

MassDOT Capital Investment Plan (CIP)

Draft FY26–30 CIP

*May 23, 2025
Legislative Briefing*



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 needs and projects help guide the way MassDOT **creates a strategy, establishes programs, and selects projects** for its CIP.



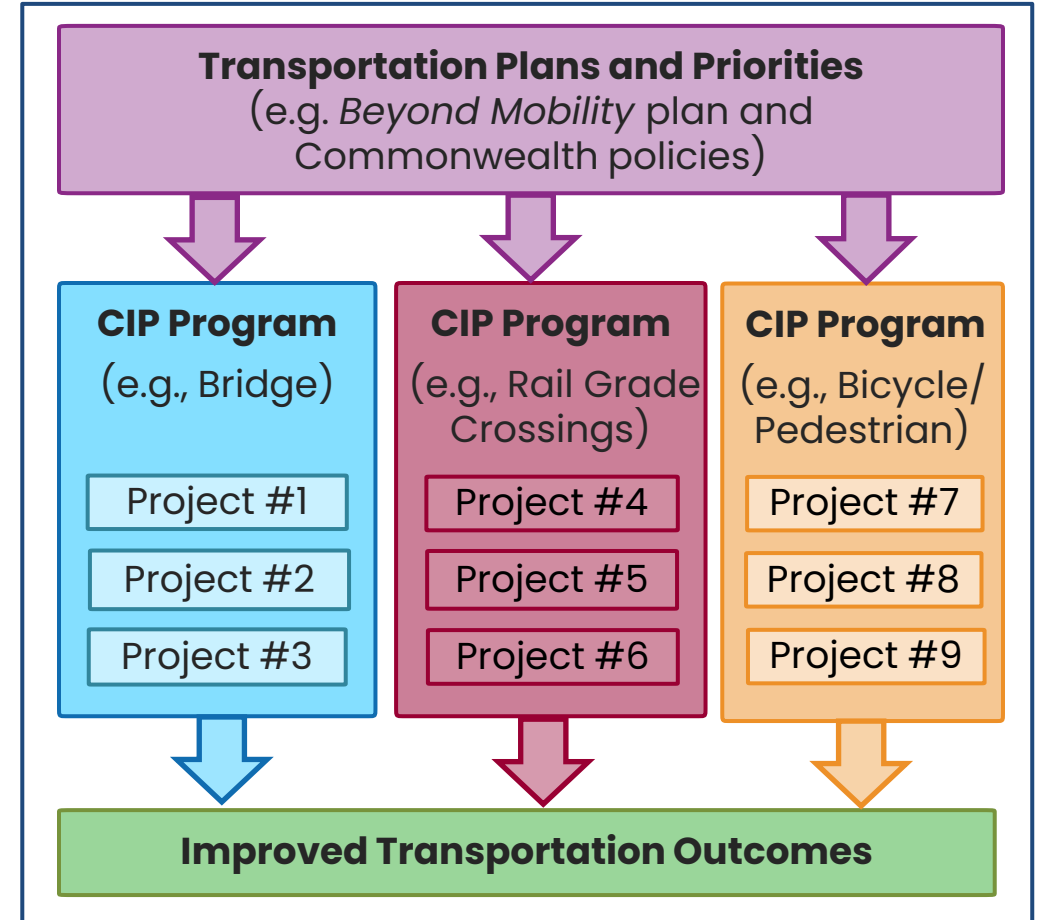
- A draft MassDOT Fiscal Year (FY) 26–30 CIP will be available for public review and comment beginning **May 23**. We hope you'll provide feedback and help us spread the word!

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
- Other federal funds

Discretionary Funds

- Competitive processes run by federal agencies.



State Funding

Bonds / GANs

- State Bond Cap
- Next Generation Bridge (NGB) Program GANs and Bonds
- Rail Enhancement Program (REP) Bonds
- Bonds supported by Fair Share
- Commonwealth Federal Matching and Debt Reduction Fund



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)

* Reflects funds received by MassDOT. GANs = Grant Anticipation Notes.

Factors Shaping CIP Development

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External Factors

- Federal transportation policy and funding
- Commonwealth policies and spending plans
- Evolving travel demands, conditions, and needs, and related impacts to funding sources (toll revenues)
- Partner agency planning processes
- Feedback about the CIP collected during public engagement
- Project readiness and implementation factors

Internal Factors

- Healey-Driscoll Administration transportation priorities
- Beyond Mobility statewide-long range plan and other initiatives included in MassDOT@15
- Findings and priorities from MassDOT modal and asset management plans
- MassDOT asset management systems, performance measures (MassDOT Tracker), and project selection criteria
- Identified process improvements

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

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

Beyond Mobility Alignment

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- ***Beyond Mobility***, MassDOT's statewide long-range transportation plan, serves as a blueprint for guiding transportation decision making
- MassDOT's FY26–30 CIP makes connections between *Beyond Mobility* and capital investments by
 - Identifying how current CIP programs support Beyond Mobility priority areas and address action items
 - Continuing existing or advancing new investments that address priority areas and action items

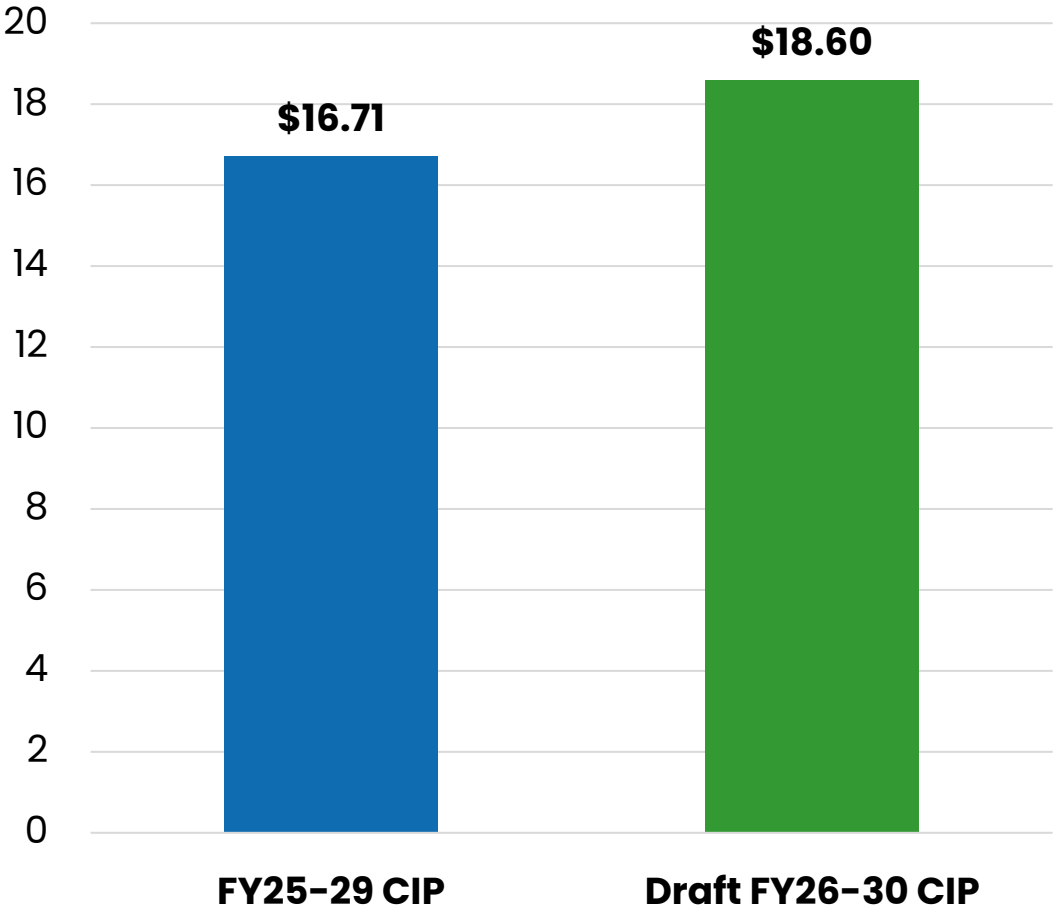


Draft FY26–30 CIP Spending by Division

**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	\$14,315.2
Information Technology	\$126.4
MBTA	\$1,137.5
Planning, Enterprise Services, and Other	\$599.0
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 15, 2025. Totals may not sum due to rounding.

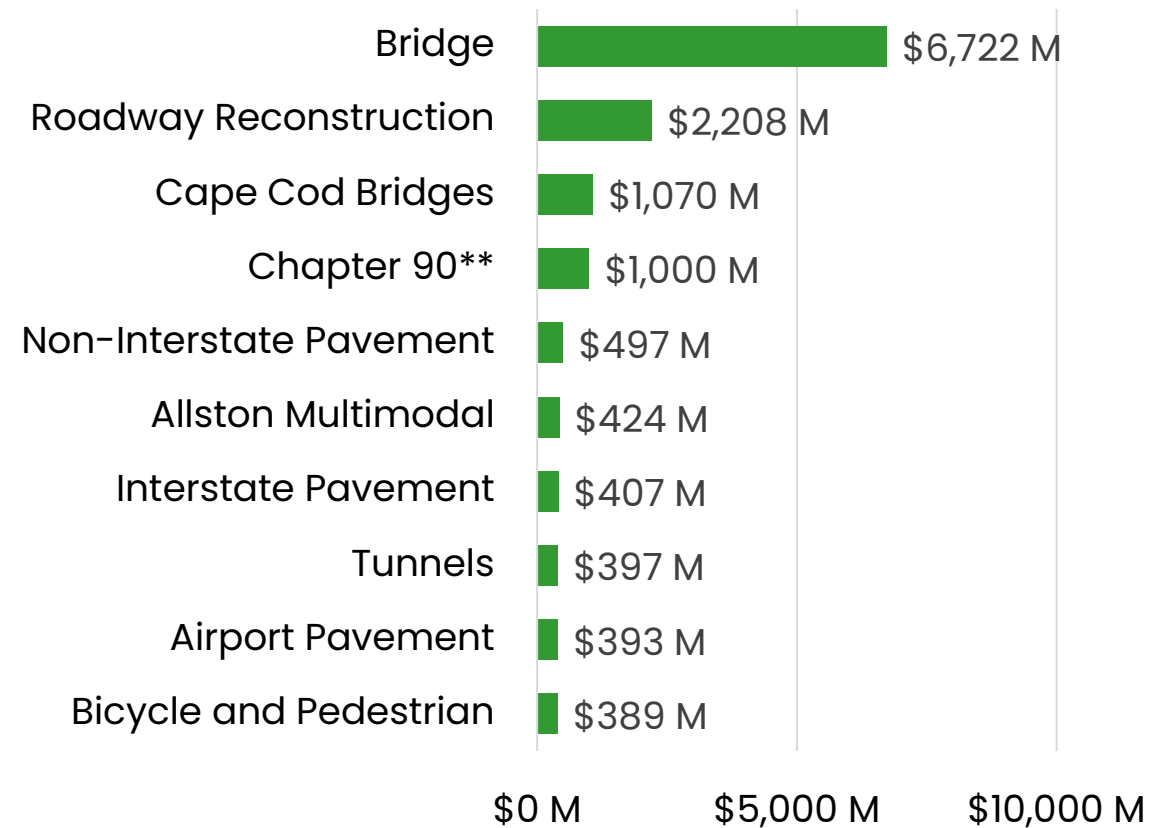
Draft FY26–30 CIP Contents

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- 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 15, 2025, and is subject to change.

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



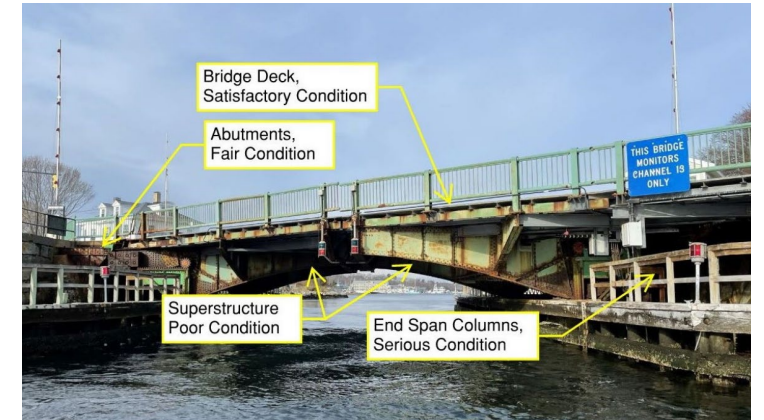
*Chart does not include Commonwealth-funded MBTA investments. **Chapter 90 spending does not include the Rural Roadway Funding Program.

Beyond Mobility Highlights in Draft FY26–30 CIP

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- \$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 15, 2025. Values reflect FY26–30 spending.



Gloucester – Blynman Bridge with inspection condition ratings



Greater Attleboro Taunton Regional Transit Authority buses

Major Investment Highlights

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- Cape Cod Bridges Program
- Boston – I-90 Allston Multimodal Project
- Compass Rail, including West-East Rail
- Beverly and Salem – Kernwood Avenue Bridge and Hall-Whitaker Drawbridge Replacements
- Springfield and West Springfield – North End Bridge (US 20 over Connecticut River)
- Newton and Weston – I-90/I-95 Interchange Improvements
- New Bedford – Route I-195/Route 18 Interchange Rehabilitation
- Lowell – Rourke Bridge Replacement
- Hopkinton and Westborough – I-90/I-495 Interchange Improvements

Project list is based on data as of May 15, 2025.



Sagamore Bridge in Bourne

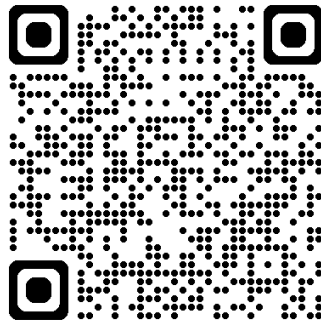


I-90/I-95 Interchange in Newton and Weston

Support for Partnerships with Municipalities

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



Program	FY26–30 Spending
Chapter 90*	\$1,000.0 M
Rural Roadway Funding Program	\$25.0 M
Complete Streets	\$75.0 M
Local Bottleneck Reduction	\$26.0 M
Municipal Pavement	\$125.0 M
Municipal Small Bridge	\$75.0 M
Safe Routes to School	\$59.6 M
Shared Streets and Spaces	\$32.5 M
TOTAL	\$1,413.1 M

* Pending legislation would increase Chapter 90 funding to \$300 M per year and fund it with Fair Share dollars.

Data is as of May 15, 2025.

MassDOT Municipal Grants Engagement Team

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- Funding from the CIP supports MassDOT's Municipal Grants Engagement Group:
 - Aims to connect municipalities with federal funding opportunities to meet local transportation needs
 - Eligibility guidance for federal programs
 - Letters of support
 - Match funding coordination
 - Post-award support
 - Provide technical assistance for developing grant applications and conducting early-stage project scoping and planning
- Visit www.mass.gov/massdot-municipal-grants-engagement for more details



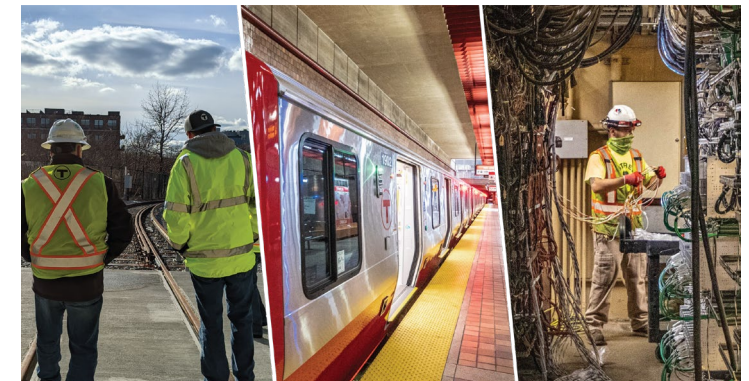
Investments in the MBTA

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- MBTA creates a separate CIP from MassDOT that shows spending from all sources for MBTA capital investments
- MassDOT's CIP shows Commonwealth-funded transit investments for the MBTA—**\$1.1 B** in planned spending for FY26–30
- Highlights include:
 - Red and Orange Line vehicles — \$422 M
 - Bi-level Commuter Rail coaches — \$218 M
 - Station Accessibility and Resilience Program — \$95 M
 - Power and system reliability improvements in the Rail Reliability Program — \$83M
 - Upgrades for Cabot and Wellington Yards — \$62 M
 - Matching funds for federal Bipartisan Infrastructure Law dollars— \$58 M



Bi-level Commuter Rail cars



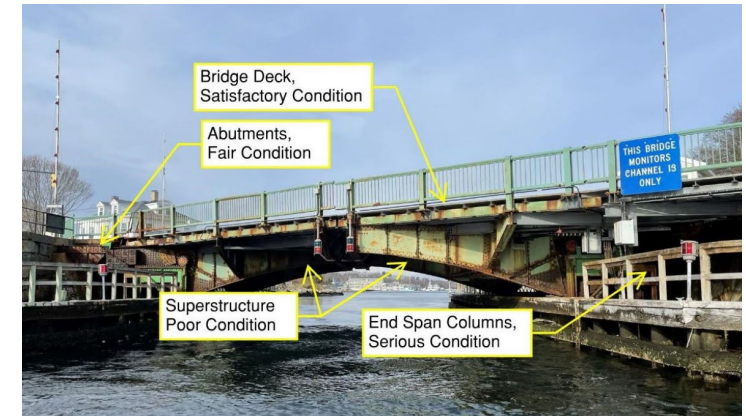
Red Line Improvements

Projects and FY26–30 spending are based on data as of May 15, 2025.

Draft FY26–30 CIP Highlights for the Boston Region

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- Beverly Regional Airport – Reconstruct Runway 16–34 – \$14 M
- Cambridge – Bridge Replacement – First Street and Land Boulevard over Broad Canal – \$42 M
- Canton–Milton – Roadway Reconstruction on Route 138 – \$8 M
- Cape Ann Transportation Authority (CATA) – Revenue Vehicle Replacement – \$6 M (state funds)
- Chelsea – Targeted Safety Improvements and Related Work on Broadway – \$11 M
- Gloucester – Bridge Reconstruction – Western Avenue over Blynman Canal – \$50 M
- Medford – South Medford Connector Bike Path – \$6 M
- Somerville – McGrath Highway Construction – \$99 M
- Sudbury–Wayland – Mass Central Rail Trail – \$6 M
- Wellesley – Drainage Improvements along Route 9 and Culvert Replacements over Boulder Brook – \$13M



Gloucester – Blynman Bridge with inspection condition ratings



Somerville – Rendering of proposed future McGrath Boulevard at Washington Street

Projects and FY26–30 spending are based on data as of May 15, 2025.

Draft FY26–30 CIP Highlights for the Cape and Islands

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- Barnstable – Resurfacing and Related Work on Route 6 – \$31 M
- Dennis – Corridor and Streetscape Improvements on Main Street, Route 28 (Phase 2) – \$20M
- Edgartown – Martha's Vineyard Correllus Bike Path Construction (Phase 3) – \$1 M
- Mashpee – Corridor Improvements & Related Work on Route 151, from the Falmouth T.L. to Old Barnstable Road (Phase 2) – \$18 M
- Nantucket- Intersection Improvements at Milestone Road and Polpis Road & Extension of 'Sconset Bikepath) – \$3 M
- Oak Bluffs- Culvert Replacement on Beach Road at Farm Pond – \$4 M
- Provincetown Airport – Terminal Building and Phase I Parking Lot Construction – \$20 M
- Truro – Wellfleet- Resurfacing and Related Work on Route 6 – \$31 M
- Vineyard Transit Authority (VTA) Replacement 35-ft Electric Bus – \$7 M (state funds)
- Yarmouth – Corridor Improvements on Route 28 – \$7 M

Projects and FY26–30 spending are based on data as of May 15, 2025.



Proposed Design for Intersection Improvements at Milestone Road and Polpis Road, Nantucket



VTA Bus and Sunrise over Oak Bluffs
Photo source: VTA

Draft FY26–30 CIP Highlights for Central Massachusetts

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- Athol – Intersection Improvements at Crescent Street and Chestnut Hill Avenue – \$10 M
- East Brookfield– Bridge Replacement, Cove Street over Seven Mile River – \$8 M
- Fitchburg – Twin Cities Rail Trail Construction (Phase II) – \$24 M
- Fitchburg Airport – Main Apron Reconstruction – \$4 M
- Harvard – Lancaster – Bridge Replacement, Jackson Road over Nashua River – \$21 M
- Mendon – Resurfacing and Related Work on Route 16 – \$21 M
- Sterling – Stormwater Drainage Improvements at Wachusett Reservoir on Route 110 – \$3 M
- Ware River Secondary [Rail] – Bridge Repairs and Replacements – Ware River – \$2 M
- Worcester – Superstructure Replacement, I-290 over East Central Street – \$33 M



Harvard – Current Bridge, Jackson Road Over Nashua River



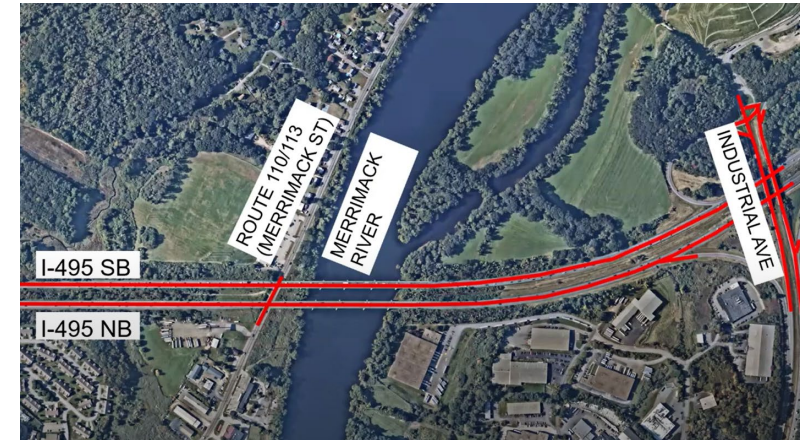
Fitchburg – Twin Cities Rail Trail Construction (Phase I)

Projects and FY26–30 spending are based on data as of May 15, 2025.

Draft FY26–30 CIP Highlights for Northeastern Massachusetts

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- Andover – Bridge Preservation, I-93 over Merrimack River – \$133 M
- Billerica – Yankee Doodle Bike Path Construction– \$36 M
- Chelmsford – Traffic Signal Installation at Route 110 & Route 495 (2 Locations) – \$9 M
- Haverhill-Methuen – Bridge Replacement, I-495 (NB & SB) over Merrimack River and I-495 (NB & SB) over Route 110 and Industrial Avenue (EB & WB) over I-495 – \$373 M
- Lawrence Municipal Airport – Reconstruct Runway 14-32 – \$15 M
- Lowell – Rourke Bridge Replacement, with New Bridge, Wood Street Extension over Merrimack River and MBTA/CSX Railroad – \$254 M
- Lowell Regional Transit Authority – Replace 18 Revenue Vehicles, 35' Hybrids – \$4 M (state funds)
- North Andover – Corridor Improvements on Route 114, Between Waverly Road and Willow/Mill Street – \$63 M
- Westford – Rehabilitation of Boston Road – \$11 M



Haverhill-Methuen: I-495 Bridge Replacement over Merrimack River



Lowell: Current Rourke Bridge

Projects and FY26–30 spending are based on data as of May 15, 2025.

Draft FY26–30 CIP Highlights for Southeastern Massachusetts

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- Duxbury – Bridge Replacement, Powder Point Avenue over Duxbury Bay – \$134 M
- Fall River – Corridor Improvements on Route 79/Davol Street – \$30 M
- Hanover – Corridor Improvements on Route 139 (Hanover Street) at Main Street, Center Street & Silver Street – \$5 M
- Marion-Wareham – Bridge Replacement – Route 6 over Weweantic River – \$70M
- New Bedford – Route I-195 to Route 18 Interchange Rehabilitation – \$321 M
- Plymouth Airport– New Taxiway To Runway 15-33 – \$5 M
- Southeastern Regional Transit Authority – Buy Replacement 35-ft Hybrid Buses (24) – \$20 M (state funds)
- Stoughton – Corridor Improvements on Route 138, from Canton T.L. to Charles Avenue (Phase 2) – \$10 M
- Taunton – Taunton River Rail Trail Construction – \$20 M



Fall River – Route 79 / Davol Street



New Bedford – Route I-195 to Route 18 Interchange Rehabilitation

Projects and FY26–30 spending are based on data as of May 15, 2025.

Draft FY26–30 CIP Highlights for Western Massachusetts

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- Bernardston – Bridge Replacement, Route 10 over Fall River and Deck Replacement, Route 10 over I-91 – \$41 M
- Buckland – Reconstruction and Bicycle Accommodation on Route 112 – \$7 M
- Chicopee – Bridge Replacement over (ST 116) Chicopee Street – \$157 M
- Deerfield– E. Deerfield Yard Intermodal Project [Rail] – \$6 M
- Egremont – Reconstruction of Mount Washington Road (Phase I) – \$19 M
- Erving – Reconstruction & Improvements on Route 2 (Farley Area) – \$28 M
- Northampton – Downtown Complete Streets Corridor and Intersection Improvements on Main Street (Route 9) – \$29 M
- Pittsfield – Reconstruction of East Street (Route 9) – \$10 M
- Pittsfield Airport – Expand Terminal Apron – \$9 M
- Pioneer Valley Transit Authority – Buy Replacement 40-ft Electric Bus – \$6 M (state funds)



Montgomery–Russell – I-90 Bridge Construction



Northampton: Main Street, site of future Complete Streets Improvements

Projects and FY26–30 spending are based on data as of May 15, 2025.

Compass Rail Highlights

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- Compass Rail represents a vision for intercity passenger rail across Massachusetts and beyond
 - Includes East-West and North-South services
- Investments that support Compass Rail are integrated with MassDOT's Rail programs
- The Draft FY26-30 CIP includes **\$148M** for specific investments for West-East Service
 - Track improvements between Springfield and Worcester (Inland Route)
 - Palmer Station planning and design
 - Pittsfield Track capacity improvements
 - Front and First Street Grade Crossing Elimination Project
 - Investments in Rolling Stock



Map of the envisioned Compass Rail network

Projects are based on data as of May 15, 2025.

Draft CIP Document

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- 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

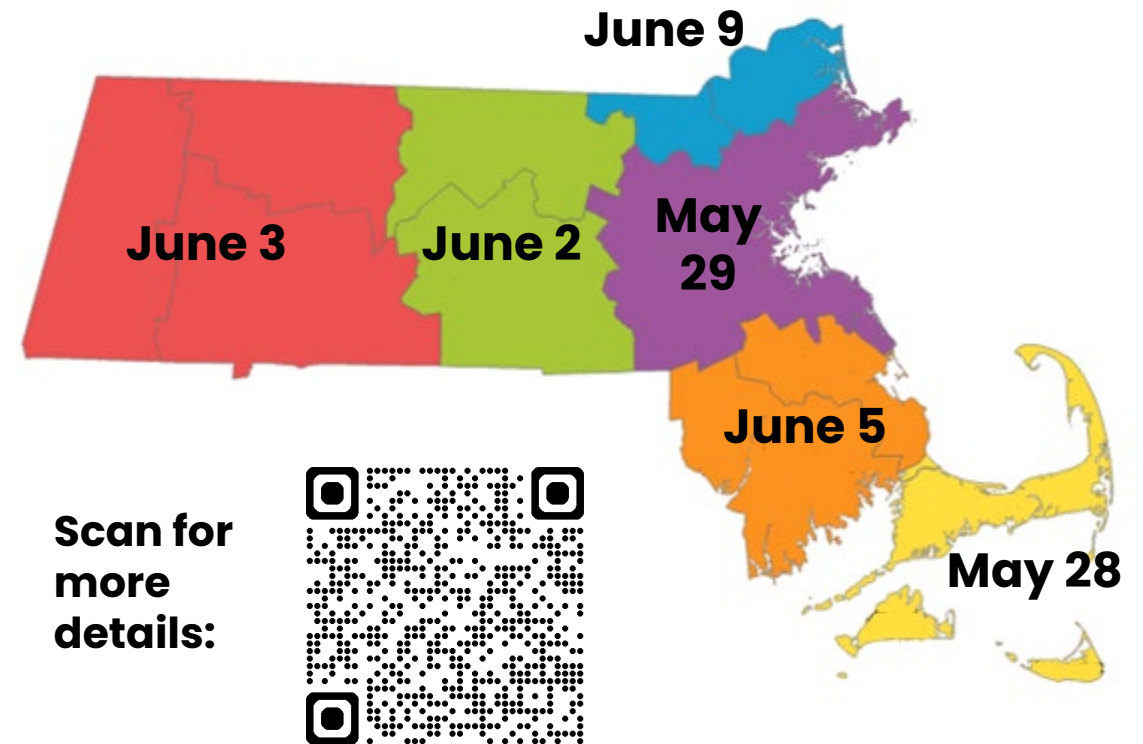


Public Engagement and Other Activities

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- **May 21:** MassDOT Board approved the release of the draft CIP for public review
- Between **May 23** and **June 12:**
 - 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
- **June 18:** MassDOT shares public engagement and equity analysis results, and ask the Board to approve the final CIP

Upcoming Virtual CIP Public Meetings



Thank You!

