2026 State Planning and Research Program I

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SPR I Part A

Administration

A.1 / Administration and SPR Coordination

Task Lead: Nathaniel Kerr

Task Purpose:

To supervise and direct planning and research staff and projects to maximize State Planning and Research (SPR) funding. The administrative staff includes the Executive Director, Deputy Executive Director, Director of Project-Oriented Planning, Director of Data and Policy, Director of Geospatial Technology, Manager of Administration, and administrative support staff. The administrative staff oversees all fiscal and administrative activities of the following units:

- Capital Planning
- GIS Services
- MPO Activities
- Environment, Social, & Governance group
- Multimodal Planning
- Public-Private Development
- Research
- Sustainable Transportation
- Transit Planning

Guidance is also provided to the following units of the MassDOT Highway Division that are authorized for SPR reimbursement: Pavement Management, Statewide Traffic Data Collection, Traffic Crash Records and Safety Management, and Survey.

Accomplishments in prior year:

Maintained standard operating procedures for billing, project closeouts and new project/contract awards and funding to ensure proper billing and consistency with project and contract awards/closeouts. Built out new invoice tracking system to better manage and track vendor payments.

Proposed activities for next year:

SPR I and II administration, including required reporting, amendments, and scope approvals by FHWA. Submit SPR I and II deliverables to FHWA. Continue onboarding several OTP staff to fill vacancies. Internal working group to continue coordination with FHWA on billing, project closeouts and new contracts/awards consistent with SOP.

Anticipated products:

All activities, tasks, and deliverables identified for completion within FFY 2026.

Finalization of project closeout documentation and Standard Operating Procedure(s) addressing billing and contract closeouts and new contract/project awards.

Build-out of new online platform to better manage SPR reporting.

Enhancement of administrative guidance on contracting, invoicing, budget tracking.

Estimated task completion: 09-30-2026

Estimated task budget: $1,609,355.21

Estimated staff salaries and benefits: $1,204,651.31

MassDOT Staff Assignments

MassDOT staff members	% Time to task
Liz Williams	100.0
Nathaniel Kerr	100.0
David Mohler	100.0
Susan Reppucci	100.0
Stephen Woelfel	100.0
Brenda Kaushal	100.0
Gina Jordan	100.0
Janine Hynds	100.0
Kevin Lopes	50.0
Bob Frey	50.0
Derek Krevat	20.0
Jules Williams	20.0
Ethan Britland	20.0
Lionel Lucien	20.0
Charles Major	20.0
Derek Shooster	20.0
Michelle Scott	20.0
Jonathan Church	20.0
Nicole Bilbo	20.0
Hao Yin	20.0

Other costs: $439,703.90

Other cost notes:

1. American Association of State Highway and Transportation Officials (AASHTO) Annual Membership: $48,000.00

2. Miscellaneous administrative expenses (incl. $650 for Online trainings for Sustainable Transportation team): $10,000.00

3. Northeast Association of State Transportation Officials (NASTO): $2,000.00

4. Newspaper ads for public meetings/announcements: $8,000.00

5. The Eastern Transportation Coalition: $92,000.00 6. Translation Services: $15,000

7. Travel: $26,000.00

8. AASHTO Census Transportation Solutions TSP (100% Federal): $63,000.00

9. Reserve for FFY26 SPR needs: $175,703.90

Capital Planning

A.2 / Capital Planning Development and Coordination

Task Lead: Michelle Scott

Task Purpose:

This task is necessary for the development of the annual Capital Investment Plan (CIP) for MassDOT, along with the implementation of related process improvements. Work under this task will involve the production of the state fiscal year (SFY) 2027–2031 MassDOT CIP, a fiscally constrained document that will include MassDOT's capital investments across all Divisions as well as investments for MassDOT's Enterprise Services and the state-funded portion of the MBTA CIP. In building this plan, staff will work with each MassDOT Division to identify and prioritize projects for funding over this five-year period. Additionally, staff will gather public input about capital investment priorities following the procedures established in MassDOT's Public Participation Plan. Staff will ensure that the CIP development process is aligned with the development of the State Transportation Improvement Program (STIP) and with the priorities, actions, and recommendations of Beyond Mobility, MassDOT's statewide long-range transportation plan. The SFY 2027–2031 CIP will account for trends and changing demands on our transportation system and the vision of how our transportation system should evolve to meet the needs of our customers and the changing demographics of the Commonwealth. With input and guidance from the Secretary, Administrators, and the Divisions, staff will revisit goals, strategic objectives, available funding, and priorities for the next five years in developing a new capital plan for MassDOT. The SFY 2027–2031 CIP will continue to incorporate process improvements for the planning cycle, such as the following:

- Enhancements to tools used to track project information and planned spending
- Improvements to the public engagement process
- Incorporation of objectives from updated asset management and strategic plans
- Improvements to the CIP equity analysis This task also covers staff presentations to and engagement with the MassDOT Board of Directors and its committees. In addition, it covers coordination with MassDOT’s Capital Budget team, the Commonwealth’s Executive Office for Administration and Finance, and other internal and external stakeholders for CIP-related activities over the course of the year. As part of this task, staff may request consultant support through task A.16 “On Call Contracts” for producing and maintaining the CIP Universe of Projects and producing CIP documents, among other activities.

Accomplishments in prior year:

- Developed and published the SFY 2026–2030 Capital Investment Plan. Provided web-based CIP comment tool and resources to gather public input and worked with staff from metropolitan planning organizations to host virtual public meetings about the draft CIP
- Worked with the Executive Office for Administration and Finance to incorporate MassDOT information into the Administration's SFY 26-30 CIP (inclusive of all state agencies)
- Made presentations to the MassDOT Board of Directors, its committees, external stakeholders, and the public
- Explored the creation of an "eCIP" software application to manage CIP budget, project, and spending data
- Responded to CIP-related information requests from MassDOT and external stakeholders
- Continued to refine the Web-based CIP ESRI StoryMap and used PowerBI to create interactive data visualizations displaying CIP funding sources and spending
- Continued to review, refine, and explore additions to the methodologies used for the CIP equity analysis
- Developed reports for tracking federal competitive grant opportunities for transportation and supported MassDOT coordination related to applications for funds
- Continued to implement improvements to streamline the CIP development process and maintained or updated related documentation

Proposed activities for next year:

- Coordinate the development of the SFY 2027-2031 Capital Investment Plan
- Make presentations to the MassDOT Board of Directors, its committees, external stakeholders, and the public
- Respond to CIP-related information requests
- Continue to implement improvements to streamline and enhance the CIP development process, such as improvements to the equity analysis and tools for managing CIP budget, project, and spending data
- Support other capital planning-related initiatives, as needed

Anticipated products:

- SFY2071-2031 MassDOT Capital Investment Plan
- Responses to requests for information from within MassDOT and from external stakeholders
- Presentations and informational materials for the MassDOT Board of Directors, its committees, external stakeholders, and the public
- Updates to CIP tools and resources
- Updates to CIP documentation

- Updates to CIP-related Web content

Estimated task completion: 09-30-2026

Estimated task budget: $231,918.15

Estimated staff salaries and benefits: $231,918.15

MassDOT Staff Assignments

MassDOT staff members	% Time to task
Andrew Wang	100.0
Stephanie Abundo	100.0
Michelle Scott	80.0

Consultant notes:

Other costs:

Geospatial Technology

A.3 / GIS Coordination

Task Lead: Kevin Lopes

Task Purpose:

To work closely with each MassDOT Division; other state agencies, including MassGIS; municipalities; and regional agencies, including Metropolitan Planning Organizations (MPOs), to continually improve the delivery of GIS data and applications for all customers of the Commonwealth, ensuring better information and project delivery through a variety of systems and technologies. Work under this task will also involve participating in and contributing to the specialized coordination required to integrate OTP's GIS tools and platforms into agency-wide asset management inventories and processes. We will also represent MassDOT at various state, regional and national GIS user groups.

Accomplishments in prior year:

- Continued ongoing GIS coordination through a variety of correspondence and meetings.
- Completed working with Massachusetts Bay Transit Authority (MBTA) on building out the elevator cleaning application and bringing new assets into the tool.
- Completed working with the Rail & Transit Division on connecting with the Grants Plus database.
- Continued working with the MBTA and the Rail & Transit Division to incorporate their projects into MaPIT
- Completed rebuilding the Engage tool for a more intuitive and informative application, related to outreach.

Proposed activities for next year:

All coordination activities performed in FFY 2025 are intended to continue throughout FFY 2026. The level of coordination needed will vary throughout the year, based on particular issues or efforts to support all GIS tasks and projects.

- Continue working with the Highway Division on their VueWorks GIS integration
- Continue working with the Highway Division on replacing the Outdoor Advertising database and deployment of accompanying web applications
- Continue to work with the Rail & Transit Division on connecting with the Grants Plus database.
- Begin working with MBTA and the Rail & Transit Division to bring the Rail Inventory into a Linear Referencing System for track and asset management

- Continuing to work with the Highway ROW Appraisals team on the development and deployment of ROW Appraisals application and collection of accompanying data layers from stakeholders
- Providing direct technical assistance and training opportunities to MA municipalities and MPOs relative to GIS organizational capacity building via the Learning Management System (LMS)
- Engage in planning and support activities for MassDOT and GIS Team conferences and events: MassDOT Innovation Conference, Moving Together, GIS Day, and 2027 AASHTO GIS-T

Anticipated products:

- Various products may be initiated through coordination with MassDOT Divisions, the MBTA, and municipal and regional governments.

Estimated task completion: 09-30-2026

Estimated task budget: $181,029.69

Estimated staff salaries and benefits: $181,029.69

MassDOT Staff Assignments

MassDOT staff members	% Time to task
Jose Simo	100.0
Marthinus J. "MJ" Riekert	100.0

A.4 / GIS Platform Development

Task Lead: Kevin Lopes

Task Purpose:

To support the use of geographic information systems (GIS) for all MassDOT, MBTA, Metropolitan Planning Organization (MPO) and municipal staff. To ensure that there is continuous access to the GeoDOT platform; that users are able to work with all applications; and that GIS technology is kept current and operating efficiently with updated and reliable tools introduced throughout the year.

Accomplishments in prior year:

- Provided a variety of support services to the MassDOT Divisions, the MBTA, and municipalities including providing relevant applications for various agency staff.
- Completed building NearMap capabilities into a widget (Integrated Viewer Widget) that can be deployed across multiple ArcGIS Experience Builder applications
- Completed building out UAS vendor application.
- Completed Esri Credits dashboard to monitor storage and credit usage.
- Continued support for deployment and management for MaPIT, Asset Projector, VueWorks, eGIS Viewer, eSTIP Viewer, eSTIP and SRTS related applications, MBTA Emergency Management
- Continued providing training and support to various business units throughout MassDOT, MBTA and various municipalities.
- Completed asset database integrations with Highway systems for bridges and ancillary structures
- Assisted MassDOT business units on GIS technology projects supported by external vendors by providing resources, training, documentation, and hosting technologies

Proposed activities for next year:

- Continue development of CIP module and reporting.
- Development and maintenance of GeoDOT will continue.
- Using new platforms for enhanced data visualizations and analysis.
- Websites will be created and updated as necessary.
- New applications will continue to be developed and updated throughout the year.
- Existing applications will be updated and improved.
- Continue cloud hosting for our GIS platform.
- Support development activities for municipal assistance pilot program.
- Provide support for oversized truck permitting platform.

- Provide support for ITS management system.
- Support research into use of Geo-AI for asset management and climate resiliency.

Anticipated products:

Various applications, web sites and web maps are expected to be created. Some of these include:

- The MaPIT application will be deployed with new functionality on the Experience Builder platform.
- New CIP application and reports will be completed.
- Add additional functionality to existing IVW widget and build more imagery tools using NearMap.
- Update existing external applications in Experience Builder to meet accessibility requirements.

Estimated task completion: 09-30-2026

Estimated task budget: $4,073,677.68

Estimated staff salaries and benefits: $526,627.68

MassDOT Staff Assignments

MassDOT staff members	% Time to task
Shruti Venkatesh	100.0
TPP III (TBH)	100.0
Timothy Morrissey	100.0
Patrick McCafferty	100.0
Courtney Quirmbach	100.0
Manager VI (TBH)	100.0

Consultant notes:

Other costs: $3,547,050.00

COST VENDOR PRODUCT/SERVICE(s)
$300 Mentimeter Mentimeter
$750 GPN-NE Professional GIS Association
$2,000 Google StreetView
$3,500 Rizing Intersection Manager
$5,500 GeoJobe Admin Tools, BackupMyOrg
$12,000 Konica Minolta HP 4200 plotter
$30,000 Caliper TransCAD

$40,000 Hardware/Software Various
$42,000 VertiGIS VertiGIS Studio
$60,000 Voyager Search tools
$60,000 BlackShark AI Toolset
$70,000 Wrike Wrike
$110,000 Conveyal Conveyal
$125,000 PMG Software eSTIP, eGIS, CIP Maintenance
$125,000 1Spatial 1Integrate, 1Data Gateway, FME
$200,000 ESRI MaPIT Maintenance
$530,000 NearMap Imagery
$535,000 ROK Technologies AWS Cloud Hosting
$1,600,000 ESRI Enterprise Agreement

$3,547,050 TOTAL

A.5 / GIS Services

Task Lead: Kevin Lopes

Task Purpose:

To provide maintenance and support of the GeoDOT Platform. Also, to provide a wide variety of standard and customized maps in support of MassDOT's operations for customers, maintain annual reports and catalogs, as well as provide post-production support and miscellaneous graphic design.

Accomplishments in prior year:

The GIS Services Team continued to maintain the platform and user accounts of the GeoDOT platform as well as provide a wide variety of standard and customized maps for many internal and external customers on an ongoing basis.

- GeoDOT user accounts were created and maintained
- Staff responded to over 483 map and data requests.
- Map and data catalogs were maintained and updated on schedule.
- Miscellaneous graphics support tasks performed frequently including the GeoDOT Local Hub Site.

Proposed activities for next year:

- Revamp and update existing Map Catalog and incorporate catalog into StoryMaps.
- Create automated workflows to develop and administer GeoDOT accounts
- Support creating graphics and digital products for 2025 GIS Day
- Continue to maintain and expand the GeoDOT platform including additional content, new Hub sites to comply with accessibility requirements. and additional named user accounts.
- All standard and recurring mapping and data provision activities performed in 2025 are intended to continue throughout 2026, as well as responding to specialized map and data requests as needed.
- Continue to improve the MassDOT map library and increase access to MassDOT data resources and improve provision of transportation information to a larger audience.
- Continue to build and maintain the Mass.gov website for all Planning sections and projects.

Anticipated products:

- GIS Maps.
- Map Catalog.
- Miscellaneous graphic products and reports.

- Mobility hub within GeoDOT for regional and micro-mobility resources

Estimated task completion: 09-30-2026

Estimated task budget: $203,366.92

Estimated staff salaries and benefits: $203,366.92

MassDOT Staff Assignments

MassDOT staff members	% Time to task
Michael McGill	100.0
Argenis Cordones Sosa	100.0

Consultant notes:

Other costs:

A.6 / Highway Performance Monitoring System (HPMS)

Task Lead: Charles Major

Task Purpose:

To update and maintain the Highway Performance Monitoring System (HPMS) data files in order to comply with Federal Highway Administration (FHWA) reporting requirements for the National Highway System (NHS) including Surface Transportation Block Grant Program (STBG) route mileage, system condition and performance, vehicle-miles of travel, highway functional classification, and administrative jurisdiction.

Accomplishments in prior year:

Submitted the Certified Public Road Mileage of 2023 to FHWA on March 31, 2025, with an updated letter from Governor Maura Healey authorizing the Secretary of Transportation to approve public roadway mileage.

- The 2024 Interstate submittal was uploaded to the FHWA web site on April 7, 2025.
- The 2024 HPMS full submittal was uploaded to the FHWA web site on June 6, 2025.

Proposed activities for next year:

All activities performed in FFY 2025 are intended to continue throughout FFY 2026, with any additional FHWA requirements added to the process as needed.

- Continue participating in the AEGIST Pooled Fund Study
- Expect to submit the Interstate HPMS submittal by April 15th.
- Expect to submit the complete HPMS submittal by June 15th.

Anticipated products:

- 2025 Certification of Public Road Mileage - June 1, 2026
- 2025 HPMS Interstate Submittal - April 15, 2026.
- 2025 HPMS Full Submittal - June 15, 2026.

Estimated task completion: 09-30-2026

Estimated task budget: $105,627.59

Estimated staff salaries and benefits: $105,627.59

MassDOT Staff Assignments

MassDOT staff members	% Time to task
David DiNocco	100.0

Consultant notes:

Other costs:

A.7 / Inventory Data Management

Task Lead: Charles Major

Task Purpose:

To provide MassDOT Divisions, the MBTA, other state agencies, municipalities and our public customers with comprehensive data and database management, as well as, to ensure that all users can access needed data efficiently. We will also provide data and spatial analysis where needed.

Accomplishments in prior year:

Performed data management tasks and projects supporting MassDOT Divisions, including many spatial databases.

- Completed several analysis projects including the CIP Equity Analysis.
- Developed new data products including the Traffic Inventory and Pavement Inventory.
- Performed a major upgrade to the Roads and Highways database schema to allow the use of attribute rules.
- Added several new event layers to the Roads and Highways database including Interchanges and REJ+.
- Refined and improved the data provided in the Road Inventory.
- Improved scripting for managing the network including all overnight data management processes.
- Developed Asset data management scheme to better manage Highway asset data.
- Provided technical consulting for various MassDOT business units to help support data development.
- Initialized machine learning and Artificial Intelligence technology to classify road inventory attributes more efficiently.
- Created a prototype routable Road Inventory.

Proposed activities for next year:

Data management tasks and projects performed in FFY 2024 are intended to continue throughout FFY 2025.

- Incorporate MIRE Data Elements into the data model including interchange type and several others.
- Update several events including street operation, number of lanes and speed regulations.
- Improve the routing capabilities within the prototype Road Inventory routable network.

- Increase new data development tasks to enhance our data portfolio.
- Develop and implement data quality control standards.
- Continue to finalize and build out a system-wide rail network inventory.
- Expand the use of automated quality assurance tools.
- Continue to expand our workflows around classification and other ML/AI techniques to more efficiently collect and update data.

Anticipated products:

New data products and analysis will be completed this year, including: a better and more robust Routable Road Inventory; a complete Rail Inventory; an expansion of the Bicycle and Pedestrian Networks to include new attributions and more complete records.

Estimated task completion: 09-30-2026

Estimated task budget: $487,014.59

Estimated staff salaries and benefits: $487,014.59

MassDOT Staff Assignments

MassDOT staff members	% Time to task
Charles Major	100.0
Sudip Paudel	100.0
Florence Person	100.0
Charlotte Mays	100.0
David Henriques	100.0
Nikhitha Yelukati	100.0

Consultant notes:

Other costs:

A.10 / Travel Forecasting, Data Collection and Transportation System Performance

Task Lead: Bob Frey

Task Purpose:

To measure and forecast statewide travel and system performance to meet state and federal planning requirements and provide decision-makers with information to help guide current and future transportation policies and investments. This task has two major components: *Travel Data Analyses*: Daily and historical travel data are collected and analyzed to measure and monitor performance, conditions, changes and trends in travel patterns, mode use, person movement, behavior and preferences, and *Socioeconomic Projections*: Changes in population, employment, housing, land use, and development patterns and trends are examined and projected for their effects on the transportation landscape. Periodic full-scale updates are performed to help inform development of regional and state transportation plans. Both of these components are recurring, ongoing activities that provide help with the latest planning assumptions by incorporating updated data collection methods, surveys, and projections.

Accomplishments in prior year:

- Continued current four-year MassDOT-wide contract providing historical and real-time traffic data through the Eastern Transportation Coalition's Transportation Data Marketplace (TDM). The contractor is the University of Maryland's agent for the Coalition, CATT Lab, which provides automated data sharing and analyses through the Regional Integrated Transportation Information System (RITIS) platform. Combined with INRIX travel data and other products, RITIS enables MassDOT, its affiliate agencies including regional planning agencies (RPA), and project consultants/contractors to measure and monitor performance, communicate information, and support numerous planning, operations, and research activities.
- Continued the Massachusetts Travel Study (MTS) through a consultant contract (non-SPR funded). The MTS has surveyed a representative sample of households across Massachusetts to support updates to the statewide travel demand model. Proposed subsequent waves of the survey will focus on specific regions of the Commonwealth.
- Continued follow-up and coordination work for socioeconomic projections (The latest projections round was completed in summer 2023, working with a committee of stakeholders, the UMass Donahue Institute and Metropolitan Area Planning Council. Decennial population, household, and employment projections down to the municipal level were developed out to the year 2050, consistent with primary land-use scenarios incorporating anticipated development

to help inform future long range transportation planning efforts on the regional and state levels).
- Performed various activities related to the statewide travel demand model including data requests and coordination of updates.
- Participated in various RITIS user groups, working groups and committees and provided assistance to RITIS product enhancements.
- Procured additional "big data" products and platforms through the ETC's Transportation Data Marketplace (including Replica).

Proposed activities for next year:

- Continue analyses of real-time and historical travel data through the Transportation Data Marketplace (TDM), including measuring and monitoring system performance and supporting planning, operations, and research activities.
- Develop and procure a new four-year MassDOT-wide contract providing historical and real-time traffic data through the Eastern Transportation Coalition's TDM (non SPR-funded).
- Continue staff work and coordination of the Massachusetts Travel Study through the (non-SPR funded) consultant contract.
- Working with the RPAs and other stakeholders, begin a round of updates to the socioeconomic projections last completed in 2023.
- Continue data work and coordination of activities related to the statewide travel demand model.
- Continue funding participation in and review of expanded RITIS products for State DOTs (a pooled fund effort coordinated through The Eastern Transportation Coalition).

Anticipated products:

- Travel patterns, travel time and movement, mobility data and performance reports (including detailed analysis components in transportation studies).
- Follow up activities and miscellaneous additional updates and documentation to latest population, household, and employment projections.
- Data provision to internal and external customers and coordination of travel demand modeling activities.
- Miscellaneous reports and analyses.
- Expanded and improved RITIS reports and applications for travel data analyses.

Estimated task completion: 09-30-2026

Estimated task budget: $72,797.27 *Estimated*

staff salaries and benefits: $72,797.27

MassDOT Staff Assignments

MassDOT staff members	% Time to task
Bob Frey	50.0

Consultant costs:

Subtask / contract #	Total cost:	Pre-FFY 2026:	FFY 2026:	Post-FFY 2026:	Consultant/Contractor Name:	Contract End Date:
Travel Data Analyses / 118037	$8,699,474.15	$2,147,120.00	$0.00	$0.00	UMD CATT Lab	05-31-2026
Massachusetts Household Travel Survey / 123603	$3,900,000.00	$0.00	$0.00	$0.00	RSG	06-30-26

Consultant notes: Note: FFY26 costs of A.10 Subtasks "Travel Data Analyses" and "Massachusetts Household Travel Survey" will be funded using non-SPR funds. FFY26 costs for this contract are approximately $2.7 million.

Other costs:

Environment, Social & Governance

A.8 / Climate Project Management Office

Task Lead: Nicole Bilbo

Task Purpose:

To oversee the establishment of the Climate PMO and its ongoing work.

Accomplishments in prior year:

- Kick-off of the project, including establishing recommendations to be tracked and stakeholders
- Initial data collection with the stakeholders

Proposed activities for next year:

Production of a baseline inventory and gap assessment report and creation of a reporting dashboard or report.

Anticipated products:

- Baseline Inventory and Gap Assessment report
- Final reporting dashboard or report.

Estimated task completion: 11-30-2026

Estimated task budget: $106,579.92

Estimated staff salaries and benefits: $106,579.92

MassDOT Staff Assignments

MassDOT staff members	% Time to task
Tiandra Ray	50.0
Jonah Williams	50.0
Nicole Bilbo	40.0

Consultant notes:

Other costs:

A.9 / Destination Accessibility

Task Lead: Nicole Bilbo

Task Purpose:

To build out MassDOT's portfolio of projects and processes that respond to needs of populations that are overburdened and underserved by transportation networks and services, including identifying specific transportation needs and challenges of various populations and promoting projects that reconcile and mitigate them.

Accomplishments in prior year:

- Finishing and releasing the People and Transportation study
- Finishing and releasing the District Community Initiative (DCI), Districts 1 and 2
- Researching and composing the first issue brief on transportation vulnerabilities (which concerns people with disabilities)
- Project development related to this task purpose

Proposed activities for next year:

The second phase of the District Community Initiative in Highway District 3; producing and publishing of more issue briefs focused on transportation issues for vulnerable communities in the state; and maintaining existing/developing new tools and resources on transportation security, land use, and destination accessibility, such as the Service Coverage Planning tool, Accessibility Observatory dashboard, and the Transit-Oriented Development dashboard.

Anticipated products:

- DCI District 3 data collection and report development
- Next iteration of issue brief on vulnerable community/challenges (TBD)
- Ongoing integration of various data and platforms into existing OTP studies, such as Conveyal
- Maintaining existing and introducing new data, dashboards, research, reports, and analysis related to transportation vulnerability and insecurity, land use, and/or destination accessibility
    - Current data layers and dashboards include
        - Service Coverage Tool
        - Access to Jobs dashboard
        - Transportation – land use layer
        - Transportation – REJ+ layer
        - Critical destinations authoritative layer

- Anticipated data layers and dashboards include
  - Transportation Atlas
  - Contextual information in support of the Community Voices project (Highway Division)

Estimated task completion: 09-30-2026

Estimated task budget: $106,579.92

Estimated staff salaries and benefits: $106,579.92

MassDOT Staff Assignments

MassDOT staff members	% Time to task
Tiandra Ray	50.0
Jonah Williams	50.0
Nicole Bilbo	40.0

Consultant notes:

Other costs:

MPO Activities

A.11 / Implementation of Federal Programs and Regulations

Task Lead: Derek Shooster

Task Purpose:

Activities under this task will include the administration of the following discrete federal programs: Congestion Mitigation Air Quality Improvement Program (CMAQ), Federal Lands Access Program (FLAP), Scenic Byways, and Title VI strategies and compliance. This task will also include the administration of the Safe Routes to School (SRTS) education and infrastructure programs.

Accomplishments in prior year:

- CMAQ was administered successfully with two consultation committee meetings held and a full program of projects was identified for the State Transportation Improvement Program (STIP).
- The annual CMAQ report was completed and sent to FHWA to detail CMAQ obligations from FFY 2023.
- CMAQ analysis spreadsheets that incorporated new emissions factors from the MOVES Model were developed and distributed to regional partners for their use at CMAQ Consultation Committee meetings.
- The MPO Activities section coordinated with MassDOT's Office of Diversity and Civil Rights (ODCR) to distribute Title VI report guidance and Title VI reports were received and reviewed by MPO Activities and ODCR staff.
- Federal Lands Access Program (FLAP) was administered successfully with the obligation of federal funds for previously identified projects. Project details for projects awarded in FFY 2023 were coordinated and implemented.
- The SRTS infrastructure program project solicitation was implemented, and six additional projects were awarded for programming in the 2025-2029 STIP. A process for a new project solicitation in FFY 2025 has been developed.
- MPO Activities staff continued to support regional partners' efforts to pursue funding through the federal Scenic Byways Program.
- Previously de-obligated Ferry Boat Program (FBP) funding was programmed for use in both the Boston Region and Southeastern Massachusetts Region for ferry boat projects.

Proposed activities for next year:

- Distribute CMAQ analysis spreadsheets to each metropolitan planning organization (MPO) for use in determining proposed CMAQ-funded projects' emissions reductions.
- Hold CMAQ Consultation Committee meetings.

- Compile notes from the CMAQ Consultation Committee meeting(s) and record new CMAQ-eligible projects.
- Complete annual CMAQ report submission to FHWA through the User Profile and Access Control System (UPACS).
- Work with the Eastern Federal Lands Highway Division (EFLHD) to coordinate activities related to FLAP project solicitation and selection.
- Work with the Office of Diversity and Civil Rights (ODCR) on any revisions to the Title VI reports from the MPOs.
- Work on activities related to MassDOT's Virtual Public Involvement (VPI) initiatives.
- In support of the Highway Statistics 500-series reporting requirements, distribute a survey to all Massachusetts municipalities in order to obtain the information necessary to complete the Local Highway Finance Form (Form 536). Continue work to address discrepancies in MassDOT's Highway Statistics 500-series reporting.
- Continue to work with AECOM to support the administration of MassDOT's SRTS Program.
- Continue to implement the SRTS educational program focused on growing the number of participating schools, especially in underserved communities (staff and consultant).
- Continue to improve the SRTS infrastructure program and undertake a new project solicitation to fill the current FFY 2029 placeholder in the STIP.
- Host and/or lead SRTS pedestrian and bicycle events (e.g., walk/bike to school, safety trainings, etc.).
- Support the Highway Division in the design and construction of SRTS infrastructure projects that have been initiated and approved through the Division's Project Review Committee (PRC).
- Provide grant application assistance and coordination for any new Scenic Byway funding that becomes available.
- Coordinate all Ferry Boat Program (FBP) activities.

Anticipated products:

- The determination of CMAQ-eligible projects.
- The programming of new SRTS infrastructure projects.
- SRTS education and infrastructure program implementation.
- MPO Title VI Reports.
- Programming of awarded FLAP projects in coordination with the Eastern Federal Lands Highway Division (EFLHD).

Estimated task completion: 09-30-2026

Estimated task budget: $77,088.28

Estimated staff salaries and benefits: $77,088.28

MassDOT Staff Assignments

MassDOT staff members	% Time to task
Miranda Briseno	100.0

Consultant notes:

Other costs:

A.12 / Metropolitan Planning Support and Oversight

Task Lead: Derek Shooster

Task Purpose:

Activities under this task include liaisons assisting in the development and oversight of MPO 3C certification documents such as Regional Transportation Plans (RTPs), Transportation Improvement Programs (TIPs), and Unified Planning Work Programs (UPWPs), and coordination and oversight of MPO planning deliverables through their respective UPWPs. Additionally, MPO liaisons will assist regional partners with target setting activities for required federal performance measures. MPO Activities staff will also assist with planning and corridor studies as needed.

Accomplishments in prior year:

- All thirteen regions within the Commonwealth drafted and endorsed UPWPs, TIPs, and RTPs that were submitted to federal partners for approval.
- Multiple amendments to TIPs and UPWPs were drafted and endorsed across all the MPOs, requiring oversight and administration by the MPO Activities Group.
- All thirteen regions adopted statewide safety performance measures (PM1), as required by the Federal Highway Administration (FHWA) for Calendar Year (CY) 2024.
- The MPO Activities group facilitated the development of contracts providing matching funds for the planning regions receiving Safe Streets and Roads for All (SS4A) planning grants. Additional federal grants received by communities were placed onto UPWPs and TIPs as necessary.
- MPO liaisons coordinated with MPOs that have implemented discretionary TIP funding programs (e.g. CTPS's Community Connections Program and CMRPC's microprojects program) to ensure projects funded through these programs were implemented properly. Other creative ideas for the use of TIP funding were coordinated with applicable regions.
- Various memoranda of understanding (MOUs) were developed and endorsed by applicable stakeholders.
- Managed contracts for regional programs and projects.
- Participated in federal certification reviews.

Proposed activities for next year:

- All thirteen regions within the Commonwealth will draft and endorse 3C documents, including TIPs and UPWPs.

- The MPO Activities group will coordinate the setting of Federal Highway Administration (FHWA) performance targets for Calendar Year (CY) 2025 safety measures (PM1) and will review any relevant federal reporting associated with the PM2 and PM3 measure areas.
- MPO liaisons will work with their respective MPO partners to ensure the development of 3C documents according to schedule.
- MPO liaisons will also work with their respective MPO staffs to continue the delivery of planning activities programmed within UPWPs and look towards ways of improving the utility and quality of MPO staff-produced planning products.
- Work will continue on ensuring that all matching funds for SS4A planning grants are administered properly and that all necessary contracts for projects under discretionary TIP programs are developed.
- Participation in federal certification review processes as needed.
- Participation in regional and state planning studies and working groups as needed.
- Manage contracts and invoicing for regional programs and projects when necessary.

Anticipated products:

Most activities are ongoing throughout the year; TIPs and UPWPs will be developed by summer 2025 with approval by reviewing partners before the start of FFY 2026.

Estimated task completion: 09-30-2026

Estimated task budget: $150,078.82

Estimated staff salaries and benefits: $150,078.82

MassDOT Staff Assignments

MassDOT staff members	% Time to task
TPP III (TBH)	100.0
TPP III (TBH)	100.0

Consultant notes:

Other costs:

A.14 / State Transportation Improvement Program Coordination and Capital Planning Support

Task Lead: Derek Shooster

Task Purpose:

Work under this task involves supporting the development of the annual Capital Investment Plan (CIP) update (see Task A.2 "Capital Planning Development and Coordination," for more details) and leading the development of the Federal Fiscal Year (FFY) 2026 - 2030 State Transportation Improvement Program (STIP) update. Work also includes the oversight and internal/external coordination of an electronic STIP (eSTIP) application. The STIP is a financially constrained document that contains a listing of all federally funded transportation projects in the Commonwealth of Massachusetts. It is a combined effort among MassDOT, Metropolitan Planning Organizations (MPOs), Regional Transit Authorities, and a number of state agencies that work to design and build highways and transit projects.

Accomplishments in prior year:

- Coordinated the maintenance of the FFY 2024-2028 STIP.
- Produced the FFY 2025-2029 STIP accounting for apportionments and programs under the Bipartisan Infrastructure Law (BIL).
- Supported the production of the SFY 2025-2029 CIP Update.
- Continued to implement the electronic STIP (eSTIP) application.
- Assisted with the coordination and programming of special federal-aid sources.
- Continued efforts to integrate FHWA's FMIS System into eSTIP to better track actual obligations.

Proposed activities for next year:

- Support the State Fiscal Year (SFY) 2026-2030 CIP and associated mapping, analysis, and public engagement activities.
- Lead the development of the FFY 2026-2030 STIP and incorporate any new information and guidance materials coming from the BIL.
- Coordinate the maintenance of the FFY 2025-2029 STIP.
- Develop and coordinate responses to any federal planning findings on the STIP on a quarterly basis.
- Assist with the coordination and programming of special federal-aid sources.
- Continue incorporating transit projects into eSTIP.

- Serve as the project champion for the second phase of the research project, "Measuring Accessibility to Improve Public Health" (see SPR II for more details) and assist with other CIP process improvements.

Anticipated products:

- FFY 2026-2030 STIP.
- eSTIP application process improvements.
- SFY 2026-2030 CIP Assistance.

Estimated task completion: 09-30-2026

Estimated task budget: $153,782.29

Estimated staff salaries and benefits: $153,782.29

MassDOT Staff Assignments

MassDOT staff members	% Time to task
TPP III (TBH)	100.0
Derek Shooster	80.0

Consultant notes:

Other costs:

Municipal Planning and Support

A.15/ Municipal Planning and Support

Task Lead: Derek Krevat

Task Purpose:

MassDOT's Municipal Planning and Support Team's purpose is to assist municipalities in accessing federal and state transportation funding by supporting communities - particularly rural communities and Gateway Cities - in developing projects, compiling competitive grant applications, and advancing priority infrastructure projects. The team provides technical, strategic, and coordination support for early-stage planning and design activities and also provides post-award implementation support.

Much of the team's work is structured around MassDOT's Local Early Actionable Planning (LEAP) Program, which provides consultant support to communities that need it in order to advance planning and early-stage design assistance to cities and towns across Massachusetts in order to jumpstart infrastructure projects. This assistance is intended to make communities more competitive for long-term project funding either through formula or discretionary sources at both the federal and state levels.

Accomplishments in prior year:

- Successfully launched the Local Early Actionable Planning (LEAP) program and began processing requests to assist municipalities in advance planning and design work for transportation priority projects.
- Supported municipalities and regional partners in developing over two dozen federal grant applications, including under Safe Streets and Roads for All (SS4A) and the Better Utilizing Investments to Leverage Development (BUILD) Program, and coordinated state match funding and technical assistance.
- Strengthened municipal engagement through statewide outreach, participation in community tours, and ongoing collaboration with Regional Planning Agencies and the Federal Funds & Infrastructure Office.
- Led or contributed to major application efforts such as the North South Rail Link, Morrissey Boulevard, and the Northern Tier Corridor.
- Provided targeted support to communities with Congressionally Directed Spending and crash-prone corridors, including assistance navigating MassDOT and federal processes.
- Improved internal processes for federal grant tracking and municipal funding agreements to streamline project delivery and support grant success.

Proposed activities for next year:

- Launch full implementation of the LEAP program, incorporating regional planning agency (RPA) feedback and delivering targeted planning and design assistance to municipalities.
- Provide hands-on support to municipalities advancing projects funded under various federal grant programs and Congressionally Directed Spending, ensuring progress toward obligation and implementation.
- Deepen engagement with municipalities (especially small and under-resourced communities) through targeted outreach, follow-ups, and tailored support.
- Support ongoing collaboration with the Federal Funds and Infrastructure Office (FFIO), RPAs, and MassDOT divisions to align local priorities with state and federal funding opportunities.
- Track federal grant outcomes, document lessons learned from past rounds, and conduct debriefs with USDOT to refine future application strategies.

Anticipated products:

- Executed deliverables for planning and design support under the LEAP Program (e.g. alternatives analyses, conceptual design plans, traffic studies, etc.)
- Completed federal grant applications and supporting documentation (e.g., letters of support, match commitments) for federal grant programs.
- Updated municipal grant tracking tools and dashboard in coordination with FFIO.
- Best practice guides for popular federal grant programs to provide municipalities with information related to success stories of other communities in Massachusetts, common challenges, and other information addressing frequently asked questions.
- Guidance materials for municipalities receiving Congressionally Directed Spending to support timely obligation.

Estimated task completion: 09-30-2026

Estimated task budget: $319,856.44

Estimated staff salaries and benefits: $319,856.44

MassDOT Staff Assignments

MassDOT staff members	% Time to task
Leah Pickett	100.0
Noah Harper	100.0
Lily Wallace	100.0
Derek Krevat	80.0

Consultant notes:

Other costs:

Multimodal Planning

A.16 / Bicycle and Pedestrian Planning

Task Lead: Peter Sutton

Task Purpose:

To provide continued support for bicycle and pedestrian planning activities in Massachusetts in order to promote healthy, safe, and accessible non-motorized transportation options. This task will serve to continue implementation and advancement of the recommendations of the Statewide Pedestrian Plan, the Statewide Bicycle Plan, and Beyond Mobility - The Massachusetts 2050 Transportation Plan.

Additional work under this task will involve providing assistance to MassDOT Highway District offices, MPOs, local governments, community-based organizations, and advocacy efforts in order to encourage, educate, plan, and design pedestrian and bicycle facilities.

Accomplishments in prior year:

- Organized and participated in Moving Together 2024.
- Organized and attended the Massachusetts Bicycle and Pedestrian Advisory Board Meetings.
- Organized and attended MassTrails Team Meetings.
- Continued implementation of the Bicycle and Pedestrian Plans.
- Completed Next Generation of Bike and Ped Project Prioritization On-Call Assignment

Proposed activities for next year:

- Organize and participate in Moving Together 2025.
- Organize and participate in Bay State Bike Week 2026 (staff).
- Organize and attend the Massachusetts Bicycle and Pedestrian Advisory Board Meetings (staff).
- Organize and attend the MassTrails Team Meetings (staff).
- Continue to oversee and participate in OTP-specific implementation activities of the Statewide Bicycle and Pedestrian Plans (staff).
- Work with Highway Division and other parties to initiate projects from the Next Generation of Bike and Ped Project Prioritization

Anticipated products:

- Moving Together Conference 2025.
- Bay State Bike Week 2026.
- Continued Implementation of Massachusetts Statewide Bicycle and Pedestrian Plans.

Estimated task completion: 09-30-2026

Estimated task budget: $105,627.59

Estimated staff salaries and benefits: $105,627.59

MassDOT Staff Assignments

MassDOT staff members	% Time to task
Peter Sutton	100.0

Consultant notes:

Other costs:

A.17 / Corridor Planning Studies

Task Lead: Ethan Britland

Task Purpose:

To perform, participate in, and manage several types of transportation planning studies, conducted either internally or by other entities, such as regional planning agencies and other MassDOT Divisions. The level of involvement is project-specific and includes activities such as study development and analysis, public participation, coordination, technical assistance, and review. Often, these studies are part of the standard planning, design, and environmental processes required to advance a transportation project forward to implementation.

Accomplishments in prior year:

- Completed the Northern Tier Passenger Rail Study (SPR funded for consultant costs).
- Completed the Kosciuszko Circle/Morrissey and Day Boulevard Study (non-SPR funded for consultant costs).
- Continued the Newton Corner Long-Term Planning Study (non-SPR funded for consultant costs).
- Continued the Tobin Bridge Long-Term Planning Study (non-SPR funded for consultant costs).

Proposed activities for next year:

- Continue to conduct the Newton Corner Long-Term Planning Study. (non-SPR funded for consultant costs).
- Continue to conduct the Tobin Bridge Study Long-Term Planning Study. (non-SPR funded for consultant costs).
- Initiate and conduct the Resiliency Framework for the Metropolitan Highway System study. (non-SPR funded for consultant costs).

Anticipated products:

- Tobin Bridge Study Long-Term Planning Study final report. (non-SPR funded for consultant costs).
- Newton Corner Long-Term Planning Study final report. (non-SPR funded for consultant costs).

Estimated task completion: 09-30-2026

Estimated task budget: $329,384.93

Estimated staff salaries and benefits: $329,384.93

MassDOT Staff Assignments

MassDOT staff members	% Time to task
Patrick Snyder	100.0
Rachel Kelly	100.0
Ethan Britland	80.0
Makaela Niles	60.0

Consultant costs:

Subtask / contract #	Total cost:	Pre-FFY 2026:	FFY 2026:	Post-FFY 2026:	Consultant/Contractor Name:	Contract End Date:
Newton Corner Long-Term Planning Study (non-SPR funded for consultant costs) / 123604	$1,055,005.00	$0.00	$0.00	$0.00	Vanasse Hangen Brustlin Inc.	12-31-2025
Maurice J. Tobin Bridge Long-Term Strategic Planning Study (non-SPR funded for consultant costs) / 125961	$2,453,956.00	$0.00	$0.00	$0.00	Vanasse Hangen Brustlin Inc.	06-30-2026
Resiliency Framework for the Metropolitan	$1,250,000.00	$0.00	$0.00	$0.00	TBD	None

Highway System (non-SPR funded for consultant costs) / TBD

Consultant notes: Tobin Bridge study funded with Tobin Toll Revenue funding (non-SPR funded) Newton Corner funded with NFA (non-SPR funded) Resiliency Framework for the Metropolitan Highway System (non-SPR funded)

Other costs:

A.18 / CTPS Annual On-Call Planning Assistance

Task Lead: Bob Frey

Task Purpose:

To expeditiously provide recurring technical and miscellaneous staff support for travel modeling, data management, planning studies and other related tasks. Tasks assigned to the Central Transportation Planning Staff are intended to support OTP's function as a shared/enterprise service for MassDOT.

Accomplishments in prior year:

Ongoing and recurring tasks including Road Inventory support, travel model assistance, and miscellaneous study support.

Proposed activities for next year:

Ongoing and recurring tasks including Road Inventory support, travel model assistance, and miscellaneous study support.

Anticipated products:

Road Inventory support and maintenance.

Statewide Household Travel Survey support. Statewide Travel Demand Model assistance, applications, and data. Miscellaneous studies and related assistance.

Estimated task completion: 09-30-2026

Estimated task budget: $425,000.00

Estimated staff salaries and benefits: $0.00

Consultant costs: $425,000.00

Subtask / contract #	Total cost:	Pre-FFY 2026:	FFY 2026:	Post-FFY 2026:	Consultant/Contractor Name:	Contract End Date:
Statewide Planning Assistance (CTPS) / 131975	$425,000.00	$0.00	$425,000.00	$0.00	CTPS	09-30-2026

Consultant notes:

Other costs:

A.19 / Freight Planning

Task Lead: Makaela Niles

Task Purpose:

To continue to implement immediate infrastructure and policy strategies recommended in the approved Massachusetts Freight Plan. Other annual activities include 1) monitoring and responding as needed to multimodal freight trends, funding opportunities, legislation and rulemaking, and 2) participation in regional and national freight coordination efforts.

Accomplishments in prior year:

- Continued to explore implementation strategies from the approved Massachusetts Freight Plan as applicable.
- Monitored freight trends.
- Monitored Notices of Funding Opportunities, legislation, and rulemaking.
- Participated in regional and national freight coordination efforts, including coordination with the Freight Advisory Committee.
- Supported the MassDOT Rail and Transit Division's freight planning activities.

Proposed activities for next year:

- Continue to explore implementation strategies from the approved Massachusetts Freight Plan as applicable.
- Initiate the process and conduct a new Massachusetts Freight Plan
- Continue to monitor freight trends.
- Continue to participate in the Freight Operations Group
- Continue to monitor Notices of Funding Opportunities, legislation, and rulemaking.
- Continue to participate in regional and national freight coordination efforts, including coordination with the Freight Advisory Committee.
- Support the freight planning activities of MassDOT Divisions as needed.

Anticipated products:

- Updated Massachusetts Freight Plan

Estimated task completion: 09-30-2026

Estimated task budget: $227,337.67

Estimated staff salaries and benefits: $27,337.67

MassDOT Staff Assignments

MassDOT staff members	% Time to task
Makaela Niles	30.0

Consultant costs: $200,000.00

Subtask / contract #	Total cost:	Pre-FFY 2026:	FFY 2026:	Post-FFY 2026:	Consultant/Contractor Name:	Consultant NTP:	Contract End Date:
2025 Freight Plan Update / None	$500,000.00	$0.00	$200,000.00	$300,000.00	TBD	None	None

A.20 / On-Call Contracts

Task Lead: Makaela Niles

Task Purpose:

To procure and employ Five (5) consultant contracts for on-call services in order to expeditiously initiate and conduct planning-level assignments. The time frames of these assignments vary, ranging from short-term assignments, such as technical analysis of transportation data, to medium-term efforts, such as conceptual studies that may include a technical component along with coordination and interaction with other state agencies, advisory groups, stakeholders, and/or members of the public. These assignments are intended to support OTP's function as a shared/enterprise service for MassDOT, and also provide opportunities to examine and implement state of the art practices as part of our statewide transportation planning process.

Accomplishments in prior year:

- Completed all assignments and closed out all 5 (five) consultant on-call services contracts

Proposed activities for next year:

- Scope and procure 5 (five) new on-call services contracts
- Scope and initiate new on-call contract assignments

Anticipated products:

- TBD

Estimated task completion: 09-30-2026

Estimated task budget: $909,112.56

Estimated staff salaries and benefits: $9,112.56

MassDOT Staff Assignments

MassDOT staff members	% Time to task
Makaela Niles	10.0

Consultant costs: $900,000.00

Subtask / contract #	Total cost:	Pre-FFY 2026:	FFY 2026:	Post-FFY 2026:	Consultant/Contractor Name:	Contract End Date:
Contract #1 - TBD / TBD	$500,000.00	$0.00	$166,667.00	$333,333.00	TBD	09-30-2028
Contract #2 - TBD / TBD	$500,000.00	$0.00	$166,667.00	$333,333.00	TBD	09-30-2028
Contract #3 - TBD / TBD	$500,000.00	$0.00	$166,667.00	$333,333.00	TBD	09-30-2028
Contract #4 - TBD / TBD	$500,000.00	$0.00	$166,667.00	$333,333.00	TBD	09-30-2028
Contract #5 - TBD / TBD	$500,000.00	$0.00	$166,667.00	$333,333.00	TBD	09-30-2028

Public Private Development Unit

A.21 / Development Review, Coordination, Mitigation, Monitoring and Access Management

Task Lead: Lionel Lucien

Task Purpose:

1. To consult with and provide technical guidance to developers and project stakeholders on transportation policies, planning, and design issues during the development of private projects.

2. To provide reviews and evaluations of the anticipated transportation impacts of projects under the Massachusetts Environmental Policy Act (MEPA) and as part of the approval process for access permits issued by MassDOT.

3. To participate in activities to expedite the permitting process including review of 43D and Priority Development Site designations.

4. To secure appropriate multimodal mitigation benefits consistent with MassDOT policies and ensure that developers implement and follow up on their mitigation commitments, including issuance of Section 61 Findings, and monitoring of development reporting through the MassDOT/EEA Transportation Impact Assessment Guidelines.

5. To implement access management through review of canvasses related to the purchase, lease, or disposition of MassDOT-owned property or railroad right-of-way (ROW).

Accomplishments in prior year:

- Conducted meetings to provide technical support to developers and their consultants as part of their Massachusetts Environmental Policy Act (MEPA) submissions and review processes.
- Provided technical review and support on transportation issues for the environmental permitting of MassDOT/MBTA air rights projects.
- Worked with MassDOT's Office of Real Estate and Asset Development (OREAD) and potential developers to provide assistance and guidance on development proposals.
- Provided technical support on permitting and economic development issues to cities and towns that have adopted 43D Expedited Permitting.
- Reviewed transportation-related grant applications for the Massachusetts Gaming Commission's grant mitigation program.
- Issued Section 61 Findings for projects previously reviewed.
- Provided support to developers in designing and implementing transportation demand management (TDM) programs.

- Monitored recently built projects that received a Section 61 Finding from MassDOT using the Transportation Impact Assessment Monitoring Report (TIAMR) tool.
- Reviewed ROW canvasses.
- Implemented, in collaboration with Massport and the MBTA, a list of capital improvement projects to keep the Anderson Regional Transportation Center in a state of good repair.

Proposed activities for next year:

All review, coordination, mitigation, monitoring and access management activities performed in FFY 2025 (and listed in the accomplishments section) are intended to continue throughout FFY 2026, plus:

- Collect developers' commitments to mitigation funds and monitor implementation of targeted study/improvements.
- Update the 2014 Transportation Impact Assessment Guidelines for consistency with MassDOT policies and regulations.
- Continue working with the MBTA on developing a better methodology to identify impacts to the transit system and make more realistic and implementable mitigation.

Anticipated products:

- Internal staff coordination with MassDOT Divisions and the MBTA.
- External staff coordination with Massport, HED, DCR and other agencies.
- Approved research proposal and contracts for the Update of MassDOT/EEA Transportation Impact Assessment Guidelines.

Estimated task completion: 09-30-2026

Estimated task budget: $217,636.62

Estimated staff salaries and benefits: $167,636.62

MassDOT Staff Assignments

MassDOT staff members	% Time to task
William Simon	100.0
Lionel Lucien	80.0

Consultant costs: $50,000.00

Subtask / contract #	Total cost:	Pre-FFY 2026:	FFY 2026:	Post-FFY 2026:	Consultant/Contractor Name:	Consultant NTP:	Contract End Date:
MassDOT/EEA Transportation Impact Assessment Guidelines Revision / None	$150,000.00	$0.00	$50,000.00	$100,000.00	TBD	None	None

:

Sustainable Transportation

A.26 / Climate Adaptation Vulnerability Assessment

Task Lead: Jules Williams

Task Purpose:

To identify a prioritized set of high-risk climate hazards and associated high-risk transportation assets throughout the state using a rigorous methodology that integrates GIS tools, climate projections, and hydrologic and hydraulic models. In a second phase, the project will provide recommendations about how project results could be integrated into planning, asset management, operations, and maintenance activities. This task also includes coordination with adaptation initiatives by MassDOT Divisions, other state agencies, and Metropolitan Planning Organizations (MPOs). This task supports compliance with Executive Order 569, which requires state agencies to assess vulnerability to climate change and extreme weather events and identify adaptation options for assets. This work has been identified as one of the inputs to MassDOT's Resiliency Improvement Plan in the latest State Hazard Mitigation Plan.

Accomplishments in prior year:

- WRF Hydro model runs initiated for developing floodplains in the third hydrological domain
- Final flood plain and erosion maps generated for first hydrological domain
- Final asset exposure and do-nothing costs developed for all in scope assets in first hydrological domain
- Summary results presented to each MassDOT division
- Resiliency solutions cross walk developed and case study developed for selected asset in first hydrological domain

Proposed activities for next year:

Continuing the development of floodplains, maps of erosive levels of concern, asset exposure and applying risk analysis.

Anticipated products:

- Floodplain maps of flooding depth and extent
- Maps of erosive potential
- Exposure identified for multimodal transportation assets
- Risk quantified for multimodal transportation assets

Estimated task completion: 09-30-2026

Estimated task budget: $49,905.89

Estimated staff salaries and benefits: $49,905.89

MassDOT Staff Assignments

MassDOT staff members	% Time to task
Jules Williams	40.0

Consultant costs:

Subtask / contract #	Total cost:	Pre-FFY 2026:	FFY 2026:	Post-FFY 2026:	Consultant/Contractor Name:	Contract End Date:
Flood Risk Assessment / 106882	$15,822,502.00	$0.00	$0.00	$0.00	WSP	12-30-2030

Consultant notes: FFY26 costs estimated at $1,200,000 in PROTECT funding (non-SPR)

Other costs:

A.27 / GHG Mitigation Analysis, Research, Guidance & Regulatory Requirements

Task Lead: Jules Williams

Task Purpose:

To support the Commonwealth's efforts to meet ambitious greenhouse gas (GHG) reduction goals. The scope of OTP's work under this task includes undertaking studies of GHG mitigation opportunities in Massachusetts; providing transportation planning input into state government efforts to develop, monitor and update the Commonwealth's Climate Policies; offering feedback on MassDOT's role in reducing statewide emissions; supporting Metropolitan Planning Organizations' (MPO) GHG impact estimation and reporting; continuing to collect data related to on-road GHG emissions as well as MassDOT and MBTA emissions. The Commonwealth's new climate law established a GHG emissions limit for the transportation sector as part of requirements designed to reach specified emissions targets.

Accomplishments in prior year:

- Collected data from MassDOT divisions and developed estimate for annual MassDOT-MBTA GHG emissions
- Supported MassDOT implementation of FHWA's GHG performance regulation until measure was vacated
- Updated MassDOT's CRS as part of the STIP
- Drafted updates to the CRS, shared the update with MPOs, and submitted the updated CRS in the draft STIP
- Continued to manage OCIR's contract with a consultant team for the development of the Comprehensive Climate Action Plan (CCAP)
- Completed analysis of peak/non peak VMT, identifying the fraction of VMT that is occurring in congestion on the most congested corridors in the Commonwealth
- Completed internal dashboard for MassDOT MBTA GHG emissions data
- Completed input updates, recalibration and re-estimation of the FHWA EERPAT Model
- Initiated planning study on Highway Asset Solar Photovoltaic (PV) Feasibility Study

Proposed activities for next year:

- Update internal dashboard for MassDOT MBTA GHG emissions data.
- Complete agency wide GHG emissions estimate
- Complete on-road GHG emissions estimate
- Update the CRS strategy in 2025 in collaboration with the MPO activities team to reflect pre FFY25 CRP expenditure.
- Progress the Highway Asset Solar Photovoltaic (PV) Feasibility Study
- Continue to progress "super drivers" using RMV odometer reading data.
- Support MassDOT review of consultant CCAP deliverables and provide contract management support to OCIR.
- Undertake testing of EERPAT model, use model to inform MassDOT advice on EEA's clean energy and climate plan update and undertake additional calibration and input updates as
- Coordinate with the Executive Office of Energy and Environmental Affairs on the development of the new clean energy and climate plan
- Undertake light vehicles GHG analysis

Anticipated products:

- Annual GHG emissions estimates
- Updated internal GHG dashboard
- Highway Asset Solar Photovoltaic (PV) Feasibility Study deliverables
- Updated CRS
- Outputs from EERPAT model testing

Estimated task completion: 09-30-2026

Estimated task budget: $601,467.01

Estimated staff salaries and benefits: $147,604.01

MassDOT Staff Assignments

MassDOT staff members	% Time to task
Daisy Brown	100.0
Max Natanagara	50.0
Jules Williams	20.0

Consultant costs: $453,863.00

Subtask / contract #	Total cost:	Pre-FFY 2026:	FFY 2026:	Post-FFY 2026:	Consultant/Contractor Name:	Consultant NTP:	Contract End Date:
Highway solar planning study / 128320	$610,243.00	$140,000.00	$453,863.00	$16,380.00	TRC	05-08-2025	11-30-2026
Light vehicles GHG analysis / TBD	$50,000.00	$0.00	$0.00	$0.00	TBD	None	None

Consultant notes: Solar study costs are costs for FFY2026 Light vehicles GHG analysis will use NFA funding not SPR funding

Other costs:

A.28 / Low Emissions Vehicles, Fuels and Infrastructure

Task Lead: Max Natanagara

Task Purpose:

To provide planning studies and other analyses on issues related to low-emission vehicles and infrastructure. Increased adoption of low emissions vehicles and fuels is targeted as part of Massachusetts' efforts to reduce emissions. A range of policies are in place that seek to increase adoption of these technologies. This impacts MassDOT and the transportation system in a number of ways: changes in motor fuel excise revenues; demand for new kinds of refueling in different locations; changes in the kinds of signage needed on highways; changes in vehicle operating costs and associated incentives to drive and changes in the amount, types and locations of pollutants emitted; and requests for how the transportation network can support increased uptake of these technologies.

Accomplishments in prior year:

- Supported NEVI implementation team
- Participated in discussions on forthcoming renewal of lease for MassDOT service plazas concerning EV charging infrastructure

Proposed activities for next year:

- “Residential Parking/Charging Analysis”: A follow-up analysis on the parking/garaging work completed in 2024. This will be focused on more detailed analysis of the scale of garage orphan charging need and its spatial characteristics. Note this will be funded with NFA dollars not SPR.
- Continue supporting the NEVI procurement team as appropriate

Anticipated products:

- Summary of findings of residential parking/charging analysis
- Geospatial or other visualization tool displaying results of residential parking/charging analysis

Estimated task completion: 09-30-2026

Estimated task budget: $70,515.74

Estimated staff salaries and benefits: $70,515.74

MassDOT Staff Assignments

MassDOT staff members	% Time to task
Max Natanagara	50.0
Jules Williams	20.0

Consultant costs:

Subtask / contract #	Total cost:	Pre-FFY 2026:	FFY 2026:	Post-FFY 2026:	Consultant/Contractor Name:	Consultant NTP:	Contract End Date:
Residential parking/charging analysis / TBD	$50,000.00	$0.00	$0.00	$0.00	TBD	None	None

Consultant notes: Consultant support will not utilize SPR funding.

Other costs:

Transit Planning

A.30 / Transit Planning Studies

Task Lead: Jonathan Church

Task Purpose:

To perform, participate in, and manage several types of transit planning studies, conducted either internally or by other entities, such as regional planning agencies and other MassDOT Divisions. The level of involvement is project-specific and includes activities such as study development and analysis, public participation, coordination, technical assistance, and review. Often, these studies are part of the standard planning, design, and environmental processes required to advance a transportation project forward to implementation.

Accomplishments in prior year:

- Completed the Regional Bus Assessment Update study for MassDOT's Rail and Transit Division
- Continued the Gilmore Bridge Mobility Improvements Study (non-SPR Funded for consultant costs).
- Initiated the Regional Rail Demand and Revenue Forecasting Tool (non-SPR Funded for consultant costs).
- Procured and initiated the RIDE Electric Vehicle Feasibility Study (non-SPR Funded for consultant costs).
- Procured and initiated the Water Transportation Study (non-SPR Funded for consultant costs).
- Procured and initiated the Bus Awareness for Non-Transit Riders Study (non-SPR Funded for consultant costs).
- Procured and initiated the Program for Mass Transportation update (non-SPR Funded for consultant costs).
- Green Line Extension, Phase 2 Study (non-SPR Funded for consultant costs) - Project Cancelled.

Proposed activities for next year:

- Continue and complete the RIDE Electric Vehicle Feasibility Study (non-SPR Funded for consultant costs).
- Continue and complete the Regional Rail Demand and Revenue Forecasting Tool (non-SPR Funded for consultant costs).
- Continue and complete the Gilmore Bridge Mobility Improvements Study (non-SPR Funded for consultant costs).
- Continue and complete the Water Transportation Study (non-SPR Funded for consultant costs).

- Continue and complete the Bus Awareness for Non-Transit Riders Study (non-SPR Funded for consultant costs).
- Continue the Program for Mass Transportation update (non-SPR Funded for consultant costs).
- Initiate a potential Improving Station Access Data project for MBTA (potential non-SPR Funded for consultant costs).
- Initiate a potential Ferry Electrification Feasibility Study for the MBTA (potential non-SPR Funded for consultant costs).
- Initiate a potential Chelsea Transit Action Plan for the MBTA (potential non-SPR Funded for consultant costs).
- Initiate the State Rail Plan update for the MassDOT Rail and Transit Division (potential non-SPR Funded for consultant costs).

Anticipated products:

- RIDE Electric Vehicle Feasibility Study, task deliverables, Draft Report and Final Report (non-SPR Funded for consultant costs).
- Regional Rail Demand and Revenue Forecasting Tool, task deliverables, draft and final modeling tool (non-SPR Funded for consultant costs).
- Gilmore Bridge Mobility Improvements Study, task deliverables, Draft Report and Final Report (non-SPR Funded for consultant costs).
- Water Transportation Study, task deliverables, Draft Report and Final Report (non-SPR Funded for consultant costs).
- Bus Awareness for Non-Transit Riders Study task deliverables, Draft Report and Final Report (non-SPR Funded for consultant costs).
- Program for Mass Transportation update, task deliverables (non-SPR Funded for consultant costs).
- Improving Station Access Data project, potential task deliverables, Draft Report and/or Final Report (potential non-SPR Funded for consultant costs).
- Ferry Electrification Feasibility Study, potential task deliverables, Draft Report and/or Final Report (potential non-SPR Funded for consultant costs).
- Chelsea Transit Action Plan, potential task deliverables, Draft Report and/or Final Report (potential non-SPR Funded for consultant costs).
- State Rail Plan, potential task deliverables, Draft Report and/or Final Report (potential non-SPR Funded for consultant costs).

Estimated task completion: 09-30-2026

Estimated task budget: $322,526.62

Estimated staff salaries and benefits: $322,526.62

MassDOT Staff Assignments

MassDOT staff members	% Time to task
Patricia Cahill	100.0
Caleb Plummer	100.0
Arnav Chatterjee	100.0
Jonathan Church	80.0

Consultant costs:

Subtask / contract #	Total cost:	Pre-FFY 2026:	FFY 2026:	Post-FFY 2026:	Consultant/Contractor Name:	Consultant NTP:	Contract End Date:
MA Regional Rail Demand Modeling Tool / 126037	$1,520,000.00	$0.00	$0.00	$0.00	Steer Davies & Gleave Inc. d/b/a Steer	10-28-2024	04-30-2026
RIDE Electric Vehicle Feasibility Study / 126313	$100,000.00	$0.00	$0.00	$0.00	Hatch	02-28-2026	02-28-2026
Gilmore Bridge Mobility Improvements Study / 120926	$1,250,000.00	$0.00	$0.00	$0.00	HNTB	11-20-2023	06-17-2025
Bus Awareness for Non-Transit Riders / 126120	$500,000.00	$0.00	$0.00	$0.00	RSG Inc.	02-06-2025	02-28-2026
Water Transportation Study / 128535	$1,250,000.00	$0.00	$0.00	$0.00	GEI Consultants	None	None
Program for Mass Transportation (PMT) / 128293	$1,500,000.00	$0.00	$0.00	$0.00	Cambridge Systematics, Inc	None	None
Improving Station Access Data / None	$0.00	$0.00	$0.00	$0.00	TBD	None	None

Ferry Electrification Feasibility Study / None	$0.00	$0.00	$0.00	$0.00	TBD	None	None
Chelsea Transit Action Plan / None	$0.00	$0.00	$0.00	$0.00	TBD	None	None
State Rail Plan / None	$0.00	$0.00	$0.00	$0.00	TBD	None	None

Consultant notes: Consultant costs to be paid under 5304 funding in FFY2026: RIDE Electric Vehicle Feasibility Modeling $100,000; Bus Awareness for Non-Transit Riders Study $500,000; Improving Station Access Data project TBD; Ferry Electrification Feasibility Study TBD; Chelsea Transit Action Plan, TBD Consultant costs to be paid under NFA funding in FFY2026: Regional Rail Demand Modeling Tool $1,520,000; Program for Mass Transportation (PMT) $1,500,000; Water Transportation Study $1,250,000; State Rail Plan TBD Consultant costs to be paid under Developer Mitigation funding in FFY2026: Gilmore Bridge Mobility Improvements Study $420,000

Other costs:

SPR I Part B

Pavement Management

B.1 / Statewide Pavement Management Activities

Task Lead: Edmund Naras

Task Purpose:

The objective of the Pavement Management Program is to responsibly manage the pavement portion of the highway transportation network. The program provides a rational and uniform system for evaluating roadway conditions in order to improve the effectiveness of pavement preservation and rehabilitation strategies. Additionally, it provides analytical and evaluation tools that assist administrators and project managers with methods to improve the consistency of decision-making and to formulate strategies to optimize pavement network performance and the allocation of resources.

Accomplishments in prior year:

- Managed vendor data collection of over 7000+ Miles for pavement distress, rutting, geometric, GPS, LiDAR and video data for the Interstate System, NHS, numbered routes and other highways under MassDOT jurisdiction as part of data collection services contract.
- Conducted Quality Assurance activities on 7000+ Miles of data to verify deliverables from Network Pavement Data Collection Services Contract for the Interstate, Non-Interstate NHS, tate umbered routes as well as other highways under MassDOT jurisdiction.
- Current data deliverables including pavement distress, rutting, geometric, GPS, LiDAR and video data loaded onto web-based viewing application for internal review before eventual rollout to production site for department wide access.
- Collaborated with UMass researchers using MassDOT LiDAR dataset to conduct cross slope analysis and extract other assets on limited access highways.
- Submitted Interstate and Non-Interstate NHS pavement data for the Highway Performance Management System (HPMS).
- Utilized the MassDOT pavement management modeling, forecasting & optimized project selection tool to identify and prioritize NHS pavement programs.
- Developed an optimized multi-year program for the Interstate and Non-Interstate NHS. Integrated optimized program into the rolling 5-year STIP.
- Participated in scoping meetings with District, Bridge, Environmental and Highway Design staff to screen $100+ Million NHS project locations to establish items outside of pavement scope, identify preservation candidates, and prioritize future programming.
- Updated list of state numbered highways for improvements as part of the Municipal Paving Program.

- Prioritized the sections by condition, NHS status, scope and other factors for rehabilitation over a five-year period.
- Performed correlation and certification on 12 pieces of equipment for ride quality testing utilized by contractors, other Northeast State DOT's and MassDOT for quality control and acceptance testing.
- Performed acceptance testing for ride quality on approximately 820+ lane miles.
- Monitored performance of EDC-2 High Friction Surfacing Projects statewide.
- Continued monitoring SHRP2 (R-26) pavement preservation sections on US Route 3.
- Segments were prioritized for preservation and a contract was awarded for this project.
- Reviewed approximately 300 projects at various stages of design.
- Research activities in High RAP mixtures will continue under ISA with HSRC
- Conducted performance testing on Hot-In-Place (HIR) samples under ISA with HSRC
- Evaluated proposed criteria from the results of the balanced mix design work done under ISA with HSRC against current MassDOT hot mix asphalt (HMA) design.
- Balanced mix design testing protocols applied to all HMA mixtures approved by DOT.
- In accordance with EDC-7 goals for environmental product declarations (EPDs), DOT notified contractors that EPDs will still be required for all mixtures going forward.

Proposed activities for next year:

- Continue oversight for collection of over 7000+ Miles of pavement distress, rutting, geometric, GPS, LiDAR and video data for the Interstate System, NHS, numbered routes and other highways under MassDOT jurisdiction as part of new data collection services contract.
- Utilize MassDOT’s Automated Pavement Data Collection Vehicle to supplement data collection of pavement distress, rutting, geometric, GPS, LiDAR and video data for roadways paved after collection by the vendor for integration into overall data set.
- Conduct Quality Assurance testing using new Automated Pavement Data Collection Vehicle/equipment to verify deliverables from network pavement data collection for the Interstate, Non-Interstate NHS, state numbered routes as well as other highways under MassDOT jurisdiction.
- Conduct quality assurance activities on 7000+ miles of data to verify deliverables from the network pavement data collection services contract for the Interstate, Non-Interstate NHS, state numbered routes as well as other highways under MassDOT jurisdiction.
- Perform annual maintenance and upgrades on the Automated Pavement Data Collection Vehicle, pavement friction tester and bumper mounted profilers.
- Perform ride quality acceptance testing for all new construction, resurfacing and preservation projects using the bumper mounted profilers.

- Use pavement management data to finalize 2026-2030 STIP for Interstate and Non-Interstate NHS projects and revise\develop 2027-2031 STIP .
- Continue Municipal Paving Program, while emphasizing rehabilitation and preservation of the municipally owned Non-Interstate NHS roadways.
- Oversee Interdepartmental Service Agreement (ISA) with UMass Dartmouth for continued support of pavement management activities including correlation of data collection equipment, implementation of new technologies and test methods, develop innovative pavement mixture designs (Superpave 5) and evaluations with existing designs, assist with evaluating bridge waterproofing mixtures (SSC-W), and assess asphalt pavement sustainability evaluation methodologies LCA and INVEST for MassDOT implementation.
- Conduct testing on high friction surfacing using dynamic friction tester
- Pilot use of Type III micro-surfacing as an alternative to high friction surfacing treatment
- Conduct testing on segregated pavements using pavement texture meter
- Pilot program for high application tack coats utilizing spray pavers on HMA surfaces
- Mandate environmental product declarations (EPDs) for all MassDOT HMA submittals
- Incorporate low-carbon transportation materials into future construction projects (I-195 Swansea-Somerset High-RAP with temperature reduction incentives).
- Collect IDEAL CT test results from all projects utilizing HiMA and HP mixtures for evaluation and future consideration as a QC pay factor with the assistance of HSRC, MassDOT's Research and Materials and the Construction Division.
- Collect and pilot ride quality data on bridge decks to assess the feasibility of implementing ride quality standards as a QC pay factor

Anticipated products:

- Report on pavement condition data for Interstate, State-Maintained and NHS roadways and data required for the Highway Performance Monitoring System (HPMS).
- Optimized multi-year program for the Interstate and Non-Interstate NHS pavement construction and preservation programs.
- Generate list of municipal numbered highways in fair and poor condition for continued support of MassDOT’s Municipal Pavement Program for state numbered routes.
- Renewed contract for maintenance and software upgrades to the Pavement Management section’s pavement management database.
- Improvements to the web-based pavement management database software to improve PMS predictive modeling and project selection tools and integrate tracking of federal reporting measures.

- Execute contract for annual maintenance and upgrades on the pavement friction tester and bumper mounted profilers.
- Calibration and certification on all equipment used for MassDOT ride quality project acceptance testing.
- Establish acceptable frictional characteristics that can be included in MassDOT's specifications for high performance asphalt overlays (HPOL) using dynamic friction tester
- Establish guidelines for texture readings to quantify segregation in new construction pavements.
- Assess long-term performance improvements of high application tack coats on limited access highways
- Asphalt binder specifications that incorporate two new binder parameters to address age-induced surface distresses.
- Determine performance of High RAP surface mixtures for high volume roads on pilot projects.
- Propose mixture design procedure, performance test(s), and pilot specifications for cold central plant recycling (CCPR), cold in-place recycling (CIR) and hot in-place recycling (HIR).
- Aging protocol for a balanced mix design that can be incorporated into MassDOT BMD.
- Review results of Superpave 5 pilot project on Route 5-Northampton and Whately for potential future implementation.
- Lab trial mixture formula (LTMF) results for waterproofing preservation surfaces (SSC-W) by conducting flexural beam fatigue and hamburg performance tests for approval.
- Lab trial mixture formula (LTMF) results for high performance (HP) mixtures by conducting flexural beam fatigue and hamburg performance tests for approval.
- ArcGIS online-driven dashboard to allow Pavement Management and other stakeholders to interact with pavement data more effectively and make better informed decisions when prioritizing roadway improvement projects.

Estimated task completion: 09-30-2026

Estimated task budget: $1,759,271.79

Estimated staff salaries and benefits: $1,009,271.79

MassDOT Staff Assignments

MassDOT staff members	% Time to task
Edmund Naras	100.0
Jonathan Smith	100.0

Cody Holemo	100.0
William Gutierrez	100.0
Stefan Kargakis	100.0
Liz Cruz-Falero	100.0
Subash Shahi	100.0
Steven Morin	100.0
James Pierce	100.0

Consultant costs: $602,000.00

Subtask / contract #	Total cost:	Pre-FFY 2026:	FFY 2026:	Post-FFY 2026:	Consultant/Contractor Name:	Consultant NTP:	Contract End Date:
Pavement management modeling, forecasting & optimized project selection for the Capital Investment Plan (CIP) / TBD	$94,500.00	$94,500.00	$94,500.00	$0.00	Deighton Associates Ltd	12-12-2025	12-31-2025
ISA: MassDOT Pavement Support Service (PS2) / 121943	$1,485,562.00	$440,812.00	$392,104.00	$0.00	UMass Dartmouth	04-01-2023	09-30-2026
Network Pavement Data Collection Services and Support / 123606	$4,794,675.00	$794,625.00	$850,625.00	$471,875.00	Pathway Services Inc	09-29-2023	09-30-2027

Consultant notes: ISA UMass Dartmouth-$392,104 ($1,485,562 total over 4 years ISA) TBD Network Pavement Data Collection Services-$850,625 Deighton Assoc Ltd. Database Maint & Software Upgrades-$94,500 TOTAL: $1,337,229.00

Other costs: $148,000.00

- Skid Truck annual maintenance and software upgrades -$38,000 (C#128884)
- Bumper mounted profilers annual maintenance and software upgrades -$60,000
- Pavement preservation TSP2 membership -$20,000
- Miscellaneous mechanical & electronic supplies and training -$30,000
- TOTAL $148,000.00

Statewide Traffic Data Collection

B. 2 / Statewide Traffic Data Collection

Task Lead: Michelle Boucher

Task Purpose:

The MassDOT Highway Division's Statewide Traffic Data Collection (STDC) group is responsible for the development and maintenance of the Annual Traffic Data Collection Program. The program is designed in accordance with FHWA's Traffic Monitoring Guide (TMG), the AASHTO Guide for Statewide Traffic Data Collection Programs, and the Highway Performance Monitoring System (HPMS) guidelines. Traffic-derived travel data from the HPMS are used in the federal-aid highway fund apportionment formulae. Traffic data are critical to the analyses that support the condition and performance reports to Congress, which are subsequently used for national highway budgeting purposes. HPMS-derived travel data are required to meet Clean Air Act requirements, and travel data are central to estimating several of MassDOT's performance indicators such as vehicle crash and fatality rates and delay. Therefore, a traffic counting program is conducted each year by the Statewide Traffic Data Collection group of the MassDOT Highway Division. The counting program is modeled after FHWA's Traffic Monitoring Guide, AASHTO's Guidelines for Traffic Data Programs and, most importantly, the HPMS Field Manual. The annual program involves the systematic collection of traffic data utilizing automatic traffic recorders located on various roadways throughout the state. In addition, the Statewide Traffic Data Collection group provides traffic data for MassDOT's pavement, highway, and bridge design efforts. This includes pavement rehabilitation, construction, maintenance, and construction staging and traffic management. Data gathered in support of the Department's program varies from single road tube automatic traffic recorder (ATR) counts to intersection turning movement counts (TMC) for traffic signal design and vehicle type classification for pavement design and environmental analyses (air quality and noise levels). Due to MassDOT's desire and interest to accommodate all road users and measure the performance of safety and mobility, continuing this year, there will be a focus on expanding the newly created pedestrian and bicyclist counter program and increasing the pedestrian and bicyclist counts available. In 2021, MassDOT purchased and installed twelve bicycle and pedestrian counters at eight locations across the state, including intersections, roadways, and shared-use trails. MassDOT will build upon the success of the bicycle and pedestrian pilot program initiated in the FFY21 SPR cycle and increase the bicycle and pedestrian count stations across the state. The goal is to standardize the collection of bicyclist and pedestrian count data; expand the scope of data collection to other parts of the state; and to collect and populate our statewide traffic portal to create a more comprehensive network of counting sites. MassDOT will also work with regional planning agencies (RPA) to upload their bicycle and pedestrian count data into the newly purchased Non-Motorized Database System. Likewise, MassDOT's desire to improve upon weigh-in-motion (WIM) data and technology to further assist the Commercial Vehicle Enforcement

Section and improve safety is underway. Project 613696 is going out for construction in September to expand and enhance 15 stations across the state. This technology should also assist with pavement management and bridge evaluations and design. We understand MassDOT needs to improve upon commercial motor vehicle inspection and weight data and will work towards meeting the goal of obtaining WIM data and providing FHWA and the Federal Motor Carrier Safety Administration (FMCSA) with necessary information. Through the system engineering process, we developed requirements and developed a low bid construction project to deploy testing and accept a multi-purpose virtual weigh station project. The intent of the new WIM Program is to collect the necessary WIM data to assist pavement management, permitting, RMV, and the state police.

Accomplishments in prior year:

The STDC program supported and monitored continuous count activities monthly, capturing class, volume, and speed data to support FHWA requirements. The maintenance of special counts was performed by request in which data is used by MassDOT staff on various levels (e.g., Design, Project, Pavement, Traffic Engineering, etc.) for planning and evaluation of highway conditions. All operational, continuous count sites (438 out of 584) were monitored monthly. Monthly volume, classification, & WIM data were uploaded to FHWA's web-based QC software, "Travel Monitoring Analysis System (TMAS) 2.8 for TVT, VMT and vehicle type reports. We are continuing to repair stations that are not working through the repaving contract. We undertook a quality control review of all the stations being used in the HPMS submittal and made numerous updates to improve the data that is included in the HPMS submittal including using ramp counts to balance the mainline AADTs along the limited access highways.

- 47 special request studies were completed during FFY23 Q1, Q2 and Q3 which included 222 volume, 152 classification and 146 speed studies.
- 216 turning movement count (TMC) studies were completed.
- Additional continuous count sites were configured and are using telemetry for a total of 438 out of the 584 sites.
- Counted 391 out of 436 2022 Coverage Program count locations over the course of calendar year 2022. The overall combined total counted in FFY23 Q1, Q2 and Q3 is 268.
- Counted a total of 484 ramps in calendar year 2022. The overall combined total counted in FFY23 Q1, Q2 and Q3 is 363. There are a total of 459 locations in the Ramp Count Program per calendar year.
- Regional Planning Agencies (RPA) counted 201 of 216 assigned 2022 coverage program counts. In addition, they completed 449 additional (special) counts and 131 turning movement counts (TMC) in 2022.

- Ordered short-term, portable counters for bicycle and pedestrian counts.
- Installed new permanent bicycle and pedestrian counters
- In support of HPMS requirements:

o Submitted short term coverage program counts.
o Submitted continuous count station data.
o Submitted the updated FAADT per MS2 average daily traffic (ADT) calculations.
o Submitted updated 2022 percentage peak single units (SU) and combination units (CU) data for all samples per MS2 calculations.
o Submitted corrected K factor data for those samples where they are less than 4.5 and improved the K factors reported for future years and reviewed with MS2.
o Submitted data for all ramps for 2022 and completed 2022 ramp data submittal.
o Submitted travel summary table, including rural interstates in the SU and CU.

- Bicycle and Pedestrian Count Program:

o In Q3 and the start of Q4, MassDOT began installations for this year's permanent count stations, with four new locations including a new facility type with a pedestrian railroad underpass in Springfield. This expansion will be focused on counting in key locations around Boston, expanding to areas of the state without any counters in the network, counting in areas with projected bicycle infrastructure expansion, and building out groups of similar locations for seasonal comparison. MassDOT has begun initial pilot deployments of short-term portable counters. In collaboration with the Massachusetts Department of Conservation and Recreation, MassDOT deployed three counters on the Southwest Corridor Park, a major urban shared-use path in Boston. In Q3, MassDOT plans to begin training traffic data collection field staff to install these counters for the purposes of future projects. In addition to counter installations, in Q3 MassDOT began discussions with regional planning agencies to utilize the state's MS2 public database to host short-term counts from these agencies. Many RPAs conduct regular micro mobility counts but do not have the resources to make these counts publicly available. In turn, the larger and more regionally varied data these counts can provide will help to calibrate and examine seasonal use patterns for counters already in MassDOT's network.

Proposed activities for next year:

The focus of the STDC department is to continue to repair continuous permanent count stations, QA/QC continuous permanent count stations, in which daily data studies of class, volume, and speed will be uploaded and processed through MS2, the application used to process all traffic studies by month. This approach will significantly reduce the delay in delivering the data to TMAS and the annual HPMS reports. Staff will include proper class portable counts on all functionally classified roadways

including rural interstate roadways, which is a requirement of FHWA. In supporting HPMS requirements:

- Submit the 2025 FAADT data.
- Submit the 2025 percentage peak SU and CU data for all samples.
- Submit data for collected ramp counts for 2025.
- Vehicle miles traveled (VMT) weight HPMS summary data for future year's submittal.
- Class factor portable class counts to properly annualize them.
- Class factor from year to year for any non-current year data so the HPMS data for SU and CU.
- AADT is properly part of the current year with each year's submittal.
- Run all data through MS2 and quality control it before sending the data into TMAS.
- Continue conducting short-term bicycle and pedestrian counts to support statewide planning needs.
- Expand permanent bicycle and pedestrian counter network with 6-8 new permanent count stations.
- Enhance the statewide FREEVAL model.
- Begin construction on the WIM station enhancement and expansion project in the Spring of 2026. Concept of peration development included enforcement capabilities to support MSP truck team activities.

Anticipated products:

- Clustering Analysis - Seasonal, axle and growth factor grouping.
- Short Count Assignment - Factor group assignment for all short count stations.
- HPMS Traffic Data Reporting: a. HPMS Segment Traffic Table b. HPMS Ramp Count Table c. HPMS Traffic Meta Data d. HPMS State Summary - Vehicle Type Table.
- Use of FREEVAL model across all districts with project planning.
- Bicycle and pedestrian count program accuracy assessments.
- Bicycle and pedestrian count program permanent counter expansion
- Bicycle and pedestrian count program short-term counts
- WIM technology expansion project.
- Implement the Statewide TDC Strategic Plan Report. Continue improvement through better QA/QC of data. Continue to repair permanent count stations that have been destroyed through repaving contracts. Develop standard specification and typical CAD drawings for traffic count stations. Develop a tool with IT for requesting special counts.

Estimated task completion: 09-30-2026

Estimated task budget: $2,876,385.21

Estimated staff salaries and benefits: $1,334,316.51

MassDOT Staff Assignments

MassDOT staff members	% Time to task
Brian Farrington	100.0
Michael Ribeiro	100.0
Misrak Sultan	100.0
Lori Suss	100.0
Tracy DeYoung	100.0
James Groomes	100.0
Hector Monet	100.0
Wayne Schofield Jr.	100.0
Steve Robbins	100.0
Juan Nunez	100.0
Daniel Moy	100.0
Alan Silverman	100.0
Kenneth Horton	100.0
Andrew DeCandia	100.0
Ian Adams	50.0
Zachary Medeiros	25.0
Spencer Cullen	25.0
Michelle Boucher	25.0
Corey O'Connor	20.0
Neil Boudreau	5.0
Amy Getchell	5.0

Consultant costs: $500,000.00

Subtask / contract #	Total cost:	Pre-FFY 2026:	FFY 2026:	Post-FFY 2026:	Consultant/Contractor Name:	Consultant NTP:	Contract End Date:
TrafInfo Consultant Contract / 116428	$1,436,000.00	$1,170,176.74	$350,000.00	$142,000.00	TrafInfo	03-07-2022	03-04-2026
Development of Statewide FREEVAL model / 117018	$848,000.00	$470,000.00	$150,000.00	$0.00	Kittleson & Associates	05-11-2022	06-30-2027

Consultant notes: Existing TrafInfo Consultant Contract (Contract #116248) $350,00. Contract expires March 4, 2026. Anticipate putting out a new consultant contract selection through the A&E board. Midwestern Software Solutions (MS2) Traffic Count Database, Portal and support $450,000. Miovision (PDI) Turning Movement Count (TMC) data collection and processing $200,000. Kittelson contract 117018 expires 6/30/2027, $150,000 Total consultant Costs = $1,150,000.

Other costs: $1,042,068.70

- State Police Details to support counter installations: --State Police details needed for traffic control and safety ($120,000).
- Miscellaneous Equipment/Spare Parts:
- Road tube clamps, tubes, tape ($38,000).
- Miscellaneous supplies from Home Depot ($5,000).
- Miscellaneous supplies from Grainger ($5,000).
- Automatic Traffic Recorders (ATRs) upgrades/replacement ($50,000).
- Verizon Wireless service for HERE Sensors, Co-located Stations and Telemetry Stations ($150,000).
- Batteries for Telemetry Stations (Boston Battery) ($15,000).
- National Grid ($10,000).
- Comcast ($10,000).
- Sierra wireless modems ($50,000)
- Hilti Automatic Powder-Actuated Fastening Nail Gun Package, supply of shot and nails ($30,000)
- New Bike/Ped/Micromobility program:
- Data storage, batteries and subscription fees: $20,000
- New permanent and portable counters : $80,000
- Training and Conference Travel Budget for ongoing education for TMG requirements, AASHTO best practices, peer to peer knowledge transfer for staff: Conference Travel and Training ($20,000).

Survey

B.3 / CORS Network Operation and Expansion

Task Lead: John Anthony

Task Purpose:

Work under this task will involve managing the Continuously Operating Reference Station (CORS) Network and accompanying website as well as supporting MassDOT departments, other state agencies, municipalities, planners, GIS users, and the architectural and engineering community on the use of the CORS Network. The Survey Section endeavors to expand the MaCORS Network by identifying suitable locations for the construction of additional CORS stations to expand and enhance the network.

Accomplishments in prior year:

- As of August 2025 we have registered approximately 720 new subscribers for FFY2025.
- In Q1 of FFY2025, the Williamstown CORS was accepted by the National Geodetic Survey (NGS) for inclusion in the NOAA CORS Network (NCN). The MaCORS network now has 76% of its CORS contributing to the National Spatial Reference System (NSRS).
- The Martha's Vineyard CORS is solar powered. Purchases were made as part of our preventative maintenance plan to keep the station fully operational. A new 12V battery bank was purchased, and an equipment upgrade made to allow for continuous power monitoring.
- The latest version of Leica Spider software was installed in Q4 of FFY2025. This software is used for quality control and performance analysis of the MassDOT GNSS reference station network.
- The Town of Rockport has tentatively agreed to a location at the Rockport Elementary School for the installation of a new MassDOT CORS.
- Legal agreements are being drafted in addition to estimates for all related equipment purchases.

Proposed activities for next year:

- Continue to register new subscribers to the CORS Network and perform equipment updates as may be necessary.
- Carry out the installation of the Rockport CORS during FFY2026 Q1
- Carry out the installation of the Martha's Vineyard CORS remote monitoring power system during FFY2026 Q1
- Conduct a complete CORS Network Adjustment during FFY2026 Q1. This is necessary as we will then be able to adopt Multi-Year CORS Solution 3 (MYCS3) coordinates, and officially complete the migration from MYCS2

Anticipated products:

- The CORS network will receive all pertinent upgrades.

Estimated task completion: 09-30-2026

Estimated task budget: $181,550.39

Estimated staff salaries and benefits: $141,550.39

MassDOT Staff Assignments

MassDOT staff members	% Time to task
Evanson Browne	60.0
John Barnes	15.0
John Anthony	10.0
Jeffrey Bruce	10.0
Mehdi Sadjady	10.0

Consultant notes:

Other costs: $40,000.00

Cable/Internet bills

B.4 / Development and Training

Task Lead: John Anthony

Task Purpose:

To participate in national, regional, and statewide boards and conferences that promote continued professional development and training relative to GPS and the use of MassDOT's CORS Network. Attendance at these meetings will promote and help develop the statewide geodetic control network for statewide spatial data.

Accomplishments in prior year:

Two survey staff members attended training sessions associated with geospatial and location technologies including a GNSS Best Practices which allowed us to learn more about Real-Time Kinematic (RTK) and Real-Time Networks (RTN) and how they are tied to the MassDOT MACORS Network. Another session was to learn more about the need, and status of the major projects associated with NSRS Modernization. Both these sessions were led by Dan Martin, Northeast Regional Geodetic Advisor, NOAA, NOS, National Geodetic Survey.

Proposed activities for next year:

Seek out and attend conferences and seminars relative to geospatial and location technologies that would be beneficial to MassDOT staff.

Anticipated products:

N/A

Estimated task completion: 09-30-2026

Estimated task budget: $5,000.00

Estimated staff salaries and benefits: $0.00

Consultant notes:

Other costs: $5,000.00

Other costs include travel expenses to attend development and training events

B.5 / Geodetic Surveys for Statewide Project Control

Task Lead: John Anthony

Task Purpose:

The MassDOT Survey Section maintains a statewide network of permanent geodetic control markers that provide public and private surveyors access to the NAD 83/NAVD 88 horizontal and vertical geodetic survey control datums. The Survey Section utilizes these markers, in conjunction with the MassDOT CORS Network, to establish semi-permanent survey control stations on MassDOT bridge and roadway projects throughout the Commonwealth. NAD 83 and NAVD 88 are common and widely recognized geodetic datums. Their use for project control is essential to maintain consistency throughout the various phases of project planning, design, and construction. The network is also used by MassDOT's Office of Transportation Planning, MassGIS, private surveyors, and numerous municipal and state agencies for various engineering, surveying, and GIS applications.

Accomplishments in prior year:

- Performed GPS observations and electronic bar-code leveling to establish NAD 83 and NAVD 88 project survey control for forty-five (45) bridge rehabilitation/reconstruction and highway reconstruction/improvement projects.
- Performed one-hundred and eleven (111) GNSS observations as part of the National Geodetic Survey's (NGS) GPS on Priority NGS Benchmarks program. The results from one-hundred and ten (110) were published by NGS.

Proposed activities for next year:

- Continue ongoing surveys to maintain and densify the statewide network of horizontal and vertical control stations.
- Continue to set project controls for various bridge rehabilitation/reconstruction, highway reconstruction/improvement, and photogrammetric mapping projects.
- Coordinate survey efforts and work with NGS as we prepare for the future adoption of new horizontal and vertical survey datums.

Anticipated products:

- Updated control point database and data card file enabling the MassDOT survey control point website to publish newly established controls to the public.
- Individual control reports for each MassDOT project to be distributed to end users.

Estimated task completion: 09-30-2026

Estimated task budget: $494,485.34

Estimated staff salaries and benefits: $494,485.34

MassDOT Staff Assignments

MassDOT staff members	% Time to task
Arben Zhuri	50.0
Brian Knowles	50.0
Leo Scanlon	50.0
Eugene Tivnan	50.0
Evanson Browne	30.0
Jeffrey Bruce	30.0
Michael Roberts	30.0
Mehdi Sadjady	30.0
John Anthony	25.0
John Barnes	25.0
Michael Chouinard	20.0

Consultant notes:

Other costs:

B.6 / GPS and Conventional Survey Equipment

Task Lead: John Anthony

Task Purpose:

To upgrade, maintain, and service MassDOT's GPS and conventional survey equipment to ensure accurate data collection and efficient data transmission to users.

Accomplishments in prior year:

Posted a Request for Response (RFR) to procure a contract(s) with a survey equipment/supply vendor(s) on COMMBUYS. Review of responses, vendor(s) selection, and contract(s) procurement will be completed before the end of FFY25. The resulting contract(s) is intended to replace contract # 106133 which expired during Q1 of FFY24.

Proposed activities for next year:

Purchase survey equipment and supplies to replace/upgrade our current, ageing inventory and repair/service equipment as necessary.

Anticipated products:

Four (4) new multi-constellation GNSS receivers capable of receiving signals from the 4 major constellations (GPS, GLONASS, Galileo & BeiDou). Incidental survey supplies such as batteries, cables, prisms, nails, markers, and other survey and CORS Network equipment as needed.

Estimated task completion: 09-30-2026

Estimated task budget: $250,000.00

Estimated staff salaries and benefits: $0.00

Consultant notes:

Other costs: $250,000.00

This is an allocated amount for the purchase of field equipment (GPS receivers, level, total station, tripod legs, batteries, cables, prisms, etc.); supplies (stakes, nails, markers, paint, etc.); and equipment repairs/services as needed.

Traffic Crash Records and Safety Management

B.7 / Improved Crash Data and Safety on Massachusetts Roadways

Task Lead: Bonnie Polin

Task Purpose:

This work consists of improving data collection and dissemination through working with police, the Registry of Motor Vehicles (RMV), MassDOT's Office of Transportation Planning, and others to improve distribution efforts. MassDOT will work with consultants and MassDOT Information Technology (IT) to upgrade and improve data dissemination and assist with the development of an updated crash system so that an enhanced data-driven approach to safety can be utilized. Data-driven safety analysis will be required to reach the goal areas related to zero deaths and serious injuries. The data will then be used to develop and enhance a Safety Management System where effective and efficient programs and projects are identified, programmed and implemented. We then apply highway safety methodologies to define and refine projects and programs to reduce fatalities and serious injuries. This will all be identified through the Strategic Highway Safety Plan (SHSP) and the Highway Safety Improvement Program.

Accomplishments in prior year:

- Worked on developing enhancement to improve IMPACT (had meetings and discussions). During the full FFY2025 year, it is estimated, based on interpolating available months, we will have had a total of 23,600 users and 52,400 page views in IMPACT. We also had to update text in IMPACT to simplify to a 4th grade level, where possible, to make it more accessible and had to change the URL to reflect standardization in MA websites from State.ma.us to Mass.gov.
- Continue geocoding crashes – during the full FFY2025 year (it is estimated and factored, based on the first 10 months), we will have geocoded 146,500 crashes including 120,200 automatically geocoded and 26,300 manually geocoded.
- Continue providing data quality information to the RMV, including monthly rejection reports, and police agency reporting levels. We have been working closely with RMV on the Vulnerable Road User report and information to ensure quality.
- Completed the collection of the intersection data collection for the Model Inventory of Roadway Elements (MIRE) Fundamental Data Elements (FDE) and are still working on integrating into the R&H road file.
- The updated risk and crash based models and network screening models have been completed and posted into IMPACT. The improved process to view combined risks and crash models so that communities can be prioritized is also available.

- Continued participating in meetings and activities of the Traffic Records Coordinating Committee (TRCC), Executive TRCC and subcommittees.
- Continued developing SPFs so that HSM methodologies can be utilized. (The design level SPF for ramp terminals rural segments and urban segments are nearly complete and envisioned to be completed by the end of the Federal Fiscal year.
- Work began on MA-specific CMFs for intersection control changes.
- During the full FFY2025 year, it is estimated, based on the first 10 months, MassDOT will have conducted 21 road safety audits (RSAs) this year throughout the Commonwealth to identify issues and propose recommendations so that data driven safety improvements can be made, whether in person or remote.
- The updated HSIP Guidelines were started and will be completed in FFY2026.
- Developed several systemic type projects where MassDOT procured materials and provided to the locals.
- Approximately $3M in RRFBs were provided to the locals for 242 locations (anticipated based on work so far as of August 1, 2025).
- Also, materials including LED stop signs, were provided to locals to convert from two way stop control to all way stop control.
- The 2025 HSIP Implementation Plan was completed
- Developed the 2025 HSIP program to include infrastructure projects and non-infrastructure projects and focus on systemic approaches as well as VRU projects based on the results of the HSIP Implementation Plan.
- Corrected the spatial information for some of the speed regulations and work towards completing the full regulations so data can be posted for public consumption.
- Continue to assist with raising awareness of safety messaging.
- During the full FFY2025 year, it is estimated, based on the interpolating the available months, we will have had a total of 592 posts on 4 social media platforms, 355,384 impressions with 13,114 engagements, the engagement rate is 3.69% (Twitter average engagement rate is 0.5%).
- Assist with Every Day Counts (EDC) Nighttime Visibility to Improve Pedestrian Safety Initiative and other EDC initiatives. As part of the Nighttime Visibility to Improve Pedestrian Safety, we are including RRFBs with pedestrian scale crosswalk lights at some locations on our systemic pedestrian crossing at bus stops project.
- Continue working with safe system intersection analyses and other safe system methods to quantify safety.
- Working with RMV on evaluating the vulnerable road user fields in the crash system.
- Followed up with MA Legislative Micromobility Commission on typing and regulations to help in reporting and analysis

Proposed activities for next year:

- Additional trainings on IMPACT and begin collecting feedback on additional needs to further enhance the MA Safety Management System.
- We will soon start gathering requirements in order to put out an RFP for a new contract to update/maintain IMPACT.
- Continue geocoding crashes and bringing them up to real time geocoding so that we can follow up with the police who prepared the crash report. This should also help to improve data quality.
- Continue providing data quality information to the RMV, including monthly rejection reports, police agency reporting levels, etc., in an effort to improve the data quality of the crash system.
- Complete the integration of the intersection data collection for Model Inventory of Roadway Elements (MIRE) Fundamental Data Elements (FDE) into the Road File.
- Update the Top Crash Clusters and top crash locations (intersections and segments) using HSM methodologies.
- Continue participating in meetings and activities of the Traffic Records Coordinating Committee (TRCC), Executive TRCC and subcommittees.
- Continue developing SPFs and CMFs so that HSM methodologies can be utilized.
- Conduct road safety audits (RSAs) throughout the Commonwealth to identify issues and propose recommendations so that data driven safety improvements can be made, whether in person or remote. We anticipate conducting over 50 RSAs and reviewing RSAs performed by others.
- Put in place and publicize guidance on HSIP eligibility.
- Develop several systemic type projects where MassDOT procures materials and provides to the locals.
- Roll out the 2026 HSIP program to include infrastructure projects and non-infrastructure projects and focus on systemic approaches (like the EDC initiatives for FoRRRwD and Nighttime Visibility for Pedestrian Safety) based on the results of the soon-to-be-completed HSIP Implementation Plan.
- Assist with Safe Street and Roads For All Grants and other grants from IIJA / BIL, Local Road Safety Action Plans and other sources.
- Complete the spatial layer of the speed regulations.
- With consultant support, build a public facing speed regulations collection and visualization tool.
- Prepare the HSIP annual report.
- Work with Consultant to develop Pedestrian Scale Lighting Guidance.
- Prepare for RFP for updating SHSP and VRU Road Safety Assessment.
- Continue to assist with raising awareness of safety messaging.

- Continue working with safe system intersection analyses and other safe system methods to quantify safety.
- Work with RMV to further improve the data quality of the VRU information.

Anticipated products:

- Listing/plan to further enhance IMPACT Data quality reports for the RMV.
- Speed Regulation Collection and Visualization Tool
- Additional MA-specific SPFs and CMFs
- Complete Road Safety Audits.
- Update guidance on HSIP eligibility.
- Complete annual HSIP report.

Estimated task completion: 09-30-2026

Estimated task budget: $1,777,647.02

Estimated staff salaries and benefits: $1,617,647.02

MassDOT Staff Assignments

MassDOT staff members	% Time to task
Darryl Valovcin	90.0
TPP II TBH	90.0
Robert Moon	90.0
Dakota DelSignore	88.0
Michelle Deng	88.0
Ana Fill	88.0
Kevin Fitzgerald	88.0
Jennifer Inzana	88.0
Kirsten Johnson	88.0
Bonnie Polin	88.0
Stacey Schwartz	88.0
James Terlizzi	88.0
Kylie Braunius	88.0
Evelyn Densmore	88.0
Shaojie Qiu	88.0
Civil Engineer III TBH	88.0
Civil Engineer I TBH	88.0
intern 2 co-op 2	85.0
Intern-1 co-op-1	85.0

intern 3 co-op 3	85.0

Consultant costs: $160,000.00

Subtask / contract #	Total cost:	Pre-FFY 2026:	FFY 2026:	Post-FFY 2026:	Consultant/Contractor Name:	Contract End Date:
Consultant to assist with counts/speeds for work to conduct the research needed for several systemic programs / TBD	$210,000.00	$0.00	$160,000.00	$50,000.00	TBD	06-30-2027

Consultant notes:

Other costs:

B.8 / Prevent and Minimize Risks to MassDOT Staff and Workers on the Roadways

Task Lead: Bonnie Polin

Task Purpose:

Work is required to manage known and preventable risks to MassDOT employees and those working on the roadways by setting, communicating, and following safety standards to achieve our goal of zero fatalities and injuries.

Accomplishments in prior year:

As of the date of this preparation (August 1st), work was starting on the FFY2025 assessment (2 per each district). The bulk of the work will take place in August and early September. The reports will be completed by summer 2026.

It should be noted that the FFY2024 work zone audits were just finalized in July 2025

Proposed activities for next year:

- Continue to research and support work zone safety initiatives through participation in the Work Zone Technical Committee as part of the AASHTO Subcommittee on Traffic Engineering (SCOTE) and National Committee on Uniform Traffic Control Devices (NCUTCD).
- Continue involvement in the Strategic Highway Safety Plan (SHSP) emphasis area of safety of workers on the roadways.
- Work with Highway Operations Center and FHWA on the Every Day Counts (EDC) crowdsourcing initiative. This will help with incident response and minimize exposure for workers on roadways.
- Continue work at the national level on work zone safety and integration of technology
- Complete the FY2025 work zones assessments which should be completed by summer 2026.
- Select locations and commence work on the FFY2026 work zone safety assessments (two per MassDOT district). This is anticipated to take place in the summer of 2026 and be completed in spring 2027.

Anticipated products:

12 Work Zone Safety Assessments. By end of FFY2026 the assessments and accompanying reports will be completed on the FFY2025 assessments and the assessment part of the effort for the FFY2026 locations will be completed in FFY2026.

Estimated task completion: 09-30-2026

Estimated task budget: $45,358.74

Estimated staff salaries and benefits: $45,358.74

MassDOT Staff Assignments

MassDOT staff members	% Time to task
Kevin Chiang	8.0
Christopher Falcos	8.0
Zachary Medeiros	4.0
Fangyun Xi Goncalves	4.0
Thao Tran	4.0
Emmanuel Gonzalez	4.0
Buu Tran	4.0
Noah Thompson	4.0
Everlyn Galloway	4.0

Consultant notes:

Other costs:

B.9 / Training of MassDOT Staff to Keep Current and Cutting Edge

Task Lead: Bonnie Polin

Task Purpose:

This task includes training for MassDOT Traffic and Safety staff with the intention of keeping up with the latest practices in highway safety to effectively reduce fatalities and injuries on Massachusetts' roadways.

Accomplishments in prior year:

- Attended the Transportation Research Board (TRB) Annual Meeting, FHWA Peer Exchanges, and the AASHTO Committee on Safety and other AASHTO related meetings.
- Served as panel members for National Cooperative Highway Research Program (NCHRP) studies.
- Trained other staff members on HSM methodologies and data driven safety analyses and other trainings to further the efforts to reduce fatalities and injuries.

Proposed activities for next year:

- Attend the TRB Annual Meeting, FHWA Peer Exchanges, and the AASHTO Committee on Safety, NCUTCD, and other meetings.
- Participate in NCHRP panels on safety research.
- Attend webinars on best practices and latest findings of enhancing and incorporating safety.
- MassDOT staff will avail themselves of training (May be virtual or in person).

Anticipated products:

Better trained employees who can push new methodologies to reduce fatalities and injuries.

Estimated task completion: 09-30-2026

Estimated task budget: $115,703.03

Estimated staff salaries and benefits: $115,703.03

MassDOT Staff Assignments

MassDOT staff members	% Time to task
Dakota DelSignore	7.0
Michelle Deng	7.0
Ana Fill	7.0

Kevin Fitzgerald	7.0
Kirsten Johnson	7.0
Bonnie Polin	7.0
Stacey Schwartz	7.0
Neil Boudreau	7.0
Amitai Lipton	7.0
James Danila	7.0
Kylie Braunius	7.0
Jennifer Inzana	4.0
James Terlizzi	4.0
Evelyn Densmore	4.0
Shaojie Qiu	4.0
Robert Moon	4.0

Consultant notes:

Other costs:

Financial Table

Totals

	Staff cost	Consultant cost	Other cost	Total cost
SPR I A	$5,156,650.50	$2,028,863.00	$3,986,753.90	$11,172,267.40
SPR I B	$4,758,332.82	$1,262,000.00	$1,485,068.70	$7,505,401.52
SPR I (A+B) total	$9,914,983.32	$3,290,863.00	$5,471,822.60	$18,677,668.92
SPR II	$539,034.32	$4,258,925.86	$1,530,373.60	$6,328,333.78
SPR I & II total	**$10,454,017.64**	**$7,549,788.86**	**$7,002,196.20**	**$25,006,002.70**

The SPR will be monitored throughout the year to determine if an amendment to the STIP is necessary to ensure adequate funding. The SPR II is 25.3% of the overall program, meeting the 25% minimum threshold.

2026 State Planning and Research Program II

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Research

A. Program Administration

Task Lead: Hao Yin

Task Purpose:

To provide oversight and administration of the research program, conduct internal and external outreach activities, and manage associated contracts. The Research Section's work includes conducting research problem statement (RPS) solicitations; organizing RPS evaluation and selection; procuring and administering research contracts; and tracking project performance and implementation efforts and impacts.

Accomplishments in prior year:

- Engaged in scoping and contracting coordination efforts between research project principal investigators (PI) and project champions (PC).
- Procured and/or administered all SPRII-funded research agreements (and/or contracts) with research entities.
- Performed project development and management for all SPRII-funded research projects.
- Coordinated the review and prioritization of statements for new FFY25 projects.
- Coordinated initial scope discussion and PI identification approach with agency technical leads for the FFY25 research projects.
- Produced FFY24 Research & Tech Transfer Annual Report.
- Produced four MassDOT Research Quarterly Newsletters.
- Updated MassDOT research website with new contents regularly.
- Conducted web-based project completion survey with project champions, principal investigators and project managers for thirteen projects completed in 2024 to collect feedback and information on how the research process can be improved and research results have been/are to be utilized and implemented.
- Prepared quarterly reports on the status of research and training programs.

Proposed activities for next year:

- Continue oversight of research contracts and agreements.
- Continue research project management.

- Update 2016 MassDOT Research Manual.
- Prepare quarterly reports on the status of research and training programs.
- Update MassDOT Research Section website regularly.
- Produce FFY25 Research & Tech Transfer Annual Report.
- Produce MassDOT Research Quarterly Newsletters.
- Continue tracking research project performance, implementation and impacts.

Anticipated products:

Anticipated products:

- Executed ISAs and contracts.
- 2025 MassDOT Research Manual.
- Quarterly reports.
- Regular updating of the Research & Technology Transfer website.
- FFY25 Research & Tech Transfer Annual Report.
- Research Quarterly Newsletters.

Estimated task completion: 09-30-2026

Estimated task budget: $201,440.36

Estimated staff salaries and benefits: $101,440.36

MassDOT staff members	% Time to task
Michael Flanary	**20%**
Patrick McMahon	**20%**
Nicholas Zavolas	**20%**
Anil Gurcan	**20%**
Austin Sanders	**20%**
Hao Yin	**10%**

Consultant costs: $0.00

Other costs: $100,000.00

B. Research

Task Lead: Hao Yin

Task Purpose:

On-going Projects

To perform the research contained within this task, MassDOT contracts with universities, research institutes and/or private companies. There may be occasions when a project actual duration doesn't align with the anticipated duration due to challenges arising during research investigation and beyond the project team's control. Under such circumstances, additional time may be granted pending FHWA's approval, and the project shall remain within the original category for fiscal tracking purpose. In addition, MassDOT research personnel will provide the following services:

Update Transportation Research International Documentation (TRID), National Transportation Library and other national transportation research record repositories

Perform literature searches and reviews

Maintain and expand MassDOT research network

Schedule and host MassDOT transportation research and innovation webinar series

Subtasks:

Cracks of Low-P Rapid Set Concrete in Deck Repairs: Analysis, Prevention, and Alternatives

The overall objective of this project is to analyze the correlations between cracks in Low-P rapid set concrete and factors including concrete mix design, construction practices, curing conditions, and the service environment/weather conditions of bridge decks. This analysis aims to deepen the understanding of cracking mechanisms and to develop strategies for preventing crack formation in this special concrete. The outcomes will guide the treatment of deck repair materials for MassDOT projects, ultimately enhancing the durability and longevity of repaired bridge decks. Anticipated outcomes include: 1. A comprehensive literature review. 2. Detailed data collected via laboratory tests per selected AASHTO and ASTM test methods. 3. A thorough understanding of the causes and mechanisms behind

crack formation in young Low-P rapid set concrete. 4. Recommendation for preventing cracks in bridge decks repaired with Low-P concrete. 5. Development of high-performance alternative materials for bridge deck repair.

Environmental Scan of Community Transit Needs Among Older Adults in Massachusetts

This project aims to support MassDOT in advancing its community transit programs by systematically identifying and addressing the needs of older adults. Through detailed analysis and stakeholder engagement, the project will provide actionable recommendations for improving transit options and enhancing the quality of life for Massachusetts's aging population. Outputs and deliverables include:

A report documenting existing transportation needs of older adults in MA. This will illustrate nuanced differences in transportation needs for different populations of older people and people with disabilities.

A series of evaluative questions for future community transit grantees such that target populations are being served and metrics collected to communicate impact of the investments by the MassDOT Community Transit grant program.

A slide deck summarizing findings and recommended priority areas for future grantees will be developed.

Evaluation and Mitigation Methods for the Prevention of Cement Concrete Deterioration due to Pyrrhotite Phase II

The project will investigate the effectiveness of concrete mix design mitigation methods on the evolution of deterioration of cement concrete containing pyrrhotite reactive minerals. The study will be performed by using the developed electro-chemical acceleration testing method complemented by visual observations, quantitative crack-length development, non-destructive evaluation test methods and microstructural analysis. Additionally, the effectiveness of other potential mitigation methods on the deterioration rate of affected concrete mixtures will be investigated.

Advanced Technologies and Data Analytics for Safe, Smart, and Efficient Transportation (ASSET)

The project will recalibrate the SPFs in Chapter 16.6.4 of the HSM2, along with the associated parameters, for the twelve types of urban intersections in Massachusetts using the most recent data. Develop and refine methodologies that can effectively and reliably extract sidewalk data from aerial imagery. Leverage artificial intelligence (AI) to automate the counting of pedestrians, active transit modes (such as bicycles and e-scooters), and site trips generated by new developments. By using real-time AI models that process video and sensor data, this task also aims to develop algorithms to estimate multimodal trip projections associated with multiple ITE land use codes or Massachusetts-specific land use codes, considering the existing or planned infrastructure design, congestion management, and mobility strategies.

Salt Spreader Field Implementation

Clearing roadways during winter seasons, it is critical to deliver the materials efficiently and effectively so that the impacts of winter storms are minimized while the utilization of the materials is maximized to reduce potential environmental impacts. The objective of this study is twofold: 1) to develop an improved RSC algorithm by incorporating additional critical road condition categories (e.g., black ice and packed snow) and employing a more complex deep learning architecture; 2) to develop a new SRP model by incorporating the real-time mobile RWIS information from the instrumented truck, the regional stationary RWIS information, and the climate and weather forecasting information. The algorithm and model developed will be validated on multiple snowplowing trucks.

Speed Management Research

This scope of work will synthesize existing speed management research and guidance to resources to aid MassDOT and municipalities with the application and implementation of speed management countermeasures.

MassDOT Speed Regulation Editing Support

Throughout this effort, speed regulations gaps along the conflated Traffic Messaging Channel (TMC) segment network will be checked out from a web map, reviewed and edited in a roads and highways event editor Application while cross-referencing the speed regulation statute documents associated with the roadways described.

MCRP

One of the four components of UMTC ISA #109600

3D Printed Lattice-Based Structures for Next Generation Bridge Bearings and Bridge Isolation Bearings

Bridge bearings are installed between the bridge substructure and the superstructure to transfer loads and allow controlled translations to reduce stresses in the structure. In deteriorated and aging bridges, the old bearing system commonly needs to be replaced, and these replacements are currently very costly. Recent progress in 3D printing applications through a recent Phase I MassDOT research project examined a new promising, customizable design for typical bridge bearings and isolation bearings. The current project will develop a prototype bearing system using concepts from architected lattice materials and aspire to manufacture and test the 3D printing bearing systems.

The objectives of the proposed research include computational and experimental work to develop a new architected material bridge bearing product and test it for vertical, transverse, and other load conditions. In addition, the proposed research will aim to develop recommendations regarding the technoeconomic decision-making process (including cost models) informing how to apply the new prototype and identify the technical capabilities to achieve a cost-effective solution that can be implemented in the field.

Accomplishments in prior year:

1. Completed “Measuring Fare Payment Compliance on MBTA Buses and Light Rails” project.

2. Completed “Post-Fire Damage Inspection of Concrete Structures Phase III Field Verification Phase” project.

3. Completed “Developing a Visualization, Sharing and Processing Platform for Large-Scale Highway Asset Point Cloud Data” Project.

4. Completed "Method for Pavement Marking Inventory and Retroreflectivity Condition Assessment Using Mobile Lidar" project.

5. Completed “Measuring Accessibility to Improve Public Health Phase II" project.

6. Completed "Recycled Ground-Glass Pozzolan (RGGP) for Use in Cement Concrete" project.

7. Completed “Field Study to Determine Salt Usage Efficiency on Two Pavement Types” project.

8. Completed “Effects of Asphalt Binder Source in Asphalt Mixture Performance" project.

9. Completed “Evaluating Driver Education Modules on Safety" project.

Proposed activities for next year:

1. Complete "3D-Printed Lattice-based Structures for Next Gen Bridge Bearings" project.

2. Continue “Advanced Technologies and Data Analytics for Safe, Smart, and Efficient Transportation (ASSET)” project.

3. Complete “Environmental Scan of Community Transit Needs in Older Adults in MA” Project.

4. Continue "Cracks of Low-P Rapid Set Concrete in Deck Repairs: Analysis, Prevention, and Alternatives" project.

5. Complete "Evaluation and Mitigation Methods for the Prevention of Cement Concrete Deterioration due to Pyrrhotite" project.

6. Continue “Speed Management Research" project.

7. Continue "Development of a Salt Spreader Controller Program Using Machine-Sensed Roadway Weather Parameters and Climate Data" project.

8. Continue "MassDOT Speed Regulation Editing Support" project.

9. Following discussions with Highway and district offices, we will initiate targeted research and pilot efforts in the following areas:

- Statewide Testing & Validation of Valmont Dampers
    - Objective: Evaluate performance and reliability of Valmont dampers for traffic signal and sign structures under various environmental and operational conditions.

    - Scope: Conduct field testing across multiple regions to assess vibration reduction, durability, and maintenance benefits.
    - Outcome Goal: Develop statewide implementation guidance.
- Drone-in-a-Box (DiB) Feasibility & Impact Study – Cape Cod
    - Objective: Assess the practicality, cost-effectiveness, and operational benefits of automated drone stations for: traffic congestion monitoring and mitigation, emergency response support, environmental monitoring (e.g., coastal erosion, wildlife tracking)
    - Scope: Pilot deployment on Cape Cod, with integration into existing traffic and emergency management systems.
    - Outcome Goal: Recommend policies, operational procedures, and scaling strategies for statewide adoption if successful.
- Sustainable Concrete Research
    - Objective: Investigate low-carbon and long-life concrete mixes and techniques suitable for Massachusetts climate and infrastructure demands.
    - Scope: Material testing, life-cycle cost analysis, and pilot pours in active projects.
    - Outcome Goal: Identify specifications and best practices for sustainable concrete in state projects.
- Field Demonstration – Bridge Repair Using 3D Cold Spray Technology
    - Objective: Test 3D cold spray additive manufacturing for structural steel repair in bridges, focusing on corrosion damage remediation.
    - Scope: Select candidate bridge, coordinate with vendors and inspectors, evaluate repair performance over time.
    - Outcome Goal: Determine technical viability, cost implications, and safety considerations for field application.

Anticipated products:

- Interim deliverables and final reports for all on-going research projects.

Estimated task completion: 09-30-2026

Estimated task budget: $2,312,640.80

Estimated staff salaries and benefits: $263,613.34

Consultant costs: $1,153,653.86

Other costs: $895,373.60

Subtask Financial Table

Subtask / contract #	Total cost:	Pre-FFY 2026:	FFY 2026:	Post-FFY 2026:	Consultant/Contractor Name:	Contract End Date:
Cracks of Low-P Rapid Set Concrete in Deck Repairs: Analysis, Prevention, and Alternatives / 128752	$300,000.00	$100,000.00	$100,000.00	$100,000.00	UMass Lowell	09-30-2027
Environmental Scan of Community Transit Needs Among Older Adults in Massachusetts / 129061	$149,999.00	$79,377.83	$70,621.17	$0.00	UMass Boston	06-30-2026
Evaluation and Mitigation Methods for the Prevention of Cement Concrete Deterioration due to Pyrrhotite Phase II / 129275	$204,889.00	$0.00	$204,889.00	$0.00	UConn	12-31-2027
Advanced Technologies and Data Analytics for Safe, Smart, and Efficient Transportation (ASSET) / 129892	$604,334.00	$0.00	$399,557.00	$204,777.00	UMass Lowell	12-31-2026

Salt Spreader Field Implementation / 128970	$234,921.00	$43,171.00	$70,000.00	$121,750.00	UMass Amherst	12-31-2027
Speed Management Research / 129014	$153,026.00	$8,000.00	$96,586.69	$48,439.30	Kittelson&Associates	09-30-2027
MassDOT Speed Regulation Editing Support / 129140	$92,405.00	$90,405.00	$20,000.00	$0.00	UMass Amherst	03-31-2026
MCRP / 109600	$5,381,241.00	$5,231,241.00	$150,000.00	$0.00	UMTC	12-31-2025
3D Printed Lattice-Based Structures for Next Generation Bridge Bearings and Bridge Isolation Bearings / 121135	$270,042.00	$228,042.00	$42,000.00	$0.00	UMass Amherst	09-30-2026

C. Technology Transfer

Task Lead: Hao Yin

Task Purpose:

This task consists of the following programs and activities:

Local Technical Assistance Program (LTAP) serves as a conduit for information transfer on technologies, best practices, and methodologies for operating, maintaining, and managing municipal departments of public works and highway departments throughout the Commonwealth.

MassDOT Training Services (MTS) assist MassDOT in developing and implementing an annual plan to provide essential and high-quality technical training to MassDOT employees with a focus on the Highway Division.

MassDOT convenes two transportation technology transfer conferences each year: a one-day Moving Together Conference in the fall and a two-day Transportation Innovation Conference in the spring.

Construction Management Certificate Program is a 4-year partnership agreement with the Wentworth Institute of Technology (WIT) to train MassDOT staff.

Subtasks:

LTAP

Baystate Roads is the longstanding program name for Massachusetts LTAP, and it serves as a conduit for information transfer on technologies, best practices, and methodologies for operating, maintaining, and managing municipal departments of public works and highway departments throughout the Commonwealth. The program also serves as an efficient communications network, by which MassDOT transfers policy information, engineering directives, program funding, and other updates to the 351 municipalities in Massachusetts. Please see Appendix C.1 for FFY26 LTAP Training Plan.

MTS

MassDOT Training Services (MTS) assist MassDOT in developing and implementing an annual plan to provide essential and high-quality technical training to MassDOT employees with a focus on the Highway Division. Through this component, MassDOT coordinates, directs, and oversees the UMTC training team as it provides training classes requested by MassDOT's Highway Division to its staff throughout the state. Please see Appendix C.2 for FFY26 MTS Training Plan.

Conferences

MassDOT convenes two transportation technology transfer conferences each year: a one-day Moving Together Conference in the fall and a two-day Transportation Innovation Conference in the spring.

Through the comprehensive MassDOT-UMass Amherst Interdepartmental Service Agreement (ISA #109600), UMTC provides services to MassDOT including conference program planning, coordinating with speakers and moderators, managing event registration and exhibitors, contracting with venue and event support services, managing conference logistics, and delivering the conferences.

Construction Management Certificate Program

Continue implementing the new 4-year partnership agreement with the Wentworth Institute of Technology (WIT). Deliver the Construction Management Certification Program to 30 participants representing all Highway districts. The annual expense is set at $65,000, which covers the delivery of the 7-week curriculum.

Accomplishments in prior year:

• Delivered LTAP training classes per FFY25 Plan
• Delivered MTS training classes per FFY25 plan
• Delivered both MassDOT 24 Moving Together and 25 Innovation conferences

Proposed activities for next year:

• Execute FFY26 LTAP training plan
• Execute FFY26 MTS training plan
• Plan and host both MassDOT 25 Moving Together and 26 Innovation conferences

Anticipated products:

Estimated task completion: 09-30-2026

Estimated task budget: $3,018,116.83

Estimated staff salaries and benefits: $18,115.83

Consultant costs:$2,965,000.00.

Other costs:$35,000.00

MassDOT Staff Assignments

MassDOT staff members	% Time to task
Anil Gurcan	5%
Austin Sanders	5%
Hao Yin	10%

Subtask Financial Table

Subtask / contract #	Total cost:	Pre-FFY 2026:	FFY 2026:	Post-FFY 2026:	Consultant/Contractor Name:	Contract End Date:
LTAP / 109600	$7,420,807.00	$6,285,807.00	$1,135,000.00	$0.00	UMTC	12-31-2025
MTS / 109600	$8,106,771.00	$6,706,771.00	$1,400,000.00	$0.00	UMTC	12-31-2025
Conferences / 109600	$2,553,823.00	$2,153,823.00	$400,000.00	$0.00	UMTC	12-31-2025
Construction Management Certificate Program / 129272	$252,000.00	$63,000.00	$65,000.00	$125,000.00	WIT	09-30-2028

D. Regional and National Collaboration

Task Lead: Hao Yin

Task Purpose:

To coordinate MassDOT's participation in national and regional transportation research activities, including the research committees, research statement submission and reviews, project panels, technical working groups, and task forces; to disseminate MassDOT's research efforts, products, program management and delivery approaches both nationally and regionally; and to distribute research results and activities of the Transportation Research Board (TRB), American Association of State Highway and Transportation Officials (AASHTO) and other state DOTs within MassDOT.

Subtasks:

Peer Exchange

AASHTO TSP

Pooled Fund Studies

In FFY26, MassDOT intends to the following Transportation Pooled Fund studies.

5(422) National Cooperative Highway Research Program

5(455) National Accessibility Evaluation Phase II Access Across America

5(464) Hydrologic and Hydraulic Software Enhancements (SMS, WMS, Hydraulic Toolbox, and HY-8)

5(465) Consortium of Asphalt Pavement Research and Implementation

5(479) Clear Roads Winter Highway Operations Phase III Pooled Fund

5(481) In-Service Performance Evaluation (ISPE) of Roadway Safety Features

5(482) Development and Evaluation of Roadside Safety Systems for Motorcyclists

5(501) Roadside Safety

5(511) TRB Core Support Services

5(516) Highway Safety Manual 2nd Edition (HSM2) Implementation

5(544) 5(437) Technology Transfer Concrete Consortium

5(549) Northeast Transportation Research Consortium (NTRC)

5(556) Uncrewed Aircraft Systems (UAS) Standardization

Accomplishments in prior year:

- Delivery of MassDOT Research Peer Exchange.
- Coordinated with MassDOT Highway Divisions and Planning Office to establish participation in transportation pooled fund (TPF) projects funded through SPR II.
- Participated in and contributed to AASHTO RAC activities.
- Coordinated the TRB National Cooperative Highway Research Program (NCHRP) problem statement review process.
- Disseminated TRB research reports, technical webinars and NCHRP project panel member solicitations to appropriate MassDOT staff.
- Participated in and contributed to New England Transportation Consortium (NETC) program management and technical activities.
- Participated in and contributed to AASHTO's RAC Regional 1 activities including preparation activities for the RAC 2024 winter meeting.
- Applied for AASHTO RAC Committee High Value Research Projects Award and received Sweet-16 Award.
- Updated MassDOT research projects in the TRB Research-In-Progress database.
- Disseminated MassDOT research reports through the TRB E-Newsletter.

Proposed activities for next year:

- Coordinate within MassDOT to establish participation in pooled fund programs, and support AASHTO RAC activities, NCHRP research statement reviews, NCHRP technical panel participation, and TRB representative's visit.
- Participate in other State DOT’s Research Peer Exchanges when appropriate.

Anticipated products:

- Distribution of research products and information from TRB, TPF and other state DOTs.
- Communication of MassDOT research reports through TRB E-Newsletter.

- Participation in AASHTO RAC activities.
- Review and implement appropriate findings of the MassDOT Research Peer Exchange Report
- Identification of MassDOT's position on problem statements for the annual NCHRP project cycle.

Estimated task completion: 09-30-2026

Estimated task budget: $796,145.42

Estimated staff salaries and benefits: $155,864.79

Consultant Costs: $140,272.00

Other costs: $500,000.00

MassDOT Staff Assignments

MassDOT staff members	% Time to task
Nicholas Zavolas	50.0
Patrick McMahon	40.0
Hao Yin	30.0
Michael Flanary	10.0
Anil Gurcan	10.0
Austin Sanders	10.0

Subtask Financial Table

Subtask / contract #	Total cost:	Pre-FFY 2026:	FFY 2026:	Post-FFY 2026:	Consultant/Contractor Name:	Contract End Date:
Peer Exchange/126725	$140,727.00	$0.00	$205,000.00	$0.00	VOLPE	12-31-2025
Transportation Pooled Fund Studies (100% Federal)/ TBD**	*$419,647.00*	--	*$419,647.00*	--		

**Note: TPF costs are 100% federal and are not counted in the SPR totals. They are included here for informational purposes.

Other cost notes: AASHTO subscription, training, and travel

SPR II Financial Table

Totals

	Staff cost	Consultant cost	Other cost	Total cost
SPR I A	$5,156,650.50	$2,028,863.00	$3,986,753.90	$11,172,267.40
SPR I B	$4,758,332.82	$1,262,000.00	$1,485,068.70	$7,505,401.52
SPR I (A+B) total	$9,914,983.32	$3,290,863.00	$5,471,822.60	$18,677,668.92
SPR II	$539,034.32	$4,258,925.86	$1,530,373.60	$6,328,333.78
SPR I & II total	**$10,454,017.64**	**$7,549,788.86**	**$7,002,196.20**	**$25,006,002.70**

The SPR will be monitored throughout the year to determine if an amendment to the STIP is necessary to ensure adequate funding. The SPR II is 25.3% of the overall program, meeting the 25% minimum threshold.