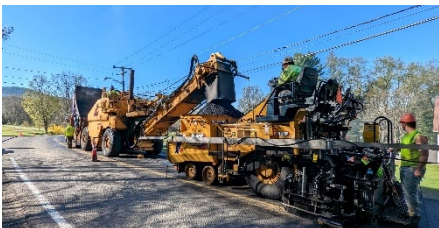


Massachusetts Department of Transportation

FY2026–2030 Capital Investment Plan

June 2025 – Executive Summary



Executive Summary

MassDOT FY26–30 Capital Investment Plan Overview

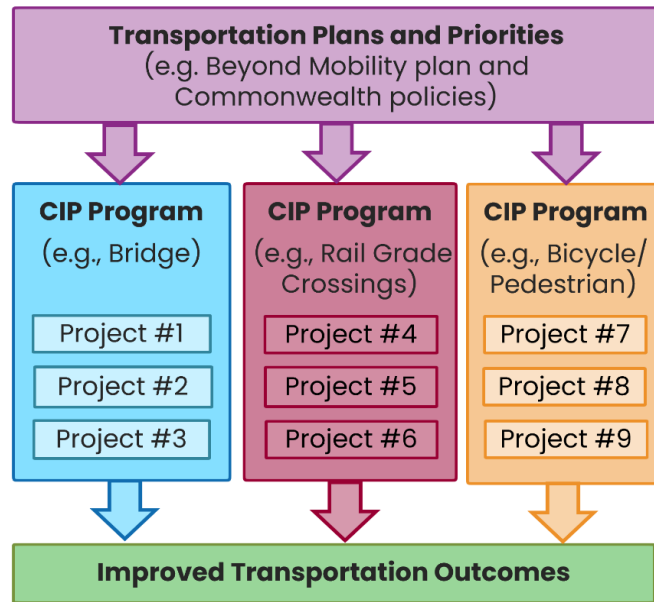
Each year, MassDOT updates its Capital Investment Plan (CIP), which describes planned capital spending for Massachusetts' transportation system over the next five years. This CIP funds the planning, construction, and capital improvements to the transportation system over fiscal years (FY) 2026–30.

The CIP includes investments advanced by MassDOT's Highway, Rail and Transit, and Aeronautics Divisions, the Registry of Motor Vehicles, Information Technology, and other Planning and Enterprise Services. It also includes Commonwealth-funded investments for the Massachusetts Bay Transportation Authority (MBTA). This plan reflects MassDOT's coordination with the federal government, the state legislature, municipalities, regional planning agencies (RPA), the MBTA, regional transit authorities (RTA), other state agencies, and the public.

MassDOT organizes its capital investment plan using a framework comprised of investment priorities, programs, and projects. Figure ES-1 illustrates how these components fit together to form the CIP.

MASSDOT FY26–30 CIP HIGHLIGHTS

- MassDOT's FY26–30 CIP includes approximately **\$18.5 billion** in planned capital spending for transportation.
- It covers spending for roadways, bridges, bicycle and pedestrian facilities, rail, transit, airports, Registry of Motor Vehicle capital needs, and more.
- It includes more than 1,700 individual projects and over 50 investment programs.
- It provides more than \$1.5 billion for programs for municipalities and local transportation providers, such as Chapter 90.
- The plan was available for public review and comment from May 23, 2025, through June 12, 2025. The CIP and public engagement details are available at www.mass.gov/cip.

Figure ES-1: CIP Framework

MassDOT's *Beyond Mobility* statewide long-range transportation plan is a key blueprint for development of the CIP. It identifies the most pressing transportation issues for the Commonwealth of Massachusetts to address both now and through 2050 and crafts a vision and a set of actions for MassDOT, the MBTA, and other partners to take to achieve a safer and more equitable, reliable, and resilient network. More information about the plan is available at www.mass.gov/beyond-mobility. Figure ES-2 shows *Beyond Mobility*'s Priority Areas and cross-cutting themes.

Figure ES-2: Beyond Mobility Priority Areas and Cross-Cutting Themes

The CIP links these Priority Areas, and their corresponding recommendations and action steps, to CIP investments. More information is included throughout this CIP document, which includes three major sections:

- The **CIP Narrative**, which describes MassDOT's investment approach, summarizes CIP spending, and highlights specific investments
- **Appendix A**, which lists individual projects with planned spending in FY26–30
- **Appendix B**, which describes investment programs included in the FY26–30 CIP

FY26–30 CIP Context and Strategy

MassDOT developed its CIP by considering a range of influences and factors. Key examples of these include:

- Federal Policy and Funding:** Massachusetts receives federal funding for transportation as directed by the Bipartisan Infrastructure Law (BIL), which establishes federal transportation funding programs (both formula and competitive) and funding levels.
- State Policy and Funding:** The CIP is also guided by priorities established by the Healey-Driscoll Administration, the Massachusetts Legislature and through MassDOT's coordination with other Commonwealth agencies. Examples of these priorities include safety, asset management, climate stewardship, partnerships with municipalities, and advancing social and geographic equity. The CIP is also shaped by funding resources made available by the Commonwealth, such as Fair Share surtax revenues for capital spending.
- MassDOT Plans and Policies:** MassDOT's CIP is informed by initiatives included in the MassDOT@15 umbrella, including *Beyond Mobility*, MassDOT's forthcoming Strategic Business Plan, and the recommendations of the

Transportation Funding Task Force. MassDOT's modal and asset management plans also guide the investments that are included in the CIP. MassDOT also develops the CIP in alignment with the Massachusetts [State Transportation Improvement Program \(STIP\)](#), which reflects the roadway and transit projects that MassDOT, Massachusetts' metropolitan planning and transportation planning organizations, the Massachusetts Bay Transportation Authority (MBTA), and the regional transit authorities have programmed to receive federal funding. Figure ES-3 shows how elements of the STIP fit within the CIP.

Figure ES-3: MassDOT CIP Contents, including 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

FY26-30 CIP Spending Highlights

MassDOT's FY26-30 CIP includes approximately \$18.5 billion in transportation capital spending. Table ES-1 shows this spending by MassDOT Divisions and Business units.

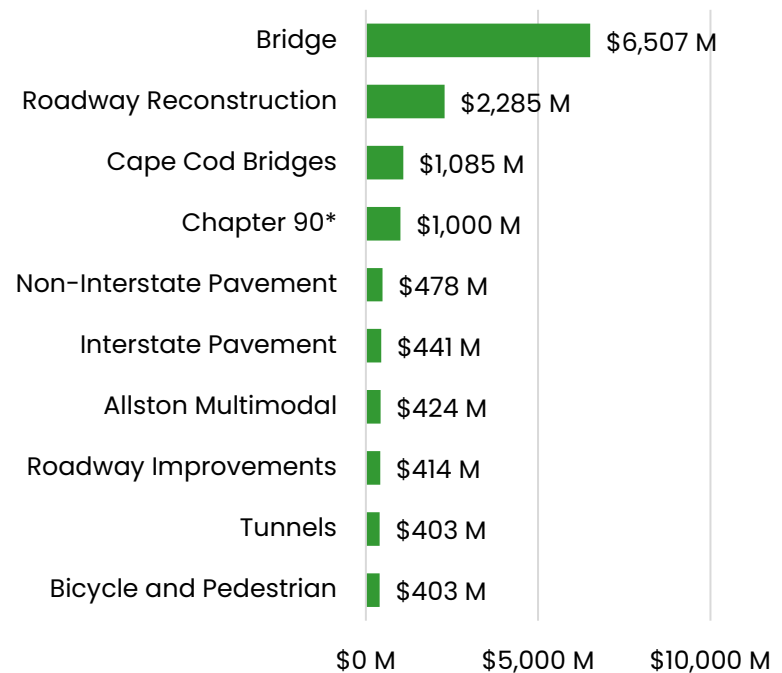
Table ES-1: FY26-30 CIP Spending by Division (\$ millions)

MassDOT Division/Section	FY26-30 Spending (millions)
Aeronautics	\$567.2
Chapter 90 and Rural Roadway Funding Program	\$1,025.0
Highway	\$14,278.6
Information Technology	\$126.4
MBTA	\$1,137.5
Planning, Enterprise Services, and Other	\$560.4
Rail	\$442.8
Registry of Motor Vehicles	\$12.5
Transit	\$369.9
Grand Total	\$18,520.3

Note: Totals may not sum due to rounding.

The FY26-30 CIP includes more than 50 programs. Figure ES-4 shows the top MassDOT CIP investment programs by FY26-30 spending.

Figure ES-4 Top MassDOT CIP Programs by FY26-30 Spending (\$ millions)



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

The CIP narrative places planned FY26–30 capital spending in the context of *Beyond Mobility's* Priority Areas. For example:

- \$1 billion in spending for Chapter 90 and \$2.3 billion for the Roadway Reconstruction Program improve **Travel Experience**
- \$6.5 billion in Bridge and \$903 million for Interstate and non-Interstate pavement programs support **Reliability**
- \$701 million in investments in Massachusetts' bicycle and pedestrian network through CIP programs enhances **Destination Connectivity**
- \$83 million for the Highway Resiliency Improvements Program (includes culvert, dam, and flood control improvements) responds to anticipated future conditions to achieve **Resiliency**
- \$337 million for intersections and \$225 million for systematic safety and vulnerable road user improvements improve **Safety**
- \$55 million for regional transit authority investments to fund electric vehicles and related infrastructure **supports Clean Transportation**

Examples of *Beyond Mobility* Action Items (AI) that the FY26–30 CIP advances include:

- **Safety AI 2.3** – Continue investing in systemic and low-cost proven safety countermeasures.
- **Reliability AI 1.8** – Continue to address pavement and bridge state of good repair issues that affect reliability along roadways, according to MassDOT Transportation Asset Management Plan (TAMP) recommendations.
- **Destination Connectivity AI 1.8** – Continue efforts to advance Compass Rail.
- **Resiliency AI 1.3** – Leverage all available funding opportunities to address resiliency issues based on level of risk.

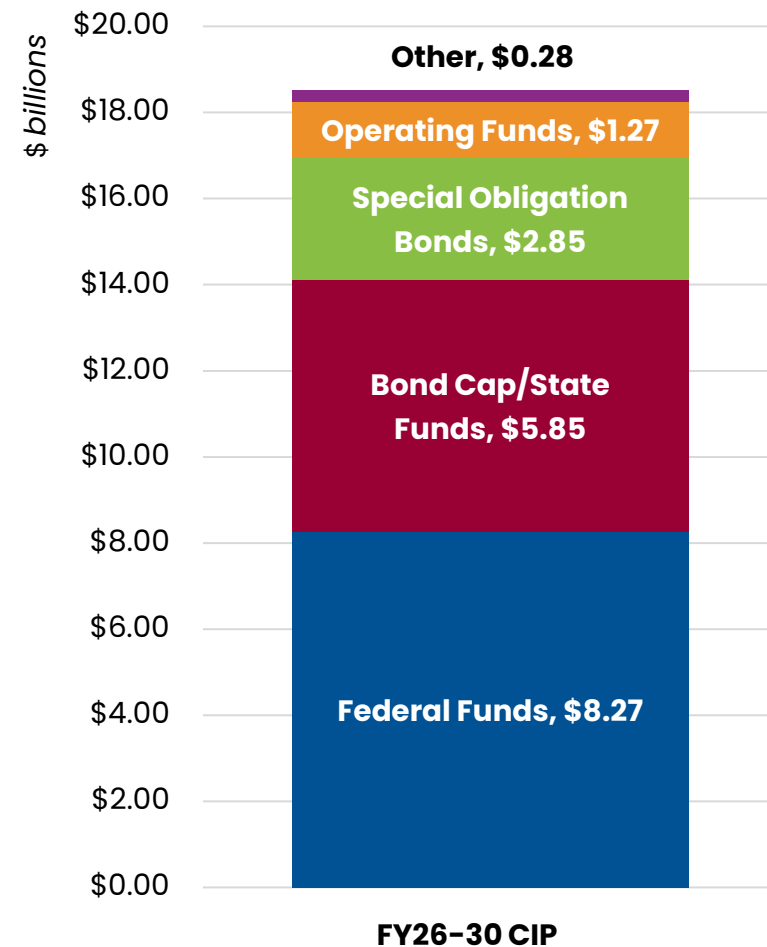
MassDOT's CIP includes spending for major multi-year investments across the Commonwealth, such as the Sagamore Bridge in Bourne and the series of bridge improvements at the I-90/I-95 Interchange in Newton and Weston. Descriptions of these and other projects are included in the FY26–30 CIP Investment Highlights section.

CIP Funding Sources

MassDOT's FY26-30 CIP is funded by a variety of sources, as shown in Figure ES-5. These include the following:

- **Federal Funds:** MassDOT receives federal funding from the US Department of Transportation (US DOT) and its modal Administrations. This includes funding that comes regularly to Massachusetts through federal formula programs and grants from competitive programs.
- **State bond cap:** This refers to general obligation bond proceeds, which match federal dollars and fund a variety of other investments.
- **Operating Funds:** Toll funds generated by the Metropolitan Highway System, Tobin Bridge, and Western Turnpike are used to improve those facilities.
- **Special Obligation Bonds:** These include bond proceeds for specific initiatives, such as rail or bridge improvements. The FY26-30 CIP includes spending of some Commonwealth Transportation Fund bonds supported by FY25 Fair Share revenues.
- **Other Funds:** These include municipal, third-party, and other funding sources that support transportation capital expenditures.

Figure ES-5: FY26-30 CIP Funding by Source



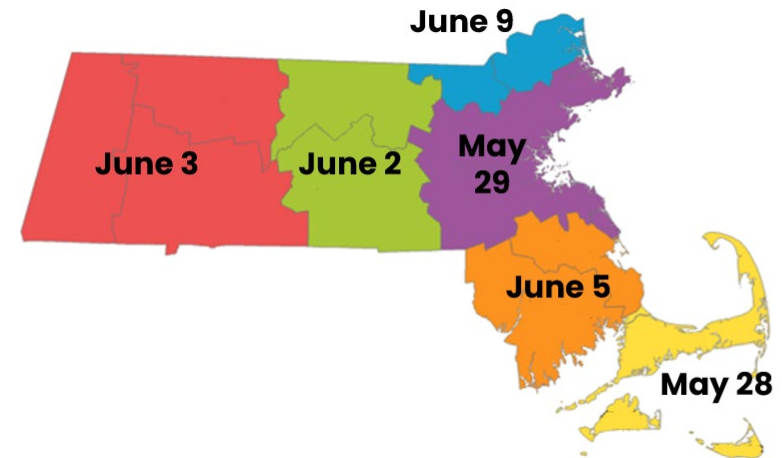
Public Engagement

MassDOT's draft FY26-30 CIP was available for public review and comment from May 23, 2025, through June 12, 2025. The draft CIP was available for viewing in PDF or as an interactive ESRI Storymap at www.mass.gov/CIP. MassDOT welcomed comments on this draft CIP through any of the following methods:

- Via email, at massCIP@state.ma.us.
- Via MassDOT's interactive comment tool, which could be used to explore and provide feedback on individual investments (available at mass.gov/CIP)
- Via letters mailed to:
MassDOT
Office of Transportation Planning
Attn: Manager of Capital Planning
10 Park Plaza Rm. 4150
Boston, MA 02116

MassDOT also welcomed feedback at any of six virtual public meetings about the CIP, which were held in partnership with Massachusetts metropolitan planning organizations (MPOs). These meetings provided an overview of the draft FY26-30 CIP and its contents, as well as some region-specific project highlights, though comments about any region or part of the draft CIP were welcome at all meetings. Figure ES-6 shows the meeting dates.

**Figure ES-6:
MassDOT FY26-30 CIP Public Engagement
Meetings, by Massachusetts Region**



To access more details about the virtual CIP public meetings, visit mass.gov/CIP.

Following the public comment period, MassDOT staff summarized public feedback and shared it with MassDOT Division staff and the MassDOT Board of Directors. MassDOT then created a final version of the CIP, incorporating any changes from the draft version, and presented it to the MassDOT Board of Directors for their review and approval on June 18, 2025.