

MassDOT Capital Investment Plan (CIP)

Draft FY25–29 CIP

*June 24, 2024
Legislative Briefing*



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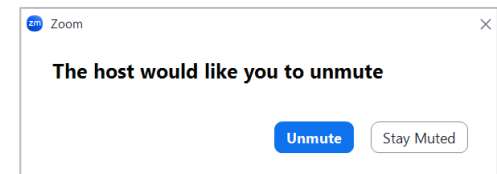
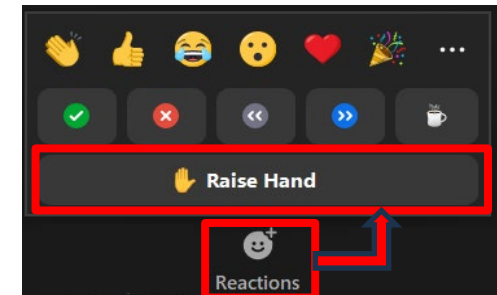
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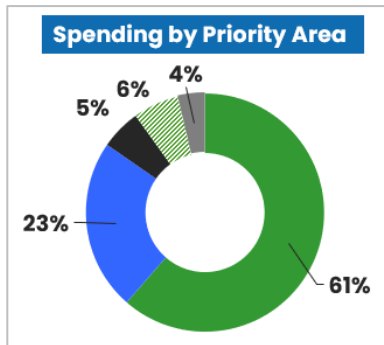
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Presentation Highlights

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- MassDOT's rolling Capital Investment Plan (CIP) guides the planning, construction, and capital maintenance of the transportation system for the next five years.



- Input and feedback about transportation investments help guide the way MassDOT **creates investment strategies, establishes programs, and selects projects** for its CIP.



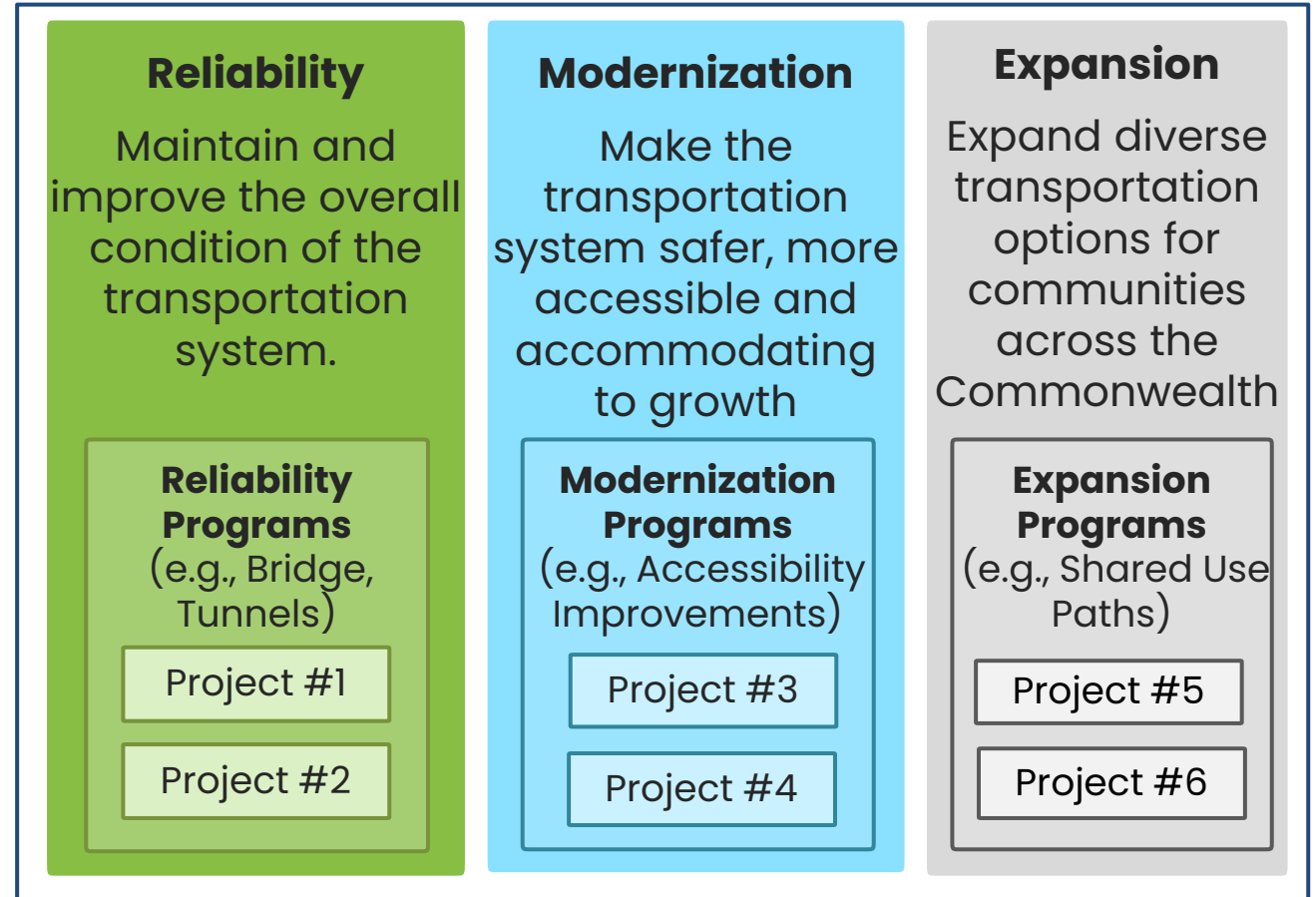
- The draft MassDOT Fiscal Year (FY) 25-29 CIP is available for public review and comment from **June 20** to **July 10**. We hope you'll provide feedback and share this opportunity with your constituents!

MassDOT Capital Investment Plan (CIP) Overview

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- Rolling five-year plan that funds the planning, construction, and capital maintenance of the transportation system
- Fiscally constrained and reflects planned spending/cash flows
- Includes investments in
 - Roads and bridges
 - Bicycle and pedestrian facilities
 - State-funded transit items
 - State rail network
 - Public use airports
 - MassDOT-wide enterprise services
 - Registry of Motor Vehicles

CIP Framework



CIP Funding Sources

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Federal Funding Formula Funds

- Federal Highway Reimbursements
- Federal Transit funds
- Federal Aviation Administration funds
- Federal Railroad funds

Discretionary Funds

- Competitive processes run by federal agencies. Funds included in the CIP after award.



State Funding Bonds / GANs

- State Bond Cap
- Accelerated Bridge Program Bonds (ABP)
- Next Generation Bridge (NGB) Program Bonds
- Grant Anticipation Notes (GANs)
- Rail Enhancement Program (REP) Bonds



MassDOT Sources Tolls (pay-go capital)

- Metropolitan Highway System (MHS) pay-go
- Western Turnpike (WT) pay-go
- Tobin Bridge (Tobin) pay-go



Other Sources

- Municipal and local funds
- Reimbursable and 3rd Party funds
- Volkswagen (VW) Diesel Settlement Funds
- Other Commonwealth funds
- Central Artery Tunnel Project Repair and Maintenance Trust Fund (CARM)

Factors Shaping CIP Development

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External Factors

- Ongoing implementation of the Bipartisan Infrastructure Law (federal funding)
- Availability of Commonwealth-provided funding and toll revenues
- Evolving travel demands, conditions, and needs
- Partner agency planning processes
- Feedback on past CIPs
- Feedback collected during CIP engagement

Internal Factors

- Priorities of the Healey-Driscoll Administration
- Development of *Beyond Mobility* statewide long-range plan and other initiatives included in MassDOT@15
- Findings and priorities from MassDOT modal and asset management plans
- Performance measures (MassDOT Tracker)
- Identified process improvements

CIP Investment Focus Areas

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SAFETY

Improve safety for all users and adopt a safe system approach

CLIMATE STEWARDSHIP

Respond to the climate crisis through a holistic approach that advances carbon-free modes of transportation, electrification, and resilient infrastructure

ASSET MANAGEMENT

Preserve and modernize assets to support safe and reliable travel

PARTNERSHIPS WITH MUNICIPALITIES

Support cities and towns in meeting local transportation needs and improving economic competitiveness and quality of life

Advance **SOCIAL AND GEOGRAPHIC EQUITY** across investment areas

Factors Shaping CIP Development, continued

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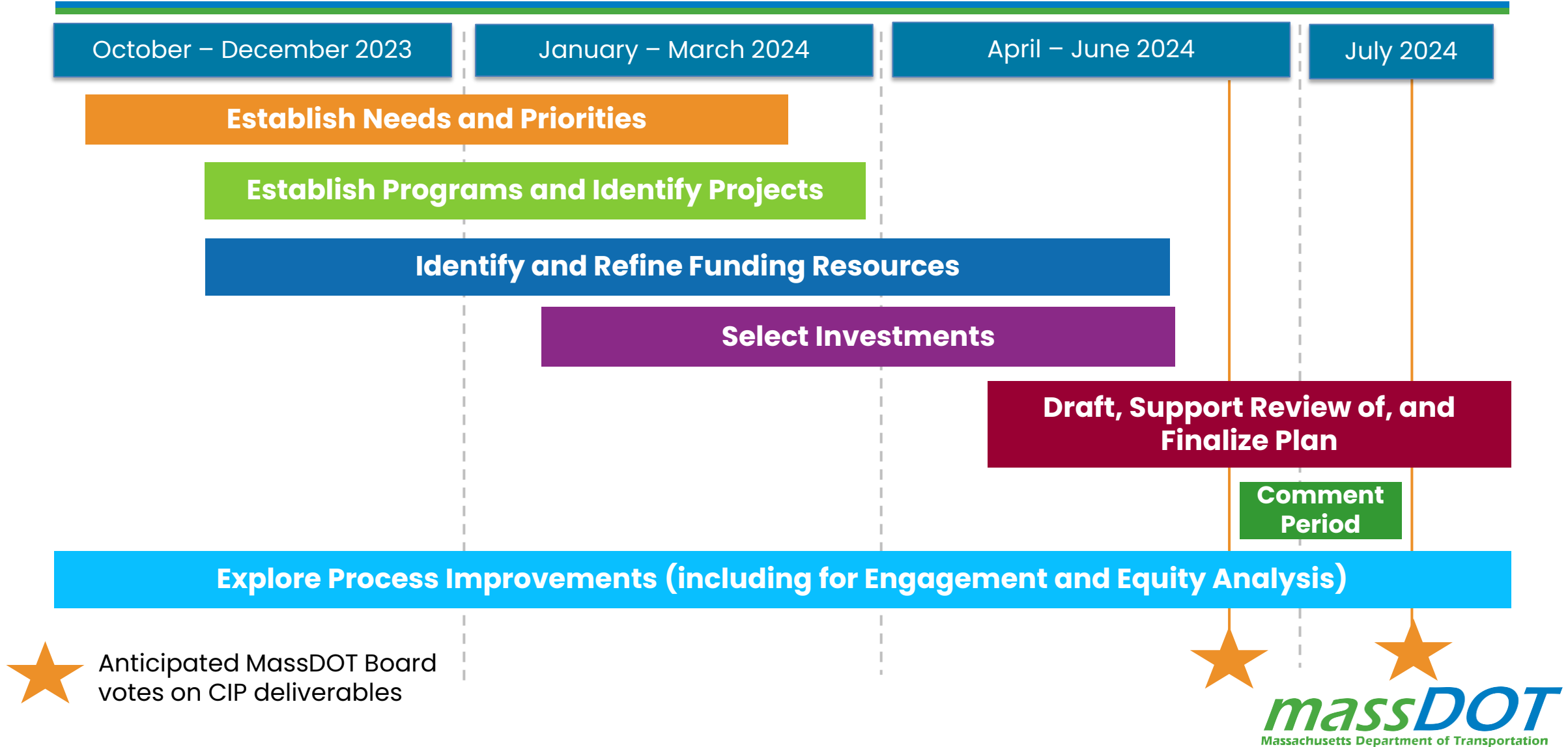
- Examples of factors that shape the set of specific investments included in the CIP, beyond higher-level strategy, include:
 - Asset management systems (for reliability projects)
 - Project selection criteria (for modernization and expansion projects)
 - Project initiation, design, and implementation status
- Partner agency decisions, such as those made by metropolitan planning organizations (MPOs) for their transportation improvement program (TIPs), also influence the CIP
 - TIPs are incorporated into the Massachusetts State Transportation Improvement Program (STIP)

CIP Components, including State Transportation Improvement Program (STIP) Items

Federally-aided Highway Projects (STIP) (includes MPO and MassDOT-selected projects)					Chapter 90 funding
					Other Highway (including local aid programs)
State Match for Federally-aided Transit Projects (STIP)					State-funded MBTA projects
RMV	Other Transit	IT	Rail	Aeronautics	Planning and Shared Services

CIP Development Timeline

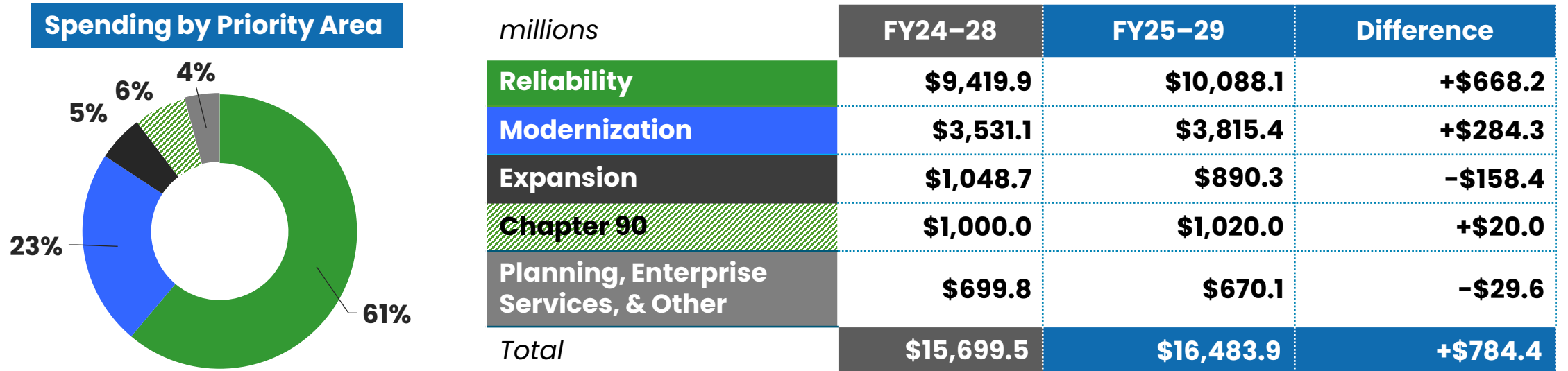
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FY25–29 CIP Spending By Priority

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	Aeronautics	Highway	IT	MBTA	Rail	RMV	Transit	Total FY25–29
Reliability	\$561.7	\$8,873.2	\$45.0	\$67.8	\$288.8	\$ –	\$251.6	\$10,088.1
Modernization	\$15.6	\$2,967.1	\$60.0	\$604.5	\$31.9	\$17.3	\$118.9	\$3,815.4
Expansion	\$ –	\$597.1	\$ –	\$175.0	\$118.3	\$ –	\$ –	\$890.3



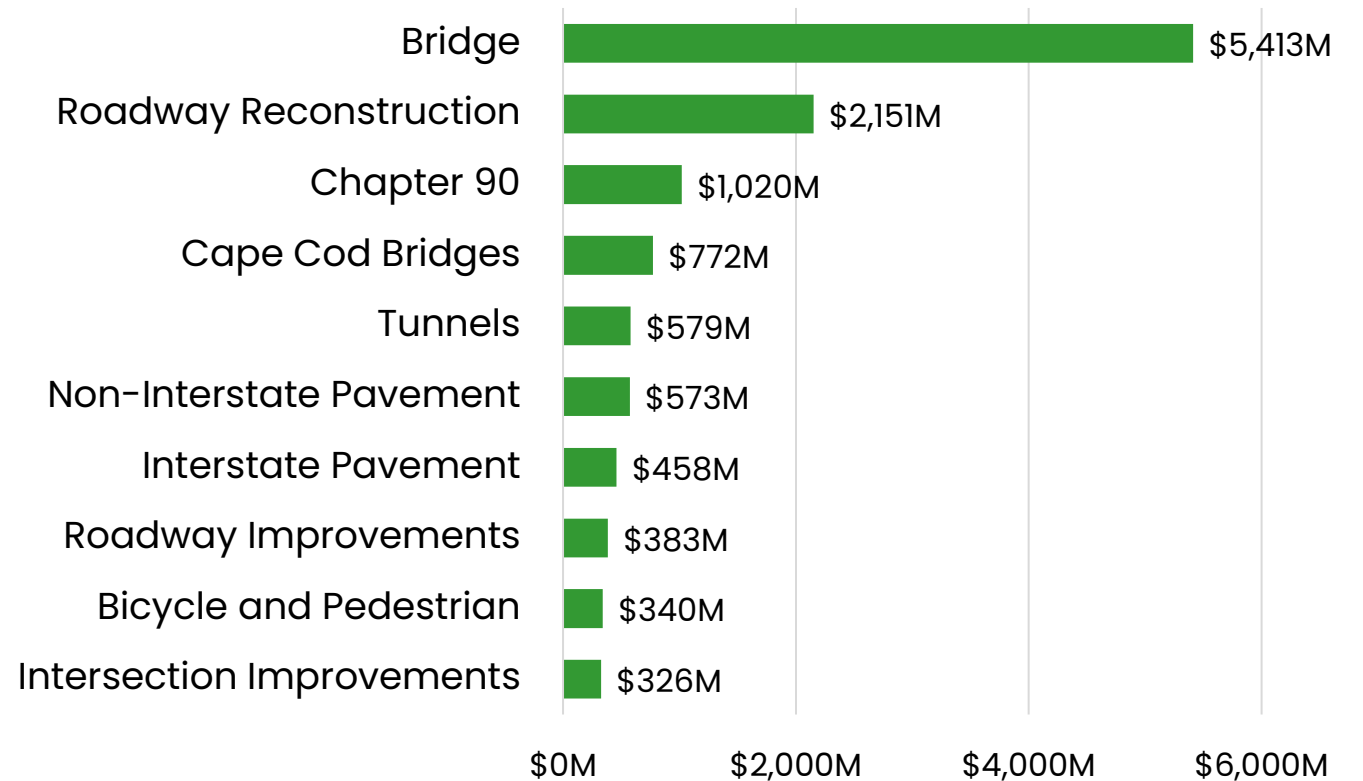
Totals may not sum due to rounding. Data is current as of June 6, 2024, and is subject to change.

Draft FY 2025–29 CIP Contents

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- More than 50 investment programs and more than 1,600 individual investments
- New programs for freight, transportation management associations, and water transportation pilot
- **\$847M** in Commonwealth-funded MBTA investments
- Includes **\$269M** in spending supported by federal competitive grant awards

Top MassDOT CIP Programs by FY25–29 Spending*
(\$ millions)



Data subject to change.

*Chart does not include Commonwealth-funded MBTA investments.

Spending in Key Focus Areas

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- **Safety and Asset Management**
 - **\$5.4B** for statewide Bridge program
 - **\$577M** for public use airport improvements
 - **\$144M** for systematic road safety improvements
- **Climate Stewardship**
 - **\$565M** in active transportation support*
 - **\$439M** in rail investments and **\$370M** in regional transit authority and local transit investments
 - **\$82M** in Highway Resiliency program
 - **\$89M** to provide charging stations near major roads
- **Partnerships with Municipalities**
 - More than **\$1.3B** in grant programs for municipalities

Values are rounded to nearest million. Data is as of June 2024.

* Includes \$108M from programs for municipalities



Pioneer Valley Transit Authority – Electric Bus



Shared Streets and Spaces Program

Support for Municipalities

MassDOT’s new Grant Central online portal provides details about programs for municipalities and enhances grant management and customer service capabilities.



Program	FY25–29 Funding
Chapter 90	\$1,020.0 M
Complete Streets	\$75.0 M
Local Bottleneck Reduction	\$27.0 M
Municipal Pavement	\$125.0 M
Municipal Small Bridge	\$75.0 M
Shared Streets and Spaces	\$32.5 M
TOTAL	\$1,354.5 M

Data is as of June 2024.

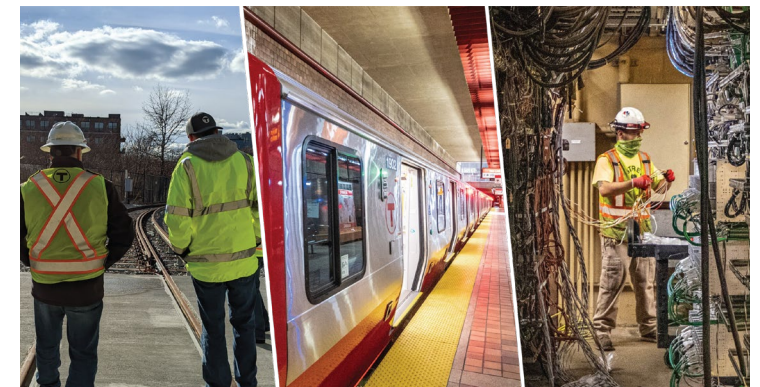
State-Funded Items for the MBTA

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- MBTA creates a separate CIP—MassDOT's CIP shows Commonwealth-funded transit investments for the MBTA
- **\$847M** in planned Commonwealth-funded investments for MBTA, primarily funded by Rail Enhancement Program funds
 - **\$62M** for Commuter Rail bi-level coach procurement
 - **\$143M** for South Coast Rail
 - **\$335M** for Red and Orange Line vehicles
 - **\$75M** for other Red and Orange Line infrastructure improvements
 - **\$87M** to match federal Bipartisan Infrastructure Law funding
 - **\$28M** for Water Transportation Pilot Program
 - **\$117M** for other items



South Coast Rail



Red Line Improvements

Values reflect planned FY25-29 spending and are rounded to nearest million. Data is as of June 2024.

Draft FY25–29 CIP Project Highlights for Boston Region

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- Beverly Regional Airport – Reconstruct Runway 16–34 – \$15M
- Boston and Chelsea – Cleaning, Painting, and Repairs on Tobin Bridge – \$99M
- Cape Ann Transportation Authority – Vehicle Replacement – \$3M (state funds)
- Framingham Secondary (Rail) – Grade Crossing Repairs and Improvements – \$4M
- Gloucester – Bridge Reconstruction – Western Avenue over Blynman Canal – \$25M
- Lynn – Rehabilitation of Essex Street – \$24M
- Newton and Weston – I-90/I-95 Interchange Rehabilitation – \$264M
- Norwood – Intersection Improvements at Route 1 and University Avenue/Everett Street – \$28M
- Revere – State Road Beachmont Connector – \$9M
- Wellesley – Drainage Improvements/Culvert Replacements for Flood Mitigation – \$5M



I-90/I-95 Interchange in Newton and Weston



Cape Ann Transportation Authority (CATA) bus

Draft FY25–29 CIP Highlights for Cape Cod and Islands

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- Cape Cod Bridges Program – \$772M
- Cape Cod Regional Transit Authority – Replacement of Electric Buses – \$15M
- Cape Main (Rail) – Grade Crossing Repairs and Improvements – \$9M
- Harwich – Safe Routes to School: Harwich Elementary School Improvements – \$2M
- Nantucket – Intersection Improvements At Milestone Road/Polpis Road/Extension Of 'Sconset Bikepath – \$3M
- Nantucket Memorial Airport – Reconstruct Runway 6-24/Stub Taxiways and Airfield Lighting – \$88M
- Oak Bluffs – Culvert Replacement on Beach Road at Farm Pond – \$4M
- Provincetown – Corridor Improvements and Related Work on Shank Painter Road – \$18M
- Vineyard Transit Authority – Vehicle Replacements – \$13M



Sagamore Bridge



Nantucket – Poplis Road at Milestone Road

Values reflect planned FY25–29 spending and are rounded to nearest million. Data is as of June 2024.

Draft FY25–29 CIP Highlights for Central Massachusetts

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- Auburn – Bridge Replacement, Oxford Street over Kettle Brook – \$18M
- Charlton and Oxford – Route 20 Reconstruction project – \$56M
- Fitchburg and Leominster – Twin Cities Rail Trail Reconstruction – \$29M
- Hopkinton and Westborough – I-90/I-495 Interchange – \$303M
- Montachusett Regional Transit Authority – Bus/Vehicle Replacements – \$2M (state funds)
- Southbridge Municipal Airport – Transient Apron Reconfiguration/Expansion – \$4M
- Ware River Secondary Line – Grade Crossing Repairs and Improvements – \$11M
- Worcester – Flood Relief on Route 20, Grafton Street (Route 122) Interchange to Flint Pond – \$6M



Charlton and Oxford – Route 20 Reconstruction



Route 20/ Route 122 interchange, Worcester
(Photo Source: Michael Bonner – MassLive.com)

Values reflect planned FY25–29 spending and are rounded to nearest million. Data is as of June 2024.

Draft FY25–29 CIP Highlights for Northeastern Massachusetts

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- Billerica – Yankee Doodle bike path construction (Phase I) – \$18M
- Dracut – Safe Routes to School: Improvements at George Englesby Elementary School – \$3M
- Haverhill – Bridge Replacement – Bridge Street (State Route 125) over the Merrimack River and Bradford Rail Trail – \$130M
- Lawrence – Lawrence-Manchester Rail Trail – \$30M
- Lowell – Rourke Bridge Replacement – \$256M
- Merrimack Valley Regional Transit Authority (MeVa) – Vehicle Replacements – \$2M (state funds)
- North Andover – Corridor improvements on Route 114 – \$40M
- Salisbury – Reconstruction of Route 1 (Lafayette Road) – \$17M
- Westford – Rehabilitation of Boston Road – \$12M



Haverhill – Bridge Replacement – Route 125 over Merrimack River



Lowell – Rourke Bridge Replacement

Values reflect planned FY25–29 spending and are rounded to nearest million. Data is as of June 2024.

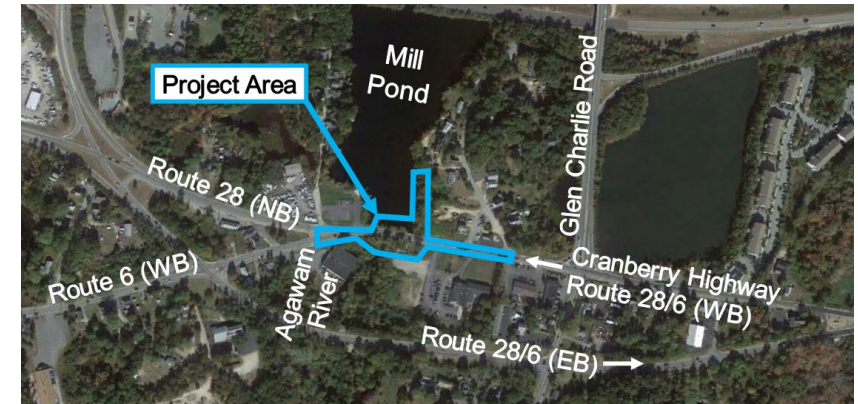
Draft FY25–29 CIP Highlights for Southeastern Massachusetts

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- Brockton Area Transit – Maintenance Facility Renovations – \$2M (state funds)
- Duxbury – Bridge Replacement, Powder Point Avenue Over Duxbury Bay – \$37M
- Fall River – Corridor Improvements on Route 79/Davol Street – \$51M
- Marion – Shared Use Path Construction (Phase 1) – \$6M
- Mattapoissett – Marion – Resurfacing And Related Work on I-195 – \$10M
- New Bedford – Route I-195 to Route 18 Interchange Rehabilitation – \$340M
- Southeastern Regional Transit Authority – Replacement 35-ft Electric Buses – \$6M (state funds)
- Taunton – Interchange Improvements at Routes 24 and 140 – \$77M
- Wareham – Culvert and Dam Replacement on Cranberry Highway and Mill Pond Dam – \$44M



Fall River – Route 79 / Davol Street



Wareham-Cranberry Highway and Mill Pond Dam

Values reflect planned FY25–29 spending and are rounded to nearest million. Data is as of June 2024.

Draft FY25–29 CIP Highlights for Western Massachusetts

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- Bernardston – Bridge Replacement – Route 10 over Fall River and over I-91 – \$32M
- Chicopee – Bridge Replacement – I-391 over (Route 116) Chicopee Street – \$80M
- North Adams – Bridge Replacement – Route 2 over South Branch of the Hoosic River and Route 8 – \$37M
- Pioneer Valley Transit Authority – Replacement Electric Buses – \$11M (state funds)
- Pittsfield – Reconstruction of East Street (Route 9) – \$13M
- Southamptton – Greenway Rail Trail Construction – \$10M
- Springfield – Reconstruction of Sumner Avenue at Dickinson Street and Belmont Avenue (The "X") – \$25M
- Williamstown – Intersection Improvements at Route 7 and Route 43 – \$4M
- Westover – Reconstruct Taxiway "S" and "P" with New LED Lighting/Signing, Phase 2 - Construction – \$6M



The "X" in Springfield



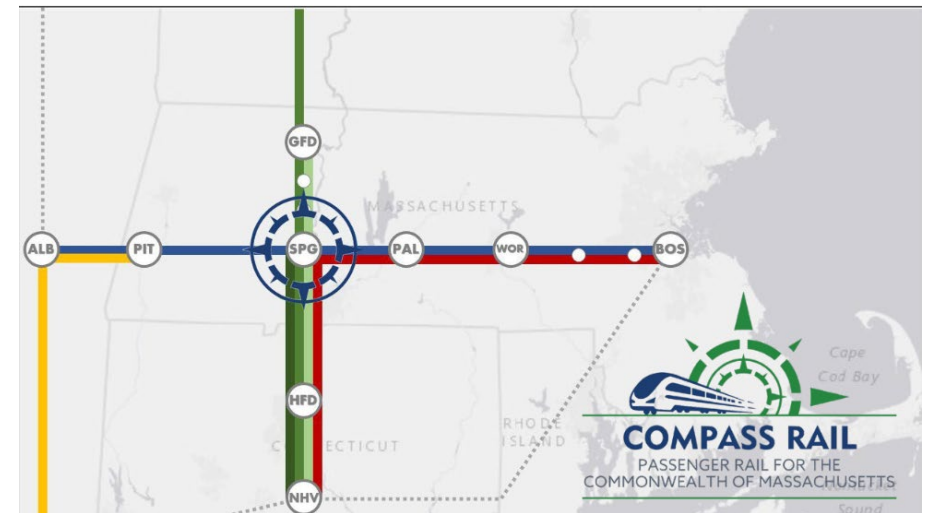
Route 7 and Route 43 in Williamstown

Values reflect planned FY25–29 spending and are rounded to nearest million. Data is as of June 2024.

Draft FY 25–29 CIP: Compass Rail Highlights

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- Compass Rail represents a vision for intercity passenger rail across Massachusetts and beyond
 - Includes West-East and North-South services
- The Draft FY25–29 CIP includes **\$122M** for specific investments for West-East Service
 - Track improvements between Springfield and Worcester (Inland Route)
 - Palmer Station planning and design
 - Pittsfield Track capacity improvements
 - Springfield track reconfiguration (preliminary engineering and environmental work)
 - Planning for additional train service connecting Boston and Albany, NY through Springfield
- Other investments that support Compass Rail are integrated with MassDOT's Rail programs



Compass Rail

Values reflect planned FY25–29 spending and are rounded to nearest million. Data is as of June 2024.

Draft CIP Document

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- Available as **PDF** and **ESRI StoryMap** at **mass.gov/cip**
- **Main document** describes what the CIP is, how it is developed, and planned FY25–29 investments
- **Appendix A** lists CIP projects by MassDOT Division with high-level spending details
- **Appendix B** describes CIP investment programs
- **Future document updates** will include equity analysis results and will reflect any changes in spending since the draft release

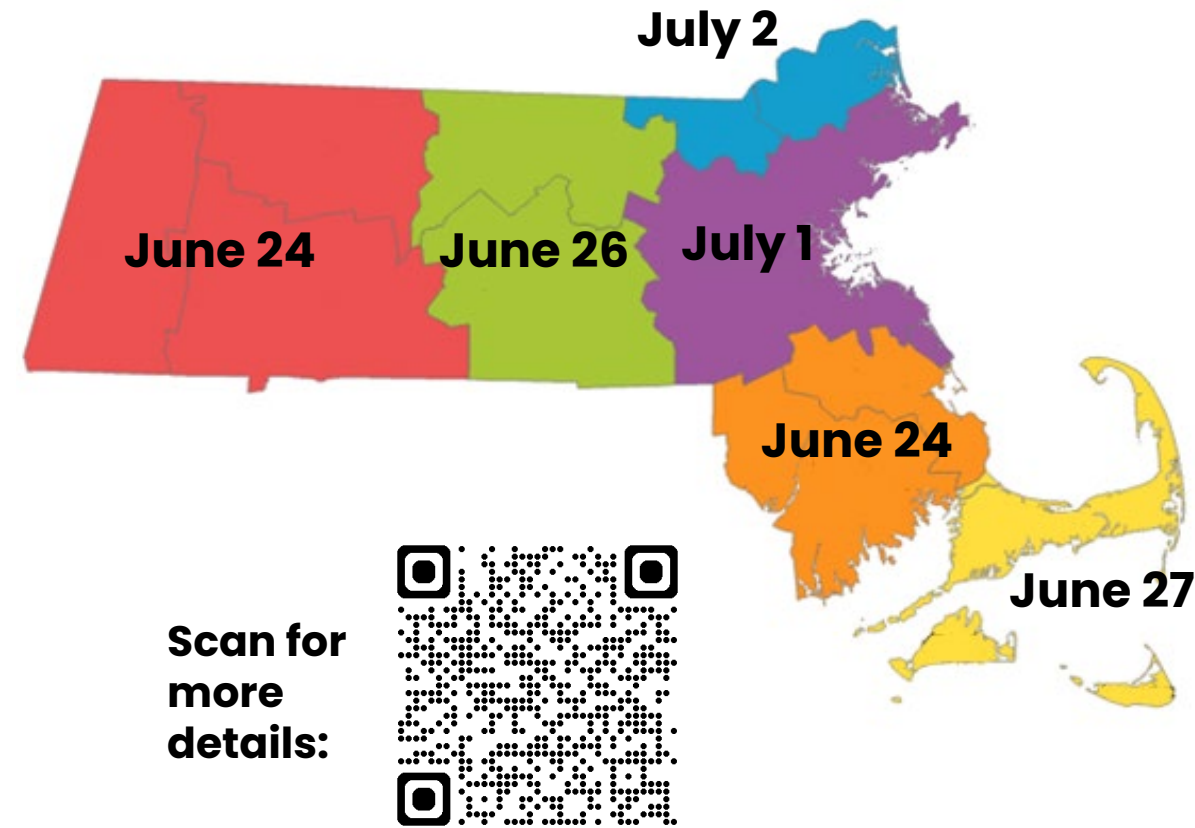


Public Engagement Activities

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- Between **June 20** and **July 10**:
 - Draft CIP is available at mass.gov/cip
 - Legislative briefing on **June 24** and public meetings from **June 24** to **July 2**
 - 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
- After **July 10**:
 - MassDOT shares comments and proposed changes shared with MassDOT Board of Directors, and requests approval of final CIP at **July 17** meeting

CIP Public Meeting Dates



How MassDOT Uses CIP Feedback

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PROJECTS

- Comments on **projects planned or underway** are shared with MassDOT Divisions to support project development and implementation
- Comments on **projects not yet included in the CIP** are also shared across Divisions to indicate the level of public interest in the project

PROGRAMS AND PRIORITIES

- Comments about **investment priorities** and **CIP programs** shape ongoing and future transportation investment decisions

DEVELOPMENT PROCESS

- Comments about the **CIP process** can inform
 - How MassDOT approaches investment decisions
 - How we engage Massachusetts residents and organizations about the CIP

Question and Answer Procedures

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- “Raise your hand” to be unmuted for verbal questions; *9 for attendees calling into the meeting.



- To ask a question via phone, dial *9 and the moderator will call out the last 4-digits of your phone number and unmute your audio when it is your turn.



- Submit your questions and comments using the Q&A button (Alt + H).



- Please state your name before your question.



- Please share only 1 question or comment at a time, limited to 2 minutes, to allow others to participate.

**All questions and comments are subject to disclosure for public records.
Please use these functions for project related business only.**

Thank You!

