

The background of the slide features a large, faint logo for the American Recovery and Reinvestment Act of 2009. The logo is circular and divided into four quadrants. The top half is blue with white stars, and the bottom half is split into green and red sections with white shapes. The text "American Recovery and Reinvestment Act of 2009" is centered at the top, and "RECOVERY.GOV" is on the right. The event details are on the left, and the speaker's name and title are on the right.

American Recovery and Reinvestment Act of 2009

MBTA Implementation & Oversight

RECOVERY.GOV

NCPMP Workshop

Implementation of PPP's for Transit
September 16-17, 2009
Boston, MA

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Massachusetts Bay Transportation
Authority





Presentation Overview



- ARRA Opportunities
- ARRA Challenges
- Meeting the Challenge
 - Preparing for ARRA Funding
 - ARRA Project Selection
 - ARRA Program Oversight
- Partnering for Success
- Conclusions





ARRA Opportunities

(Legislative Overview and Purpose)



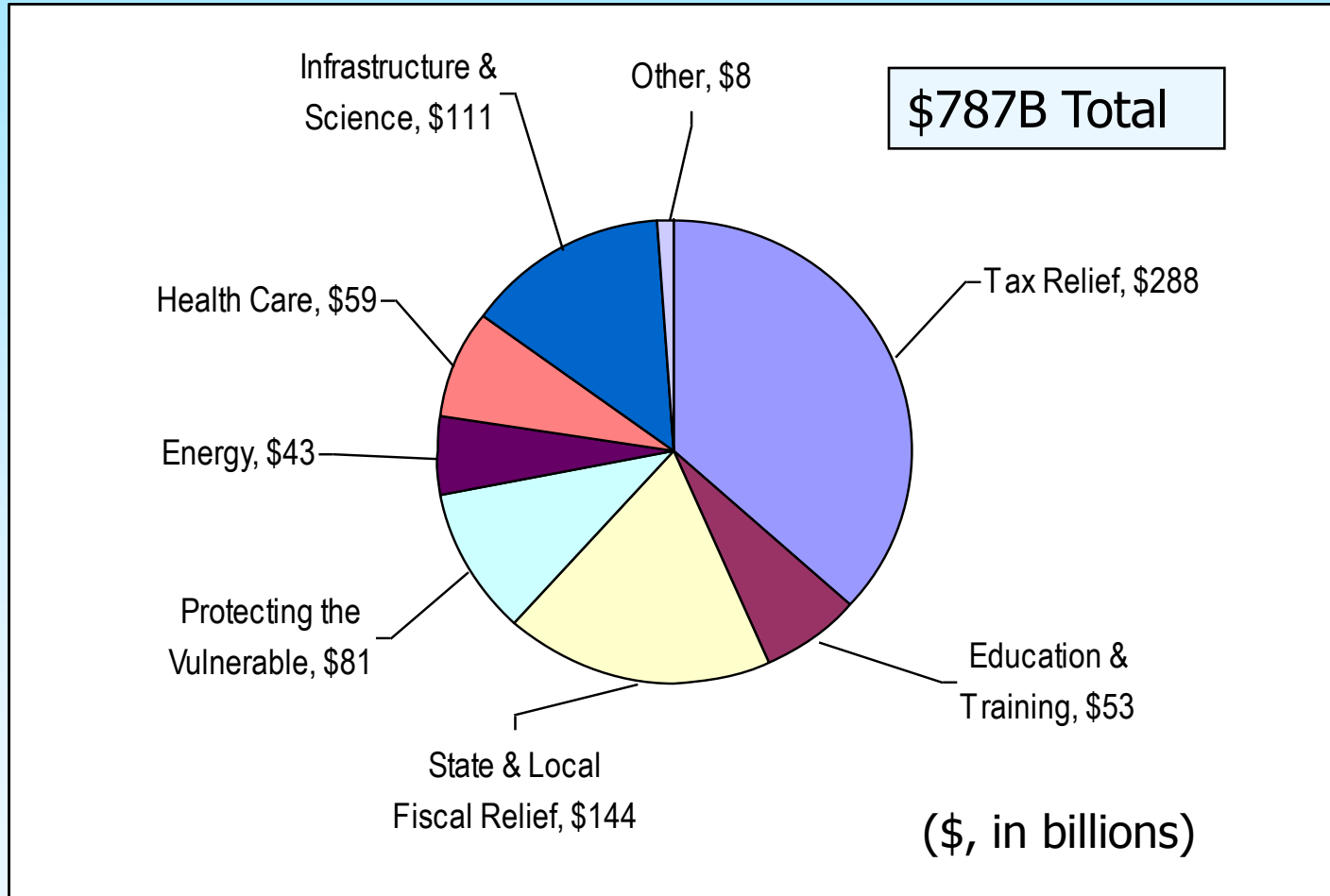
- Signed into law on February 17, 2009
- Transit funding made available on March 5, 2009
- “With this recovery package, we will be creating jobs, saving jobs, and putting money in people’s pockets. And with these resources, we’ll not only be rebuilding roads and bridges and schools, we’ll be rebuilding America.”

Vice President Joseph Biden
March 5, 2009



ARRA Opportunities

(Total Federal Funding – All Recovery Programs)



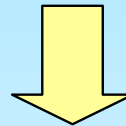


ARRA Opportunities

(Total Transit Funding, and Amount to MBTA)



\$8.4B
Nationally
(through FTA)



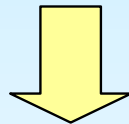
\$1.36B
Non-Urbanized
Formula/Other

\$5.44B
Urbanized
Formula Funds

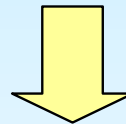
\$750M
Fixed Guideway
Formula Funds

\$750M
Discretionary
New/Small Starts

\$100M
Discretionary
TIGGER



\$180.7M
Apportioned
to MBTA



\$51.5M
Apportioned
to MBTA

\$232.2 Million in ARRA
Transit Funding to MBTA



ARRA Challenges



- “Use it or Lose it” Restrictions
 - 50% obligation by 9/1/09; rest by 3/5/10
- Selecting Quality ARRA Projects
 - Projects must meet legislative objectives; public expectations
- New ARRA Reporting Requirements
 - Section 1201(c) to USDOT, Section 1512 to OMB, Chmn. Oberstar
- Demand for Strengthened Oversight and Controls
- High Profile/High Visibility Projects
 - OIG Hotline Complaint Center
- Expanded ARRA Program Reviews and Audits
 - GAO, USDOT OIG, FTA, State Auditor
- Staffing Constraints with Expanded Capital Program



Preparing for ARRA

(A Public/Private Partnership)



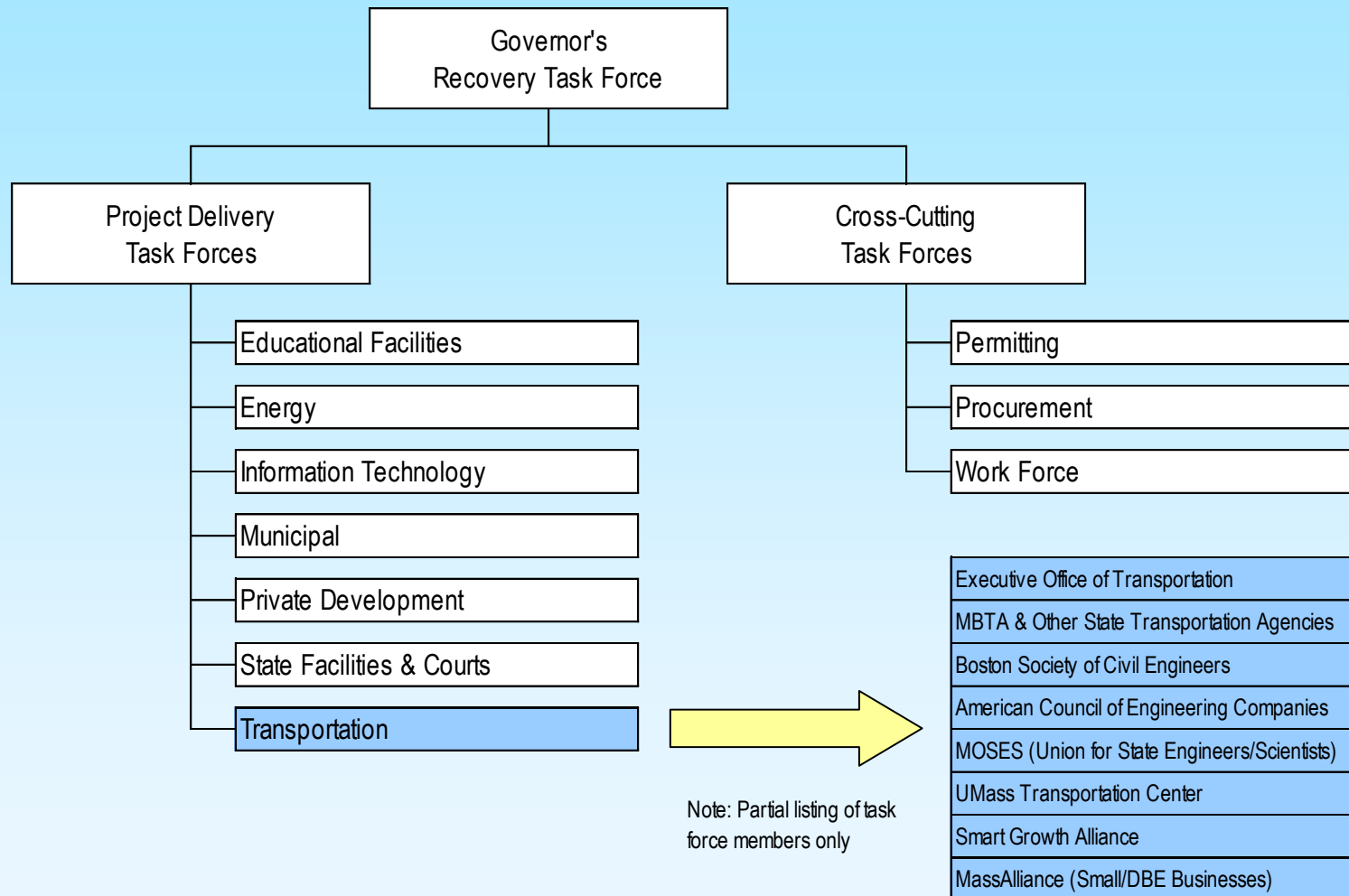
Commonwealth “Recovery Task Force” Starting in December 2008 (Pre-ARRA)

- Project Delivery Task Forces
 - Provide a work plan to the Governor that identifies a priority list of transportation infrastructure and program investments.
- Cross Cutting Task Forces
 - Identify and address any gaps or barriers that may impede the prompt investment of available funds.
- Public/Private Partnership
 - Involve business and advocacy stakeholder groups in the project selection and implementation process.



Preparing for ARRA

(continued)





ARRA Project Selection

(Federal Criteria)



Required Transit Investment Purposes (March 5, 2009 Federal Register)

1. To preserve and create jobs and promote economic recovery
2. To assist those affected negatively by the recession
3. To provide investments needed to increase economic efficiency
4. To invest in transportation infrastructure that will provide long-term economic benefits
5. To stabilize state and local government budgets, in order to minimize reductions in essential services



ARRA Project Selection

(State Criteria)



Governor Deval Patrick's Guiding Principles:

1. Invest for the long term
2. Limit impact on operating budget
3. Follow established infrastructure priorities (e.g., "youMove Massachusetts" themes)
4. Diversify
5. Buy Massachusetts





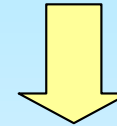
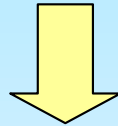
ARRA Project Selection

(MBTA Criteria)



Investment Purposes
(Federal Requirements)

Guiding Principles
(Governor Patrick)



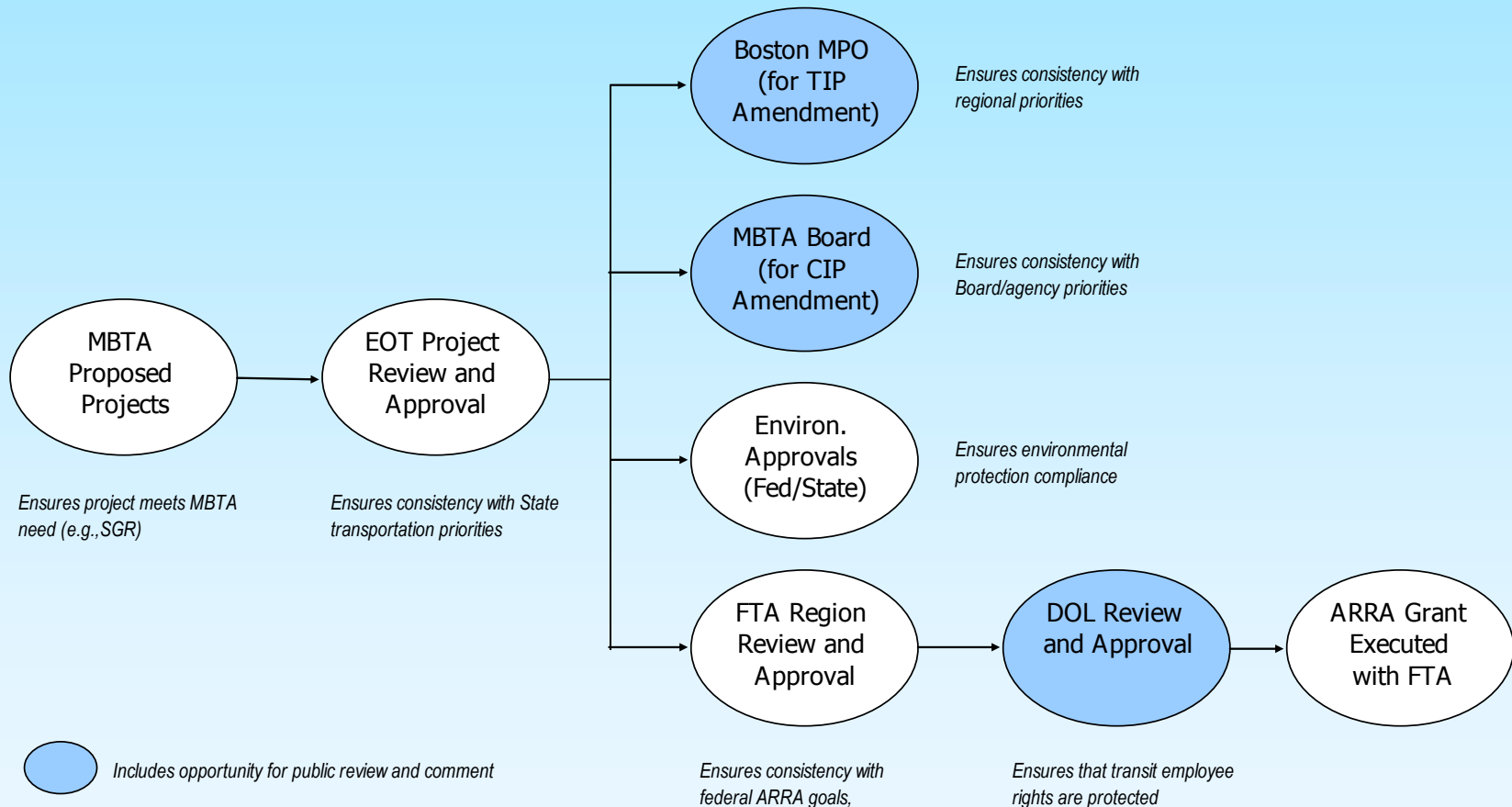
MBTA Project Selection Criteria

- 1 Project Readiness
- 2 Job Creation
- 3 Long-Term Investment (e.g., SGR, Customer Benefits)
- 4 Operating Budget Impact
- 5 Modal and Regional Diversification
- 6 Shorter-Term Projects (Completed in 2 Years)



Project Selection Process

(Ensuring Quality Projects through Public Input)





Approved ARRA Projects



Vehicle Procurements:

- 108 lift-equipped RIDE vans \$ 5.5M
 - 25 60' articulated hybrid buses \$30.7M
- \$36.2M





Approved ARRA Projects

(continued)



Bus Service Improvements:

- Bus stop/customer enhancements \$ 7.8M
 - Silver Line service to South Station \$ 2.5M
 - Dudley Square station improvements \$ 1.0M
 - Bus facility rehabilitation \$14.6M
- \$25.9M**





Approved ARRA Projects

(continued)



Commuter Rail Improvements:

• Commuter rail station improvements	\$ 5.3M
• Commuter rail facilities/layovers	\$ 8.0M
• Commuter rail bridge repairs	\$ 3.0M
• Haverhill Line double track/signals	\$17.4M
• Fitchburg Line double track/interlocking	<u>\$50.0M</u>
	\$83.7M





Approved ARRA Projects

(continued)



Transit Station Improvements:

- Back Bay ventilation improvements \$ 3.0M
 - Emergency tunnel signage \$ 6.7M
 - Bicycle parking facilities \$ 4.8M
 - Systemwide fencing/safety initiative \$ 3.8M
 - Ashmont Station finishes work * \$13.9M
- \$32.2M



* Pending final approval



Approved ARRA Projects

(continued)



Approved "Phase 1" ARRA Projects:

- \$178.0M of projects approved to date (77%); with focus on:
 - Infrastructure investment (SGR)
 - Improved customer service
 - Modal diversification
 - Job creation (labor-intensive projects)

Additional "Phase 2" Projects:

- \$54.2M of ARRA funding remaining; project selection underway
- Have until March 5, 2010 to obligate funds (but plan for sooner)



ARRA Oversight

(Emphasized at Both Federal and State Level)



- “In implementing the Recovery Act, we have undertaken unprecedented efforts to ensure the responsible distribution of funds for the Act’s purposes and to provide public transparency and accountability of expenditures.”

President Barack Obama

- “We will ensure the agencies overseeing these projects do so with the integrity and transparency the public deserves.”

Governor Deval. L. Patrick



ARRA Oversight

(continued)



Oversight Agencies – Meetings to Date:

- Federal Transit Administration (FTA)
- Government Accountability Office (GAO)
- USDOT Office of the Inspector General (OIG)
- State Auditor

Federal Oversight Initiatives:

- ARRA Accountability and Transparency Board
- GAO Bi-Monthly Reviews (Mass. 1 of 16 Selected States)
- Whistleblower Protections
- OIG Hotline Complaint Center



MBTA Oversight Initiatives



Initiatives to Strengthen ARRA Oversight

- Utilize/Enhance Existing Procedures
- ARRA Oversight Plan
- USDOT OIG Training
- Accounting System Enhancements
- ARRA Records Management
- ARRA Reporting Procedures
- CM/PM Support



Meeting the Challenge



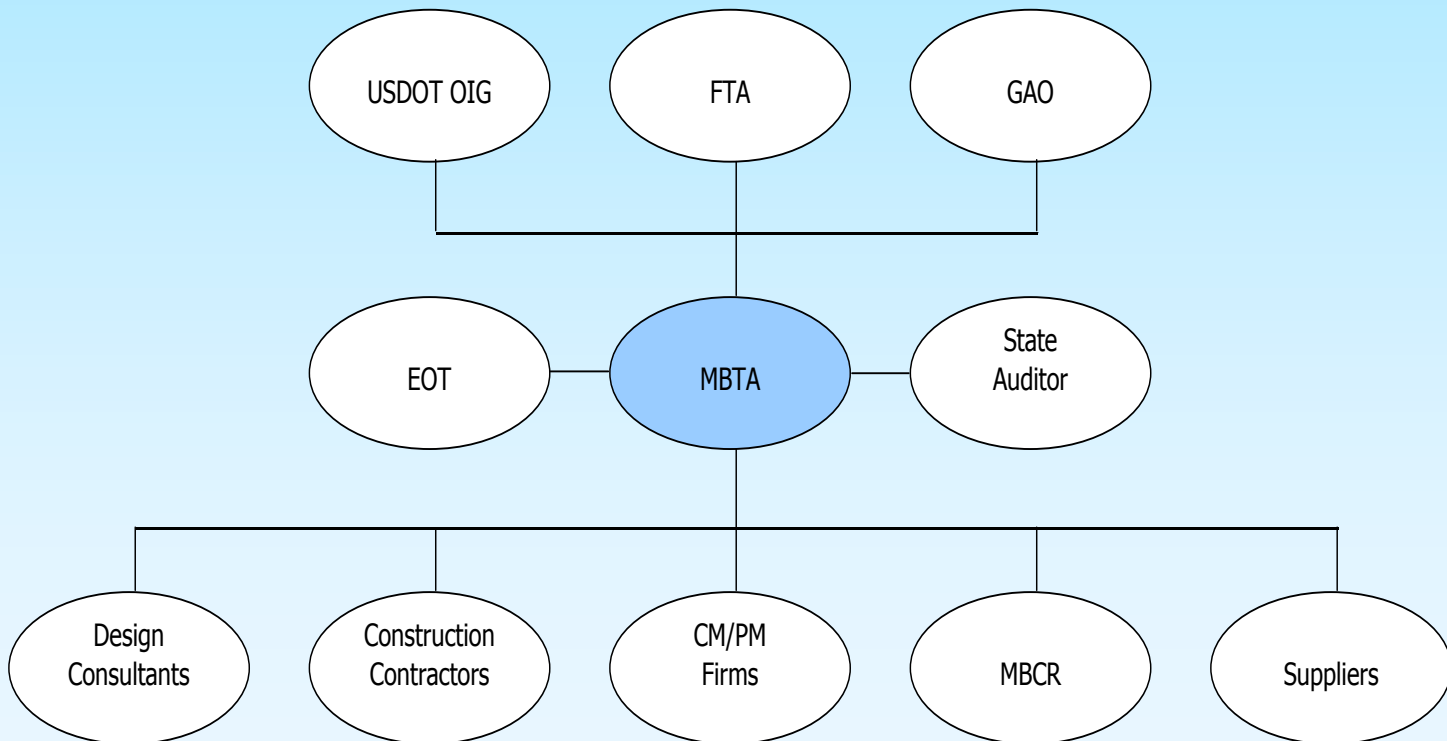
ARRA Challenges	MBTA Initiatives
"Use it or Lose it" Restrictions	Advance Preparation (e.g., State Task Forces, Industry Participation)
Selecting Quality ARRA Projects	ARRA Selection Criteria and Public Process
New ARRA Reporting Requirements	Development of Customized ARRA Reporting and Procedures
Demand for Strengthened Oversight and Controls	Preparation of "ARRA Oversight Plan"
High Profile/High Visibility Projects	USDOT OIG "Fraud Prevention" Training for MBTA Managers and Field Staff
Expanded ARRA Program Reviews and Audits	Audit Prep: ARRA Financial System Enhancements and Records Management
Staffing Constraints with Expanded Capital Program	Utilizing Design Consultants and CM/PM Contracts for ARRA Project Support



Partnering for Success



- Federal, state and industry cooperation essential to success of ARRA program

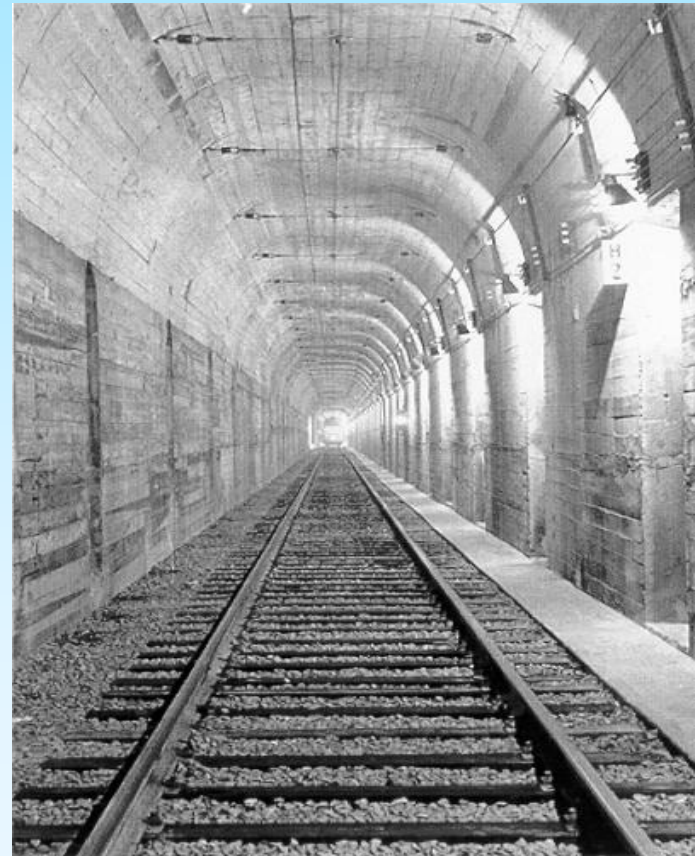




Conclusions



- ARRA provides tremendous opportunities and challenges for the MBTA and other funding recipients.
- Unprecedented federal, state, MBTA and industry cooperation is required to address these issues.
- With careful planning and industry support, the MBTA is well prepared to meet the challenge.



The background of the slide features a large, faint circular logo. The top half of the logo is blue with white stars and the text 'RECOVERY.GOV'. The bottom half is split into green and red sections with white icons of a person, a gear, and a plus sign. A small circular logo with a 'T' is centered at the bottom.

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Questions?

