Appendix B: Investment Programs

This section provides a list of all investment programs contained within this CIP. Each investment program includes a description, details about any relevant performance tracking that informs program size and need, and program budget.

Reliability Investments: Aeronautics

Airport Pavement Management System (APMS)

Program Purpose & Need

This program maintains the quality of pavement "inside the airport fence" at an adequate level. This program is necessary to continue safety and maintenance programs at public-use airports.

Program Performance

Tracker: 2020—74 PCI
               2022—74 PCI
               Long Term—75 PCI
PfP Tool: 2020 and Long Term—75 PCI

SFY2021 Program Projected Spend

$14.8 million

Airport Capital Improvement

Program Purpose & Need

This program includes a full range of airport state of good repair projects. This program is necessary to continue safe and efficient airport operations and services. Program will also fund investments to develop the infrastructure necessary to support the use of unmanned aerial surveillance systems (drones) for use in documenting construction progress and asset conditions.

Program Performance

Tracker: Not established in Tracker
PfP Tool: Not forecast in PfP

SFY2021 Program Projected Spend

$14.8 million

massDOT
Massachusetts Department of Transportation

Reliability Investments: Highway

Bridge

Program Purpose & Need

This program maintains, reconstructs, and replaces state- and municipally-owned bridges across the Commonwealth.

Program Performance

Tracker:	2020—<13%
	2022—<12%
	Long Term—<10% NHS deck area rated poor
PfP Tool:	Long Term—<10% NHS deck area rated poor
TAMP Target:	2020—<13%
	2022—<12%

SFY2021 Program Projected Spend

$457.7 million

Equipment

Program Purpose & Need

This program makes routine purchases of vehicles, equipment, and other capital assets. This program is necessary for the daily operation of the department.

Program Performance

Tracker:	Not established in Tracker
PfP Tool:	Not forecast in PfP Tool

SFY2021 Program Projected Spend

$30.4 million

massDOT (T)
Massachusetts Department of Transportation

Facilities

Program Purpose & Need

This program maintains, repairs, and replaces buildings, salt sheds, garages, vent buildings, telecommunications, and other systems owned by the Highway Division.

Program Performance

Tracker: Not established in Tracker
PfP Tool: Not forecast in PfP

SFY2021 Program Projected Spend

$22.3 million

Interstate Pavement

Program Purpose & Need

This program resurfaces and performs related work on the interstate system. This program is necessary to improve pavement conditions.

Program Performance

Tracker: 2020/2022—88%
           Long Term—90% of pavement in good or excellent condition
PfP Tool: Long Term—90% of pavement in good or excellent condition
TAMP: 2020/2022—88% in good or excellent condition

SFY2021 Program Projected Spend

$91.4 million

massDOT
Massachusetts Department of Transportation

Municipal Bridge

Program Purpose & Need

This program assists municipalities in repairing and replacing town-owned bridges with a span length of less than 20 feet.

Program Performance

Tracker: Not established in Tracker
PfP Tool: Not forecast in PfP

SFY2021 Program Projected Spend

$10.0 million

Non-interstate pavement

Program Purpose & Need

This program resurfaces and performs related work on non-interstate roads owned by MassDOT. This program is necessary to fulfill system-wide maintenance contracts to improve pavement condition and also includes site-specific projects.

Program Performance

Tracker: 2020—60%
2022—62%
Long Term—70% of pavement in good or excellent condition
PfP Tool: Long Term—70% of pavement in good or excellent condition
TAMP Target: 2020—60%
2022—62% of pavement in good or excellent condition

SFY2021 Program Projected Spend

$142.0 million

Roadway improvements

Program Purpose & Need

This program supports pot hole, fencing, guardrail, and sidewalk maintenance, repairs, and other related improvements on non-interstate, state-owned roadways. This program also includes federally-funded storm water retrofit projects. This program is preventative in nature, and is necessary to maximize the useful life and condition of roadways.

Program Performance

Tracker: Not established in Tracker
PfP Tool: Not forecast in PfP

SFY2021 Program Projected Spend

$37.1 million

Safety improvements

Program Purpose & Need

This program repairs traffic signals, highway lighting systems, impact attenuators, traffic signs, and pavement markings. This program is necessary to provide a safe roadway network for Commonwealth residents and visitors.

Program Performance

Tracker: 2020—0.56 fatalities, 4.12 injuries
                     2022—0.51 fatalities, 3.5 injuries
                     Long Term—Move to zero
                     Tracker target per 100 million VMT
PfP Tool: Not forecast in PfP
Other indicators: Crash cluster; crash data

SFY2021 Program Projected Spend

$53.7 million

Tunnels

Program Purpose & Need

This improves lighting, life safety systems, and tunnel infrastructure within the tunnel network.

Program Performance

Tracker: Not established in Tracker
PfP Tool: Not forecast in PfP

SFY2021 Program Projected Spend

$88.7 million

Reliability Investments: Information Technology

Cyber/information security

Program Purpose & Need

This program keeps IT infrastructure and software compliant with best practices and digital security standards to protect both agency and customer data. This program is necessary to maintain customer confidence when making secure transactions.

Program Performance

Tracker:	Not established in Tracker
PfP Tool:	Not forecast in PfP
Other indicators:	Security Awareness Training taken by all employees annually. Comprehensive policies and controls in place

SFY2021 Program Projected Spend

$9.0 million

Digital infrastructure

Program Purpose & Need

This program does a range of digital infrastructure work, including state of good repair hardware upgrades and support of operations in the Cloud. This program provides a modern, application-independent information architecture. This program is necessary to meet MassDOT's technology goals by sustaining the core computer, storage, telecommunications, and network infrastructure.

Program Performance

Tracker:	Not established in Tracker
PfP Tool:	Not forecast in PfP
Other indicators:	Monitor level of state of good repair—age of equipment, engineering performance, latest software releases, equipment uptime statistics.

SFY2021 Program Projected Spend

$2.0 million

massDOT
Massachusetts Department of Transportation

Reliability Investments: MBTA

Bridges and tunnels

Program Purpose & Need

This program repairs, reconstructs, and replaces MBTA commuter rail and transit bridges and tunnels system wide.

Program Performance

Tracker:	Not established in Tracker
PfP Tool:	Not forecast in PfP

SFY2021 Program Projected Spend

$143.2 million

Facilities

Program Purpose & Need

This program rehabilitates and upgrades maintenance and administrative facilities that support transit operations.

Program Performance

Tracker:	Not established in Tracker
PfP Tool:	Not forecast in PfP
TAM Target	% of facilities with condition rating <3.0 in TERM* scale

SFY2021 Program Projected Spend

$145.3 million

Revenue vehicles

Program Purpose & Need

This program rehabilitates and replaces the MBTA revenue fleet, which includes commuter rail, heavy rail, light rail, bus, and ferry units.

Program Performance

Tracker: Not established in Tracker

PfP Tool: Not forecast in PfP

TAM Target   % of units beyond Useful Life Benchmark (ULB) by asset class

SFY2021 Program Projected Spend

$236.4 million

Stations

Program Purpose & Need

This program rehabilitates and upgrades MBTA stations (e.g., commuter rail, commuter boat, subway and bus stations).

Program Performance

Tracker: Not established in Tracker

PfP Tool: Not forecast in PfP

TAM Target   % of facilities with condition rating <3.0 in TERM scale

SFY2021 Program Projected Spend

$205.1 million

Systems upgrades

Program Purpose & Need

This program upgrades a wide range of MBTA systems including communications, security, computer technology, fare collection, asset management, and environmental remediation systems. It also rehabilitates non-revenue vehicles and equipment.

Program Performance

Tracker: Not established in Tracker
PfP Tool: Not forecast in PfP

SFY2021 Program Projected Spend

$50.4 million

Tracks, signals, and power

Program Purpose & Need

This program rehabilitates, replaces, and upgrades track, signal, and power assets across the commuter rail and transit system.

Program Performance

Tracker: Not established in Tracker
PfP Tool: Not forecast in PfP
TAM Target   % of revenue service miles with performance restrictions

SFY2021 Program Projected Spend

$221.3 million

Reliability Investments: Office of Transportation Planning

Pre-apprenticeship

Program Purpose & Need

This program—for which MassDOT is partnering with a number of stakeholders—facilitates the introduction of additional pre-apprentices to skilled trades within our construction program. This program is necessary to provide low-income and other disadvantaged communities with access to training and employment opportunities within the construction trades. Program managed by MassDOT's Office of Discrimination and Civil Rights (ODCR).

Program Performance

Tracker: Not established in Tracker
PfP Tool: Not forecast in PfP

SFY2021 Program Projected Spend

$1.4 million

Reliability Investments: Rail

Bridges

Program Purpose & Need

This program repairs or replaces bridges to avoid deterioration, keep or restore class of line, or maintain utility. Prioritization of projects within this program reflect most recent inspections, type of usage (e.g. hazardous cargo), and any contractual or regulatory requirements for action.

Program Performance

Tracker: Not established in Tracker
PfP Tool: Not forecast in PfP

SFY2021 Program Projected Spend

$6.1 million

Facility Reliability

Program Purpose & Need

This program repairs or replaces rail facilities, specifically rail yards and stations, to avoid deterioration or maintain the facility's utility. Prioritization of programmed projects will reflect condition reports, type of risk/usage, and any contractual or regulatory requirements for action. This program is necessary to maintain a safe and reliable rail system.

Program Performance

Tracker: Not established in Tracker
PfP Tool: Not forecast in PfP

SFY2021 Program Projected Spend

$0.6 million

Grade Crossings

Program Purpose & Need

This program repairs or replaces grade crossings to avoid deterioration, keep or restore class of line, or maintain the crossing's utility. Prioritization of projects in this program will reflect federal guidelines, most recent inspections, type of usage (e.g. hazardous cargo), and any contractual or regulatory requirements for action. This program is necessary to maintain a safe and reliable rail system.

Program Performance

Tracker: Not established in Tracker

PfP Tool: 42% of grade crossings in desired state

SFY2021 Program Projected Spend

$6.7 million

Vehicle Reliability

Program Purpose & Need

This program repairs, replaces, or acquires rail equipment (locomotives, coaches, ballast cars, light duty vehicles, etc.) to facilitate reliable service, avoid deterioration, or support activities to maintain or restore class of line. This program is necessary to maintain the rail system in good condition.

Program Performance

Tracker: Not established in Tracker

PfP Tool: Not forecast in PfP

SFY2021 Program Projected Spend

$0.5 million

massDOT
Massachusetts Department of Transportation

Track and Right-of-Way Reliability

Program Purpose & Need

This program repairs or replaces assets within the rail right of way (typically ties, rail, ballast, culverts, switches, etc.) to avoid deterioration, keep or restore class of line, or maintain the line's utility. Prioritization will reflect most recent inspections, type of usage (e.g. hazardous cargo), and any contractual or regulatory requirements for action. This program is necessary to maintain a safe and reliable rail system.

Program Performance

Tracker: Not established in Tracker
PfP Tool: Not forecast in PfP

SFY2021 Program Projected Spend

$25.7 million

Reliability Investments: RMV

Capital maintenance

Program Purpose & Need

This program maintains and improves existing operating systems to support service delivery, application platforms, and electronic records retention systems and includes necessary capital maintenance at RMV-owned facilities.

Program Performance

Tracker: Not established in Tracker
PfP Tool: Not forecast in PfP

SFY2021 Program Projected Spend

$0.2 million

Reliability Investments: Transit

Mobility Assistance Program (MAP)

Program Purpose & Need

This program purchases vans and related equipment used to provide transportation for the elderly and individuals with disabilities of all ages. This program uses funds from Councils on Aging, the RTAs, and non-profit organizations.

Program Performance

Tracker:	Not established in Tracker
PfP Tool:	Not forecast in PfP
Other indicators:	Number of organizations who attended a training to participate in MAP

SFY2021 Program Projected Spend

$10.0 million

RTA Facility and Vehicle Maintenance

Program Purpose & Need

The program addresses the maintenance, rehabilitation, and upkeep of existing RTA facilities or vehicles.

Program Performance

Tracker:	Facility condition (range)
PfP Tool:	Not forecast in PfP

SFY2021 Program Projected Spend

$2.1 million

RTA Vehicle Replacement

Program Purpose & Need

This program replaces existing RTA vehicles so that they meet state of good repair standards.

Program Performance

Tracker: Fleet age & revenue vehicle condition (range) for fixed route bus and paratransit

PfP Tool: % of fleet/revenue vehicles beyond ULB

TAM Target: % of vehicles beyond ULB

SFY2021 Program Projected Spend

$12.9 million

Technical Assistance

Program Purpose & Need

This program is used to provide technical assistance to support the transit program (grants management systems, vehicle inspections)

Program Performance

Tracker: Not established in Tracker

PfP Tool: Not forecast in PfP

SFY2021 Program Projected Spend

$2.0 million

massDOT
Massachusetts Department of Transportation

Modernization Investments: Aeronautics

Airport Administration Buildings

Program Purpose & Need

This program builds or renovates airport administration buildings as recommended by the 2010 Statewide Airport System Plan, which identified 17 airports that did not have existing or adequate administration buildings. This program is necessary to provide sufficient administrative spaces in airports, which is integral to improving safety, efficiency, and business growth. Program size reflects reduced funding due to sunset of Statewide Airport Administration Buildings program.

Program Performance

Tracker:	Not established in Tracker
PfP Tool:	Not forecast in PfP

SFY2021 Program Projected Spend

$1.5 million

Modernization Investments: Highway

ADA Retrofits

Program Purpose & Need

This program improves the condition and accessibility of state-owned sidewalks. This program is necessary to meet obligations identified under the MassDOT ADA Transition Plan.

Program Performance

Tracker: Under development

PfP Tool: Long term—0 failed or missing curb ramps

Other   Number of failed or missing curb ramps on
indicators: statewide inventory

SFY2021 Program Projected Spend

$4.5 million

Allston Multi-Modal Implementation

Program Purpose & Need

This program reconstructs and realigns the Allston interchange to improve safety for all transportation modes: walking, cycling, driving, transit and to create a vibrant Allston neighborhood reconnecting sections to each other and to the Charles River.

Program Performance

Tracker: Not established in Tracker

PfP Tool: Not forecast in PfP

SFY2021 Program Projected Spend

$6.0 million

massDOT
Massachusetts Department of Transportation

Complete Streets

Program Purpose & Need

This program rewards communities that demonstrate a commitment to embedding Complete Streets in their policies and practices by providing them with technical assistance and funding.

Program Performance

Tracker: 2020—200

2022—250

Long term—275 Municipalities with approved Complete Streets policies

PfP Tool: Not forecast in PfP

Other indicators: Number of Complete Streets policies enacted

SFY2021 Program Projected Spend

$10.0 million

Intelligent Transportation Systems

Program Purpose & Need

This program supports innovative and new communication equipment and information technology systems (signs, cameras, sensors, etc.) designed to provide real time traffic information to residents and visitors. This program is necessary to improve our network of communication tools to allow drivers to make better informed decisions regarding travel options.

Program Performance

Tracker: Not established in Tracker

PfP Tool: Not forecast in PfP

Other indicators: Travel time from Real Time Traffic Management (RTTM)

SFY2021 Program Projected Spend

$21.7 million

massDOT Ⓣ
Massachusetts Department of Transportation

Intersection Improvements

Program Purpose & Need

This program upgrades and improves traffic signals and intersections. This program is necessary to meet safety improvement targets.

Program Performance

Tracker: 2022—0.61 fatalities, 3.5 injuries
                Long term—Move to zero
PfP Tool: Not forecast in PfP

SFY2021 Program Projected Spend

$47.0 million

Roadway Reconstruction

Program Purpose & Need

This program improves the overall condition of roads, by supporting both large and small state and municipal investments. Nearly all of the projects in this program include improvements to bicycle and pedestrian user spaces.

Program Performance

Tracker: Not established in Tracker
PfP Tool: Not forecast in PfP

SFY2021 Program Projected Spend

$206.3 million

Modernization Investments: Information Technology

Workforce Productivity

Program Purpose & Need

This program improves business processes through automated workflows and other electronic means at the department level. This program also may include investments that improve process timelines, reduce paperwork, and contribute to efficiency.

Program Performance

Tracker:	Not established in Tracker
PfP Tool:	Not forecast in PfP
Other indicators:	Monitor budgets & scheduled deliverables. Full implementation of departmental business process and workflows.

SFY2021 Program Projected Spend

$10.0 million

Modernization Investments: MBTA

Accessibility

Program Purpose & Need

This program improves accessibility at MBTA commuter rail, subway and bus stations. This program is necessary to meet the goals of the Authority's Plan for Accessible Transit Infrastructure (*PATI*).

Program Performance

Tracker:	2022 - 95.7% of the rapid transit platforms accessible
	Long term – 100%
PfP Tool:	87% of the heavy rail stations ADA compliant by 2022

SFY2021 Program Projected Spend

$56.3 million

Fare Transformation*

Program Purpose & Need

The Fare Transformation program will implement a new reliable and convenient fare payment and collection system, integrated across all modes, to replace CharlieCards/Tickets and supporting hardware and software.

Program Performance

Tracker:	Not established in Tracker
PfP Tool:	Not forecast in PfP

SFY2021 Program Projected Spend

$45.4 million

Program formally known as AFC 2.0; renamed for 2021 CIP.

massDOT
Massachusetts Department of Transportation

Commuter Rail Safety & Resiliency (*PTC*)

Program Purpose & Need

This program includes projects that improve the safety and resiliency of the Commuter Rail network, including the implementation of Positive Train Control.

Program Performance

Tracker:　　　　Not established in Tracker
PfP Tool:　　　Not forecast in PfP

SFY2021 Program Projected Spend

$202.5 million

Green Line Transformation

Program Purpose & Need

This program will improve the quality of service (enhanced capacity and accessibility) through fleet modernization and infrastructure and facilities upgrades utilizing state-of-the-art technology.

Program Performance

Tracker:　　　　Not established in Tracker
PfP Tool:　　　Not forecast in PfP

SFY2021 Program Projected Spend

$205.6 million

Red Line/Orange Line Improvements

Program Purpose & Need

This program includes the set of vehicle and infrastructure investments needed to fully modernize the Red Line and Orange Line fleets and achieve the service goal of three-minute headways on the Red Line and four and a half minute headways on the Orange Line.

Program Performance

Tracker: Not established in Tracker
PfP Tool: Not forecast in PfP

SFY2021 Program Projected Spend

$249.0 million

Risk Management and Mitigation

Program Purpose & Need

This program implements risk management initiatives as well as supports efforts to improve workplace safety and system security.

Program Performance

Tracker: Not established in Tracker
PfP Tool: Not forecast in PfP

SFY2021 Program Projected Spend

$21.4 million

massDOT
Massachusetts Department of Transportation

Technology and Innovation

Program Purpose & Need

This program includes investments in innovations that enhance productivity or quality of MBTA services.

Program Performance

Tracker: Not established in Tracker
PfP Tool: Not forecast in PfP

SFY2021 Program Projected Spend

$14.4 million

Bus Transformation

Program Purpose & Need

This program supports a range of investments that strive to achieve better, faster, lower-emission bus service that is more aligned with where riders live, work, and travel.

Program Performance

Tracker: Not established in Tracker
PfP Tool: Not forecast in PfP

SFY2021 Program Projected Spend

$28.6 million

Commuter Rail Transformation

Program Purpose & Need

This program incorporates options for improving service on the Commuter Rail, which are the first steps identified in a larger Commuter Rail transformation as outlined in Rail Vision.

Program Performance

Tracker: Not established in Tracker

PfP Tool: Not forecast in PfP

SFY2021 Program Projected Spend

$6.4 million

Modernization Investments: Rail

Facility Modernization

Program Purpose & Need

This program repairs or replaces rail facilities, specifically rail yards and stations, to upgrade them to current industry standards or maintain the facility's utility. Prioritization of projects in this program will reflect economic opportunities for the line served, condition reports, type of risk/usage, and any contractual or regulatory requirements for action and consistency with the Statewide Rail Plan. This program is necessary to maintain a safe, reliable, cost effective, and modern rail system.

Program Performance

Tracker: Not established in Tracker
PfP Tool: Not forecast in PfP

SFY2021 Program Projected Spend

$0.05 million

Industrial Rail Access Program

Program Purpose & Need

This program makes investments in private sector rail lines to leverage private investment that will increase freight rail usage or will modernize an active line to increase the utility to customers.

Program Performance

Tracker: Not established in Tracker
PfP Tool: Not forecast in PfP

SFY2021 Program Projected Spend

$3.0 million

Track & right-of-way modernization

Program Purpose & Need

This program repairs or replaces assets within the rail right of way (typically ties, rail, ballast, switches, etc.) to upgrade their capacity to reflect current industry standards (weight capacity to 286,000 lbs.) for the line and maintain the line's utility. Prioritization of projects in this program will reflect economic opportunities for the line, most recent inspections, type of usage (*e.g.* hazardous cargo), any contractual or regulatory requirements for action, and consistency with the Statewide Rail Plan. This program is necessary to maintain a safe, reliable, cost effective, and modern rail system.

Program Performance

Tracker: Not established in Tracker
PfP Tool: Not forecast in PfP

SFY2021 Program Projected Spend

$20.0 million

massDOT
Massachusetts Department of Transportation

Modernization Investments: RMV

ATLAS

Program Purpose & Need

This program improves RMV service delivery options by replacing the ALARS system. This program is necessary to increase business process efficiency through reduced wait times, increase the number of transactions done via alternative customer service channels, and increase the capacity of third parties dependent on RMV data.

Program Performance

Tracker: Not established in Tracker
PfP Tool: Not forecast in PfP

SFY2021 Program Projected Spend

$4.9 million

Customer Service Modernization

Program Purpose & Need

This program includes updating and upgrading leased branch locations to accommodate the new dual line queuing model, signage, furniture and fixtures.

Program Performance

Tracker: 80% of Service Center customers served in 30 minutes or less
PfP Tool: Not forecast in PfP

SFY2021 Program Projected Spend

$1.1 million

Alternative Service Channels

Program Purpose & Need

This program funds customer service improvements through third party service channels including AAA locations and through installation of self-service kiosks. This program is necessary to improve customer experience.

Program Performance

Tracker: 2020—65%

2022—70%

Long Term—75% of transactions conducted outside Service Centers

PfP Tool: Not forecast in PfP

SFY2021 Program Projected Spend

$0.5 million

Modernization Investments: Transit

RTA facility and system modernization
Program Purpose & Need
This program improves or modernizes existing RTA facilities, systems, or equipment.
Program Performance
Tracker: Not established in Tracker PfP Tool: Not forecast in PfP
SFY2021 Program Projected Spend
$13.8 million

RTA replacement facilities
Program Purpose & Need
This program constructs modernized RTA maintenance, administrative, operations or intermodal facilities.
Program Performance
Tracker: Not established in Tracker PfP Tool: Not forecast in PfP
SFY2021 Program Projected Spend
$3.0 million

Workforce Transportation Options

Program Purpose & Need

Competitive grant program that uses existing federal Congestion Mitigation Air Quality funds to leverage private and non-state funds to improve options for workforce transportation.

Program Performance

Tracker: Not established in Tracker
PfP Tool: Not forecast in PfP

SFY2021 Program Projected Spend

$2.0 million

Expansion Investments: Highway

Capacity

Program Purpose & Need

This program adds new connections or expands the existing transportation network. Examples include the provision of additional lanes, new highway connections, or new roadways.

Program Performance

Tracker: Not established in Tracker
PfP Tool: Not forecast in PfP

SFY2021 Program Projected Spend

$57.2 million

Shared Use Paths/Bicycle & Pedestrian

Program Purpose & Need

This program constructs shared use paths (also known as multi-use paths and trails) and bicycle or pedestrian facilities that are independent from a roadway. Investments under this program are eligible for federal funding and programmed in the STIP.

Program Performance

Tracker: Not established in Tracker
PfP Tool: Not forecast in PfP

SFY2021 Program Projected Spend

$51.1 million

Expansion Investments: MBTA

Expansion Project Development

Program Purpose & Need

This program provides initial funding for project development efforts (including planning and design) to advance the "next priorities" expansion investments identified in Focus40.

Program Performance

Tracker: Not established in Tracker
PfP Tool: Not forecast in PfP

SFY2021 Program Projected Spend

$3.0 million

Green Line Extension (*GLX*)

Program Purpose & Need

The Green Line Extension program includes the vehicles, stations and infrastructure to extend the Green Line from a relocated Lechmere Station in East Cambridge to Union Square in Somerville and College Avenue in Medford.

Program Performance

Tracker: Not established in Tracker
PfP Tool: Not forecast in PfP

SFY2021 Program Projected Spend

$389.6 million

Non-GLX Expansion Projects

Program Purpose & Need

This program makes targeted capital investments to expand the existing transit or commuter rail system.

Program Performance

Tracker: Not established in Tracker
PfP Tool: Not forecast in PfP

SFY2021 Program Projected Spend

$17.4 million

South Coast Rail

Program Purpose & Need

This program funds the Commonwealth's commitment to move forward with Phase 1 of the South Coast Rail (SCR) project to more fully meet the existing and future demand for public transportation between Fall River / New Bedford and Boston, and to enhance regional mobility while supporting smart growth planning and development strategies in the affected communities.

Program Performance

Tracker: Not established in Tracker
PfP Tool: Not forecast in PfP

SFY2021 Program Projected Spend

$134.1 million

Expansion Investments: Highway/OTP

Bicycle and Pedestrian Modal Plan Implementation

Program Purpose & Need

This program will meet needs identified through the recently updated statewide Bicycle Plan and Pedestrian Plan. The plans address critical needs around safety, accessibility, network connectivity, and maintenance.

Program Performance

Tracker: Not established in Tracker
PfP Tool: Not forecast in PfP

SFY2021 Program Projected Spend

$7.0 million

Expansion Investments: Rail

Vehicle Expansion

Program Purpose & Need

This program repairs, replaces, or acquires rail equipment (locomotives, coaches, ballast cars, light duty vehicles, etc.) to expand existing rail services, including the addition of passenger rail or freight rail. Prioritization will reflect economic opportunities for the new service, consistency with the Statewide Rail Plan, and any contractual or regulatory requirements for action.

Program Performance

Tracker: Not established in Tracker

PfP Tool: Not forecast in PfP

SFY2021 Program Projected Spend

$0.5 million

Track and Right-of-Way Expansion

Program Purpose & Need

This program repairs or replaces assets within the rail right of way (typically ties, rail, ballast, switches, etc.) to expand existing rail services, including the addition of passenger rail or freight rail. Prioritization of projects in the program will reflect economic opportunities for the new service, consistency with the Statewide Rail Plan, and any contractual or regulatory requirements for action. Program provides initial funding for project development efforts (including planning studies and/or initial pilots) to support future passenger rail service in Western Massachusetts.

Program Performance

Tracker: Not established in Tracker

PfP Tool: Not forecast in PfP

SFY2021 Program Projected Spend

$0.5 million