



The Commonwealth of Massachusetts

Commonwealth Transportation Fund Revenue Bonds

INVESTOR PRESENTATION

**\$300,000,000* Commonwealth Transportation Fund Revenue Bonds
(Rail Enhancement Program), 2023 Series A (Sustainability Bonds)**

**\$200,000,000* Commonwealth Transportation Fund Revenue Bonds
(Rail Enhancement Program), 2023 Series B**

September 6, 2023

* Preliminary, subject to change

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Transaction Summary*

\$500,000,000* Commonwealth Transportation Fund (“CTF”) Revenue Bonds	
Issuer	The Commonwealth of Massachusetts (the “Commonwealth”)
Series	Rail Enhancement Program (“REP”) 2023 Series A (Sustainability Bonds) and 2023 Series B (collectively, the “2023 Bonds”)
Ratings (K/M/S)	AAA / Aa1 / AAA, all with stable outlook
Tax Status	Federally and Commonwealth of Massachusetts tax-exempt
Par Amount / Structure*	2023 Series A (Sustainability Bonds): \$300,000,000 (Term Bond due 2053) 2023 Series B: \$200,000,000 (Term Bond due 2052)
Use of Net Proceeds	2023 Series A (Sustainability Bonds): South Coast Rail Project (the “SCR Project”) 2023 Series B: Other MBTA and MassDOT Projects
ESG Designation	The Commonwealth has designated the 2023 Series A Bonds as “ Sustainability Bonds ” based on the use of proceeds to fund a portion of the costs of the SCR Project, which will provide service in areas that did not historically have access to fast and reliable public transit with commitment to universal access
Security	Special limited obligations of the Commonwealth payable solely from Pledged Funds, the primary sources of which are the Motor Fuels Tax receipts ⁽¹⁾ and Registry Fees
Interest Payment Dates	June 1 and December 1, beginning December 1, 2023
Pricing Date*	Retail Order Period: Monday, September 18, 2023 Institutional Order Period: Tuesday, September 19, 2023
Delivery Date*	Tuesday, October 3, 2023
Financial Advisor	PFM Financial Advisors
Joint-Bookrunning Senior Managers	BofA Securities, Inc. and Ramirez & Co., Inc.

⁽¹⁾ “Motor Fuels Tax receipts” is comprised of the Gasoline Tax (other than with respect to aviation fuel), Special Fuels Tax and Motor Carrier Tax



CTF's Credit Features

Key Credit Points	
Diverse State-wide Revenue Streams	<ul style="list-style-type: none"> • Pledged Funds include a mix of six Motor Fuels Taxes and Registry Fees (which includes license, registration, and title fees) • All CTF Bonds are secured by a senior lien on Pledged Funds • Pledged Funds were \$1.302 billion in FY2023, representing continued recovery above pandemic lows of \$1.268 billion in FY2020 • Low degree of correlation and diversity in collection timing among Pledged Funds further limits volatility
Broad Economic Base, with High Wealth Levels	<ul style="list-style-type: none"> • State-wide taxes and fees, on large and diverse regional economy with over 7.0 million residents • Per capita personal income levels about 130% of the national average in 2022⁽¹⁾ • Presence of multiple major universities and growing industries, including biotech and pharmaceuticals • CTF transportation projects support economic development in the Commonwealth
Strict Leverage Limitations and Sound Coverage	<ul style="list-style-type: none"> • Maximum annual debt service ("MADS") coverage after the 2023 Bonds is expected to be 5.2x* based on actual FY2023 Pledged Funds of approximately \$1.302 billion • Pro forma MADS coverage, including expected future new money issuances through FY2028, is estimated at 4.5x* based on actual FY2023 Pledged Funds with no growth assumed • 4.0x MADS ABT further supports liquidity and overall leverage position • Monthly debt service set asides (1/10th principal and 1/5th interest) • The CTF credit, supported by the diverse revenue streams, withstood the effects of the pandemic
Legal Protections Safeguard Revenue Pledge	<ul style="list-style-type: none"> • NO Pledged Funds may be applied to "any other use" until appropriation has been made sufficient to pay principal and interest • The Massachusetts Constitution requires Pledged Funds to be expended for transportation purposes only • The Trust Agreement does not allow the Commonwealth to reduce the rate of the Motor Fuels Tax or the Registry Fees unless Pledged Funds exceed 4.0x MADS coverage after accounting for such changes

*Preliminary, subject to change

⁽¹⁾ Source: U.S. Bureau of Economic Analysis



CTF Capital Investments Drive Economic Development Activity

Funding from CTF Bonds has unlocked key development projects in the Commonwealth

- The Rail Enhancement Program (“REP”) was authorized by Chapter 79 of the Acts of 2014 to provide for the issuance of up to \$6.7 billion of bonds for the purpose of funding significant rail improvement projects of MassDOT for the benefit of the MBTA and other REP projects
- The Transportation Bond Bill (Chapter 383 of the Acts of 2020) authorized approximately \$16.2 billion of total capital authorization to improve the Commonwealth's transportation infrastructure, including \$5.1 billion to support the MBTA
- MassTRAC (Chapter 176 of the Acts of 2022) authorized a total of approximately \$11.375 billion of expenditures to support significant investments in the Commonwealth's roads, bridges, railways, transit agencies, and environmental infrastructure, including investments made possible by the federal Bipartisan Infrastructure Law
- To date, the REP has financed over \$2.4 billion of significant rail improvement projects in the Commonwealth outside the MBTA's regular capital program, including the Green Line Extension Project, the Orange Line/Red Line Improvements, and the South Coast Rail Project
- From 2010 through June 2023, the Accelerated Bridge Program (“ABP”) financed \$2.980 billion of accelerated capital improvements, including the design, construction, reconstruction and repair of or improvements to bridges and related infrastructure

Green Line Extension Project



Orange/Red Line Improvements



South Coast Rail Project



2023 Series A (Sustainability Bonds): Overview

- The Commonwealth is issuing the 2023 Series A Bonds as “**Sustainability Bonds**” based on the intended use of the proceeds to finance the SCR Project, which will provide public rail service and improve mobility in areas that historically did not have access to fast and reliable public transit
- Holders of Sustainability Bonds share the same security as other CTF Bonds secured by the Trust Agreement and do not assume any risk specific to the SCR Project



Key benefits of the SCR Project include:

- The SCR Project will provide social and environmental benefits by offering reliable transit connection between southeastern Massachusetts, including the gateway communities of Fall River and New Bedford, and Boston by late 2023
- Riders will be able to take a one-seat trip—no transfers needed—for the first time since the late 1950s
- A significant projected reduction in regional daily vehicle miles traveled by 66,400 miles, improving air quality and reducing automobile congestion
- A commitment to universal access, with plans for new stations that will meet or exceed the Americans with Disabilities Act standards
- Mitigation measures that are intended to reduce existing noise and vibration impacts from area railroads

2023 Series A (Sustainability Bonds): Designation and UN SDG Alignment

Commonwealth's Alignment with ICMA & UN SDGs

Use of Proceeds

- The Commonwealth is issuing the 2023 Series A Bonds as “Sustainability Bonds” based on the intended use of the proceeds to finance the SCR Project that will provide public rail service and improve mobility in areas, including the gateway communities of Fall River and New Bedford, that historically did not have access to fast and reliable public transit

Process for Project Evaluation and Selection

- The REP was authorized under Chapter 79 to fund capital expenditures of MassDOT for the benefit of the MBTA and for other rail improvements in the Commonwealth. The REP is intended to provide financing for certain significant rail improvement projects in the Commonwealth outside the MBTA's regular capital program including the SCR Project

Management of Proceeds

- All proceeds of the 2023 Series A Bonds will be used to reimburse the Commonwealth for SCR Project expenses already incurred and will be fully expended on the date of delivery of the 2023 Series A Bonds

Reporting

- On the date of delivery, the proceeds of the 2023 Series A Bonds used to finance the SCR Project will have been fully spent. No additional reporting on the status of the spending for the SCR Project will be provided



9 INDUSTRY, INNOVATION AND INFRASTRUCTURE



11 SUSTAINABLE CITIES AND COMMUNITIES



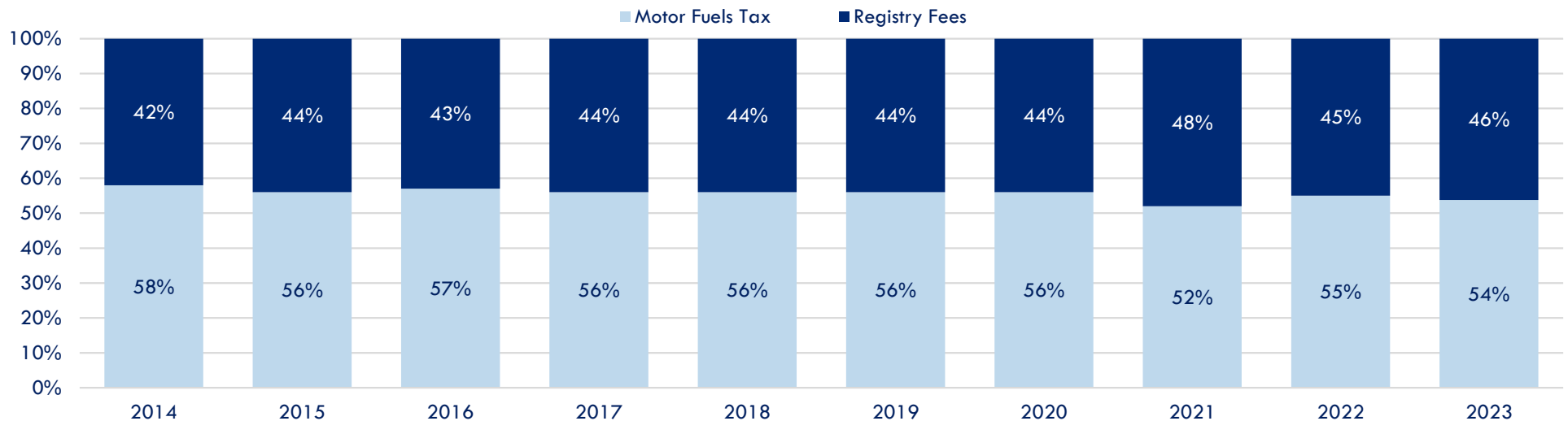
- By providing public rail service and improving mobility in areas that did not have access to fast and reliable public transit, the Commonwealth is supporting:
 - UN Sustainable Development Goal 9: Industry, Innovation and Infrastructure
 - Targets 9.1 and 9.4
 - UN Sustainable Development Goal 11: Sustainable Cities and Communities
 - Target 11.2



Diversity of Pledged Funds

Source		Description	Amount Deposited to CTF
Motor Fuels Tax	Gasoline Tax	<ul style="list-style-type: none"> 24¢ per gallon upon each gallon of gasoline sold or used in the Commonwealth 	23.964¢, or 99.85% ^(*)
	Special Fuels Tax	<ul style="list-style-type: none"> 24¢ per gallon upon each gallon of special fuels sold or used in the Commonwealth and a tax of 19.1% of the average price per gallon of liquefied gas sold or used in the Commonwealth 	100%
	Motor Carrier Tax	<ul style="list-style-type: none"> 24¢ per gallon upon each gallon of gasoline and special fuels acquired outside and used within the Commonwealth 	100%
Registry Fees	Registry Fees	<ul style="list-style-type: none"> Motor vehicle registration fees Motor vehicle license fees Miscellaneous fees and other revenues relating to the operation and use of motor vehicle transportation 	100%

Historical Pledged Funds Composition



^(*)0.15% of the Gasoline Tax is credited to the Inland Fisheries and Game Fund

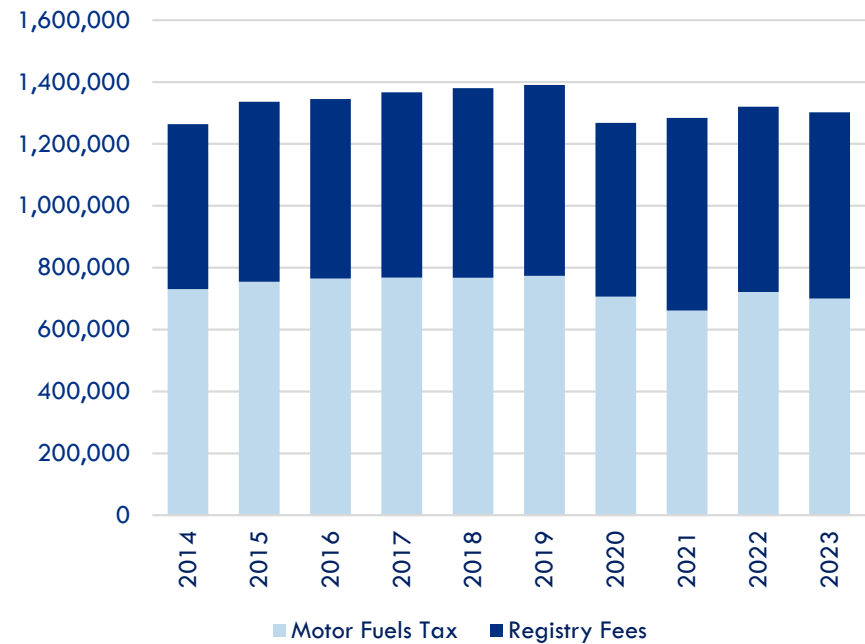


Pledged Funds Continue to Exceed \$1.26 Billion Annually

- Historical performance demonstrates the strength, consistency and reliability of revenues
- Diversity of Pledged Funds mitigates the effect of declines in motor fuels consumption

Historical Pledged Funds (\$ in thousands)

Fiscal Year Ending June 30	Motor Fuels Tax ⁽¹⁾	Registry Fees	Total	% Growth/ (Decline)
2023	\$700,081	\$602,024	\$1,302,105	(1.37)%
2022	721,155	598,987	1,320,142	2.80%
2021	661,492	622,770	1,284,262	1.30%
2020	706,295	561,867	1,268,162	(8.81)%
2019	773,790	616,830	1,390,619	0.75%
2018	767,519	612,779	1,380,299	1.01%
2017	767,855	598,691	1,366,546	1.58%
2016	764,848	580,426	1,345,274	0.69%
2015	754,392	581,686	1,336,078	5.72%
2014	730,640	533,194	1,263,834	7.84%



Source: Office of the Comptroller of the Commonwealth for fiscal years 2014 - 2022. Fiscal year 2023 provided by Department of Revenue ("Motor Fuel Taxes") and MassDOT ("Registry Fees"), unaudited. Totals may not add due to rounding.

(1) Includes all Pledged Motor Fuels Tax collected by the Commonwealth pursuant to Chapters 64A, 64E and 64F of the Massachusetts General Laws and credited to various budgeted funds, except Aviation Fuel (defined on the previous page).

Long-Term Gasoline Consumption and Tax Rate Compare Favorably to Neighboring States

- Massachusetts levies the second lowest gasoline tax in the Northeast
- Prior to the onset of the pandemic, gasoline consumption in the Commonwealth was relatively steady
- Gasoline consumption has not traditionally experienced significant fluctuations as a result of fuel price changes, as demonstrated below

Massachusetts Historical Gasoline Sales		
	Average Price of Gasoline (per gallon) ⁽¹⁾	Gasoline Consumed (millions of gallons) ⁽²⁾
2023	\$3.756	2,508
2022	3.731	2,582
2021	2.465	2,359
2020	2.486	2,545
2019	2.753	2,808
2018	2.708	2,787
2017	2.347	2,796
2016	2.282	2,781
2015	2.925	2,739
2014	3.613	2,733

Comparison of Gasoline Tax Rates for Selected Northeastern States ⁽³⁾ (in cents per gallon as of January 1, 2022)			
	Excise Tax	Other Taxes and Fees	Total
New York	8.05¢	40.17¢	48.22¢
Connecticut	25.00	10.75	35.75
Rhode Island	34.00	1.00	35.00
Vermont	12.10	20.04	32.14
Maine	30.00	0.01	30.01
Massachusetts	24.00	2.69	26.69
New Hampshire	22.20	1.63	23.83

⁽¹⁾Source: Average Price of Gasoline: U.S. Department of Energy, Energy Information Administration. Reflects the Average Price of Gasoline (\$/gallon) in all of Massachusetts

⁽²⁾Source: Gasoline Consumed: Department of Revenue. Based on Historical Gasoline Tax Collections pursuant to Chapter 64A, except Aviation Fuel

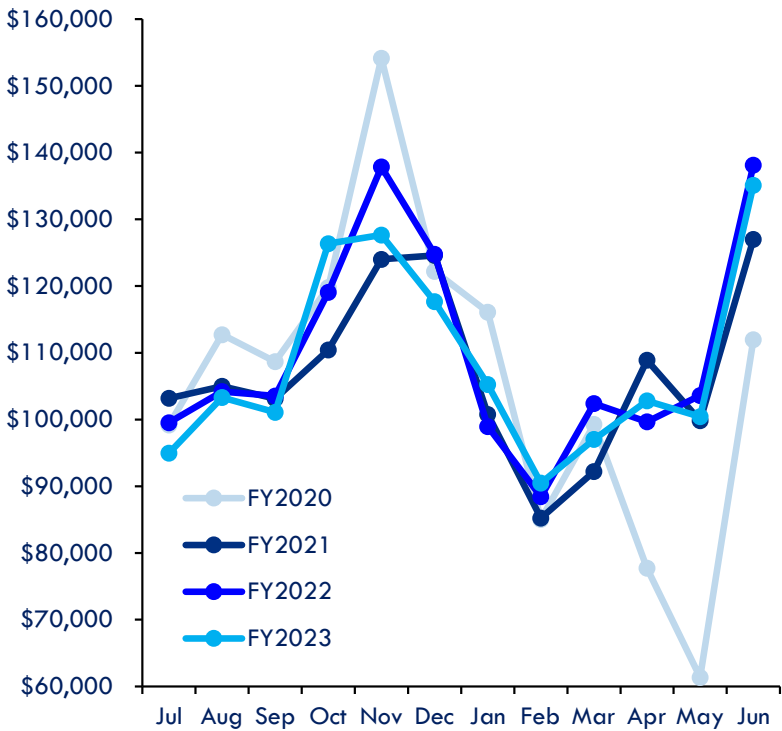
⁽³⁾Source: Massachusetts provided by Department of Revenue. All other states from American Petroleum Institute



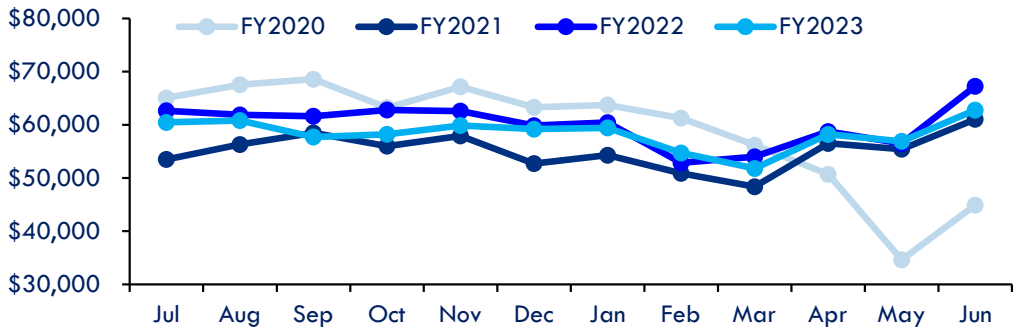
FY2023 Pledged Funds

- Pledged Funds were \$1.302 billion in FY2023, representing continued recovery above pandemic lows of \$1.268 billion in FY2020
- Registry Fees have been relatively stable and exceeded FY2022 levels
- Motor Fuels Taxes exceeded \$700 million

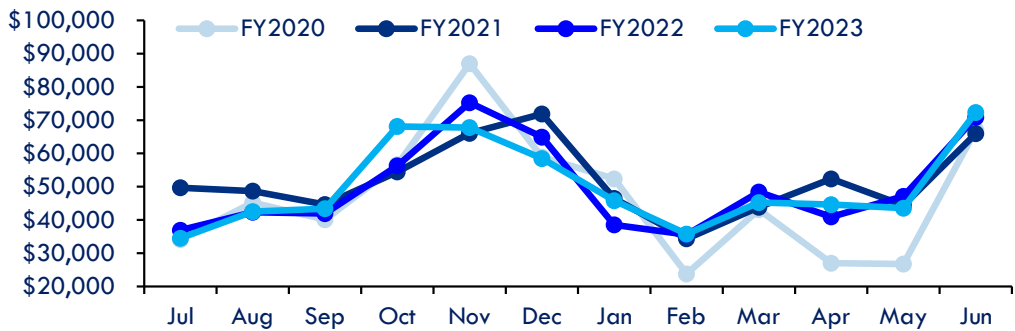
Pledged Funds (\$000s)



Motor Fuels Tax (\$000s)



Registry Fees (\$000s)



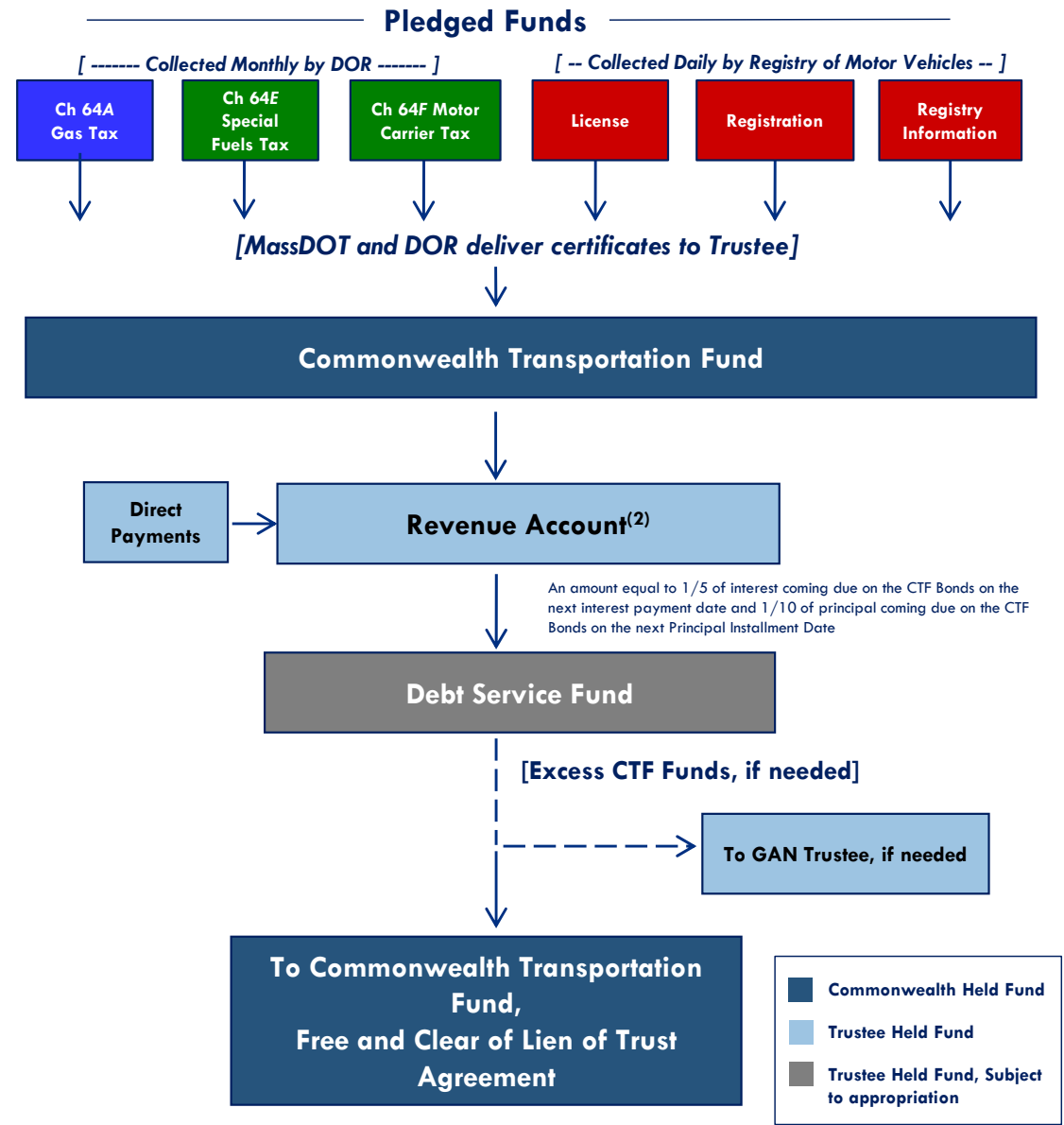
Fiscal Year	Pledged Funds (\$000s)	Motor Fuels Tax (\$000s)	Registry Fees (\$000s)
2023	\$1,302,105	\$700,081	\$602,024
2022	1,320,142	721,155	598,987
2021	1,284,262	661,492	622,770
2020	1,268,162	706,295	561,867

Source: Department of Revenue ("Motor Fuels Tax") and MassDOT ("Registry Fees"), unaudited.



Flow of Pledged Funds Under the Trust Agreement

- Pledged Funds are constitutionally dedicated for transportation and, as provided in the Special Obligation Act, must be used to pay debt service before the Commonwealth can access the funds for any other transportation related purpose
- Commonwealth depository accounts are swept daily by the Treasury, credited to the appropriate accounts
- MassDOT and DOR each deliver a certificate to the Trustee stating the amount of Pledged Funds collected each month within 8 business days of month end
- The Treasurer deposits Pledged Funds into the Revenue Account held by the Trustee within 2 business days of receiving each certificate, which deposit is not subject to annual appropriation
- Debt service is appropriated annually as part of the Commonwealth's annual budgeting process. Until an appropriation has been made, no funds may be transferred out of the Revenue Account for any purpose⁽¹⁾



⁽¹⁾It is not unusual for the budget process to extend slightly into the next fiscal year, with the final enactment of the budget occurring in early or mid-July. Interim budgets are typically enacted to provide funding after the end of the fiscal year until the full budget can be enacted and approved by the Governor

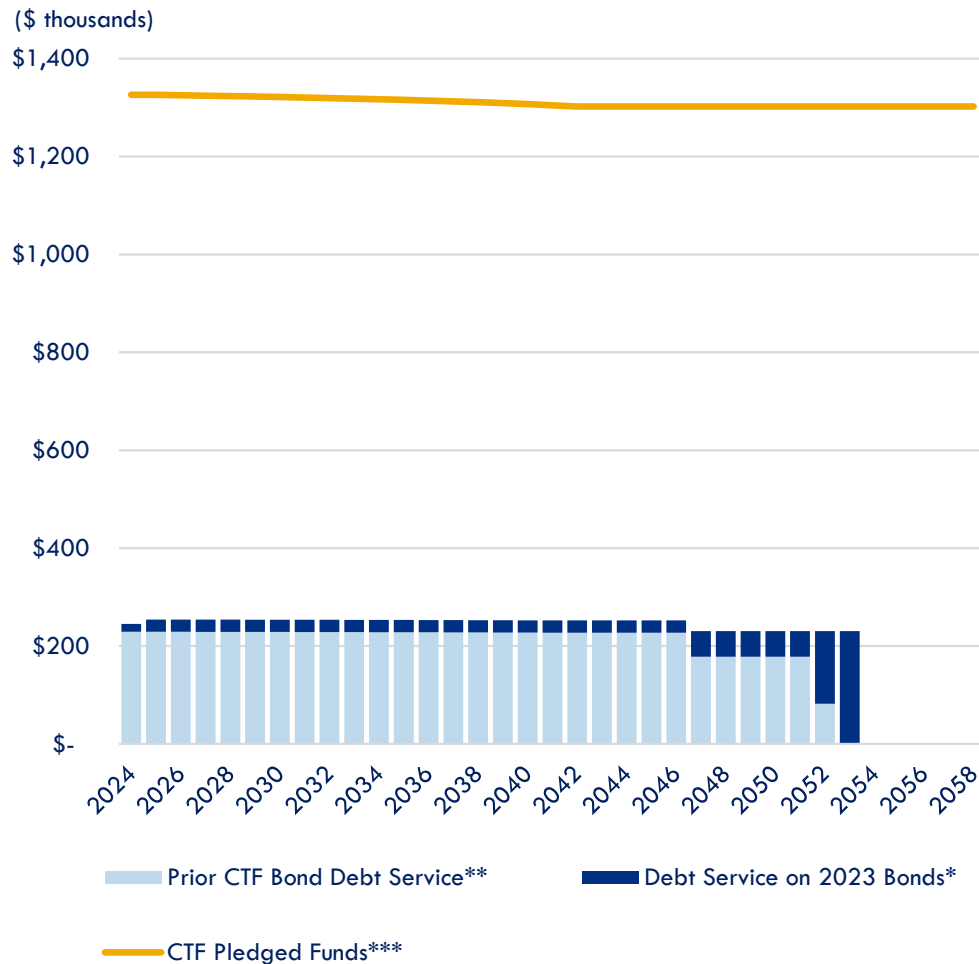
⁽²⁾Includes Motor Fuels Subaccount and Non-Motor Fuels Subaccount



Pro Forma 2023 CTF Debt Service and Prior CTF Bonds Outstanding

- The Commonwealth had approximately \$3.4 billion of outstanding CTF debt as of June 30, 2023

Pro Forma 2023 CTF Debt Service*



* Preliminary, subject to change

** Reflects gross debt service on Prior CTF Bonds

*** Reflects the Commonwealth's actual Pledged Funds for fiscal year 2023, assuming no growth in such receipts in future years, but accounting for expected Direct Payments relating to the 2010 Bonds

Prior CTF Bonds Outstanding as of 6/30/2023

Series of Bonds	Dated Date	Final Maturity	Outstanding Par
2010A	12/23/2010	6/1/2040	\$576,125,000
2014A	12/16/2014	6/1/2044	100,000,000
2015A	11/18/2015	6/1/2045	358,585,000
2016A	10/6/2016	6/1/2041	97,975,000
2016A (Ref)	10/6/2016	6/1/2029	89,345,000
2016B	11/22/2016	6/1/2046	200,000,000
2017A	11/16/2017	6/1/2047	329,250,000
2017A (Ref)	11/16/2017	6/1/2043	243,255,000
2018A	6/27/2018	6/1/2048	215,655,000
2019A	11/21/2019	6/1/2049	200,000,000
2021A	6/24/2021	6/1/2051	187,285,000
2021A (Ref)	6/24/2021	6/1/2043	279,020,000
2021B	6/24/2021	6/1/2046	209,745,000
2022A	6/30/2022	6/1/2050	200,000,000
2022B	6/30/2022	6/1/2052	150,000,000
Total			\$3,436,240,000



CTF Projected Issuance Through FY2028*

- The Commonwealth plans to issue approximately \$1.240 billion* in aggregate CTF bond par, raising \$1.344 billion* in net bond proceeds (including original issue premium), with projected spending through FY2028, including the 2023 Bonds

Fiscal Year	Par	Proceeds
2023 ⁽¹⁾	\$500.0 million	\$541.3 million
2024	\$275.0 million	\$298.3 million
2025	\$165.0 million	\$178.9 million
2026	\$150.0 million	\$162.6 million
2027	\$100.0 million	\$108.4 million
2028	\$50.0 million	\$54.2 million
Total	\$1,240.0 million	\$1,343.7 million

⁽¹⁾2023 Bonds

- Based on currently projected issuance assuming no growth of FY2023 Pledged Funds:
 - MADS coverage for the CTF Bonds following the 2023 Bonds is projected to be 5.2x*
 - MADS coverage for the CTF Bonds assuming the total issuances shown above is projected to be 4.5x*
- Projections of anticipated issuance reflects current capital plan projections to finance costs in support of the REP and/or other rail enhancement projects authorized by Chapter 79, Chapter 383 or MassTRAC, or to fund remaining project costs under the ABP

* Preliminary, subject to change. Projected Debt Service issuance assumes current market rates



Pro Forma CTF Coverage for 2023 Bonds & Future Offerings - Assuming FY2023 Pledged Funds

CTF Bond Debt Service Coverage Projection* (\$000s)⁽¹⁾

FY Ending June 30	Projected CTF Pledged Funds ^{(2)*}	Prior CTF Bonds Debt Service ⁽³⁾	Debt Service on 2023 Bonds*	Prior CTF Bonds and 2023 Bonds Debt Service*	Prior CTF Bonds & 2023 Bonds Debt Service Coverage*	Excess Pledged Funds	Total Debt Service on Future Bonds ^{(4)*}	Total CTF Bonds Debt Service ⁽⁴⁾	Total Debt Service Coverage*	Excess Pledged Funds
2024	\$1,326,032	\$229,221	\$15,972	\$245,193	5.4x	\$1,080,838	--	\$245,193	5.4x	\$1,080,838
2025	1,326,032	229,158	25,000	254,158	5.2x	1,071,874	\$8,785	262,943	5.0x	1,063,089
2026	1,325,299	229,097	25,000	254,097	5.2x	1,071,202	19,021	273,118	4.9x	1,052,181
2027	1,324,506	229,026	25,000	254,026	5.2x	1,070,480	26,792	280,818	4.7x	1,043,689
2028	1,323,605	228,946	25,000	253,946	5.2x	1,069,658	32,694	286,641	4.6x	1,036,964
2029	1,322,653	228,864	25,000	253,864	5.2x	1,068,788	36,097	289,961	4.6x	1,032,691
2030	1,321,648	228,781	25,000	253,781	5.2x	1,067,866	37,000	290,781	4.5x	1,030,866
2031	1,320,586	228,690	25,000	253,690	5.2x	1,066,897	37,000	290,690	4.5x	1,029,897
2032	1,319,466	228,594	25,000	253,594	5.2x	1,065,872	37,000	290,594	4.5x	1,028,872
2033	1,318,263	228,493	25,000	253,493	5.2x	1,064,770	37,000	290,493	4.5x	1,027,770
2034	1,316,991	228,383	25,000	253,383	5.2x	1,063,608	37,000	290,383	4.5x	1,026,608
2035	1,315,647	228,269	25,000	253,269	5.2x	1,062,378	37,000	290,269	4.5x	1,025,378
2036	1,314,227	228,149	25,000	253,149	5.2x	1,061,078	37,000	290,149	4.5x	1,024,078
2037	1,312,726	228,023	25,000	253,023	5.2x	1,059,703	37,000	290,023	4.5x	1,022,703
2038	1,311,140	227,880	25,000	252,880	5.2x	1,058,261	37,000	289,880	4.5x	1,021,261
2039	1,309,329	227,694	25,000	252,694	5.2x	1,056,635	37,000	289,694	4.5x	1,019,635
2040	1,307,053	227,499	25,000	252,499	5.2x	1,054,553	37,000	289,499	4.5x	1,017,553
2041	1,304,647	227,300	25,000	252,300	5.2x	1,052,347	37,000	289,300	4.5x	1,015,347
2042	1,302,105	227,297	25,000	252,297	5.2x	1,049,808	37,000	289,297	4.5x	1,012,808
2043	1,302,105	227,296	25,000	252,296	5.2x	1,049,809	37,000	289,296	4.5x	1,012,809
2044	1,302,105	227,297	25,000	252,297	5.2x	1,049,808	37,000	289,297	4.5x	1,012,808
2045	1,302,105	227,300	25,000	252,300	5.2x	1,049,805	37,000	289,300	4.5x	1,012,805
2046	1,302,105	227,298	25,000	252,298	5.2x	1,049,807	37,000	289,298	4.5x	1,012,807
2047	1,302,105	178,289	52,085	230,374	5.7x	1,071,731	41,675	272,049	4.8x	1,030,056
2048	1,302,105	178,287	52,091	230,378	5.7x	1,071,727	41,671	272,049	4.8x	1,030,056
2049	1,302,105	178,290	52,084	230,374	5.7x	1,071,731	41,676	272,050	4.8x	1,030,055
2050	1,302,105	178,286	52,091	230,377	5.7x	1,071,728	41,673	272,050	4.8x	1,030,055
2051	1,302,105	178,284	52,093	230,377	5.7x	1,071,729	41,673	272,049	4.8x	1,030,056
2052	1,302,105	81,942	148,431	230,373	5.7x	1,071,732	41,674	272,047	4.8x	1,030,058
2053	1,302,105	--	230,375	230,375	5.7x	1,071,730	41,671	272,046	4.8x	1,030,059
2054	1,302,105	--	--	--	--	1,302,105	272,048	272,048	4.8x	1,030,058
2055	1,302,105	--	--	--	--	1,302,105	188,250	188,250	6.9x	1,113,855
2056	1,302,105	--	--	--	--	1,302,105	165,000	165,000	7.9x	1,137,105
2057	1,302,105	--	--	--	--	1,302,105	107,500	107,500	12.1x	1,194,605
2058	1,302,105	--	--	--	--	1,302,105	52,500	52,500	24.8x	1,249,605

* Preliminary, subject to change. Totals may not add due to rounding

⁽¹⁾Estimated debt service coverage is based on the Commonwealth's actual Pledged Funds for fiscal year 2023, assuming no growth in such receipts in future years, but accounting for expected Direct Payments relating to the 2010 Bonds. Debt service projections for Additional Bonds to be issued in fiscal years 2024 through 2028 are estimates based on current program needs and are subject to change

⁽²⁾Consists of (i) 23.964¢ per gallon of the 24¢ Gasoline Tax, (ii) 100% of the 24¢ Special Fuels Tax and 24¢ Motor Carrier Tax, (iii) Registry Fees credited to the Commonwealth Transportation Fund pursuant to Section 34(iii) of Chapter 90, and (iv) Direct Payments relating to the 2010 Bonds, which are assumed to be subject to a 5.7% reduction as a result of sequestration

⁽³⁾Reflects gross debt service on Prior CTF Bonds

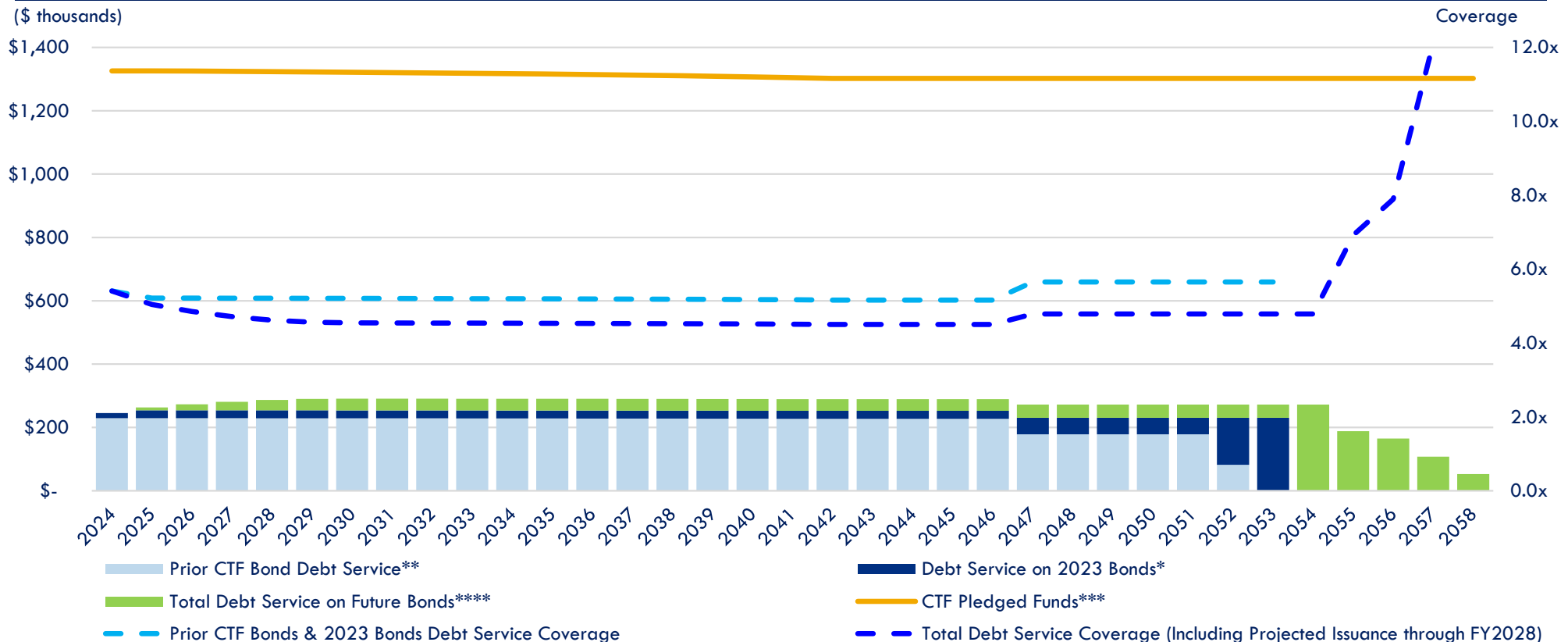
⁽⁴⁾Assumes aggregate issuance in fiscal years 2024 through 2028 (not including the 2023 Bonds) of \$740 million in aggregate bond par amount substantially all for the Rail Enhancement Program, raising \$802 million in net bond proceeds (including net original issue premium). Projected Debt Service on future issuance assumes current market rates



The CTF Credit Enjoys Robust Coverage That Can Withstand Downside Risk

- Pledged Funds could decline by **80%** and still fully cover MADS on all outstanding CTF Bonds including the 2023 Bonds
- In addition, Pledged Funds could decline by **78%** and still fully cover MADS on all outstanding CTF Bonds including the 2023 Bonds and the additional \$740 million of bonds expected to be issued between FY2024 and FY2028
- The phased-in borrowing schedule and the ability to potentially shift certain costs to the GO credit creates additional cushion, if needed

CTF Bond Debt Service and Coverage Projection* (FY Ending June 30)



* Preliminary, subject to change

** Reflects gross debt service on Prior CTF Bonds

*** Reflects the Commonwealth's actual Pledged Funds for fiscal year 2023, assuming no growth in such receipts in future years, but accounting for expected Direct Payments relating to the 2010 Bonds

**** Aggregate issuance in FY2024 through FY2028 (not including the 2023 Bonds) of \$740 million in aggregate bond par amount substantially all for the Rail Enhancement Program, raising \$802 million in net bond proceeds (including net original issue premium). Projected Debt Service on future issuance assumes current market rates



Summary Highlights and Conclusion

- Pledge of multi-faceted revenue stream consisting of Motor Fuels Tax receipts and Registry Fees, providing a security that is more resilient and immune versus a pure gas tax bond
- Safeguards against non-appropriation of revenues, with Pledged Funds not being able to be used for any purpose prior to funds being appropriated for debt service
- MADS coverage on the outstanding CTF Bonds and 2023 Bonds is estimated to be 5.2x* based on FY2023 Pledged Funds of \$1.302 billion, representing continued recovery above pandemic lows of \$1.268 billion in FY2020
- 4.0x ABT based on historical revenues and MADS further supports liquidity and overall leverage position
- More rapid deposits (1/5th | 1/10th monthly set-aside) for debt service than is customary, and act as a de-facto debt service reserve
- MADS coverage on all outstanding CTF Bonds, the 2023 Bonds and expected future new money issuances through FY2028 is estimated to be 4.5x* based on FY2023 Pledged Funds of \$1.302 billion, with no growth assumed

* Preliminary, subject to change



Transaction Timeline and Contacts

Preliminary Financing Schedule*:

September 2023						
S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

October 2023						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

Financing Schedule*	
Date	Event
September 6 th	Mail Preliminary Official Statement
September 18 th	Retail Order Period
September 19 th	Institutional Order Period
October 3 rd	Closing

Representatives from the Commonwealth are available for one-on-one discussions
For additional information or to schedule a one-on-one call, please contact:

Commonwealth of Massachusetts	
Sue Perez <i>Deputy Treasurer</i> Tel.: 617-367-9333 x816 sperez@tre.state.ma.us	Kathy Bramlage <i>Senior Debt Analyst / Portfolio Manager</i> Tel.: 617-367-9333 x494 kbramlage@tre.state.ma.us

For more info, please visit: www.buymassbonds.com

*Preliminary, subject to change

