSING AUTHORITY	\$74,667
BARNSTABLE HOUSING AUTHORITY	\$184,033
BARRE HOUSING AURHORITY	\$59,697
BEDFORD HOUSING AUTHORITY	\$120,917
BELCHERTOWN HOUSING AUTHORITY	\$25,222
BELLINGHAM HOUSING AUTTHORITY	\$97,188
BELMONT HOUSING AUTHORITY	\$287,335
BERKSHIRE COUNTY REGIONAL, HOUSING AUTHORITY	\$31,796
BEVERLY HOUSING AUTHORITY	\$358,951
BILLERICA HOUSING AUTHORITY	\$52,538
BLACKSTONE HOUSING AUTHORTITY	\$83,692
BOSTON HOUSING AUTHORITY	\$7,782,897
BOSTON REDEVELOPMENT AUTHORITY, BOSTON CITY HALL	\$2,178,808
BOURNE HOUSING AUTHORITY	\$366,817

BRAINTREE HOUSING AUTHORITY	\$43,734
BREWSTER HOUSING AUTHORITY	\$49,232
BRIDGEWATER HOUSING AUTHORITY	\$197,368
BRIMFIELD HOUSING AUTHORITY	\$3,871
BROCKTON HOUSING AUTHORITY	\$259,823
BROOKFIELD HSNG AUTHORITY	\$10,073
BROOKLINE HOUSING AUTHORITY	\$2,857,984
CAMBRIDGE HOUSING AUTHORITY	\$2,041,730
CANTON HOUSING AUTHORITY	\$307,810
CARVER HOUSING AUTHORITY	\$28,787
CHARLTON HOUSING AUTHORITY	\$51,881
CHATHAM HOUSING AUTHORITY	\$134,855
CHELMSFORD HOUSING AUTHORITY	\$531,337
CHELSEA HOUSING AUTHORITY	\$323,747
CHICOPEE HOUSING AUTHORITY	\$630,450
CHINESE CONSOLIDATED, BENEVOLENT ASSOC	\$22,500
CITY OF BEVERLY, TREASURER	\$267,954
CITY OF BOSTON, CITY OF BOSTON	\$3,000,000
CITY OF BROCKTON, TREASURER	\$4,619,200
CITY OF CHELSEA, CITY HALL	\$2,081,282
CITY OF CHICOPEE, CITY HALL	\$950,400
CITY OF EASTHAMPTON, TREASURER	\$1,724,218
CITY OF FALL RIVER, TREASURER	\$310,020
CITY OF FITCHBURG	\$659,306
CITY OF FITCHBURG, TREASURER	\$76,114
CITY OF GARDNER	\$3,423
CITY OF HAVERHILL, TREASURER	\$87,372
CITY OF HOLYOKE	\$1,878,168
CITY OF LOWELL, TREASURER	\$1,708,199
CITY OF NEWTON	\$1,788,457
CITY OF NORTH ADAMS	\$22,700
CITY OF PITTSFIELD, TREASURER	\$118,000
CITY OF QUINCY, TREASURER	\$2,103,866
CITY OF SALEM	\$63,563
CITY OF TAUNTON	\$1,280,750
CITY OF WORCESTER, TREASURER	\$9,847,821
CLINTON HOUSING AUTHORITY	\$129,178
CODMAN SQUARE NDC, DEVELOPMENT CORP	\$262,646
COHASSET HOUSING AUTHORITY	\$28,421
COMMONWEALTH ZOOLOGICAL CORP DBA	\$2,100,000
COMMUNITY ECONOMIC DEVELOPMENT, ASSISTANCE CORPORATION	\$28,146,972
CONCORD HOUSING AUTHORITY	\$77,477
DALTON HOUSING AUTHORITY, PINEGROVE MANOR	\$152,921
DANVERS HOUSING AUTHORITY	\$110,406
DARTMOUTH HOUSING AUTHORITY	\$69,715
DEDHAM HOUSING AUTHORITY	\$177,726
DENNIS HOUSING AUTHORITY	\$498,942
DIGHTON HOUSING AUTHORITY	\$114,660

DRACUT HOUSING AUTHORITY	\$39,859
DUDLEY HOUSING AUTHORITY, WEST MAIN STREET	\$10,776
DUKES COUNTY REGIONAL HOUSING, AUTHORITY	\$22,184
DUXBURY HOUSING AUTHORITY	\$13,850
EAST BRIDGEWATER HOUSING AUTHORITY, HOUSING AUTHORITY	\$107,564
EAST LONGMEADOW HOUSING	\$322,857
EASTHAMPTON HOUSING AUTHORITY	\$276,999
EASTON HOUSING AUTHORITY	\$401,543
ESSEX HOUSING AUTHORITY	\$29,047
EVERETT HOUSING AUTHORITY	\$307,367
FAIRHAVEN HOUSING AUTHORITY	\$470,270
FALL RIVER HOUSING AUTHORITY	\$2,249,111
FALMOUTH HOUSING AUTHORITY	\$124,085
FITCHBURG HOUSINGAUTHORITY	\$244,390
FOXBORO HOUSING AUTHORITY	\$454,219
FRAMINGHAM HOUSING AUTHORITY	\$858,173
FRANKLIN COUNTY REG HOUSING, & REDEVELOPMENT AUTHORITY	\$146,735
FRANKLIN HOUSING AUTHORITY	\$161,587
GARDNER HOUSING AUTHORITY	\$379,578
GEORGETOWN HOUSING AUTHORITY	\$130,364
GLOUCESTER HOUSING AUTHORITY	\$283,480
GRAFTON HOUSING AUTHORITY	\$50,971
GRANBY HOUSING AUTHORITY	\$483,029
GREAT BARRINGTON HOUSING, AUTHORITY	\$28,057
GREENFIELD HOUSING AUTHORITY	\$5,125,055
GROTON HOUSING AUTHORITY	\$28,170
HALIFAX HOUSING AUTHORITY	\$18,679
HAMILTON HOUSING AUTHORITY	\$155,621
HAMPSHIRE COUNTY REGIONAL, HOUSING AUTHORITY	\$65,534
HANSON HOUSING AUTHORITY	\$148,502
HARWICK HOUSING AUTHORITY	\$71,653
HATFIELD HOUSING AUTHORITY	\$58,251
HAVERHILL HOUSING AUTHORITY	\$1,228,183
HINGHAM HOUSING AUTHORITY	\$105,960
HOLBROOK HOUSING AUTHORITY	\$78,187
HOLDEN HOUSING AUTHORITY	\$60,256
HOLLISTON HSNG AUTHORITY	\$27,095
HOLYOKE HOUSING AUTHORITY	\$56,432
HOPEDALE HOUSING AUTHORITY	\$117,245
HOPKINGTON HOUSING AUTHORITY	\$39,634
HUDSON HOUSING AUTHORITY	\$62,080
IPSWICH HOUSING AUTHORITY	\$166,072
KINGSTON HOUSING AUTHORITY	\$73,153
LANCASTER HOUSING AUTHORITY	\$36,733
LAWRENCE HOUSING AUTHORITY	\$787,386
LEE HOUSING AUTHORITY	\$182,720

LEICESTER HOUSING AUTHORITY	\$93,438
LENOX HOUSING AUTHORITY	\$566,900
LEOMINSTER HOUSING AUTHORITY	\$828,847
LEXINGTON HOUSING AUTHORITY	\$239,491
LITTLETON HSNG AUTHORITY	\$82,268
LOWELL HOUSING AUTHORITY	\$322,645
LUDLOW HOUSING AUTHORITY	\$203,223
LUNENBURG HSNG AUTHORITY	\$72,750
LYNN HOUSING AUTHORITY	\$1,125,481
LYNNFIELD HOUSING AUTHORITY	\$107,411
MALDEN HOUSING AUTHORITY	\$190,186
MANCHESTER HOUSING AUTHORITY	\$106,510
MANSFIELD HOUSING AUTHORITY	\$144,560
MARBLEHEAD HOUSING AUTHORITY	\$550,194
MARLBOROUGH COMMUNITY DEVEL, AUTHORITY HOUSING DIVISION	\$405,132
MARSHFIELD HOUSING AUTHORITY	\$248,214
MASHPEE HOUSING AUTHORITY	\$180,315
MASS DEVELOPMENT FINANCE AGENC, DEVENS FIRE DEPT	\$92,290
MASS GROWTH CAPITAL CORP	\$3,200,000
MASS HOUSING PARTNERSHIP, FUND BOARD	\$21,527,700
MASSACHUSETTS HOUSING FINANCE AGENCY	\$40,000,000
MATTAPOISETT HOUSING AUTHORITY	\$51,882
MAYNARD HOUSING AUTHORITY	\$22,609
MBTA, TREAS CONTROLLER	\$8,995,151
MEDFIELD HOUSING AUTHORITY	\$17,733
MEDFORD HOUSING AUTHORITY	\$34,056
MEDWAY HOUSING AUTHORITY	\$5,394
MELROSE HOUSING AUTHORITY	\$88,417
MENDON HOUSING AUTHORITY	\$1,164
MERRIMAC HOUSING AUTHORITY	\$26,806
METHUEN HOUSING AUTHORITY	\$1,030,130
MIDDLEBOROUGH HOUSING AUTHORITY, HOUSING AUTHORITY	\$51,618
MIDDLETON HOUSING AUTHORITY	\$28,175
MILFORD HOUSING AUTHORITY	\$253,701
MILLBURY HOUSING AUTHORITY	\$278,007
MILLIS HOUSING AUTHORITY	\$200,957
MILTON HOUSING AUTHORITY	\$227,064
MONSON HOUSING AUTHORITY	\$276,478
MONTAGUE HOUSING AUTHORITY	\$92,668
NAHANT HOUSING AUTHORITY	\$31,804
NANTUCKET HOUSING AUTHORITY	\$13,393
NATICK HOUSING AUTHORITY	\$478,255
NEEDHAM HOUSING AUTHORITY	\$53,437
NEW BEDFORD HOUSING AUTHORITY	\$2,017,805
NEWBURYPORT HOUSING AUTHORITY	\$236,066
NEWTON HOUSING AUTHORITY	\$211,282
NO ANDOVER HOUSING AUTHORITY	\$272,140

NO ATTLEBORO HOUSING AUTHORITY	\$405,098
NORFOLK HOUSING AUTHORITY	\$166,846
NORTH READING HOUSING AUTHORITY	\$56,567
NORTHAMPTON HOUSING AUTHORITY	\$601,249
NORTHBOROUGH HOUSING AUTHORITY	\$62,580
NORTHBRIDGE HOUSING AUTHORITY	\$19,250
NORTON HOUSING AUTHORITY	\$186,453
NORWELL HOUSING AUTHORITY	\$53,931
NORWOOD HOUSING AUTH	\$188,921
ORANGE HOUSING AUTHORITY	\$44,929
ORLEANS HOUSING AUTHORITY	\$578,034
OXFORD HOUSING AUTHORITY	\$145,385
PALMER HOUSING AUTHORITY	\$43,629
PEABODY HOUSING AUTHORITY	\$452,311
PEMBROKE HOUSING AUTHORITY	\$28,545
PEPPERELL HOUSING AUTHORITY	\$217,059
PITTSFIELD HOUSING AUTHORITY	\$4,981,843
PLAINVILLE HOUSING AUTHORITY	\$19,822
PLYMOUTH HOUSING AUTHORITY	\$204,266
PROVINCETOWN HOUSING AUTHORITY	\$32,947
QUINCY HOUSING AUTHORITY	\$1,744,754
RANDOLPH HOUSING AUTHORITY	\$166,154
READING HOUSING AUTHORITY	\$100,002
REVERE HOUSING AUTHORITY	\$685,651
ROCKLAND HOUSING AUTHORITY	\$29,292
ROCKPORT HOUSING AUTHORITY	\$25,533
ROWLEY HOUSING AUTHORITY	\$112,924
SALEM HOUSING AUTHORITY	\$339,154
SALISBURY HOUSING AUTHORITY	\$313,025
SANDWICH HOUSING AUTHORITY	\$80,713
SAUGUS HOUSING AUTHORITY	\$420,014
SCITUATE HOUSING AUTHORITY	\$244,583
SEEKONK HOUSING AUTHORITY	\$6,204
SHARON HOUSING AUTHORITY	\$154,624
SHELBURNE HOUSING AUTHORITY	\$28,492
SHREWSBURY HOUSING AUTHORITY	\$1,207,866
SOMERSET HOUSING AUTHORITY	\$207,326
SOMERVILLE HOUSING AUTHORITY	\$185,842
SOUTH HADLEY HOUSING AUTHORITY	\$168,348
SOUTHBORO HOUSINGAUTHORITY	\$89,344
SOUTHBRIDGE HOUSING AUTHORITY	\$70,576
SOUTHWICK HOUSING AUTHORITY	\$38,965
SPENCER HOUSING AUTHORITY	\$163,856
SPRINGFIELD HOUSING AUTHORITY	\$1,086,924
SPRINGFIELD TECH COMM COLLG ASSIST CORP	\$722,806
SPRINGFIELD TECHNICAL, COMMUNITY COLLEGE FOUNDATION	\$1,200,000
STERLING HOUSING AUTHORITY	\$49,530
STOCKBRIDGE HOUSING AUTHORITY	\$76,329
STONEHAM HOUSING AUTHORITY	\$1,907,040

STOUGHTON HOUSING AUTHORITY	\$145,735
SUDBURY HOUSING AUTHORITY	\$50,710
SUTTON HOUSING AUTHORITY	\$24,966
SWAMPSCOTT HOUSING AUTHORITY	\$137,700
SWANSEA HOUSING AUTHORITY	\$128,181
TAUNTON HOUSING AUTHORITY	\$548,389
TEMPLETON HOUSING AUTHORITY	\$89,272
TEWKSBURY HOUSING AUTHORITY	\$313,320
TOPSFIELD HOUSING AUTHORITY	\$5,700
TOWN OF PLYMOUTH	\$1,126,317
TOWN OF AMESBURY, TREASURER	\$832,376
TOWN OF ASHLAND	\$420,000
TOWN OF BUCKLAND	\$680,225
TOWN OF BURLINGTON, TOWN HALL	\$1,000,000
TOWN OF CONWAY	\$256,000
TOWN OF EAST BROOKFIELD	\$323,032
TOWN OF EASTON, TOWN HALL	\$917,761
TOWN OF HARDWICK, TREAS/COLLECTOR	\$17,500
TOWN OF HUBBARDSTON	\$500,000
TOWN OF HULL	\$668,314
TOWN OF LEXINGTON, TREASURER	\$405,412
TOWN OF MASHPEE	\$153,236
TOWN OF MOUNT WASHINGTON	\$27,760
TOWN OF NATICK	\$228,426
TOWN OF NEW MARLBOROUGH	\$329,422
TOWN OF OAKHAM	\$855,000
TOWN OF PAXTON	\$156,312
TOWN OF PROVINCETOWN	\$45,675
TOWN OF SAVOY	\$40,300
TOWN OF WALES	\$264,700
TYNGSBOROUGH HOUSING AUTHORITY	\$131,619
UPTON HOUSING AUTHORITY	\$33,486
UXBRIDGE HOUSING AUTHORITY, ADMINISTRATION BUILDING	\$231,297
WAKEFIELD HOUSING AUTHORITY	\$131,307
WALPOLE HOUSING AUTHORITY	\$227,273
WALTHAM HOUSING AUTHORITY	\$661,260
WARE HOUSING AUTHORITY	\$84,897
WAREHAM HOUSING AUTHORITY	\$63,841
WARREN HOUSING AUTHORITY	\$48,760
WATERTOWN HOUSING AUTHORITY	\$1,209,566
WEBSTER HOUSING AUTHORITY	\$30,109
WELLESLEY HOUSING AUTHORITY	\$77,608
WENHAM HOUSING AUTHORITY	\$162,038
WEST BOYLSTON, HOUSING AUTHORITY	\$23,976
WEST BRIDGEWATER HOUSING AUTHORITY	\$14,569
WEST BROOKFIELD, HOUSING AUTHORITY	\$44,067
WEST SPRINGFIELD HOUSING AUTHORITY	\$330,017
WESTBOROUGH HOUSING AUTHORITY	\$195,692
WESTFIELD HOUSING AUTHORITY	\$201,078



WESTFORD HOUSING AUTHORITY	\$24,777
WESTPORT HOUSING AUTHORITY	\$65,751
WEYMOUTH HOUSING AUTHORITY	\$332,513
WHITMAN HOUSING AUTHORITY	\$125,828
WILBRAHAM HOUSING AUTHORITY	\$80,988
WILLIAMSTOWN HOUSING AUTHORITY	\$26,350
WILMINGTON HOUSING AUTHORITY	\$111,988
WINCHENDON HOUSING AUTHORITY	\$201,528
WINCHESTER HOUSING AUTHORITY	\$31,085
WINTHROP HOUSING AUTHORITY	\$268,888
WOBURN HOUSING AUTHORITY	\$692,237
WORCESTER HOUSING AUTHORITY	\$2,007,765
WRENTHAM HOUSING AUTHORITY	\$21,219
YARMOUTH HOUSING AUTHORITY	\$7,480
<b>Grand Total</b>	<b>\$229,835,279</b>

#### EOHED FY15 Grants

Vendor Name	Amount Spent
ABINGTON HOUSING AUTHORITY	\$31,613
ACTON HOUSING AUTHORITY	\$141,029
ACUSHNET HOUSING AUTHORITY	\$31,303
ADAMS HOUSING AUTHORITY	\$33,844
AGAWAM HOUSING AUTHORITY	\$178,576
AMESBURY HOUSING AUTHORITY	\$240,568
AMHERST HOUSING AUTHORITY	\$333,234
ANDOVER HOUSING AUTHORITY	\$878,873
ARLINGTON HOUSING AUTHORITY	\$447,489
ASHLAND HOUSING AUTHORITY	\$177,273
ASIAN COMMUNITY DEVELOPMENT	\$2,008,000
ATHOL HOUSING AUTHORITY	\$72,865
ATTELBORO HOUSING AUTHORITY	\$901,444
AUBURN HOUSING AUTHORITY	\$51,938
AVON HOUSING AUTHORITY	\$96,933
AYER HOUSING AUTHORITY	\$4,560
BARNSTABLE HOUSING AUTHORITY	\$217,498
BARRE HOUSING AUTHORITY	\$101,520
BEDFORD HOUSING AUTHORITY	\$235,878
BELCHERTOWN HOUSING AUTHORITY	\$109,136
BELLINGHAM HOUSING AUTHORITY	\$49,648
BELMONT HOUSING AUTHORITY	\$422,989
BERKSHIRE COUNTY REGIONAL, HOUSING AUTHORITY	\$26,635
BEVERLY HOUSING AUTHORITY	\$518,328
BILLERICA HOUSING AUTHORITY	\$160,574
BLACKSTONE HOUSING AUTHORITY	\$19,498
BOSTON HOUSING AUTHORITY	\$6,344,864
BOSTON REDEVELOPMENT AUTHORITY, BOSTON CITY HALL	\$1,055,998

BOURNE HOUSING AUTHORITY	\$158,364
BRAINTREE HOUSING AUTHORITY	\$564,980
BREWSTER HOUSING AUTHORITY	\$135,723
BRIDGEWATER HOUSING AUTHORITY	\$198,145
BRIMFIELD HOUSING AUTHORITY	\$15,968
BROCKTON HOUSING AUTHORITY	\$935,915
BROOKFIELD HSNH AUTHORITY	\$11,182
BROOKLINE HOUSING AUTHORITY	\$864,955
BURLINGTON HOUSING AUTHORITY	\$42,504
CAMBRIDGE HOUSING AUTHORITY	\$2,828,666
CANTON HOUSING AUTHORITY	\$347,303
CARVER HOUSING AUTHORITY	\$51,743
CHARLTON HOUSING AUTHORITY	\$62,850
CHATHAM HOUSING AUTHORITY	\$17,023
CHELMSFORD HOUSING AUTHORITY	\$155,548
CHELSEA HOUSING AUTHORITY	\$245,552
CHICOPEE HOUSING AUTHORITY	\$703,234
CITY OF ATTLEBORO, TREASURER	\$385,085
CITY OF BROCKTON, TREASURER	\$6,442,545
CITY OF CHELSEA, CITY HALL	\$2,632,168
CITY OF CHELSEA, TREASURER	\$261,426
CITY OF CHICOPEE, CITY HALL	\$708,899
CITY OF EASTHAMPTON, TREASURER	\$1,365,003
CITY OF FITCHBURG	\$659,306
CITY OF FITCHBURG, TREASURER	\$1,167,886
CITY OF GARDNER, TREASURER	\$198,652
CITY OF GLOUCESTER	\$613,629
CITY OF HAVERHILL, TREASURER	\$10,604,623
CITY OF HOLYOKE	\$3,577,877
CITY OF LAWRENCE, TREASURER	\$1,599,466
CITY OF LEOMINSTER	\$545,688
CITY OF LOWELL, TREASURER	\$595,143
CITY OF LYNN	\$101,712
CITY OF MARLBOROUGH, TREASURER	\$1,650,000
CITY OF MELROSE	\$1,148,000
CITY OF NEW BEDFORD, TREASURER	\$1,190,000
CITY OF NORTH ADAMS	\$633,241
CITY OF NORTHAMPTON	\$400,000
CITY OF PEABODY	\$26,628
CITY OF PITTSFIELD, TREASURER	\$2,095,776
CITY OF SALEM	\$267,495
CITY OF SOMERVILLE	\$250,000
CLINTON HOUSING AUTHORITY	\$156,402
CODMAN SQUARE NDC, DEVELOPMENT CORP	\$26,170
COHASSET HOUSING AUTHORITY	\$153,444
COMMONWEALTH ZOOLOGICAL CORP DBA	\$3,000,000
COMMUNITY ECONOMIC DEVELOPMENT, ASSISTANCE CORPORATION	\$28,444,304
CONCORD HOUSING AUTHORITY	\$90,573

DALTON HOUSING AUTHORITY, PINEGROVE MANOR	\$101,139
DANVERS HOUSING AUTHORITY	\$50,482
DARTMOUTH HOUSING AUTHORITY	\$27,280
DEDHAM HOUSING AUTHORITY	\$477,057
DENNIS HOUSING AUTHORITY	\$54,033
DIGHTON HOUSING AUTHORITY	\$11,540
DRACUT HOUSING AUTHORITY	\$122,828
DUDLEY HOUSING AUTHORITY, WEST MAIN STREET	\$89,737
DUKES COUNTY REGIONAL HOUSING, AUTHORITY	\$12,741
DUXBURY HOUSING AUTHORITY	\$234,032
EAST BRIDGEWATER HOUSING AUTHORITY, HOUSING AUTHORITY	\$29,490
EAST LONGMEADOW HOUSING	\$93,149
EASTHAMPTON HOUSING AUTHORITY	\$144,541
EASTON HOUSING AUTHORITY	\$1,087,813
ESSEX HOUSING AUTHORITY	\$20,957
EVERETT HOUSING AUTHORITY	\$681,896
FAIRHAVEN HOUSING AUTHORITY	\$61,619
FALL RIVER HOUSING AUTHORITY	\$1,406,781
FALMOUTH HOUSING AUTHORITY	\$135,907
FITCHBURG HOUSINGAUTHORITY	\$430,167
FITCHBURG HOUSINGAUTHORITY	\$118,918
FOXBORO HOUSING AUTHORITY	\$205,088
FRAMINGHAM HOUSING AUTHORITY	\$1,399,249
FRANKLIN COUNTY REG HOUSING, & REDEVELOPMENT AUTHORITY	\$30,968
FRANKLIN HOUSING AUTHORITY	\$163,094
GARDNER HOUSING AUTHORITY	\$363,005
GEORGETOWN HOUSING AUTHORITY	\$124,535
GLOUCESTER HOUSING AUTHORITY	\$128,282
GRAFTON HOUSING AUTHORITY	\$258,562
GRANBY HOUSING AUTHORITY	\$56,863
GREAT BARRINGTON HOUSING, AUTHORITY	\$145,215
GREENFIELD HOUSING AUTHORITY	\$7,366,951
GROTON HOUSING AUTHORITY	\$68,847
HADLEY HOUSING AUTHORITY	\$72,751
HALIFAX HOUSING AUTHORITY	\$42,113
HAMILTON HOUSING AUTHORITY	\$3,600
HAMPSHIRE COUNTY REGIONAL, HOUSING AUTHORITY	\$57,285
HANSON HOUSING AUTHORITY	\$38,832
HARWICK HOUSING AUTHORITY	\$64,412
HATFIELD HOUSING AUTHORITY	\$50,551
HAVERHILL HOUSING AUTHORITY	\$779,587
HINGHAM HOUSING AUTHORITY	\$42,224
HOLBROOK HOUSING AUTHORITY	\$126,469
HOLDEN HOUSING AUTHORITY	\$81,854
HOLLISTON HSNG AUTHORITY	\$13,821

HOLYOKE HOUSING AUTHORITY	\$175,638
HOPEDALE HOUSING AUTHORITY	\$19,750
HOPKINGTON HOUSING AUTHORITY	\$100,748
HUDSON HOUSING AUTHORITY	\$157,983
IPSWICH HOUSING AUTHORITY	\$56,379
KINGSTON HOUSING AUTHORITY	\$53,148
LANCASTER HOUSING AUTHORITY	\$35,753
LAWRENCE HOUSING AUTHORITY	\$163,848
LEE HOUSING AUTHORITY	\$27,710
LEICESTER HOUSING AUTHORITY	\$19,271
LENOX HOUSING AUTHORITY	\$593,922
LEOMINSTER HOUSING AUTHORITY	\$2,988,949
LEXINGTON HOUSING AUTHORITY	\$664,599
LOWELL HOUSING AUTHORITY	\$289,769
LUDLOW HOUSING AUTHORITY	\$128,252
LUNENBURG HSNG AUTHORITY	\$1,000
LYNN HOUSING AUTHORITY	\$687,973
LYNNFIELD HOUSING AUTHORITY	\$36,893
MALDEN HOUSING AUTHORITY	\$829,927
MANCHESTER HOUSING AUTHORITY	\$30,557
MANSFIELD HOUSING AUTHORITY	\$98,759
MARBLEHEAD HOUSING AUTHORITY	\$191,819
MARLBOROUGH COMMUNITY DEVEL, AUTHORITY HOUSING DIVISION	\$720,892
MARSHFIELD HOUSING AUTHORITY	\$153,355
MASHPEE HOUSING AUTHORITY	\$87,723
MASS DEVELOPMENT FINANCE AGENC, DEVENS FIRE DEPT	\$1,757,091
MASS GROWTH CAPITAL CORP	\$3,225,000
MASS HOUSING PARTNERSHIP, FUND BOARD	\$26,338,597
MASS TECHNOLOGY PARK CORP	\$1,839,003
MASSACHUSETTS HOUSING FINANCE AGENCY	\$40,000,000
MATTAPOISETT HOUSING AUTHORITY	\$42,164
MAYNARD HOUSING AUTHORITY	\$47,966
MBTA, TREAS CONTROLLER	\$1,352,688
MEDFIELD HOUSING AUTHORITY	\$5,621
MEDFORD HOUSING AUTHORITY	\$160,301
MEDWAY HOUSING AUTHORITY	\$71,521
MELROSE HOUSING AUTHORITY	\$379,868
MENDON HOUSING AUTHORITY	\$80,640
MERRIMAC HOUSING AUTHORITY	\$297,880
METHUEN HOUSING AUTHORITY	\$685,784
MIDDLEBOROUGH HOUSING AUTHORITY, HOUSING AUTHORITY	\$427,481
MIDDLETON HOUSING AUTHORITY	\$39,338
MILFORD HOUSING AUTHORITY	\$138,911
MILLBURY HOUSING AUTHORITY	\$272,108
MILLIS HOUSING AUTHORITY	\$68,081
MILTON HOUSING AUTHORITY	\$2,706
MONSON HOUSING AUTHORITY	\$118,212

MONTAGUE HOUSING AUTHORITY	\$29,691
NAHANT HOUSING AUTHORITY	\$139,680
NANTUCKET HOUSING AUTHORITY	\$15,783
NATICK HOUSING AUTHORITY	\$377,199
NEEDHAM HOUSING AUTHORITY	\$86,876
NEW BEDFORD HOUSING AUTHORITY	\$726,801
NEWBURYPORT HOUSING AUTHORITY	\$48,406
NEWTON HOUSING AUTHORITY	\$231,156
NO ANDOVER HOUSING AUTHORITY	\$34,681
NO ATTLEBORO HOUSING AUTHORITY	\$226,054
NORFOLK HOUSING AUTHORITY	\$60,995
NORTH READING HOUSING AUTHORITY	\$63,725
NORTHAMPTON HOUSING AUTHORITY	\$414,577
NORTHBOROUGH HOUSING AUTHORITY	\$244,360
NORTHBRIDGE HOUSING AUTHORITY	\$10,005
NORTON HOUSING AUTHORITY	\$334,782
NORWELL HOUSING AUTHORITY	\$77,970
NORWOOD HOUSING AUTH	\$209,344
ORANGE HOUSING AUTHORITY	\$102,781
ORLEANS HOUSING AUTHORITY	\$248,837
OXFORD HOUSING AUTHORITY	\$38,174
PALMER HOUSING AUTHORITY	\$62,073
PEABODY HOUSING AUTHORITY	\$338,902
PEMBROKE HOUSING AUTHORITY	\$142,901
PEPPERELL HOUSING AUTHORITY	\$52,106
PIONEER VALLEY PLANNING COMM	\$14,500
PITTSFIELD HOUSING AUTHORITY	\$3,091,144
PLAINVILLE HOUSING AUTHORITY	\$102,047
PLYMOUTH HOUSING AUTHORITY	\$307,740
PROVINCETOWN HOUSING AUTHORITY	\$76,960
QUINCY HOUSING AUTHORITY	\$2,090,491
QUINSIGAMOND COMMUNITY COLLEGE, FOUNDATION INC	\$1,994,633
RANDOLPH HOUSING AUTHORITY	\$57,224
RAYNHAM HOUSING AUTHORITY	\$47,043
READING HOUSING AUTHORITY	\$111,000
REVERE HOUSING AUTHORITY	\$1,300,882
ROCKLAND HOUSING AUTHORITY	\$11,997
ROCKPORT HOUSING AUTHORITY	\$209,146
ROWLEY HOUSING AUTHORITY	\$38,895
SALEM HOUSING AUTHORITY	\$1,458,491
SALISBURY HOUSING AUTHORITY	\$113,723
SANDWICH HOUSING AUTHORITY	\$61,937
SAUGUS HOUSING AUTHORITY	\$410,799
SCITUATE HOUSING AUTHORITY	\$171,779
SEEKONK HOUSING AUTHORITY	\$263,348
SHARON HOUSING AUTHORITY	\$120,709
SHAWSHOEN VALLEY TECHNICAL, HIGH SCHOOL	\$256,068
SHELBURNE HOUSING AUTHORITY	\$40,168
SHREWSBURY HOUSING AUTHORITY	\$281,220

SOMERSET HOUSING AUTHORITY	\$236,671
SOMERVILLE HOUSING AUTHORITY	\$722,821
SOUTH HADLEY HOUSING AUTHORITY	\$79,109
SOUTHBORO HOUSINGAUTHORITY	\$207,770
SOUTHBRIDGE HOUSING AUTHORITY	\$389,681
SOUTHWICK HOUSING AUTHORITY	\$144,975
SPENCER HOUSING AUTHORITY	\$118,715
SPRINGFIELD HOUSING AUTHORITY	\$250,103
SPRINGFIELD REDEVELOPMENT, AUTHORITY	\$929,125
SPRINGFIELD TECH COMM COLLG ASSIST CORP	\$4,084,859
STERLING HOUSING AUTHORITY	\$3,371
STOCKBRIDGE HOUSING AUTHORITY	\$191,043
STONEHAM HOUSING AUTHORITY	\$670,075
STOUGHTON HOUSING AUTHORITY	\$69,309
SUDBURY HOUSING AUTHORITY	\$12,152
SUTTON HOUSING AUTHORITY	\$29,820
SWAMPSCOTT HOUSING AUTHORITY	\$73,470
SWANSEA HOUSING AUTHORITY	\$168,676
TAUNTON HOUSING AUTHORITY	\$730,192
TEMPLETON HOUSING AUTHORITY	\$230,703
TEWKSBURY HOUSING AUTHOURITY	\$310,636
TOPSFIELD HOUSING AUTHORITY	\$73,864
TOWN OF PLYMOUTH	\$373,683
TOWN OF AMESBURY, TREASURER	\$788,749
TOWN OF AMHERST	\$374,001
TOWN OF ATHOL, TOWN HALL	\$1,000,000
TOWN OF BERLIN	\$470,986
TOWN OF BILLERICA, TOWN HALL	\$219,985
TOWN OF BLANDFORD	\$495,220
TOWN OF CLARKSBURG	\$38,542
TOWN OF COLRAIN	\$459
TOWN OF CONWAY	\$739,685
TOWN OF DARTMOUTH	\$407,431
TOWN OF DEERFIELD, TREASURER	\$788,783
TOWN OF EAST BROOKFIELD	\$233,357
TOWN OF EASTON, TOWN HALL	\$62,959
TOWN OF FRAMINGHAM	\$1,000,000
TOWN OF HADLEY	\$60,777
TOWN OF HARDWICK, TREAS/COLLECTOR	\$397,459
TOWN OF HOPKINTON	\$1,405,717
TOWN OF HULL	\$1,238,780
TOWN OF MARION	\$999,000
TOWN OF MASHPEE	\$126,722
TOWN OF MILTON	\$968,821
TOWN OF MOUNT WASHINGTON	\$971,910
TOWN OF NATICK	\$2,080,740
TOWN OF NEW MARLBOROUGH	\$103,346
TOWN OF NORTH ATTLEBOROUGH, TREASURER	\$33,276
TOWN OF NORTH BROOKFIELD	\$415,327

TOWN OF OAKHAM	\$44,996
TOWN OF RUSSELL, TREASURER	\$67,170
TOWN OF SALISBURY	\$988,885
TOWN OF SHEFFIELD	\$84,994
TOWN OF TOLLAND	\$988,367
TOWN OF WALES	\$617,223
TOWN OF WARREN	\$24,000
TOWN OF WARWICK, TREASURER	\$473,873
TOWN OF WEST BOYLSTON	\$15,936
TOWN OF WEST STOCKBRIDGE	\$1,000,000
TYNGSBOROUGH HOUSING AUTHORITY	\$65,318
UNIVERSITY OF MASS	\$950,000
UPTON HOUSING AUTHORITY	\$300
UXBRIDGE HOUSING AUTHORITY, ADMINISTRATION BUILDING	\$55,429
WAKEFIELD HOUSING AUTHORITY	\$446,686
WALPOLE HOUSING AUTHORITY	\$20,123
WALTHAM HOUSING AUTHORITY	\$434,993
WARE HOUSING AUTHORITY	\$226,501
WAREHAM HOUSING AUTHORITY	\$95,585
WARREN HOUSING AUTHORITY	\$46,829
WATERTOWN HOUSING AUTHORITY	\$585,361
WEBSTER HOUSING AUTHORITY	\$94,036
WELLESLEY HOUSING AUTHORITY	\$214,724
WENHAM HOUSING AUTHORITY	\$55,282
WEST BOYLSTON, HOUSING AUTHORITY	\$30,097
WEST BRIDGEWATER HOUSING AUTHORITY	\$31,271
WEST BROOKFIELD, HOUSING AUTHORITY	\$80,069
WEST NEWBURY HOUSING AUTHORITY	\$40,237
WEST SPRINGFIELD HOUSING AUTHORITY	\$173,465
WESTBOROUGH HOUSING AUTHORITY	\$123,557
WESTFIELD HOUSINGAUTHORITY	\$1,065,317
WESTFORD HOUSING AUTHORITY	\$22,429
WESTPORT HOUSING AUTHORITY	\$41,434
WEYMOUTH HOUSING AUTHORITY	\$372,795
WHITMAN HOUSING AUTHORITY	\$150,847
WILBRAHAM HOUSING AUTHORITY	\$60,667
WILLIAMSTOWN HOUSING AUTHORITY	\$83,506
WILMINGTON HOUSING AUTHORITY	\$84,439
WINCHENDON HOUSING AUTHORITY	\$196,896
WINCHESTER HOUSING AUTHORITY	\$85,665
WINTHROP HOUSING AUTHORITY	\$317,353
WOBURN HOUSING AUTHORITY	\$418,962
WORCESTER HOUSING AUTHORITY	\$1,347,026
WRENTHAM HOUSING AUTHORITY	\$71,491
YARMOUTH HOUSING AUTHORITY	\$130,944
<b>Grand Total</b>	<b>\$250,962,485</b>

## Executive Office of Transportation

### MassDOT FY14 Grants

Vendor Name	Amount Spent
BERKSHIRE REGIONAL PLANNING COMMISSION	\$598,123
BERKSHIRE REGIONAL TRANSIT AUTHORITY	\$13,313
BROCKTON AREA TRANSIT AUTHORITY, TRANSIT AUTHORITY	\$261,100
CAPE ANN TRANSPORT AUTHORITY	\$45,769
CAPE COD REGIONAL	\$394,069
CENTRAL MASSACHUSETTS REGIONAL, PLANNING COMMISSION	\$887,688
CITY OF ATTLEBORO, TREASURER	\$955,662
CITY OF BEVERLY, TREASURER	\$759,228
CITY OF BOSTON, CITY OF BOSTON	\$21,002,586
CITY OF BROCKTON, TREASURER	\$2,717,491
CITY OF CAMBRIDGE, CITY HALL	\$1,914,602
CITY OF CHELSEA, TREASURER	\$205,613
CITY OF CHICOPEE, CITY HALL	\$1,222,877
CITY OF EASTHAMPTON, TREASURER	\$590,867
CITY OF FALL RIVER, TREASURER	\$3,147,746
CITY OF FITCHBURG	\$17,458
CITY OF FITCHBURG, TREASURER	\$853,636
CITY OF GLOUCESTER	\$528,934
CITY OF HAVERHILL, TREASURER	\$1,440,375
CITY OF HOLYOKE	\$806,361
CITY OF LAWRENCE, TREASURER	\$1,197,714
CITY OF LEOMINSTER	\$949,551
CITY OF LOWELL, TREASURER	\$1,250,843
CITY OF LYNN	\$1,374,482
CITY OF MALDEN	\$1,043,226
CITY OF MARLBOROUGH, TRESURER	\$195,580
CITY OF MEDFORD, TREASURER	\$1,201,848
CITY OF MELROSE	\$845,325
CITY OF METHUEN	\$1,006,027
CITY OF NEW BEDFORD, TREASURER	\$3,407,287
CITY OF NEWBURYPORT	\$415,588
CITY OF NEWTON	\$2,744,461
CITY OF NORTH ADAMS	\$460,978
CITY OF NORTH ADAMS, TREASURER	\$74,671
CITY OF NORTHAMPTON	\$1,519,081
CITY OF PEABODY	\$1,687,250
CITY OF PITTSFIELD, TREASURER	\$4,378,377
CITY OF QUINCY, TREASURER	\$2,067,303
CITY OF REVERE, TREASURER	\$501,045
CITY OF SALEM	\$321,629
CITY OF SOMERVILLE	\$1,193,176
CITY OF SPRINGFIELD, TREASURER	\$6,271,875



CITY OF TAUNTON	\$1,295,138
CITY OF WALTHAM	\$540,615
CITY OF WESTFIELD	\$2,916,416
CITY OF WESTFIELD, TREASURER	\$2,791,469
CITY OF WOBURN	\$1,347,672
CITY OF WORCESTER, LOCAL AID	\$4,115,736
COUNTY OF BARNSTABLE, COUNTY TREASURER	\$668,322
COUNTY OF DUKES COUNTY, COUNTY TREASURER	\$5,174
CRANLAND, INC.	\$12,597
FRANKLIN REGIONAL COUNCIL OF GOVERNMENTS	\$381,081
FRANKLIN REGIONAL COUNCIL OF GOVERNMENTS, DAVID MANKOWSKY; ADMIN	\$561,273
FRANKLIN REGIONAL COUNCIL OF, GOVERNMENTS	\$1,393,966
FRANKLIN REGIONAL TRANSIT AUTHORITY	\$121,698
GREATER ATTLEBORO TAUNTON REGIONAL, TRANSIT AUTHORITY	\$2,229,500
LOWELL REGIONAL TRANSIT AUTHORITY, TRANSIT AUTHORITY	\$726,287
MARITIME TERMINAL, INC.	\$28,500
MARTHAS VINEYARD COMMISSION, ATTN CLERK TREASURER	\$340,475
MARTHAS VINEYARD TRANSIT AUTH, TRANSIT AUTHORITY	\$702,500
MASS BAY TRANSPORTATION AUTH	\$5,183,842
MASSACHUSETTS PORTAUTHORITY	\$10,889
MBTA, TREAS CONTROLLER	\$1,812,398
MERRIMACK VALLEY PLANNING COMMISSION	\$663,561
MERRIMACK VALLEY REGIONAL, TRANSIT AUTHORITY	\$108,230
METROPOLITAN AREA, PLANNING COUNCIL	\$3,979,230
METROWEST REGIONAL TRANSIT AUTHORITY	\$838,145
MINUTE MAN AIR FIELD INC	\$575,019
MONTACHUSETT REGIONAL, PLANNING COMMISSION	\$629,866
MONTACHUSETT REGIONAL, TRANSIT AUTHORITY	\$373,642
NANTUCKET REGIONAL, TRANSIT AUTHORITY	\$177,024
NORTHAMPTON AERONAUTICS	\$217,079
NORTHERN MIDDLESEX COUNCIL, OF GOVERNMENTS	\$625,500
OLD COLONY PLANNING COUNCIL	\$621,423
PIONEER VALLEY PLANNING COMM	\$1,130,075
PIONEER VALLEY TRANSIT, AUTHORITY	\$1,331,008
PROVIDENCE & WORCESTER, RAILROAD CO	\$66,378
SOUTHEASTERN REGIONAL, TRANSIT AUTHORITY	\$107,555
SOUTHEASTERN REGNL PLANNING, & ECONOMIC DEVELPMNT DIST	\$1,227,324
SPRINGFIELD REDEVELOPMENT, AUTHORITY	\$425,031
TOWN OF PLYMOUTH	\$3,592,074

TOWN OF ABINGTON, TOWN HALL	\$229,770
TOWN OF ACTON	\$634,823
TOWN OF ACUSHNET, TOWN HALL	\$47,012
TOWN OF AGAWAM	\$1,995,452
TOWN OF ALFORD	\$55,127
TOWN OF AMESBURY, TOWN HALL	\$403,863
TOWN OF AMHERST	\$523,019
TOWN OF ANDOVER	\$1,306,553
TOWN OF AQUINNAH	\$24,144
TOWN OF ARLINGTON, TOWN HALL	\$1,030,261
TOWN OF ASHBURNHAM	\$400,326
TOWN OF ASHBY	\$103,776
TOWN OF ASHFIELD, TOWN HALL	\$250,264
TOWN OF ASHFIELD, TREASURER	\$18,725
TOWN OF ASHLAND	\$181,754
TOWN OF ATHOL, TOWN HALL	\$182,948
TOWN OF AUBURN	\$44,836
TOWN OF AVON	\$208,656
TOWN OF AYER	\$330,627
TOWN OF BARNSTABLE	\$5,425,302
TOWN OF BARRE	\$335,488
TOWN OF BECKET	\$182,798
TOWN OF BEDFORD, TOWN HALL	\$986,363
TOWN OF BELCHERTOWN	\$754,412
TOWN OF BELLINGHAM	\$521,526
TOWN OF BELMONT, TREASURER	\$534,590
TOWN OF BERKLEY	\$270,728
TOWN OF BERKLEY, TOWN HALL	\$39,988
TOWN OF BERLIN	\$199,749
TOWN OF BERNARDSTON, TREASURER	\$215,038
TOWN OF BILLERICA, TOWN HALL	\$669,998
TOWN OF BLACKSTONE, BLACKSTONE MUNICIPAL CENTER	\$249,572
TOWN OF BLANDFORD	\$196,261
TOWN OF BOLTON	\$306,381
TOWN OF BOURNE	\$139,114
TOWN OF BOXFORD	\$489,937
TOWN OF BOYLSTON	\$217,923
TOWN OF BRAINTREE, TREASURER	\$1,865,440
TOWN OF BREWSTER	\$278,285
TOWN OF BRIDGEWATER, TOWN HALL	\$447,389
TOWN OF BRIMFIELD	\$798,650
TOWN OF BROOKFIELD	\$17,292
TOWN OF BROOKLINE	\$1,347,095
TOWN OF BUCKLAND	\$185,174
TOWN OF BURLINGTON, TOWN HALL	\$1,371,712
TOWN OF CANTON	\$763,049
TOWN OF CARLISLE	\$214,952
TOWN OF CARVER	\$266,990
TOWN OF CHARLEMONT	\$490,621

TOWN OF CHARLTON, TREASURER	\$517,356
TOWN OF CHATHAM	\$125,841
TOWN OF CHELMSFORD	\$1,461,044
TOWN OF CHESHIRE	\$197,393
TOWN OF CHESTER, TREASURER	\$398,478
TOWN OF CHESTERFIELD	\$36,143
TOWN OF CLARKSBURG	\$4,183
TOWN OF CLINTON	\$119,114
TOWN OF COHASSET	\$258,378
TOWN OF COLRAIN	\$469,879
TOWN OF CONCORD	\$736,587
TOWN OF DALTON	\$169,144
TOWN OF DANVERS, TOWN HALL	\$1,159,074
TOWN OF DARTMOUTH	\$1,311,655
TOWN OF DEDHAM, TREASURER	\$698,105
TOWN OF DEERFIELD, TREASURER	\$902,044
TOWN OF DENNIS	\$789,086
TOWN OF DIGHTON	\$427,991
TOWN OF DOUGLAS	\$481,017
TOWN OF DRACUT	\$1,425,229
TOWN OF DUDLEY	\$433,591
TOWN OF DUNSTABLE	\$86,974
TOWN OF DUXBURY	\$387,768
TOWN OF EAST BRIDGEWATER	\$261,867
TOWN OF EAST LONGMEADOW	\$373,226
TOWN OF EASTHAM	\$364,581
TOWN OF EASTON, TOWN HALL	\$727,992
TOWN OF EDGARTOWN	\$444,831
TOWN OF EGREMONT	\$106,916
TOWN OF ESSEX	\$65,479
TOWN OF FAIRHAVEN, TREASURER	\$323,854
TOWN OF FALMOUTH	\$1,466,194
TOWN OF FOXBOROUGH, CITY HALL	\$800,091
TOWN OF FOXBOROUGH, CITY HALL	\$325,535
TOWN OF FRAMINGHAM	\$3,063,752
TOWN OF FREETOWN	\$393,764
TOWN OF GEORGETOWN, TREASURER/COLLECTOR	\$894,900
TOWN OF GILL	\$126,272
TOWN OF GOSHEN	\$104,063
TOWN OF GRAFTON, TREASURER	\$575,994
TOWN OF GRANBY	\$402,861
TOWN OF GRANVILLE, TREASURER	\$140,551
TOWN OF GREAT BARRINGTON	\$165,058
TOWN OF GREENFIELD, TOWN HALL	\$917,756
TOWN OF GREENFIELD, TREASURER	\$96,050
TOWN OF GROTON, TREASURER	\$626,300
TOWN OF GROVELAND	\$219,843
TOWN OF HADLEY	\$393,057
TOWN OF HAMILTON	\$36,888

TOWN OF HAMILTON, TREASURER	\$121,480
TOWN OF HAMPDEN	\$465,960
TOWN OF HANCOCK	\$78,263
TOWN OF HANSON	\$391,304
TOWN OF HARDWICK, TREAS/COLLECTOR	\$113,071
TOWN OF HARVARD, TREASURER	\$339,968
TOWN OF HARWICH	\$1,010,130
TOWN OF HATFIELD	\$345,272
TOWN OF HAWLEY	\$251,298
TOWN OF HEATH	\$96,095
TOWN OF HINGHAM	\$825,954
TOWN OF HOLBROOK, TREASURER	\$897,001
TOWN OF HOLDEN	\$456,440
TOWN OF HOLLAND, TREASURER	\$123,124
TOWN OF HOLLISTON	\$369,135
TOWN OF HOPEDALE	\$39,790
TOWN OF HOPKINTON	\$773,148
TOWN OF HUBBARDSTON	\$511,479
TOWN OF HUDSON	\$395,037
TOWN OF HULL	\$97,859
TOWN OF HUNTINGTON	\$219,539
TOWN OF HUNTINGTON, TREASURER	\$24,869
TOWN OF IPSWICH	\$208,981
TOWN OF KINGSTON	\$160,314
TOWN OF LAKEVILLE, TREAS/COLLECTOR	\$72,132
TOWN OF LANESBOROUGH	\$300,566
TOWN OF LEE, TREASURER	\$98,775
TOWN OF LEICESTER	\$369,925
TOWN OF LENOX, TREASURER	\$290,450
TOWN OF LEVERETT	\$153,254
TOWN OF LEXINGTON	\$450,000
TOWN OF LEYDEN	\$170,452
TOWN OF LINCOLN	\$370,116
TOWN OF LITTLETON	\$382,395
TOWN OF LONGMEADOW, TREASURER	\$1,838,642
TOWN OF LUDLOW	\$1,379,838
TOWN OF LUNENBURG	\$209,688
TOWN OF LYNNFIELD, TREASURER	\$486,291
TOWN OF MANSFIELD	\$768,213
TOWN OF MARBLEHEAD	\$285,507
TOWN OF MARION	\$161,793
TOWN OF MARSHFIELD	\$1,425,471
TOWN OF MASHPEE	\$421,793
TOWN OF MATTAPOISETT	\$175,315
TOWN OF MEDWAY	\$455,122
TOWN OF MERRIMAC	\$294,410
TOWN OF MIDDLEBOROUGH, TOWN HALL	\$974,043
TOWN OF MIDDLEFIELD	\$145,799
TOWN OF MIDDLETON	\$156,705

TOWN OF MILFORD, TOWN HALL	\$495,588
TOWN OF MILLBURY	\$457,534
TOWN OF MILLIS	\$516,334
TOWN OF MILLVILLE	\$159,074
TOWN OF MILTON	\$846,872
TOWN OF MONROE	\$9,737
TOWN OF MONSON, TREASURER	\$381,243
TOWN OF MONSON, TRESURER	\$70,307
TOWN OF MONTAGUE	\$708,048
TOWN OF MONTEREY	\$251,989
TOWN OF MONTGOMERY	\$192,111
TOWN OF NAHANT	\$13,932
TOWN OF NANTUCKET	\$1,311,339
TOWN OF NATICK	\$895,721
TOWN OF NEEDHAM	\$1,978,579
TOWN OF NEW ASHFORD	\$132,362
TOWN OF NEW BRAINTREE	\$297,746
TOWN OF NEW MARLBOROUGH	\$235,258
TOWN OF NEW SALEM	\$22,428
TOWN OF NEW SALEM, TREASURER	\$147,468
TOWN OF NEWBURY	\$81,374
TOWN OF NORFOLK	\$835,136
TOWN OF NORTH ANDOVER	\$776,060
TOWN OF NORTH ATTLEBOROUGH, TREASURER	\$1,013,053
TOWN OF NORTH BROOKFIELD	\$327,768
TOWN OF NORTH READING, TREASURER	\$293,847
TOWN OF NORTHBOROUGH	\$90,464
TOWN OF NORTHBOROUGH, TREASURER	\$14,244
TOWN OF NORTHBRIDGE	\$376,763
TOWN OF NORTHFIELD, TREASURER	\$403,335
TOWN OF NORTON	\$365,821
TOWN OF NORWELL	\$406,197
TOWN OF NORWOOD	\$1,310,645
TOWN OF OAKHAM	\$31,905
TOWN OF ORANGE, TREASURER	\$238,203
TOWN OF ORLEANS	\$453,340
TOWN OF OXFORD	\$251,306
TOWN OF PALMER	\$12,433
TOWN OF PALMER, TREASURER	\$588,490
TOWN OF PELHAM	\$14,872
TOWN OF PEMBROKE	\$60,865
TOWN OF PEPPERELL	\$481,722
TOWN OF PERU	\$61,850
TOWN OF PETERSHAM	\$291,097
TOWN OF PHILLIPSTON	\$197,408
TOWN OF PLAINFIELD	\$127,194
TOWN OF PLAINVILLE	\$327,581
TOWN OF PLYMPTON, TREASURER	\$100,622
TOWN OF PRINCETON	\$265,000

TOWN OF PROVINCETOWN	\$47,635
TOWN OF RANDOLPH	\$799,160
TOWN OF RAYNHAM	\$440,264
TOWN OF READING	\$720,955
TOWN OF REHOBOTH	\$789,796
TOWN OF RICHMOND, TREASURER	\$88,842
TOWN OF ROCKLAND	\$427,023
TOWN OF ROCKPORT	\$731,998
TOWN OF ROWE	\$202,979
TOWN OF ROWLEY	\$105,168
TOWN OF ROYALSTON, TOWN HALL	\$71,314
TOWN OF RUSSELL, TREASURER	\$125,733
TOWN OF RUTLAND	\$353,220
TOWN OF SALISBURY	\$496,571
TOWN OF SANDISFIELD	\$165,380
TOWN OF SANDWICH, TREASURER	\$954,726
TOWN OF SAUGUS	\$380,550
TOWN OF SAVOY	\$14,976
TOWN OF SCITUATE	\$12,521
TOWN OF SEEKONK	\$247,143
TOWN OF SHARON	\$456,927
TOWN OF SHEFFIELD	\$26,902
TOWN OF SHELBURNE	\$136,115
TOWN OF SHERBORN	\$163,976
TOWN OF SHIRLEY	\$246,213
TOWN OF SHREWSBURY, TREASURER	\$987,442
TOWN OF SHUTESBURY	\$316,003
TOWN OF SOMERSET	\$408,886
TOWN OF SOUTH HADLEY, TREASURER	\$888,340
TOWN OF SOUTHAMPTON	\$251,588
TOWN OF SOUTHBOROUGH	\$597,461
TOWN OF SOUTHBRIDGE	\$245,731
TOWN OF SOUTHWICK	\$627,672
TOWN OF SPENCER	\$235,166
TOWN OF STERLING	\$327,672
TOWN OF STOCKBRIDGE	\$353,883
TOWN OF STONEHAM	\$503,623
TOWN OF STOW	\$192,442
TOWN OF STURBRIDGE	\$140,721
TOWN OF STURBRIDGE	\$395,473
TOWN OF SUDBURY	\$572,963
TOWN OF SUNDERLAND	\$175,649
TOWN OF SUTTON	\$143,201
TOWN OF SWAMPSCOTT	\$26
TOWN OF SWANSEA, TREASURER	\$692,932
TOWN OF TEMPLETON	\$5,432
TOWN OF TEWKSBURY	\$1,117,571
TOWN OF TISBURY	\$166,081
TOWN OF TOLLAND	\$19,199

TOWN OF TOPSFIELD, TREASURER	\$364,693
TOWN OF TOWNSEND	\$601,541
TOWN OF TRURO	\$209,885
TOWN OF TYNGSBOROUGH	\$391,340
TOWN OF TYRINGHAM	\$38,066
TOWN OF UPTON	\$215,995
TOWN OF UXBRIDGE, TOWN HALL	\$19,164
TOWN OF WAKEFIELD, TREASURERS OFFICE	\$438,616
TOWN OF WALES	\$74,567
TOWN OF WALPOLE	\$744,507
TOWN OF WARE	\$382,736
TOWN OF WAREHAM, TREASURER	\$203,619
TOWN OF WARREN	\$127,682
TOWN OF WARWICK, TREASURER	\$391,477
TOWN OF WASHINGTON	\$11,778
TOWN OF WATERTOWN	\$1,021,326
TOWN OF WAYLAND	\$403,852
TOWN OF WEBSTER	\$522,941
TOWN OF WELFLEET	\$268,650
TOWN OF WENDELL	\$28,550
TOWN OF WENDELL, TREASURER	\$165,539
TOWN OF WENHAM	\$22,727
TOWN OF WEST BOYLSTON	\$10,221
TOWN OF WEST BRIDGEWATER, TOWN HALL	\$486,362
TOWN OF WEST BROOKFIELD	\$245,921
TOWN OF WEST NEWBURY	\$256,972
TOWN OF WEST SPRINGFIELD	\$1,064,771
TOWN OF WEST STOCKBRIDGE	\$108,217
TOWN OF WEST TISBURY	\$20
TOWN OF WESTBOROUGH	\$993,652
TOWN OF WESTBOROUGH, TREASURER	\$16,967
TOWN OF WESTFORD	\$1,064,534
TOWN OF WESTHAMPTON	\$172,431
TOWN OF WESTMINSTER	\$485,460
TOWN OF WESTON	\$450,323
TOWN OF WESTPORT, TOWN HALL	\$28,562
TOWN OF WESTWOOD	\$121,825
TOWN OF WEYMOUTH, TOWN HALL	\$1,175,826
TOWN OF WHATELY, TREASURER	\$229,474
TOWN OF WHITMAN, TREASURER	\$196,032
TOWN OF WILBRAHAM	\$587,607
TOWN OF WILLIAMSTOWN, TOWN HALL	\$133,609
TOWN OF WILMINGTON	\$510,539
TOWN OF WINCHENDON, TOWN HALL	\$641,619
TOWN OF WINCHESTER	\$698,165
TOWN OF WINDSOR	\$351,733
TOWN OF WINTHROP, TOWN HALL	\$232,999
TOWN OF WORTHINGTON	\$234,411
TOWN OF WRENTHAM, C/O BOSTON SAFE DEP & TRUST	\$499,981

TOWN OF YARMOUTH, TOWN HALL	\$591,468
WESTOVER METROPOLITAN, DEVELOPMENT CORP	\$242,436
WORCESTER REGIONAL TRANSIT AUTHORITY	\$387,733
<b>Grand Total</b>	<b>\$245,626,858</b>

## MassDOT FY15 Grants

Vendor Name	Amount Spent
CITY OF BOSTON, CITY OF BOSTON	\$27,556,818
WORCESTER REGIONAL TRANSIT AUTHORITY	\$7,938,711
PIONEER VALLEY TRANSIT, AUTHORITY	\$6,574,128
CITY OF SPRINGFIELD, TREASURER	\$6,045,045
MBTA, TREAS CONTROLLER	\$4,960,620
CITY OF WORCESTER, LOCAL AID	\$4,109,477
CITY OF NEWTON	\$3,824,524
TOWN OF FRAMINGHAM	\$3,585,445
CITY OF NEW BEDFORD, TREASURER	\$3,386,918
CITY OF FALL RIVER, TREASURER	\$3,312,392
CITY OF NORTHAMPTON, TREASURER	\$3,302,172
CITY OF WORCESTER, TREASURER	\$3,232,842
TOWN OF WEYMOUTH, TOWN HALL	\$3,206,802
CITY OF METHUEN	\$3,165,915
SPRINGFIELD REDEVELOPMENT, AUTHORITY	\$3,101,155
TOWN OF BARNSTABLE	\$3,021,001
CITY OF LYNN	\$2,544,886
TOWN OF WEST SPRINGFIELD	\$2,526,778
CITY OF CHICOPEE, CITY HALL	\$2,474,493
CITY OF CAMBRIDGE, CITY HALL	\$2,375,655
LOWELL REGIONAL TRANSIT AUTHORITY, TRANSIT AUTHORITY	\$2,337,454
CITY OF QUINCY, TREASURER	\$2,262,542
CITY OF BEVERLY, TREASURER	\$2,199,564
CITY OF LOWELL, TREASURER	\$2,134,750
CITY OF HOLYOKE	\$2,119,541
MARTHAS VINEYARD TRANSIT AUTH, TRANSIT AUTHORITY	\$2,113,000
CITY OF BROCKTON, TREASURER	\$2,092,957
TOWN OF PLYMOUTH	\$2,031,056
TOWN OF UXBRIDGE, TOWN HALL	\$2,021,568
CITY OF TAUNTON	\$1,998,743
TOWN OF MARSHFIELD	\$1,934,735
TOWN OF ARLINGTON, TOWN HALL	\$1,930,785
CITY OF MEDFORD, TREASURER	\$1,896,243
CITY OF SALEM	\$1,886,461
TOWN OF WILBRAHAM	\$1,880,685



MINUTE MAN AIR FIELD INC	\$1,875,199
TOWN OF NATICK	\$1,831,914
TOWN OF CHELMSFORD	\$1,769,620
CITY OF FITCHBURG, TREASURER	\$1,702,960
CITY OF WALTHAM	\$1,678,149
METROWEST REGIONAL TRANSIT AUTHORITY	\$1,676,590
CITY OF LAWRENCE, TREASURER	\$1,676,189
TOWN OF NORTH ANDOVER	\$1,668,714
CITY OF ATTLEBORO, TREASURER	\$1,604,723
TOWN OF BROOKLINE	\$1,574,218
CITY OF CHELSEA, TREASURER	\$1,531,301
MASSACHUSETTS PORT AUTHORITY	\$1,500,000
CITY OF LEOMINSTER	\$1,468,216
METROPOLITAN AREA, PLANNING COUNCIL	\$1,449,700
TOWN OF ANDOVER	\$1,432,647
TOWN OF DARTMOUTH	\$1,428,019
TOWN OF MIDDLEBOROUGH, TOWN HALL	\$1,427,609
TOWN OF MILFORD, TOWN HALL	\$1,417,070
TOWN OF EASTON, TOWN HALL	\$1,341,428
TOWN OF HINGHAM	\$1,335,874
TOWN OF DANVERS, TOWN HALL	\$1,330,400
CITY OF NORTHAMPTON	\$1,322,316
TOWN OF CANTON	\$1,313,513
TOWN OF BILLERICA, TOWN HALL	\$1,305,893
SOUTHEASTERN REGNL PLANNING, & ECONOMIC DEVELPMNT DIST	\$1,302,637
TOWN OF YARMOUTH, TOWN HALL	\$1,292,964
TOWN OF FALMOUTH	\$1,292,369
TOWN OF EAST LONGMEADOW	\$1,274,174
TOWN OF BEDFORD, TOWN HALL	\$1,248,996
TOWN OF MONSON, TREASURER	\$1,247,566
TOWN OF BURLINGTON, TOWN HALL	\$1,236,216
CITY OF EVERETT, TREASURER	\$1,226,213
CITY OF GLOUCESTER	\$1,197,653
PIONEER VALLEY PLANNING COMM	\$1,179,649
CITY OF REVERE, TREASURER	\$1,157,608
TOWN OF LONGMEADOW, TREASURER	\$1,153,943
TOWN OF LUDLOW	\$1,152,570
CITY OF PEABODY	\$1,140,091
TOWN OF SHREWSBURY, TREASURER	\$1,137,947
TOWN OF HOPKINTON	\$1,129,781
TOWN OF MANSFIELD	\$1,110,581
TOWN OF NORWOOD	\$1,107,653
CITY OF WOBURN	\$1,101,454
TOWN OF FRANKLIN, C/O JAMES DACEY TREASURER	\$1,094,693
TOWN OF AMHERST	\$1,043,451
TOWN OF WAKEFIELD, TREASURERS OFFICE	\$1,041,015
TOWN OF LANCASTER	\$1,040,795
TOWN OF WESTWOOD	\$1,039,950

CITY OF GARDNER, TREASURER	\$1,035,315
TOWN OF WESTPORT, TOWN HALL	\$1,024,497
TOWN OF HARWICH	\$1,006,850
TOWN OF NORWELL	\$988,960
TOWN OF BRIDGEWATER, TOWN HALL	\$985,404
TOWN OF SEEKONK	\$978,329
TOWN OF DRACUT	\$954,059
MASS BAY TRANSPORTATION AUTH	\$940,768
TOWN OF CONWAY	\$939,149
CITY OF NEWBURYPORT	\$937,498
CAPE COD REGIONAL	\$932,616
TOWN OF LEXINGTON	\$924,543
TOWN OF WAREHAM, TREASURER	\$911,512
TOWN OF WALPOLE	\$907,100
TOWN OF GREAT BARRINGTON	\$906,265
TOWN OF SAUGUS	\$904,455
TOWN OF PEMBROKE	\$901,360
TOWN OF HOLDEN	\$899,821
TOWN OF CHARLTON, TREASURER	\$895,657
TOWN OF NEWBURY	\$890,459
TOWN OF NANTUCKET	\$889,633
TOWN OF WESTBOROUGH	\$877,033
TOWN OF WINCHESTER	\$876,209
TOWN OF REHOBOTH	\$871,903
CITY OF EASTHAMPTON, TREASURER	\$868,510
CENTRAL MASSACHUSETTS REGIONAL, PLANNING COMMISSION	\$868,127
TOWN OF BELCHERTOWN	\$854,042
TOWN OF DENNIS	\$851,887
TOWN OF WESTFORD	\$843,990
TOWN OF SWAMPSCOTT	\$843,950
TOWN OF AGAWAM	\$842,060
CITY OF WESTFIELD, TREASURER	\$836,373
TOWN OF COLRAIN	\$813,845
TOWN OF HOLLISTON	\$810,985
TOWN OF FOXBOROUGH, CITY HALL	\$805,876
TOWN OF ROCKLAND	\$799,096
TOWN OF DEDHAM, TREASURER	\$798,577
CITY OF NORTH ADAMS	\$792,110
TOWN OF NORTH ATTLEBOROUGH, TREASURER	\$788,848
TOWN OF MILTON	\$781,317
TOWN OF SWANSEA, TREASURER	\$778,543
TOWN OF SPENCER	\$776,370
TOWN OF WELLESLEY	\$772,019
TOWN OF WILMINGTON	\$770,656
TOWN OF READING	\$755,829
CITY OF PITTSFIELD, TREASURER	\$754,708
NORTHERN MIDDLESEX COUNCIL, OF GOVERNMENTS	\$735,119
TOWN OF SANDWICH, TREASURER	\$724,304

TOWN OF ACUSHNET, TOWN HALL	\$717,682
GREATER ATTLEBORO TAUNTON REGIONAL, TRANSIT AUTHORITY	\$714,090
TOWN OF MILLBURY	\$709,407
MERRIMACK VALLEY PLANNING COMMISSION	\$705,448
TOWN OF LITTLETON	\$703,798
TOWN OF PRINCETON	\$703,717
TOWN OF MONTAGUE	\$703,027
TOWN OF PALMER	\$701,533
TOWN OF MAYNARD	\$697,928
TOWN OF EAST BRIDGEWATER	\$697,773
TOWN OF GROTON, TREASURER	\$696,417
TOWN OF ATHOL, TOWN HALL	\$687,468
TOWN OF STOUGHTON	\$686,133
TOWN OF WESTON	\$675,791
TOWN OF NORTH READING, TREASURER	\$670,206
CITY OF SOMERVILLE	\$668,248
TOWN OF WARE	\$664,560
TOWN OF NORTHBOROUGH, TREASURER	\$657,479
TOWN OF NORFOLK	\$654,129
BERKSHIRE REGIONAL PLANNING COMMISSION	\$649,783
TOWN OF ABINGTON, TOWN HALL	\$642,420
TOWN OF IPSWICH	\$640,723
TOWN OF WINTHROP, TOWN HALL	\$633,826
CITY OF WESTFIELD	\$633,619
TOWN OF HUBBARDSTON	\$629,770
TOWN OF TEMPLETON	\$626,853
COUNTY OF BARNSTABLE, COUNTY TREASURER	\$626,555
CITY OF MALDEN	\$624,587
TOWN OF MARION	\$624,312
OLD COLONY PLANNING COUNCIL	\$624,155
TOWN OF WHITMAN, TREASURER	\$619,184
TOWN OF BARRE	\$618,849
TOWN OF NEW MARLBOROUGH	\$612,804
TOWN OF WEST BRIDGEWATER, TOWN HALL	\$610,853
TOWN OF BOXFORD	\$607,260
TOWN OF DOUGLAS	\$606,781
TOWN OF HINSDALE, TREASURER	\$606,269
MERRIMACK VALLEY REGIONAL, TRANSIT AUTHORITY	\$602,757
TOWN OF GREENFIELD, TOWN HALL	\$598,488
TOWN OF CLINTON	\$597,893
TOWN OF NORTHBRIDGE	\$597,817
TOWN OF MARBLEHEAD	\$596,586
TOWN OF WESTMINSTER	\$586,560
TOWN OF MEDFIELD	\$585,297
TOWN OF AUBURN	\$581,236
TOWN OF RANDOLPH	\$578,734
TOWN OF WINDSOR	\$574,069
TOWN OF LEICESTER	\$572,468

TOWN OF STONEHAM	\$569,133
TOWN OF HALIFAX	\$567,084
TOWN OF HUDSON	\$561,754
FRANKLIN REGIONAL COUNCIL OF GOVERNMENTS, DAVID MANKOWSKY; ADMIN	\$557,227
TOWN OF LENOX	\$552,767
TOWN OF RUTLAND	\$550,525
TOWN OF BOURNE	\$548,118
TOWN OF WINCHENDON, TOWN HALL	\$539,422
TOWN OF DUDLEY	\$538,633
TOWN OF PEPPERELL	\$536,094
TOWN OF DOVER	\$530,359
TOWN OF UPTON	\$529,067
TOWN OF ORANGE, TREASURER	\$526,501
TOWN OF MENDON	\$525,451
TOWN OF FAIRHAVEN, TREASURER	\$510,921
TOWN OF WAYLAND	\$509,328
TOWN OF WEBSTER	\$508,694
TOWN OF TEMPLETON	\$507,321
TOWN OF ASHBURNHAM	\$503,945
TOWN OF ROCHESTER	\$502,578
TOWN OF ACTON	\$496,116
TOWN OF SCITUATE	\$492,176
TOWN OF MIDDLETON	\$488,582
TOWN OF BLANDFORD	\$487,981
TOWN OF GRANBY	\$485,495
MONTACHUSETT REGIONAL, PLANNING COMMISSION	\$482,918
NORTH EAST REFRIGERATED TERMINALS INC	\$474,618
TOWN OF BRIMFIELD	\$474,008
TOWN OF PETERSHAM	\$470,665
TOWN OF PLAINVILLE	\$469,050
TOWN OF CHESTERFIELD	\$468,356
TOWN OF LYNNFIELD, TREASURER	\$466,512
NANTUCKET REGIONAL, TRANSIT AUTHORITY	\$461,988
TOWN OF HARVARD, TREASURER	\$456,159
TOWN OF BOLTON	\$454,407
TOWN OF FREETOWN	\$453,404
CITY OF MELROSE	\$453,288
TOWN OF SOMERSET	\$452,566
TOWN OF SHERBORN	\$450,883
CITY OF HAVERHILL, TREASURER	\$450,238
TOWN OF DIGHTON	\$440,466
TOWN OF DEERFIELD, TREASURER	\$439,902
TOWN OF SOUTHBRIDGE	\$439,708
TOWN OF WILLIAMSTOWN, TOWN HALL	\$434,674
FRANKLIN REGIONAL TRANSIT AUTHORITY	\$434,081
TOWN OF HOLLAND, TREASURER	\$432,166
TOWN OF NORTON	\$429,005
TOWN OF KINGSTON	\$427,566

TOWN OF HAMPDEN	\$423,115
TOWN OF SAVOY	\$422,319
TOWN OF MEDWAY	\$420,851
NEW ENGLAND CENTRAL RAILROAD	\$419,910
TOWN OF OXFORD	\$418,994
TOWN OF OAKHAM	\$412,904
TOWN OF TOWNSEND	\$412,861
TOWN OF CONCORD	\$410,521
TOWN OF BECKET	\$410,329
TOWN OF HATFIELD	\$410,092
TOWN OF TEWKSBURY	\$409,635
TOWN OF LUNENBURG	\$405,378
TOWN OF GROVELAND	\$403,928
TOWN OF HADLEY	\$403,550
MONTACHUSETT REGIONAL, TRANSIT AUTHORITY	\$401,647
TOWN OF MONTEREY	\$394,696
TOWN OF CUMMINGTON, TREASURER	\$389,918
CITY OF WOBURN, CITY HALL	\$381,310
TOWN OF NEEDHAM	\$381,063
TOWN OF HOPEDALE	\$379,315
CITY OF PEABODY, TREASURER	\$378,208
TOWN OF SHEFFIELD	\$377,844
TOWN OF LAKEVILLE, TREAS/COLLECTOR	\$373,667
CITY OF FITCHBURG	\$370,551
TOWN OF PLAINFIELD	\$370,479
TOWN OF HANSON	\$368,688
TOWN OF HANOVER	\$367,224
TOWN OF WEST BROOKFIELD	\$359,515
TOWN OF TOLLAND	\$358,410
TOWN OF SOUTHWICK	\$358,221
TOWN OF STURBRIDGE	\$356,559
TOWN OF OAK BLUFFS, TREASURER	\$353,785
NORTHAMPTON AERONAUTICS	\$353,461
TOWN OF GEORGETOWN, TREASURER/COLLECTOR	\$348,872
TOWN OF STOW	\$346,198
TOWN OF ROYALSTON, TOWN HALL	\$343,747
CITY OF MARLBOROUGH	\$334,628
TOWN OF BROOKFIELD	\$332,272
TOWN OF SHARON	\$329,035
TOWN OF TYNGSBOROUGH	\$326,033
TOWN OF SUTTON	\$321,175
TOWN OF BOXBOROUGH	\$321,083
TOWN OF NORTH BROOKFIELD	\$320,495
TOWN OF HEATH	\$319,281
TOWN OF LEE, TREASURER	\$319,086
TOWN OF AYER	\$318,519
TOWN OF LINCOLN	\$318,199
TOWN OF CARLISLE	\$316,718

PROVIDENCE & WORCESTER, RAILROAD CO	\$309,576
TOWN OF NORTHFIELD, TREASURER	\$303,880
VRIDE INC	\$301,858
TOWN OF BRAINTREE, TREASURER	\$299,530
TOWN OF WENHAM	\$297,625
TOWN OF ADAMS, TOWN HALL	\$295,188
TOWN OF GRANVILLE, TREASURER	\$292,681
TOWN OF PLYMPTON, TREASURER	\$292,507
TOWN OF SALISBURY	\$292,324
TOWN OF LENOX, TREASURER	\$291,378
TOWN OF MILLIS	\$289,544
TOWN OF RAYNHAM	\$288,930
TOWN OF LEXINGTON, TREASURER	\$288,844
BROCKTON AREA TRANSIT AUTHORITY, TRANSIT AUTHORITY	\$287,600
TOWN OF MERRIMAC	\$286,104
TOWN OF CHESHIRE	\$285,152
TOWN OF MIDDLEFIELD	\$283,902
TOWN OF WALES	\$280,928
TOWN OF SHIRLEY	\$280,287
TOWN OF SHELBURNE	\$279,763
TOWN OF TOPSFIELD, TREASURER	\$274,962
MARTHAS VINEYARD COMMISSION, ATTN CLERK TREASURER	\$272,253
TOWN OF SUNDERLAND	\$265,369
TOWN OF CHATHAM	\$259,050
TOWN OF YARMOUTH, TREASURER	\$256,466
TOWN OF MASHPEE	\$254,476
TOWN OF BREWSTER	\$253,726
TOWN OF ASHBY	\$251,612
TOWN OF HARDWICK, TREAS/COLLECTOR	\$250,892
TOWN OF WEST NEWBURY	\$250,005
TOWN OF BERLIN	\$245,742
TOWN OF SOUTH HADLEY, TREASURER	\$245,360
TOWN OF HOLBROOK, TREASURER	\$240,938
TOWN OF WASHINGTON	\$239,308
TOWN OF WARREN	\$237,130
TOWN OF LANESBOROUGH	\$235,646
TOWN OF DUXBURY	\$235,171
TOWN OF HANCOCK	\$228,849
TOWN OF SUDBURY	\$226,676
TOWN OF HAWLEY	\$225,319
TOWN OF SOUTHBOROUGH	\$224,628
TOWN OF BOYLSTON	\$222,466
TOWN OF WENDELL, TREASURER	\$222,423
TOWN OF ASHFIELD, TOWN HALL	\$222,067
TOWN OF WATERTOWN	\$221,242
TOWN OF DUNSTABLE	\$220,637
TOWN OF ORLEANS	\$219,593
TOWN OF WILLIAMSBURG	\$215,994

BERKSHIRE REGIONAL TRANSIT AUTHORITY	\$215,840
TOWN OF SHUTESBURY	\$213,127
TOWN OF LEYDEN	\$211,221
TOWN OF ESSEX	\$210,282
TOWN OF STOCKBRIDGE	\$207,527
CAPE ANN TRANSPORT AUTHORITY	\$206,000
TOWN OF WESTBOROUGH, TREASURER	\$205,117
TOWN OF NAHANT	\$200,783
TOWN OF NEW BRAintree	\$199,623
TOWN OF MATTAPOISETT	\$198,754
TOWN OF WARWICK, TREASURER	\$193,341
TOWN OF CHARLTON	\$191,274
TOWN OF ERVING	\$189,407
TOWN OF FLORIDA	\$188,642
TOWN OF LEVERETT	\$187,812
TOWN OF AUBURN, TREASURER	\$184,354
TOWN OF AMESBURY, TOWN HALL	\$183,421
CITY OF ATTLEBORO	\$181,219
CITY OF GARDNER	\$181,114
TOWN OF GILL	\$180,943
TOWN OF SANDISFIELD	\$179,969
UNIVERSITY OF MASS	\$179,439
TOWN OF HULL	\$177,851
NEW BEDFORD HARBOR DEVEL COMM	\$175,343
TOWN OF MOUNT WASHINGTON	\$170,342
TOWN OF GOSHEN	\$169,024
TOWN OF BELLINGHAM	\$162,432
TOWN OF WRENTHAM, C/O BOSTON SAFE DEP & TRUST	\$161,010
TOWN OF HUNTINGTON	\$158,768
CITY OF MELROSE, TREASURER	\$158,706
TOWN OF BERNARDSTON, TREASURER	\$157,137
TOWN OF TISBURY	\$156,596
TOWN OF MONTGOMERY	\$156,121
TOWN OF FAIRHAVEN, TOWN HALL	\$155,417
TOWN OF UXBRIDGE	\$155,115
CITY OF MARLBOROUGH, TRESURER	\$151,961
TOWN OF GRAFTON	\$150,193
TOWN OF WESTHAMPTON	\$150,133
TOWN OF NORTHBOROUGH	\$148,431
TOWN OF LONGMEADOW	\$145,374
TOWN OF NORTH READING	\$145,147
TOWN OF NORTHBRIDGE, TREASURER	\$142,514
TOWN OF PAXTON	\$136,220
TOWN OF LEE	\$133,972
TOWN OF ASHLAND	\$132,801
TOWN OF WARE, TREASURER	\$131,284
TOWN OF CHESTER, TREASURER	\$130,142
TOWN OF EGREMONT	\$126,739
TOWN OF ORANGE	\$125,979

TOWN OF BELMONT, TREASURER	\$125,314
TOWN OF STERLING	\$124,950
TOWN OF LYNNFIELD	\$123,090
TOWN OF BUCKLAND	\$122,630
TOWN OF AMESBURY, TREASURER	\$121,134
TOWN OF NEW SALEM, TREASURER	\$119,507
TOWN OF MEDFIELD, TREASURER/COLLECTOR	\$118,738
TOWN OF RICHMOND, TREASURER	\$115,071
WESTOVER MEOTROPOLITAN, DEVELOPMENT CORP	\$114,288
TOWN OF CARVER	\$114,244
TOWN OF WEST BOYLSTON	\$114,157
TOWN OF PROVINCETOWN	\$110,775
TOWN OF ALFORD	\$110,750
TOWN OF CHARLEMONT	\$110,594
TOWN OF HUBBARDSTON, TREASURER	\$108,842
CITY OF NORTH ADAMS, TREASURER	\$106,302
TOWN OF BERKLEY	\$105,610
TOWN OF DEDHAM	\$104,162
TOWN OF PRINCETON, TREASURER	\$104,069
TOWN OF CONCORD, TOWN HALL	\$101,507
TOWN OF KINGSTON, TREASURER	\$100,777
TOWN OF SOUTHAMPTON	\$100,355
TOWN OF WHITMAN	\$97,264
TOWN OF WELLFLEET	\$97,027
TOWN OF GRAFTON, TREASURER	\$96,585
TOWN OF GREENFIELD, TREASURER	\$96,070
TOWN OF BREWSTER, FIRE DEPT AMBULANCE	\$95,870
TOWN OF WHATELY, TREASURER	\$95,029
TOWN OF ROCKPORT	\$91,452
CITY OF CHELSEA, CITY HALL	\$88,883
TOWN OF NORTHFIELD	\$87,396
TOWN OF GRANVILLE	\$80,432
TOWN OF CLARKSBURG	\$77,603
TOWN OF EASTHAM	\$74,811
TOWN OF EDGARTOWN	\$71,002
SOUTHEASTERN REGIONAL, TRANSIT AUTHORITY	\$70,967
TOWN OF HOLBROOK, TOWN HALL	\$70,587
TOWN OF WEST STOCKBRIDGE	\$70,523
TOWN OF MONSON, TRESURER	\$70,327
TOWN OF MATTAPOISETT, TREASURER	\$65,708
TOWN OF COHASSET	\$62,888
TOWN OF PELHAM	\$62,151
TOWN OF PALMER, TREASURER	\$60,475
TOWN OF EAST BROOKFIELD	\$60,229
TOWN OF BLACKSTONE, BLACKSTONE MUNICIPAL CENTER	\$60,189
TOWN OF MERRIMAC, TREASURER	\$59,516
TOWN OF PAXTON, TREASURER	\$58,810



TOWN OF DALTON	\$58,584
TOWN OF RUSSELL, TREASURER	\$57,150
TOWN OF WESTHAMPTON, TREASURER	\$56,674
TOWN OF AVON	\$54,282
TOWN OF OTIS	\$52,106
TOWN OF PLYMPTON	\$50,101
TOWN OF WORTHINGTON	\$49,872
TOWN OF PHILLIPSTON	\$49,176
TOWN OF HOLLAND	\$47,370
TOWN OF MANCHESTER	\$44,652
TOWN OF ASHFIELD, TREASURER	\$44,451
TOWN OF WHATELY	\$43,664
FRANKLIN REGIONAL COUNCIL OF GOVERNMENTS	\$42,274
TOWN OF BERKLEY, TOWN HALL	\$40,008
TOWN OF MONTGOMERY, TREASURER	\$37,444
MARITIME TERMINAL, INC.	\$37,390
TOWN OF HAMILTON	\$36,902
TOWN OF ROWLEY	\$36,709
TOWN OF MONROE	\$33,764
TOWN OF BOXBOROUGH, TOWN HALL	\$32,343
GREATER HARTFORD RIDESHARING CORP	\$31,840
TOWN OF PERU	\$31,640
TOWN OF TYRINGHAM	\$31,094
TOWN OF WENDELL	\$28,570
TOWN OF ROWE	\$26,191
TOWN OF HUNTINGTON, TREASURER	\$24,889
TOWN OF WEST TISBURY	\$24,740
TOWN OF HAMILTON, TREASURER	\$23,769
TOWN OF TRURO	\$23,072
TOWN OF NEW SALEM	\$22,448
TOWN OF NEW ASHFORD	\$15,563
TOWN OF MILLVILLE	\$14,969
COUNTY OF DUKES COUNTY, COUNTY TREASURER	\$12,976
TOWN OF CHILMARK	\$9,814
TOWN OF AQUINNAH	\$8,658
TOWN OF NEW ASHFORD, TREASURER	\$6,563
TOWN OF GOSNOLD, TREASURER	\$2,566
Grand Total	<b>\$336,028,659</b>