

MassDOT Capital Investment Plan

Draft FY26–30 CIP

May 21, 2025



Table of Contents

- 3 Capital Investment Plan (CIP)
Development Progress
- 4 Draft FY26–30 CIP Spending by
Division
- 5 Draft FY26–30 CIP Contents
- 6 *Beyond Mobility* Highlights in Draft
FY26–30 CIP
- 7 Draft CIP Document
- 8 Public Engagement Activities
- 9 Request to the MassDOT Board
of Directors
- 11 Appendix

Capital Investment Plan (CIP) Development Progress

3

- **April – mid May:** Coordination with Executive Office for Administration and Finance (A&F), metropolitan planning organizations, transit agencies, and other partners on draft CIP
- **May 21:** Request that the Board vote to release the draft CIP for public review
- **Late May – mid June:**
 - Conduct public engagement during draft CIP comment period
 - Conduct CIP equity analysis
- **June 18:** Share public engagement and equity analysis results, and ask the Board to approve the final CIP

CIP Components, including Relevant STIP Components

Chapter 90	Federal Highway Funds and State Match for Highway Projects (STIP) (includes MPO/TPO and MassDOT-selected projects; includes formula and discretionary federal funds that flow through MassDOT)				
Other Highway Items (includes highway local aid programs)	Federal Transit Funds for MassDOT (STIP)				
State-funded MBTA Items	State Match for Federally Funded Transit Projects (STIP)				
Other Planning and Enterprise Services	RMV	Other Transit	IT	Rail	Aeronautics

IT = Information Technology. STIP = State Transportation Improvement Program.

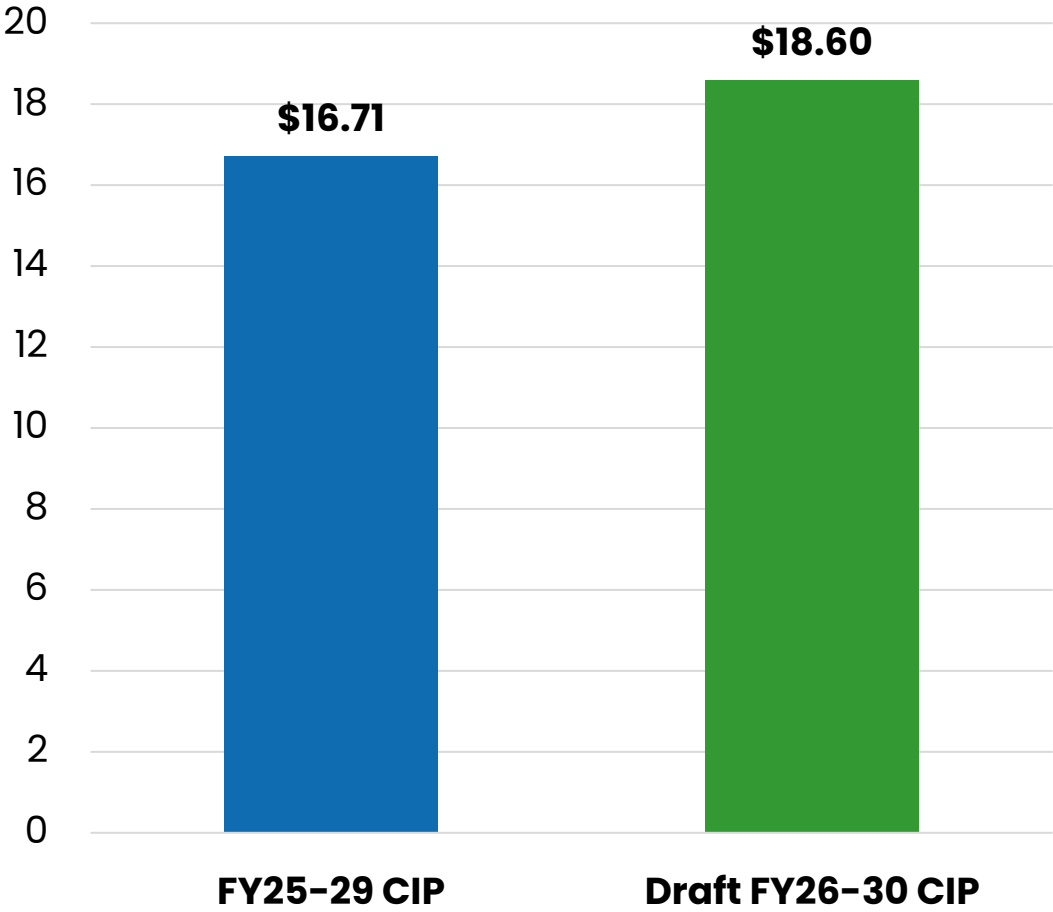
Draft FY26–30 CIP Spending by Division

4

**Proposed FY26–30 CIP Spending
by Division (\$ millions)**

Division/Section	FY26–30 Spending (millions)
Aeronautics	\$567.2
Chapter 90 and Rural Roadway Funding Program	\$1,025.0
Highway	\$14,300.2
Information Technology	\$126.4
MBTA	\$1,137.5
Planning, Enterprise Services, and Other	\$614.0
Rail	\$452.1
Registry of Motor Vehicles	\$12.5
Transit	\$369.9
Grand Total	\$18,604.8

CIP Spending Levels (\$ billions)



Draft FY26–30 CIP data shown is as of May 13, 2025, and are subject to change. Totals may not sum due to rounding.

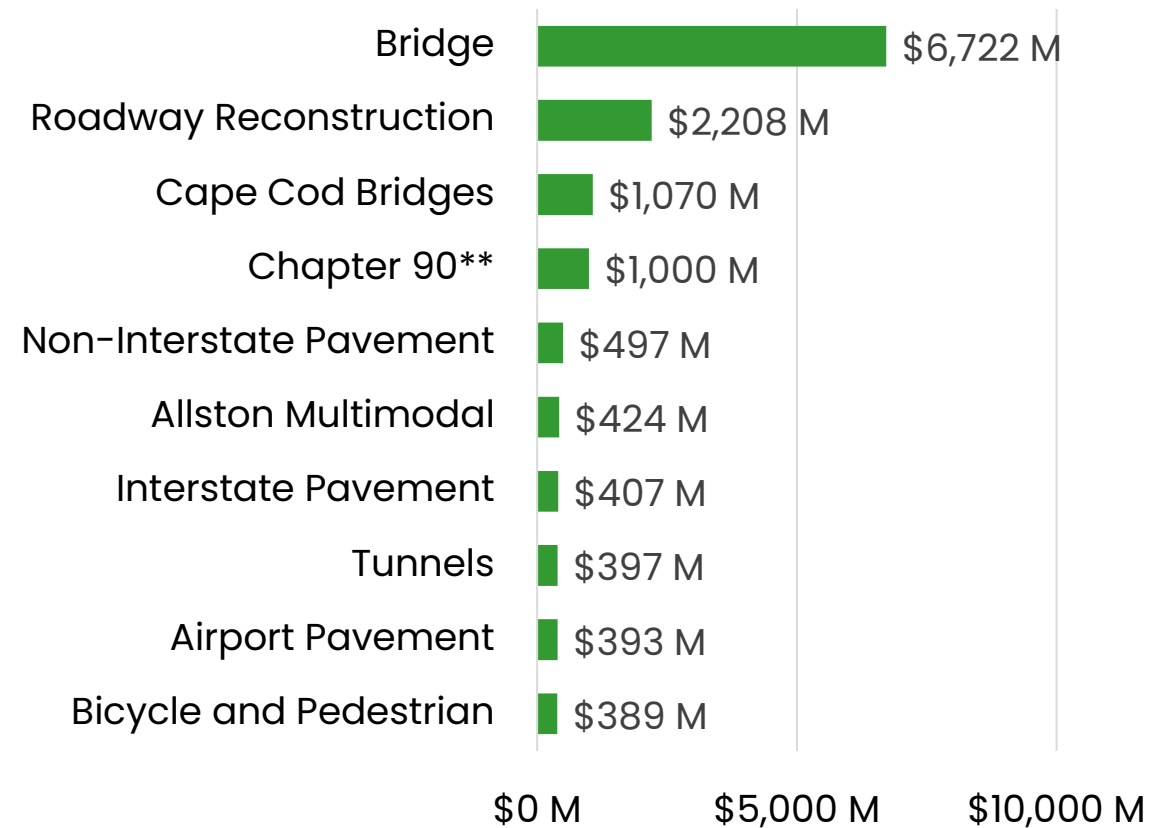
Draft FY26–30 CIP Contents

5

- More than 50 investment programs and more than 1,600 individual investments
- New programs for advanced air mobility technologies integration and roadway improvements to improve vulnerable road user safety
- **\$1.1 billion** in Commonwealth-funded MBTA investments
- Includes **\$1.1 billion** in planned MassDOT and MBTA spending using CTF bonds supported by FY25 Fair Share revenues

Draft FY26–30 CIP data shown is as of May 13, 2025, and is subject to change.

Top MassDOT CIP Programs by Proposed FY26–30 Spending* (\$ millions)



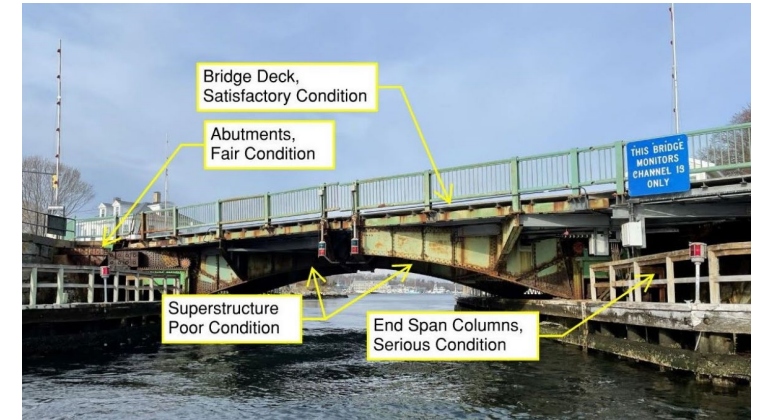
*Chart does not include Commonwealth-funded MBTA investments. **Chapter 90 spending does not include the Rural Roadway Funding Program.

Beyond Mobility Highlights in Draft FY26–30 CIP

6

- \$1 billion in spending for Chapter 90, supporting **Travel Experience**
- \$6.7 billion in Bridge and \$903 million for Interstate and non-Interstate pavement programs, supporting **Reliability**
- \$677 million in investments in Massachusetts' bicycle and pedestrian network, supporting **Destination Connectivity**
- \$83 million for Highway Resiliency program (includes culvert, dam, and flood control improvements), supporting **Resiliency**
- \$328 million for intersections and \$221 million for systematic safety and vulnerable road user improvements, supporting **Safety**
- \$54 million for regional transit authority investments to fund electric vehicles and supporting infrastructure, **supporting Clean Transportation**

Draft FY26–30 CIP data shown is as May 13, 2025, and is subject to change. Values reflect FY26–30 spending.



Gloucester – Blynman Bridge with inspection condition ratings



Greater Attleboro Taunton Regional Transit Authority buses

Draft CIP Document

7

- Available as **PDF** and **ESRI StoryMap**
- **Main document** describes what the CIP is, how it is developed, and planned FY26–30 investments
- **Appendix A** lists CIP projects by MassDOT Division with high-level spending details
- **Appendix B** describes CIP investment programs, including Beyond Mobility connections
- **Future document updates** will include equity analysis results and will reflect any changes in spending since the draft release

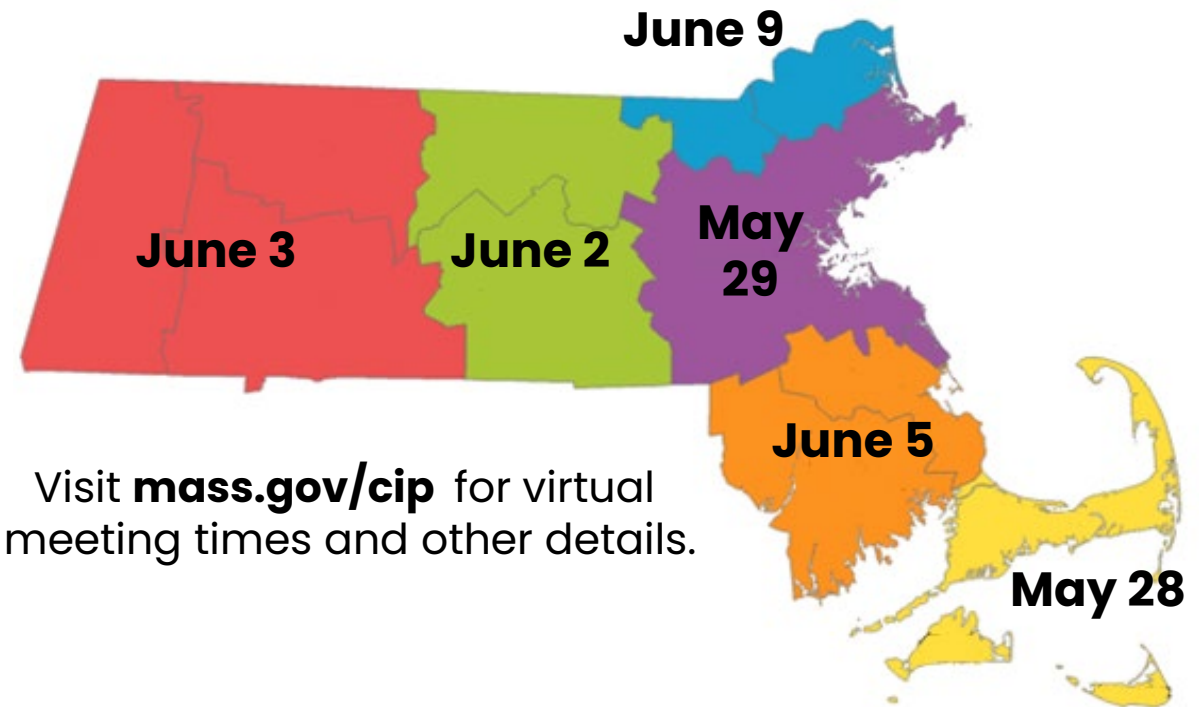


Public Engagement Activities

8

- Before **May 21**:
 - Presentations at MPO Board Meetings
 - Outreach to stakeholder organizations
- Between **May 22** and **June 11**:
 - Draft CIP to be published at **mass.gov/cip**
 - Legislative briefing on **May 23** and virtual public meetings between **May 28** and **June 9**
 - Coordination with MPOs and others to share details via social media and email
 - Comments accepted via email (**masscip@state.ma.us**), letter, or web map-based comment tool

Upcoming CIP Public Meeting Dates



Visit **mass.gov/cip** for virtual meeting times and other details.

Request to the MassDOT Board of Directors

9

Staff request that the MassDOT Board of Directors approve the release of the Fiscal Year 2026–2030 Capital Investment Plan (“CIP”) for public comment, and to authorize the Secretary/CEO, in the name of and on behalf of the Massachusetts Department of Transportation, to take any steps deemed necessary and appropriate to provide notice to the Legislature and public of the CIP.

Thank You



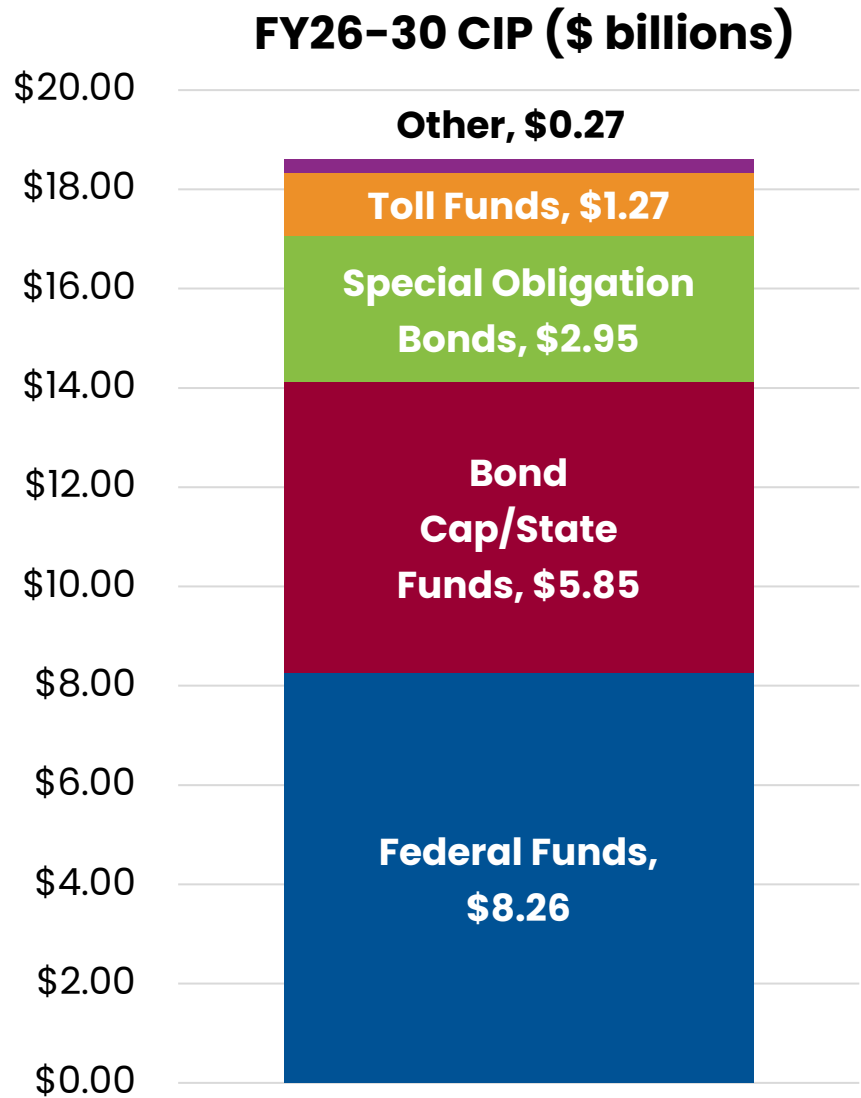
FY26–30 CIP Presentation Schedule

11

CPC/Board Meeting Month	Topics
March 2025	<ul style="list-style-type: none">• CIP overview and development timeline• Factors affecting CIP development
April 2025	<ul style="list-style-type: none">• Progress on CIP development since March• Preliminary proposed spending and funding sources• Spending highlights in priority areas
May 2025	<ul style="list-style-type: none">• Progress on CIP development since April (and STIP connections)• Draft CIP spending and updates to highlights• Public review period engagement approach• Board Vote: Release draft CIP for public review
June 2025	<ul style="list-style-type: none">• Engagement outcomes/public comments• Proposed changes from draft CIP to proposed final CIP• Equity analysis approach and results• Board Vote: Approve final CIP

Schedule subject to change. CPC = Capital Programs Committee. FY = fiscal year.

Draft FY26–30 CIP Spending by Funding Source



- **Bond Cap/State Funds:** These match federal dollars, and fund Chapter 90, municipal grant programs, and non-federal aid programs
- **Federal Funds:** Includes both formula and discretionary funds from USDOT and its modal administrations
- **Special Obligation Bonds:** Includes Next Generation Bridge grant anticipation notes and bonds, Rail Enhancement Program bonds, and other Commonwealth Transportation Fund (CTF) bonds supported by FY25 Fair Share
- **Toll Funds:** Includes revenues generated by Metropolitan Highway System, Tobin Bridge, and Western Turnpike, which are used to improve those facilities
- **Other Funds:** Includes Central Artery Maintenance/Trust Fund, local contributions, and other sources

Draft FY26–30 data shown is as of May 13, 2025, and is subject to change.

Beyond Mobility Details for CIP Programs

14

- The CIP makes *Beyond Mobility* linkages at the program level
- CIP programs have been assigned a primary *Beyond Mobility* priority area and relevant secondary priority areas
- Program descriptions highlight *Beyond Mobility* action items that capital investment in that program will help achieve
- Specific program details are available in **CIP Appendix B**, with summary highlights available in the **main document**

2026-2030 CAPITAL INVESTMENT PLAN


APPENDIX B: INVESTMENT PROGRAMS

Highway — Bicycle and Pedestrian Program

This program utilizes federal funds for the construction of new shared use paths (also known as multi-use trails) to expand and connect the Commonwealth's network of paths. These investments support active transportation, recreation, and reduced dependency on driving. Additionally, the program supports trail maintenance projects that focus on state of good repair and modernization related to trail safety and amenities to increase utility for users.

Program Plan & Guidance
Priority Trail Vision map and regional plans, Trail Condition Study

Project Selection
Projects are selected by regional planning agencies, metropolitan planning organizations and the state Trails Team.



Shining Tides Rail Trail Extension in Mattapoisett

Performance Measure
Increased percentage of people who have access to the shared use path network

FY26-30 Projected Spend
\$389.2 million

Primary *Beyond Mobility* Priority Area: Destination Connectivity
Secondary *Beyond Mobility* Priority Area(s): Safety, Supporting Clean Transportation

Related *Beyond Mobility* Action Items:

- **Destination Connectivity Action Item 2.2:** Continue to use MassTrails grants and other bicycle and pedestrian projects to bridge gaps in the active transportation and shared-use path network.

Example of CIP program page in Draft FY26-30 CIP Appendix B