

# Building Towards a Resilient System: Earth Week Spotlight

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# Beyond Mobility

## Priority Areas



- Resiliency is one of the six priority areas of Beyond Mobility
- MassDOT will be proactive about understanding the elements of the network at highest risk from climate change and implementing strategies to reduce those risks

# Operationalizing Resiliency

New way of doing business

## Planning/ Scoping

- Identify, prioritize high value **resiliency-focused projects**, while incorporating best practices in **all projects**.
- Screen proposed project locations against environmental, system condition, equity, and safety layers.
- Environmental Review Checklist includes questions related to resiliency and stormwater control measures at scoping.

## Design/ Construction

- Developing transportation focused workflows to screen for natural hazards and identify best practices.
- Projects going through MEPA review climate exposure and risk information, and recommended design standards from the Statewide Climate Resilience Design Standards Tool.
- Adding a "Climate Change Indicator" subsection as part of the updates to the Bridge Design Manual.
- Regularly utilize resilience reference manuals available through the USDOT Climate Center.

## Operations/ Maintenance

- Implementing a **Programmatic Operations and Maintenance Plan** for drainage system maintenance given more frequent and severe storm events.
- Have updated MassDOT standards, as detailed in the TAMP, to align with resiliency best practices relating to pavement mixture, preservation projects, and existing and new structures (bridges).

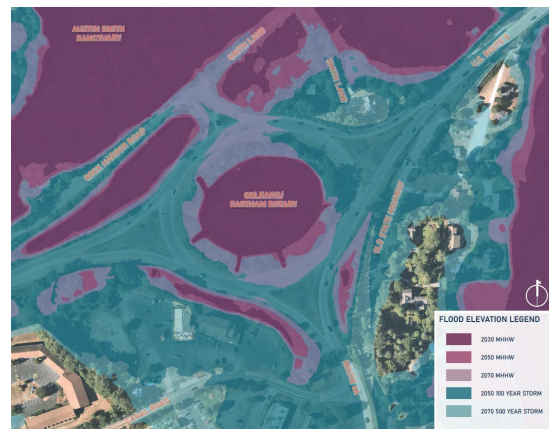
# Resilience Focused Investment

## Project Spotlight: Eastham-Orleans Route 6 Rotary Improvements

- In response to Cape Cod Commission *Low Lying Roads Study*, project initiated by MassDOT to mitigate risk of future flooding at the facility
- Section of Route 6 susceptible to flooding during a projected 100 Year Storm event in 2050
- Alternative 1 makes Route 6 resilient to flooding during a projected 100 Year Storm event in 2050, while also modernizing the interchange
- Public information meeting scheduled for April 30<sup>th</sup> to gain initial feedback from public on alternatives



*Existing Conditions*



*Future flood model from study*



*One of Four Alternatives*

# Community Culvert Grant Program

## Background

- New funding dedicated to culverts from the Healey-Driscoll Administration's recent \$8 billion transportation investment
  - \$200M over ten years utilizing Fair Share funding
- Culverts are a critical part of local transportation networks *and* the natural environment
  - Provide access over water features for the traveling public
  - Support resiliency against increased storm frequency & severity, watershed connectivity, biodiversity
- Competitive grant program developed with Executive Office of Energy and Environmental Affairs



# Community Culvert Grant Program

## Operational Framework

- Program funds culvert repair, replacement, removal, modernization, and resiliency improvements
- Grants awarded in two phases:
  - Phase 1: Design
    - Fully funded
  - Phase 2: Construction
    - Up to \$1M funded
- Program launched on Grant Central in November 2025
  - 99 eligible applications under review totaling \$32.6M in requests
  - First awards anticipated this Spring
  - Two grant rounds planned annually



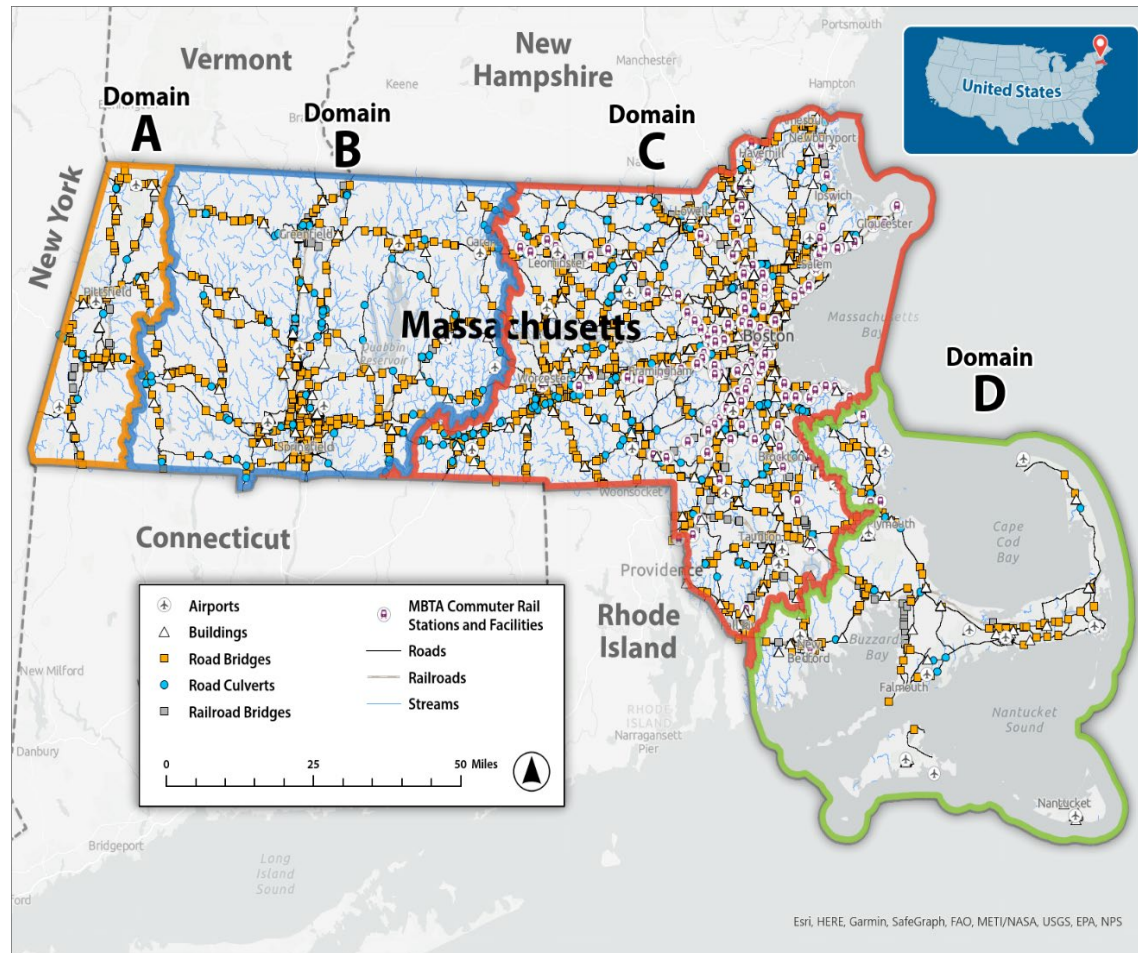
# Ongoing Planning Initiatives

# Resiliency Framework for the Metropolitan Highway System



- The MHS and associated structures are integral to the flow of goods and people in the Greater Boston region.
- Assets are increasingly vulnerable to the impacts of climate change and extreme weather events expected to become more frequent and intense.
- This work enables MassDOT to perform vulnerability assessments, update policies and design specifications, modify construction and maintenance processes, inform investments, and enhance the resiliency of this critical infrastructure.

# Flood Risk Assessment



- Determine flooding and erosion hazards under a range of future climate scenarios.
- Identify transportation assets exposed to flooding or associated erosion.
- Quantify risks, including costs to transportation agencies and system users.
- Support identification and prioritization of capital resiliency investments to reduce risks over time.

Thank You

