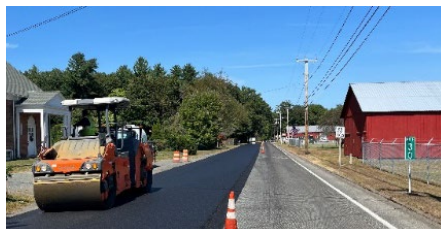
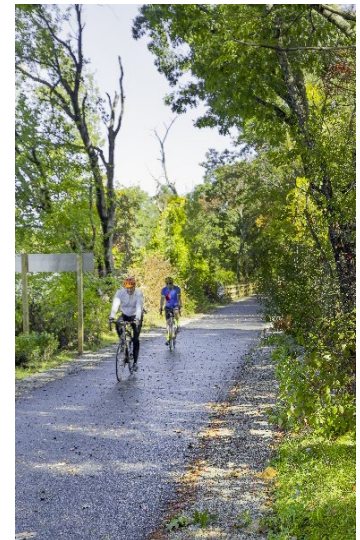
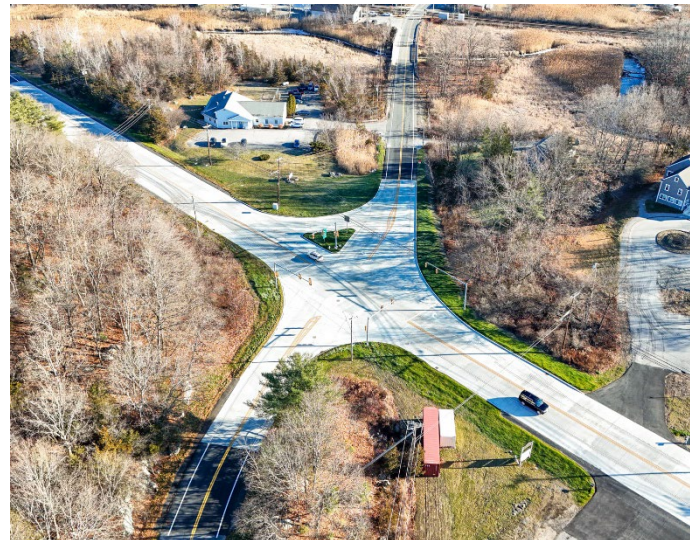


# Massachusetts Department of Transportation Draft FY2027–2031 Capital Investment Plan Appendix B: Investment Programs



## Appendix B Investment Programs Overview

This section provides details about MassDOT investment programs included in the FY27-31 CIP. Each investment program includes a description, details about any relevant performance tracking that informs program size and need, and proposed program spending. Programs are organized by MassDOT Division.

The descriptions of each program also include information about the program's connections to *Beyond Mobility*, the Massachusetts 2050 Transportation Plan. The section at the bottom of each page notes a primary *Beyond Mobility* priority area (Safety, Reliability, Supporting Clean Transportation, Destination Connectivity, Resiliency, and Travel Experience) for each program, based on the types of investments that the program funds. Because many CIP programs address multiple *Beyond Mobility* priority areas, MassDOT has also identified secondary *Beyond Mobility* priority areas relevant to each program. The CIP program descriptions also note any *Beyond Mobility* Action Items that relate to these programs. Action Items listed in the descriptions section are one-sentence summaries. For additional details on *Beyond Mobility*, including the full text of the Action Items, please visit the [Beyond Mobility website](#). The main website includes a link to the [Beyond Mobility Action Items Progress Report application](#).

As discussed in the Overview section of the CIP narrative document, MassDOT assigned some programs an Organizational Capacity classification. While Organizational Capacity is not a *Beyond Mobility* Priority Area, it reflects how the CIP program supports MassDOT's broader activities to make progress in *Beyond Mobility* Priority Areas and on Action Steps.

# Aeronautics – Advanced Air Mobility Technologies Integration Program

This program identifies, introduces, smartly deploys, and then scales integrated advanced aviation and multi-domain mobility technologies to provide green airborne remote sensing for decision-makers, and ensures the development of integrated, seamless, multi-modal air, surface, and maritime mobility options for the Commonwealth in a safe, cost effective and secure manner.

## FY27-31 Projected Spend

\$10.0 million

## Program Plan and/or Guidance

Statewide Airport System Plan; Supports MassDOT Divisions Asset Management Plans

## Project Selection

N/A

## Performance Measures

N/A



Team performing tunnel inspection using drones

## Beyond Mobility Priority Areas

- Primary Priority Area: Resiliency
- Secondary Priority Area(s): Safety

## Related Beyond Mobility Action Items:

- **Resiliency Action Item 1.6:** Explore the use of Unmanned Aircraft Systems (UAS) for disaster assessments
- **Safety Action Item 5.5:** Explore uses of Unmanned Aerial Systems (UAS) for safety assessments.

# Aeronautics — Airport Administration Buildings Program

This program builds or renovates airport administration buildings as recommended by the 2010 Statewide Airport System Plan.

## FY27-31 Projected Spend

\$8.7 million

## Program Plan and/or Guidance

2010 Massachusetts Statewide Airport System Plan

## Project Selection

2010 Massachusetts Statewide Airport System Plan

## Performance Measures

N/A

## Beyond Mobility Priority Areas:

- Primary Priority Area: Travel Experience
- Secondary Priority Area(s): None

## Related Beyond Mobility Action Items

- No related *Beyond Mobility* Action Items



Statewide Airport Administration Building (SAAB) Prototype

# Aeronautics – Airport Capital Improvement Program

This program includes a full range of airport state of good repair projects. Projects may include tree clearing, obstruction removal, sustainable equipment purchases, herbicide treatment, yearly operating plans, vegetation management plans, airport security camera installation and replacement, security and wildlife hazard fencing and gates, navigation aids, fuel farms, hangars, and system planning studies.

## FY27-31 Projected Spend

\$126.5 million

## Program Plan and/or Guidance

Federal Aviation Administration (FAA) Airport Improvement Handbook (FAA Advisory Circular 5100.38)

## Project Selection

Compliance with FAA airfield compliance standards and FAA National Priority Rating (NPR) System

## Performance Measures

Annual safety inspections on airport conditions



Provincetown Airport lighting

## Beyond Mobility Priority Areas

- Primary Priority Area: Travel Experience
- Secondary Priority Area(s): Reliability, Safety

## Related Beyond Mobility Action Items:

- No related *Beyond Mobility* Action Items

# Aeronautics – Airport Pavement

This program addresses the quality of all pavements “inside the airport fence” to achieve long term pavement condition goals. Pavement improvements through this program are necessary to continue safety and maintenance programs at public airports and is required to help keep Massachusetts airports in compliance with FAA grant requirements.

## FY27-31 Projected Spend

\$201.6 million

## Program Plan and/or Guidance

FAA Airport Improvement Program Handbook (Table G-2) and MassDOT Airport Pavement System (APMS) Study

## Project Selection

Compliance with FAA airfield compliance standards and FAA National Priority Rating (NPR) System

## Performance Measures

Pavement Condition Index (PCI) and FAA Standards



Statewide deck sealing and airfield marking projects

## Beyond Mobility Priority Areas

- Primary Priority Area: Travel Experience
- Secondary Priority Area(s): Reliability

## Related Beyond Mobility Action Items:

- No related *Beyond Mobility* Action Items

# Highway – Accessibility Improvements Program

This program improves the condition and accessibility of pedestrian curb ramps, the existing sidewalk network, and crosswalk infrastructure on state owned roadways. The program is necessary to meet obligations identified under the MassDOT Americans with Disabilities Act (ADA) Transition Plan and to comply with guidelines outlined in the Architectural and Transportation Barriers Compliance Board's Public Right-of-Way Accessibility Guidelines (PROWAG) and 521 Code of Massachusetts Regulations (CMR).

## FY27-31 Projected Spend

\$29.4 million

## Program Plan and/or Guidance

MassDOT ADA Transition Plan, District ADA Prioritization Plans, PROWAG Guidelines

## Project Selection

Prioritization Plans guided by Safety, Equity, and Sidewalk Network Connectivity. Ramp replacement, intersection retrofit, and sidewalk reconstruction projects are scored using a multi-factor prioritization approach (such as proximity to public buildings, schools, population factors, and other roadways with high potential for everyday walking)

## Performance Measures

Number of failed or missing curb ramps; number of roadway crosswalks lacking accessible features; and linear miles of non-compliant sidewalk on statewide inventory



Curb cut improvements

## Beyond Mobility Priority Areas

- Primary Priority Area: Travel Experience
- Secondary Priority Area(s): Destination Connectivity, Reliability, Safety

## Related Beyond Mobility Action Items:

- **Safety Action Item 3.1:** Identify gaps in sidewalk and bicycle facility coverage statewide as a basis for capital investment.

# Highway – Allston Multimodal Transportation Program

This program reconstructs and realigns the Allston interchange to improve safety for all transportation modes: walking, cycling, driving, transit and to create a vibrant Allston neighborhood reconnecting sections to each other and to the Charles River.

As currently envisioned, the project includes flattening the curve of I-90 as it passes through Allston and connecting I-90 to Cambridge Street and Soldiers' Field Road via a new urban street grid. These changes provide MassDOT with the opportunity to enhance parkland along the Charles River; introduce bicycle and pedestrian connections around and through the former Beacon Park Yard (BPY) site; and invest in improved commuter rail through the construction of West Station.

The FY27-31 CIP includes spending for preliminary design and initial spending for the design/build phase for the Allston Multimodal Project. MassDOT is engaging an independent review team to perform an engineering and cost analysis of the project and the funds programmed in the out-years of the CIP are a placeholder intended to reflect MassDOT's continuing commitment to the project while that review is occurring.

## FY27-31 Projected Spend

\$441.1 million

## Program Plan and/or Guidance

N/A



Allston Multimodal Transportation project area in Boston

## Project Selection

N/A

## Performance Measures

N/A

## Beyond Mobility Priority Areas

- Primary Priority Area: Destination Connectivity
- Secondary Priority Area(s): Safety

## Related Beyond Mobility Action Items:

- No related *Beyond Mobility* Action Items

# 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.

## FY27-31 Projected Spend

\$420.1 million

## Program Plan & Guidance

Priority Trail Vision map and regional plans and Trail Condition Study

## Project Selection

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

## Performance Measures

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



Shining Tides Rail Trail Extension in Mattapoisett

## Beyond Mobility Priority Areas

- Primary Priority Area: Destination Connectivity
- Secondary 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.

# Highway – Bicycle and Pedestrian Modal Implementation Program

This program is focused on increasing the accessibility of walking and biking on roadways by constructing or upgrading biking and walking facilities to create a high comfort network. Work includes filling network gaps; increasing network access to shared use paths; constructing new or enhanced crossings; improving sidewalk conditions and accessibility; and adding on-road buffered bicycle lanes or separated bicycle lanes.

## FY27-31 Projected Spend

\$56.5 million

## Program Plan and/or Guidance

Massachusetts Statewide Bicycle and Pedestrian Plans, *Beyond Mobility*, MassDOT ADA Transition Plan, District Prioritization Plans, New PROWAG Guidelines, and Bicycle and Pedestrian Infrastructure Gap Analysis

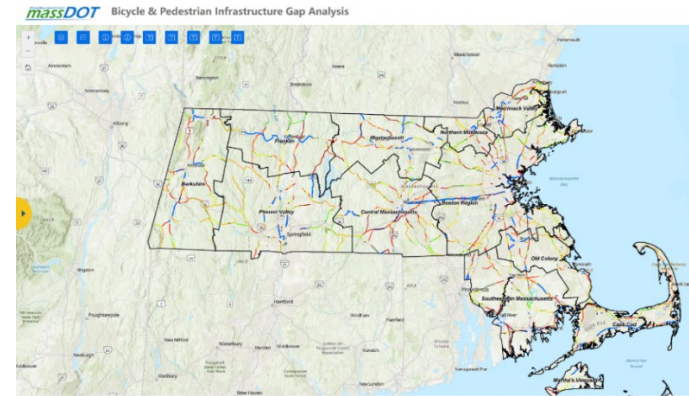
## Project Selection

District-wide Needs Assessment, Next Generation Vision Map and the Sidewalk Condition Assessment inform project prioritization

## Performance Measures

Outputs: Walking and biking infrastructure network and access to that network

Outcomes: Increase in percentage of short trips made by walking and biking; decrease in serious injuries and fatalities



MassDOT Bicycle and Pedestrian Infrastructure Gap Analysis

## Beyond Mobility Priority Areas

- Primary Priority Area: Destination Connectivity
- Secondary Priority Area(s): Safety, Supporting Clean Transportation

## Related Beyond Mobility Action Items

- **Reliability Action Item 1.9:** Develop a plan for expanding roadway asset management activities, including the condition of sidewalks and bicycle facilities as well as safety treatments to improve reliability.
- **Safety Action Item 3.1:** Identify gaps in sidewalk and bicycle facility coverage statewide as a basis for capital investment.

# Highway – Bridge Program

This program maintains, reconstructs, and replaces state and municipally owned bridges across the Commonwealth.

## FY27-31 Projected Spend

\$7,033.5 million

## Program Plan and/or Guidance

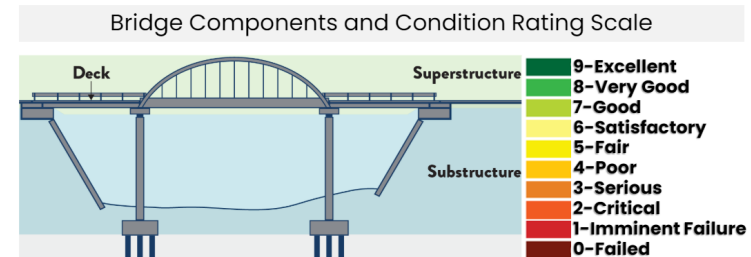
MassDOT Transportation Asset Management Plan (TAMP)

## Project Selection

Selected through Bridge Prioritization System

## Performance Measures

Bridge condition by count and bridge condition by deck area (for National Highway System [NHS] bridges)



Bridge components and condition rating scale

## Beyond Mobility Priority Areas

- Primary Priority Area: Reliability
- Secondary Priority Area(s): Safety, Travel Experience

## Related Beyond Mobility Action Items

- **Reliability Action Items 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.

# Highway – Capacity Program

This program adds new connections or expands the existing transportation network. Examples include the provision of additional lanes, new highway connections, or new roadways.

## FY27-31 Projected Spend

\$116.6 million

## Program Plan and/or Guidance

Massachusetts State Transportation Improvement Program and Beyond Mobility Statewide Long-Range Transportation Plan

## Project Selection

Projects scored by regional planning agencies/metropolitan planning organizations) and MassDOT (using Project Selection Advisory Council-recommended scoring elements)

## Performance Measures

N/A



Improvements to Route 18 Weymouth

## Beyond Mobility Priority Areas

- Primary Priority Area: Reliability
- Secondary Priority Area(s): Destination Connectivity

## Related Beyond Mobility Action Items

- No related *Beyond Mobility* Action Items

# Highway – Cape Cod Bridges Program

This program supports activities to replace the Sagamore and Bourne bridges that provide vehicular access to Cape Cod. MassDOT's Cape Cod Bridges Program will support the safe, efficient, and reliable movement of people, goods, and services across the Cape Cod Canal. Following the completion of the Program, MassDOT will own, maintain, and operate the completed Sagamore and Bourne bridges and the approach roadways.

Design and permitting is being completed for both bridges, but construction will be undertaken in phases. Construction of the Sagamore Bridge is fully funded and spending is programmed in the CIP. MassDOT continues to pursue federal discretionary funding for construction costs of the Bourne Bridge.

## FY27-31 Projected Spend

\$1,265.6 million

## Program Plan and/or Guidance

2024 Memorandum of Understanding between United States Army Corps of Engineers and the Commonwealth of Massachusetts for the Bourne Bridge and the Sagamore Bridge

## Project Selection

N/A

## Performance Measures

N/A



Sagamore Bridge

## Beyond Mobility Priority Areas

- Primary Priority Area: Reliability
- Secondary Priority Area(s): Safety, Travel Experience

## Related *Beyond Mobility* Action Items

- No related *Beyond Mobility* Action Items

# Highway – Chapter 90 Program

Chapter 90 funds are for local capital improvements such as highway construction, preservation, and improvement projects. These projects create or extend the life of capital facilities. This is a formula distribution program; all communities receive funds.

## FY27-31 Projected Spend

\$1,400.0 million

## Program Plan and/or Guidance

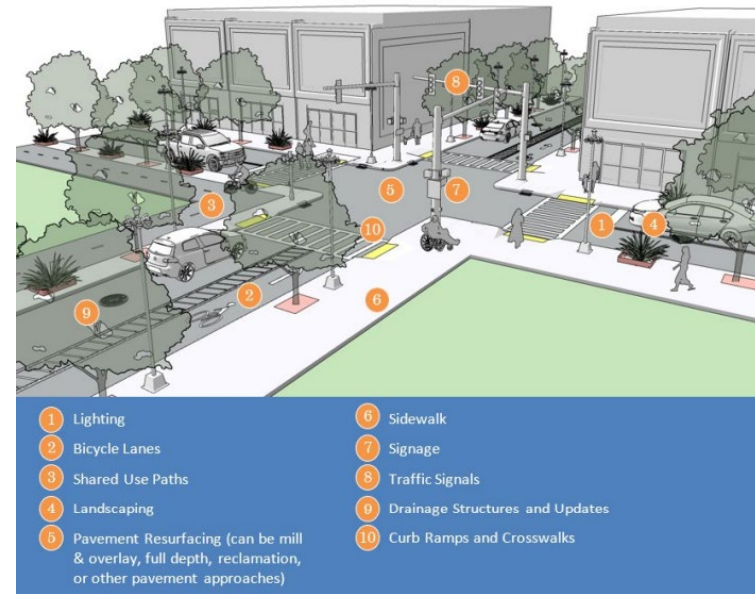
Chapter 90 legislation and policies

## Project Selection

Municipalities propose projects and MassDOT confirms eligibility.

## Performance Measures

N/A



Sample Chapter 90-Eligible Project Costs for urban intersections

## Beyond Mobility Priority Areas

- Primary Priority Area: Travel Experience
- Secondary Priority Area(s): Reliability, Safety

## Related Beyond Mobility Action Items:

- No related *Beyond Mobility* Action Items

# Highway – Community Culvert Program

The Community Culvert Grant Program provides funding to municipalities for the modernization, repair, replacement, removal, and improved resiliency of culverts. To be considered for funding, culverts must be on a local public way with an existing span of 10 feet or less. The program utilizes phased grants to municipalities to separately fund the design and construction of culvert projects.

## FY27-31 Projected Spend

\$96.4 million

## Program Plan and/or Guidance

Community Culvert Program Guidance (available on Grant Central)

## Project Selection

MassDOT confirms proposed project eligibility and awards grants via competitive selection process. Projects are selected based primarily on technical merit and need, as well as projects that deliver meaningful community, ecological, resilience, and transportation benefits.

## Performance Measures

N/A



New Box Culvert installed on Route 23 in Egremont

## Beyond Mobility Priority Areas

- Primary Priority Area: Resiliency
- Secondary Priority Area(s): Reliability, Safety

## Related Beyond Mobility Action Items:

- **Resiliency Action Item 1.4:** Create a comprehensive culvert and drainage inventory and mapping, combined with a culvert replacement and improvement program.

# Highway – Complete Streets Program

The program provides technical assistance and construction funding to eligible municipalities for the construction of facilities that enhance pedestrian, bicycle, and transit travel for roadway users of all ages and abilities.

## FY27-31 Projected Spend

\$75.0 million

## Program Plan and/or Guidance

Chapter 220 legislation and Complete Streets program guidance (available on Grant Central)

## Project Selection

All communities may receive support for Complete Streets prioritization plan development. For construction projects, municipalities propose projects and MassDOT awards grants via a competitive selection process.

## Performance Measures

N/A



Complete Streets project in Plymouth

## Beyond Mobility Priority Areas

- Primary Priority Area: Destination Connectivity
- Secondary Priority Area(s): Reliability, Safety, Supporting Clean Transportation, Travel Experience

## Related Beyond Mobility Action Items:

- **Supporting Clean Transportation Action Item 1.1:** Expand programs to make Commonwealth's streets more complete.

## Highway – Electric Vehicle Charging Infrastructure Program

This program funds deployment of electric vehicle (EV) charging infrastructure and the establishment of an interconnected network to facilitate data collection, access, and reliability. Funding from this program supports activities including acquisition and installation of EV charging infrastructure, operations and maintenance costs related to EV infrastructure, and data sharing about the EV infrastructure.

### FY27-31 Projected Spend

\$75.0 million

### Program Plan and/or Guidance

Massachusetts Electric Vehicle Infrastructure Deployment Plan

### Project Selection

Locations are selected to ensure charging stations are within 50 miles of Alternative Fuel Corridors and provide the best value to users and MassDOT.

### Performance Measures

N/A



Massachusetts electric vehicle license plate

### Beyond Mobility Priority Areas

- Primary Priority Area: Supporting Clean Transportation
- Secondary Priority Area(s): None

### Related Beyond Mobility Action Items:

- **Supporting Clean Transportation Action Item 2.1:** Install fast-charger ports on Alternative Fuel Corridors to eliminate all gaps greater than 50 miles.

# Highway — Equipment Program

The Highway Equipment program makes annual purchases of replacement vehicles, heavy equipment, telecommunications equipment, and various other highway capital assets. The program is essential to highway operations throughout the Commonwealth.

## FY27-31 Projected Spend

\$177.7 million

## Program Plan and/or Guidance

N/A

## Project Selection

Prioritized based on operational needs and fleet life cycle

## Performance Measures

N/A



MassDOT dump truck with tow plow equipped for snow and ice

## Beyond Mobility Priority Areas

- Primary Priority Area: Travel Experience
- Secondary Priority Area(s): None

## Related Beyond Mobility Action Items:

- No related *Beyond Mobility* Action Items

# Highway — Facilities Program

The Highway Facility Improvement program provides for the design and execution of facility repair and replacement projects. These improvement projects include, but are not limited to, those for office buildings, maintenance operations buildings, garages, and salt sheds.

## FY27-31 Projected Spend

\$164.5 million

## Program Plan and/or Guidance

N/A

## Project Selection

Projects drawn from District and Headquarters' (HQ) priorities

## Performance Measures

N/A



MassDOT Highway District 3 Office

## Beyond Mobility Priority Areas

- Primary Priority Area: Travel Experience
- Secondary Priority Area(s): None

## Related Beyond Mobility Action Items:

- No related *Beyond Mobility* Action Items

# Highway – Freight Program

This program aims to improve the efficient movement of freight on the National Highway Freight Network (NHFN). Projects that address issues within the multimodal freight network include:

- Geometric improvements to interchanges and ramps
- Railway-highway grade separation
- Highway or bridge projects that improve the flow of freight on the NHFN
- Truck parking facilities

## FY27-31 Projected Spend

\$22.3 million

## Program Plan and/or Guidance

Massachusetts Freight Plan, National Highway Freight Program

## Project Selection

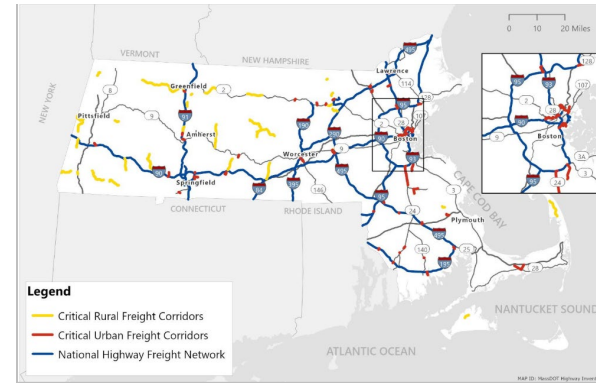
Based on addressing known issues and identifying new projects in alignment with the recommendations and strategies included in the 2023 Massachusetts Freight Plan and the goals of the National Highway Freight Program.

## Performance Measures

Freight-related performance measures that could be applied to this program are included in Table 2.2 of the [2023 Massachusetts Freight Plan](#).

## Beyond Mobility Priority Areas

- Primary Priority Area: Reliability
- Secondary Priority Area(s): Safety, Supporting Clean Transportation, Travel Experience



Roadway Infrastructure Freight Designations in Massachusetts, 2023 (Source: Federal Highway Administration)

## Related Beyond Mobility Action Items

- **Reliability Action Item 1.4:** Prioritize reliability projects in locations with major roadway bottlenecks and delays.
- **Reliability Action Item 3.1:** Invest in infrastructure improvements that improve the flow of freight travel.
- **Resiliency Action Item 1.7:** Prioritize the protection of freight system assets and operations from climate change and extreme weather impacts.
- **Safety Action Items 2.4:** Develop a Capital Freight Program for freight-related safety investments.
- **Supporting Clean Transportation Action Item 1.3:** Support policies to reduce greenhouse gas emissions from freight vehicles.
- **Supporting Clean Transportation Action Item 1.4:** Establish equity framework for prioritizing multimodal freight projects

## Highway – Intelligent Transportation Systems

The Highway Intelligent Transportation Systems (ITS) program supports the design and implementation of innovative and new communications equipment and information technology systems. These are designed to provide traffic information for MassDOT projects, residents, and visitors throughout the Commonwealth.

### **FY27-31 Projected Spend**

\$72.5 million

### **Program Plan and/or Guidance**

N/A

### **Project Selection**

MassDOT ITS Strategic Plan and stakeholder input from MassDOT Headquarters, Districts, MPOs, and State Police

### **Performance Measures**

N/A



MassDOT Highway Operations Center

### **Beyond Mobility Priority Areas**

- Primary Priority Area: Reliability
- Secondary Priority Area(s): None

### **Related Beyond Mobility Action Items:**

- No related *Beyond Mobility* Action Items

# Highway – Intersection Improvements Program

This program supports safety at roadway intersections for all users through operational and geometric improvement projects.

## FY27-31 Projected Spend

\$367.6 million

## Program Plan and/or Guidance

Massachusetts Strategic Highway Safety Plan, life-cycle planning of safety systems, FHWA Highway Safety Improvement Program (HSIP), Network Screening (Crash-Based and Risk-Based), Safety Action Plans, Road Safety Audits

## Project Selection

Top 200 crash locations and vulnerable roadway user clusters

## Performance Measures

Mitigation of top 200 crash locations; reduction in rate of fatalities or serious injuries at project locations



Roundabout on Route 140, Princeton

## Beyond Mobility Priority Areas

- Primary Priority Area: Safety
- Secondary Priority Area(s): Reliability

## Related Beyond Mobility Action Items:

- No related *Beyond Mobility* Action Items

# Highway – Interstate Pavement

This program maintains the Interstate Highway system, a central network for Massachusetts and New England mobility and commerce, through projects which preserve or rehabilitate pavement and invest in ancillary corridor systems such as safety elements, bridge, drainage, and Intelligent Transportation Systems.

## FY27-31 Projected Spend

\$512.3 million

## Program Plan and/or Guidance

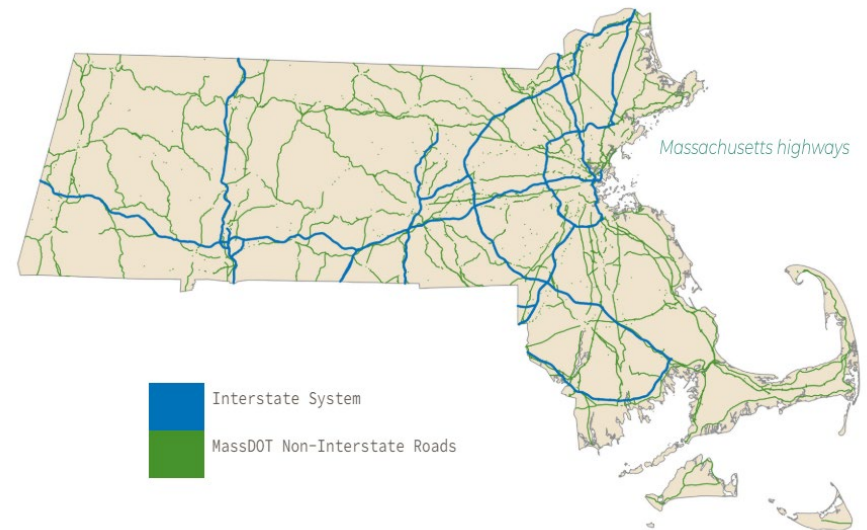
MassDOT Transportation Asset Management Plan (TAMP)

## Project Selection

Projects are prioritized through pavement management systems

## Performance Measures

State Pavement Serviceability Index (PSI) – State and Federal Pavement Condition Measure



Massachusetts Interstate and Non-Interstate Highway networks

## Beyond Mobility Priority Areas

- Primary Priority Area: Reliability
- Secondary Priority Area(s): Travel Experience

## Related Beyond Mobility Action Items:

- **Reliability Action Item 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.

## Highway — Local Bottleneck Reduction Program

This grant program provides funding for municipalities to address congestion bottlenecks at local signalized intersections. It aims to improve traffic flow while addressing safety, bicycle, transit, and pedestrian needs, and gives preference to projects near transit-oriented development and multifamily housing.

### FY27-31 Projected Spend

\$25.0 million

### Program Plan and/or Guidance

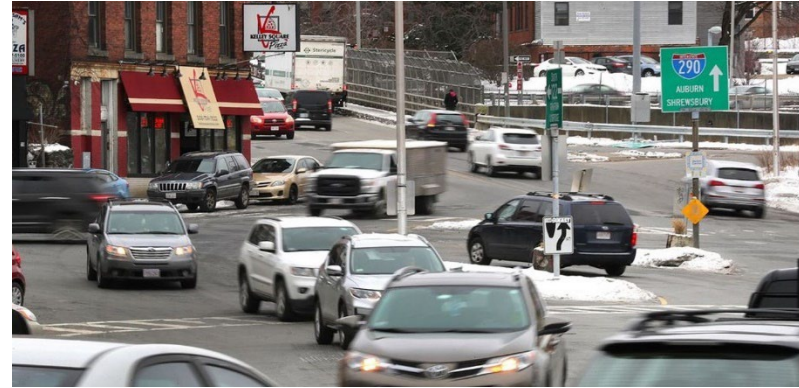
*Congestion in the Commonwealth* 2019 Report to the Governor; Program Guidance (available on Grant Central)

### Project Selection

Municipalities propose projects and MassDOT confirms eligibility and awards grants via a competitive selection process based on delay and congestion metrics using Regional Integrated Transportation Information System (RITIS) data

### Performance Measures

N/A



Kelley Square in Worcester prior to redesign

### Beyond Mobility Priority Areas

- Primary Priority Area: Reliability
- Secondary Priority Area(s): Destination Connectivity, Safety

### Related Beyond Mobility Action Items:

- **Reliability Action Item 1.4:** Prioritize reliability projects in locations with major roadway bottlenecks and delays.

## Highway – Municipal Pavement Program

This program seeks to improve the condition of municipally owned state numbered routes, with an emphasis on National Highway System (NHS) roadways, and to find opportunities to improve safety and accessibility for all modes. It supports the long-term condition of this important roadway network, helps improve NHS pavement performance in Massachusetts, and assists municipalities in the management of local infrastructure.

### FY27-31 Projected Spend

\$125.0 million

### Program Plan and/or Guidance

MassDOT Transportation Asset Management Plan (TAMP)

### Project Selection

Projects are prioritized for selection using MassDOT pavement management data

### Performance Measures

State Pavement Serviceability Index (PSI) – State and Federal Pavement Condition Measure



Paving equipment and crew on a local roadway

### Beyond Mobility Priority Areas

- Primary Priority Area: Reliability
- Secondary Priority Area(s): Travel Experience

### Related Beyond Mobility Action Items:

- **Reliability Action Item 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.

## Highway – Municipal Small Bridge Program

This program provides financial support to cities and towns for the replacement, preservation, and rehabilitation of small bridges. Eligible bridges are those on public ways with spans between 10 feet and 20 feet that are structurally deficient, or load posted.

### FY27-31 Projected Spend

\$75.0 million

### Program Plan and/or Guidance

State Bond Bill Language; Program Guidance (available on Grant Central)

### Project Selection

Municipalities propose projects; MassDOT confirms eligibility and awards grants via competitive selection process

### Performance Measures

N/A

### Beyond Mobility Priority Areas

- Primary Priority Area: Reliability
- Secondary Priority Area(s): Safety, Travel Experience



Example of small bridges

### Related *Beyond Mobility* Action Items:

- No related *Beyond Mobility* Action Items

# Highway – Non-Interstate Pavement Program

Investments made through this program maintain MassDOT-owned non-interstate roadways. This program includes projects on freeways (such as Route 24) and local roadways owned by the state. In addition to addressing pavement conditions, these projects also incorporate mobility and safety improvements for existing facilities (such as accessibility improvements and maintenance of existing multimodal facilities).

## FY27-31 Projected Spend

\$673.9 million

## Program Plan and/or Guidance

MassDOT Transportation Asset Management Plan (TAMP)

## Project Selection

Projects are prioritized for selection using MassDOT pavement management data.

## Performance Measures

State Pavement Serviceability Index (PSI) – State and Federal Pavement Condition Measure



Pavement improvements in Great Barrington

## Beyond Mobility Priority Areas

- Primary Priority Area: Reliability
- Secondary Priority Area(s): Travel Experience

## Related Beyond Mobility Action Items:

- **Reliability Action Item 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.

## Highway – Highway Resiliency Improvement Program

This program provides funding for making resilience improvements to existing transportation assets and evacuation routes and addressing highway infrastructure that is vulnerable to extreme weather and sea-level rise.

### FY27-31 Projected Spend

\$117.2 million

### Program Plan and/or Guidance

Bipartisan Infrastructure Law (BIL) and MassDOT Resilience Improvement Plan

### Project Selection

Project selections are based on addressing known issues; integrating resiliency improvements into existing projects; and identifying new projects based on forthcoming Climate Adaptation Vulnerability Assessment (CAVA), Resiliency Improvement Plan (RIP), Municipal Vulnerability Program (MVP), and data collection from MassDOT's maintenance team.

### Performance Measures

Measures are in development and may include the number of modernized structures (bridges/culverts) and roadway segments where climate related vulnerabilities posed by extreme weather have been mitigated or eliminated.



Resilience project location –Route 20/ Route 122 interchange, Worcester

### Beyond Mobility Priority Areas

- Primary Priority Area: Resiliency
- Secondary Priority Area(s): Safety

### Related Beyond Mobility Action Items:

- **Resiliency Action Item 1.3:** Leverage all available funding opportunities to address resiliency issues based on level of risk.
- **Resiliency Action Items 1.4:** Create a comprehensive culvert and drainage inventory and mapping, combined with a culvert replacement and improvement program.

# Highway – Roadway Improvements Program

This program supports the general state of good repair of MassDOT-owned roadways through drainage, fencing, guardrail, sidewalk repair, and vegetative management projects. It also supports federally funded stormwater retrofit projects, which improve the sustainability and resiliency of state-owned drainage systems.

## FY27-31 Projected Spend

\$435.0 million

## Program Plan and/or Guidance

N/A

## Project Selection

Projects drawn from District and Headquarters' priorities

## Performance Measures

N/A



Guardrail improvements

## Beyond Mobility Priority Areas

- Primary Priority Area: Travel Experience
- Secondary Priority Area(s): Safety, Reliability, Resiliency

## Related Beyond Mobility Action Items:

- No related *Beyond Mobility* Action Items

# Highway – Roadway Reconstruction Program

This program adapts existing roadway designs to meet contemporary needs, including for both limited access and non-limited access roadways. The projects funded by this program include safety, mobility, and resiliency modernization components. This program also addresses major regional bottlenecks and hazardous/high crash locations on the Interstate and limited access highway system.

## FY27-31 Projected Spend

\$2,122.1 million

## Program Plan and/or Guidance

Beyond Mobility Long Range Transportation Plan (LRTP), Regional/MPO LRTPs, regional planning and corridor studies; Massachusetts Bicycle and Pedestrian Transportation Plans; MassDOT-identified High Crash locations and network screening tools; and *Congestion in the Commonwealth: Report to the Governor* (2019)

## Project Selection

Project scoring by regional planning agencies/ MPOs, and MassDOT; Roadway Improvement Program Needs Assessment.

## Performance Measures

Projects work to meet agency performance measures around mobility, safety, resiliency, and equity.

## Beyond Mobility Priority Area

- Primary Priority Area: Travel Experience
- Secondary Priority Area(s): Reliability, Safety



Roadway construction equipment

## Related Beyond Mobility Action Items:

- **Reliability Action Item 1.1:** Investigate opportunities to execute recommendations in planning studies and reports focused on congestion and travel time reliability.
- **Reliability Action Item 1.4:** Prioritize reliability projects in locations with major roadway bottlenecks and delays.
- **Reliability Action Item 1.9:** Develop a plan for expanding roadway asset management activities, including the condition of sidewalks and bicycle facilities as well as safety treatments to improve reliability.
- **Safety Action Item 3.1:** Identify gaps in sidewalk and bicycle facility coverage statewide as a basis for capital investment.

## Highway — Rural Roadway Funding Program

This program supports municipalities in constructing and reconstructing municipal roadways. Funds through this program are distributed to all 351 Massachusetts municipalities in the Commonwealth using a formula based on local road mileage, municipal population, and rurality. A municipality is considered rural for the purposes of this funding if it has a population of less than 10,000 and a population density under 500 people per square mile. These funds are subject to the rules and procedures of the Chapter 90 Program.

### **FY27-31 Projected Spend**

\$25.0 million

### **Program Plan and/or Guidance**

Chapter 90 legislation and policies; Chapter 27 of the Acts of 2023

### **Project Selection**

Municipalities propose projects; MassDOT confirms eligibility

### **Performance Measures**

N/A



Rural roadway in Massachusetts

### **Beyond Mobility Priority Areas**

- Primary Priority Area: Travel Experience
- Secondary Priority Area(s): Safety, Reliability

### **Related Beyond Mobility Action Items:**

- No related *Beyond Mobility* Action Items

## Highway – Safe Routes to School Program

This program works to increase safe biking and walking among elementary, middle, and high school students by using a collaborative, community-focused approach that bridges the gap between health and transportation. The Safe Routes to School (SRTS) Signs and Lines and Infrastructure programs fund projects on municipal roadways that create safe and comfortable walking and bicycling facilities.

### FY27-31 Projected Spend

\$90.0 million

### Program Plan and/or Guidance

Safe Routes to School Program guidance

### Project Selection

For both the SRTS Signs and Lines and Infrastructure grant programs, MassDOT convenes a project selection committee comprised of stakeholders from MassDOT's Office of Transportation Planning and the Highway Division. This committee evaluates and selects projects that align with SRTS priorities and ensures equitable distribution of investments. Project rubrics are developed and updated every year and posted on the program website.

### Performance Measures

Increase in walking and bicycle facilities at schools across Massachusetts



Massachusetts Safe Routes to School Program

### Beyond Mobility Priority Areas

- Primary Priority Area: Safety
- Secondary Priority Area(s): Destination Connectivity, Supporting Clean Transportation

### Related Beyond Mobility Action Items:

- **Supporting Clean Transportation Action Item 1.1:** Expand programs to make Commonwealth's streets more complete.
- **Travel Experience Action Item 2.2:** Pursue funding for discretionary grant-making and to provide enhanced technical assistance to cities and towns for Complete Streets and Safe Routes to School projects.

# Highway – Safety Improvements Program

This program funds the systematic repair and upgrade of safety systems on state-owned roadways through traffic signal, highway lighting, impact attenuators, traffic signs, and pavement markings projects. It supports investments in strategic safety improvements on all roads of the Commonwealth.

## FY27-31 Projected Spend

\$369.5 million

## Program Plan and/or Guidance

Massachusetts Strategic Highway Safety Plan, life cycle planning of safety systems, FHWA Highway Safety Improvement Program (HSIP), Crash-Based and Risk-Based Network Screening, Safety Action Plans, Road Safety Audits, and Speed Management

## Project Selection

Projects from MassDOT District and Headquarters' priorities

## Performance Measures

Reduction in rate of fatalities or serious injuries

## Beyond Mobility Priority Areas

- Primary Priority Area: Safety
- Secondary Priority Area(s): None



Principles of the Safe System Approach for improving roadway safety  
(Source: US DOT)

## Related Beyond Mobility Action Items:

- **Safety Action Item 1.1:** Build a bench of safety projects specifically in EJ communities in coordination with municipalities
- **Safety Action Item 2.2:** Continue funding projects addressing the most common causes of serious injuries and fatalities.
- **Safety Action Item 2.3:** Continue investing in systemic and low-cost proven safety countermeasures.
- **Safety Action Item 3.3:** Introduce traffic calming and speed management interventions at high-risk corridors. MassDOT will also explore 'dementia-friendly' design considerations presented by the Massachusetts Executive Office of Elder Affairs.

## Highway – Shared Streets and Spaces Program

This program provides grants to municipalities and regional transit authorities to expand or repurpose sidewalks, curbs, streets, and on-street and off-street parking in support of public health, safe mobility, and renewed commerce. Projects may focus on pedestrian and bicyclist improvements, outdoor dining or programming, and transit-related improvements.

### FY27-31 Projected Spend

\$32.5 million

### Program Plan and/or Guidance

Shared Streets and Spaces program guidance (available on Grant Central)

### Project Selection

Municipalities propose projects; MassDOT confirms eligibility and awards grants via a competitive selection process

### Performance Measures

N/A



Shared Streets and Spaces bike lane project

### Beyond Mobility Priority Areas

- Primary Priority Area: Destination Connectivity
- Secondary Priority Area(s): Supporting Clean Transportation, Travel Experience

### Related Beyond Mobility Action Items:

- **Supporting Clean Transportation Action Item 1.1:** Expand programs to make Commonwealth's streets more complete

# Highway – Tunnels Program

The Tunnels program provides investment in the tunnels and ancillary systems within the Metropolitan Highway System (MHS). Massachusetts maintains the third largest tunnel system in the United States.

## FY27-31 Projected Spend

\$370.1 million

## Program Plan and/or Guidance

Metropolitan Highway System Triennial Report, National Tunnel Inspection Standards, Central Artery Repair and Maintenance Trust Fund

## Project Selection

MassDOT Tunnel Project Prioritization Methodology (based on National Highway Cooperative Research Program best practices)

## Performance Measures

N/A



Sumner Tunnel before restoration

## Beyond Mobility Priority Areas

- Primary Priority Area: Travel Experience
- Secondary Priority Area(s): Reliability, Safety

## Related Beyond Mobility Action Items:

- No related *Beyond Mobility* Action Items

## Highway – Unpaved Roads Program

The MassDOT Unpaved Roads grant program supports the maintenance, repair, and improvement of locally owned dirt and gravel roads across Massachusetts. Nearly 2,500 miles of the Commonwealth's locally owned roadways are dirt or gravel. These roads serve as critical links in the statewide transportation network, particularly in rural communities.

### **FY27-31 Projected Spend**

\$7.0 million

### **Program Plan and/or Guidance**

Unpaved Roads program guidance (available on Grant Central)

### **Project Selection**

Municipalities propose projects; MassDOT confirms eligibility and awards grants via competitive selection process.

### **Performance Measures**

N/A



Example of unpaved road

### **Beyond Mobility Priority Areas**

- Primary Priority Area: Resiliency
- Secondary Priority Area(s): Reliability, Safety

### **Related Beyond Mobility Action Items:**

- No related *Beyond Mobility* Action Items

# Information Technology – Cyber/Information Security Program

This program is essential for maintaining compliance with digital security standards and best practices, safeguarding the confidentiality, integrity, and availability of agency and customer data. It aims to bolster public confidence in secure transactions when doing business with any of MassDOT's Divisions.

## FY27-31 Projected Spend

\$14.3 million

## Program Plan and/or Guidance

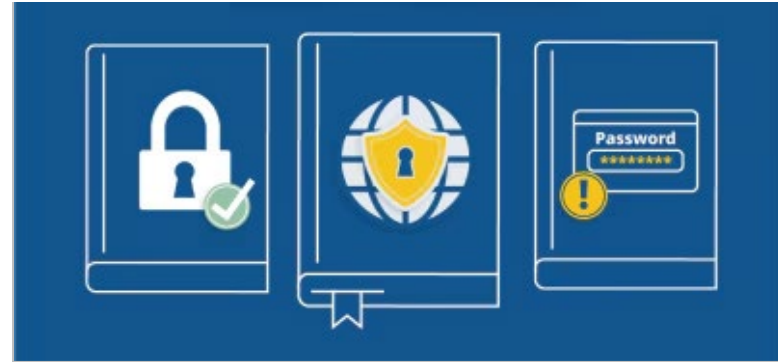
Alignment with Massachusetts Executive Office of Technology Services and Security (EOTSS) priorities for Cyber/Information Security, following general standards in the public sector cybersecurity space as established through the National Institute of Standards and Technology (NIST)

## Project Selection

Business value, operational impacts, alignment with IT goals and strategies

## Performance Measures

Number of cyber-attacks stopped and vulnerabilities patched



Elements of cybersecurity

## Beyond Mobility Priority Areas

- Primary Priority Area: Organizational Capacity
- Secondary Priority Area(s): None

## Related Beyond Mobility Action Items:

- No related *Beyond Mobility* Action Items

## Information Technology – Digital Infrastructure Program

This program is focused on meeting MassDOT’s technology goals now and in the future. This program plans, implements, and maintains digital infrastructure that is tailored to the needs of each business area. This digital infrastructure includes hardware, software, cloud services, vendor-hosted solutions, and network infrastructure designed to deliver robust, high-quality IT services.

### **FY27-31 Projected Spend**

\$11.0 million

### **Program Plan and/or Guidance**

Massachusetts Executive Office of Technology Services and Security (EOTSS) priorities for digital infrastructure

### **Project Selection**

Business value, operational impacts, alignment with IT goals and strategies

### **Performance Measures**

Incident reports, change records, system and network availability



State Transportation Building server room

### **Beyond Mobility Priority Area**

- Primary Priority Area: Organizational Capacity
- Secondary Priority Area(s): None

### **Related Beyond Mobility Action Items:**

- No related *Beyond Mobility* Action Items

# Information Technology – Workforce Productivity Program

IT’s Workforce Productivity Program accelerates innovation through use of modern technologies to revolutionize the work environment and business processes. Automating workflows with cutting-edge cloud or SaaS-based tools, not only enhance customer experience but also significantly boosts employee productivity and efficiency. By integrating AI-driven solutions, online cloud services, office suite applications, and advanced business tools, MassDOT is recognized as a model for other agencies, our business partners, and the public.

## FY27-31 Projected Spend

\$95.5 million

## Program Plan and/or Guidance

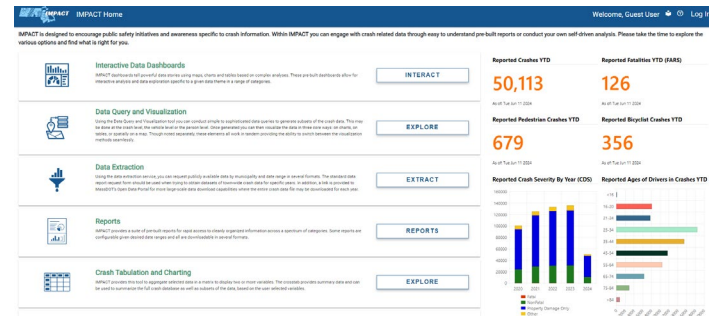
Division-specific projects or agency-wide initiatives for workforce productivity

## Project Selection

Project selection and approval is coordinated through a committee that includes representatives from each MassDOT Division

## Performance Measures

Project reporting, Capital Improvement Plan (CIP) analysis, number of applications updated/upgraded, business metrics



MassDOT IMPACT Crash Reporting Tool

## Beyond Mobility Priority Areas

- Primary Priority Area: Organizational Capacity
- Secondary Priority Area(s): None

## Related Beyond Mobility Action Items:

- No related Beyond Mobility Action Items

## Office of Diversity and Civil Rights – Pre-Apprenticeship Program

This program funds industry-focused workforce development and facilitates the introduction of additional pre-apprentices to skilled trades within the various MassDOT divisions. This program provides people in low-income and other disadvantaged communities with access to training and employment opportunities within the construction trades and the transportation sector.

### FY27-31 Projected Spend

\$5.0 million

### Program Plan and/or Guidance

N/A

### Project Selection

N/A

### Performance Measures

N/A



Pre-Apprenticeship Program participants

### Beyond Mobility Priority Areas

- Primary Priority Area: Organizational Capacity
- Secondary Priority Area(s): None

### Related Beyond Mobility Action Items:

- No related *Beyond Mobility* Action Items

## Office of Transportation Planning — Local and Early Action Planning Program

The Local Early-stage and Actionable Planning (LEAP) Program provides planning and early-stage design support for municipally prioritized transportation infrastructure projects in underserved communities where staff capacity may limit ability to advance municipal transportation projects.

### FY27-31 Projected Spend

\$5.0 million

### Program Plan and/or Guidance

LEAP program guidance (available on Grant Central).

### Project Selection

A regional team including staff from MassDOT's Office of Transportation Planning, the Highway Division, the relevant Regional Planning Agency, and the MassDOT District office review requests. Staff consider the following factors:

- Community designation (with priority given to Rural Communities and Gateway Cities)
- Project momentum and readiness for implementation
- Specific needs and capacity of the community
- Availability of alternative funding or resources.

### Performance Measures

N/A



Meeting of MassDOT and municipal staff in West Bridgewater

### Beyond Mobility Priority Areas

- Primary Priority Area: Travel Experience
- Secondary Priority Area(s): Supporting Clean Transportation, and Safety

### Related Beyond Mobility Action Items:

- **Travel Experience Action Item 2.2:** Provide cities and towns with enhanced technical assistance for Complete Streets and Safe Routes to School projects.
- **Safety Action Item 1.2:** Fast-track technical assistance for locally initiated safety action plans.

## Rail & Transit – Industrial Rail Access Program

Through this program, MassDOT provides grants to industry rail shippers, municipalities, and freight railroads for projects that increase access to freight rail service and support economic development through new or expanded rail service. IRAP supports targeted rail access investments that strengthen the Commonwealth's freight transportation network.

### FY27-31 Projected Spend

\$15.0 million

### Program Plan and/or Guidance

N/A

### Project Selection

Grant project selection criteria

### Performance Measures

N/A



Pioneer Valley Railroad, Easthampton Yard track

### Beyond Mobility Priority Areas

- Primary Priority Area: Reliability
- Secondary Priority Area(s): Destination Connectivity, Supporting Clean Transportation

### Related Beyond Mobility Action Items:

- **Reliability Action Items 3.1:** Invest in infrastructure improvements that improve the flow of freight travel.

## Rail & Transit – Rail Bridge Reliability Program

This program repairs or replaces bridges to prevent or address deterioration, keep or restore class of line (federally designated rail track classifications), and maintain the structure's safety and functional utility.

### FY27-31 Projected Spend

\$46.5 million

### Program Plan and/or Guidance

Rail Asset Management Plan (RAMP), 2023 Tracker

### Project Selection

Projects are prioritized based on the most recent inspection, type of operations (e.g., passenger, hazardous cargo), and contractual or regulatory requirements.

### Performance Measures

Bridge condition index; percent in state of good repair; weight capacity; reduced operating restrictions



Rail bridge arch deck concrete repair

### Beyond Mobility Priority Areas

- Primary Priority Area: Reliability
- Secondary Priority Area(s): Safety, Supporting Clean Transportation, Travel Experience

### Related Beyond Mobility Action Items:

- **Reliability Action Items 3.1:** Invest in infrastructure improvements that improve the flow of freight travel.
- **Destination Connectivity Action Item 3.3:** Continue efforts to advance Compass Rail.

## Rail & Transit – Rail Facility Reliability Program

This program repairs or replaces rail facilities, specifically rail yards and stations, to prevent or address deterioration and maintain the facility's effectiveness.

### FY27-31 Projected Spend

\$3.4 million

### Program Plan and/or Guidance

Rail Asset Management Plan (RAMP)

### Project Selection

Projects prioritized based on condition reports, type of operations and risks, operational impacts, and contractual or regulatory requirements for action

### Performance Measures

Annual inspection and condition assessment



Maintenance yard for track work in Deerfield, MA

### Beyond Mobility Priority Areas

- Primary Priority Area: Reliability
- Secondary Priority Area(s): Safety, Supporting Clean Transportation, Travel Experience,

### Related Beyond Mobility Action Items:

- No related *Beyond Mobility* Action Items

# Rail & Transit – Rail Facility Expansion Program

Projects within this program include the study, design, and construction of improvements to rail facilities or new rail facilities. These investments expand the capacity of existing rail service or enable new services. Facilities may refer to passenger stations, layover yards, and maintenance facilities. Example projects may include a new passenger rail station, an added platform to a single-platform station, or adding tracks to an existing layover facility.

## FY27-31 Projected Spend

\$39.2 million

## Program Plan & Guidance

Massachusetts State Rail Plan, Rail Asset Management Plan, and Compass Rail – Passenger Rail for the Commonwealth

## Project Selection

Prioritization will reflect economic or other benefits associated with use of the new or improved facilities in expanded service, consistency with the State Rail Plan, and contractual or regulatory requirements.



View of preferred rail station site in Palmer

## Performance Measures

N/A

## Beyond Mobility Priority Areas

- Primary Priority Area: Destination Connectivity
- Secondary Priority Area(s): Supporting Clean Transportation

## Related Beyond Mobility Action Items:

- **Destination Connectivity Action Item 3.3:** Continue efforts to advance Compass Rail.

## Rail & Transit – Rail Grade Crossings Program

This program repairs or replaces grade crossings to address deterioration, keep or restore class of line, and maintain the safety or functional utility of the crossing. Well-maintained grade crossings are critical to public (motorist, bicyclist, and pedestrian) safety and are a key component of rail service safety and reliability.

### FY27-31 Projected Spend

\$35.2 million

### Program Plan and/or Guidance

Massachusetts State Rail Plan, Rail Asset Management Plan, 2023 Tracker

### Project Selection

Prioritization of projects in this program will reflect federal guidelines, most recent inspections, type of operations (such as passenger or hazardous cargo) and traffic levels, and contractual or regulatory requirements

### Performance Measures

Grade crossing condition assessment; percent of crossings in a state of good repair; grade crossing incidents



Crossing signal upgrades in Sherborn

### Beyond Mobility Priority Areas

- Primary Priority Area: Travel Experience
- Secondary Priority Area(s): Reliability, Safety, Supporting Clean Transportation

### Related Beyond Mobility Action Items:

- No related *Beyond Mobility* Action Items

## Rail & Transit – Rail Track and Right of Way Reliability Program

This program strives to keep MassDOT-owned rail lines in a state of good repair, safe, and suitable for the intended traffic. This program repairs or replaces assets within the rail right of way (typically ties, rail, ballast, subsurface roadbed, embankments, drainage, culverts, and switches.) to address deterioration, keep or restore class of line, improve resiliency and maintain the line's safety and operational integrity. These activities are necessary to maintain a safe and reliable rail system.

### FY27-31 Projected Spend

\$134.1 million

### Program Plan and/or Guidance

State Rail Plan, Rail Asset Management Plan, 2023 Tracker

### Project Selection

Prioritization will reflect most recent inspections, type of operations (e.g., passenger, hazardous cargo), and contractual or regulatory requirements

### Performance Measures

Percent of tracks in state of good repair; weight capacity; reduced operating restrictions



Ballast regulator operation on rail line

### Beyond Mobility Priority Areas

- Primary Priority Area: Reliability
- Secondary Priority Area(s): Safety, Supporting Clean Transportation, Travel Experience

### Related Beyond Mobility Action Items:

- **Reliability Action Items 3.1:** Invest in infrastructure improvements that improve the flow of freight travel.

# Rail & Transit – Rail Track and Right of Way Expansion Program

This program repairs or replaces assets within the rail right of way (typically ties, rail, ballast, or, switches) or constructs new assets (such as line extensions) to expand existing rail services, including the addition of new or expansion of existing passenger or freight rail service. This program also provides initial funding for project development efforts (including planning studies and/or initial pilots) to support future passenger rail service.

## FY27-31 Projected Spend

\$136.3 million

## Program Plan and/or Guidance

Massachusetts State Rail Plan, MassDOT plans and feasibility studies (i.e., East West Rail Feasibility Study)

## Project Selection

Prioritization of projects in the program will reflect economic or other public benefits associated with the new or expanded service; consistency with the Massachusetts State Rail Plan or Massachusetts Freight Plan; and any contractual or regulatory requirements for action.

## Performance Measures

Ridership, freight capacity loading



Hyannis Yard on the Cape Main Line

## Beyond Mobility Priority Area

- Primary Priority Area: Destination Connectivity
- Secondary Priority Area(s): Supporting Clean Transportation, Travel Experience

## Related Beyond Mobility Action Items:

- **Reliability Action Items 3.1:** Invest in infrastructure improvements that improve the flow of freight travel.
- **Destination Connectivity Action Item 3.3:** Continue efforts to advance Compass Rail.

## Rail & Transit – Rail Track and Right of Way Modernization Program

This program repairs or replaces assets within the rail right-of-way (typically ties, rail, ballast, subgrade, culverts, switches, etc.) to an increased standard to improve track class or capacity (i.e., increasing weight capacity to 286,000 lbs. (“286K”); double-stack clearance; or installation of continuous welded rail). These improvements support meeting current industry standards or otherwise achieving an improved condition with associated operational results.

### FY27-31 Projected Spend

\$103.4 million

### Program Plan & Guidance

Massachusetts State Rail Plan

### Project Selection

Prioritization of projects in this program will reflect operational and economic opportunities; most recent inspections; type of operation (e.g., passenger, hazardous cargo, heavier / standard car weights); contractual or regulatory requirements, and consistency with the State Rail Plan or other emergency policy goals.

### Performance Measures

Condition improvements; service improvements; weight capacity



Berkshire Line

### Beyond Mobility Priority Areas

- Primary Priority Area: Reliability
- Secondary Priority Area(s): Destination Connectivity, Safety, Supporting Clean Transportation, Travel Experience

### Related Beyond Mobility Action Items:

- **Reliability Action Items 3.1:** Invest in infrastructure improvements that improve the flow of freight travel.
- **Destination Connectivity Action Item 3.3:** Continue efforts to advance Compass Rail.

## Rail & Transit – Rail Vehicle Reliability Program

This program repairs, replaces, or acquires rail equipment (locomotives, coaches, ballast cars, light duty vehicles, etc.) to facilitate reliable service, prevent or address deterioration. It also supports activities to maintain or restore vehicle condition to support reliable ongoing rail operations.

### FY27-31 Projected Spend

\$1.2 million

### Program Plan and/or Guidance

Massachusetts State Rail Plan and Freight Plan

### Project Selection

Prioritized based on project and maintenance needs

### Performance Measures

N/A



Rail vehicles

### Beyond Mobility Priority Area

- Primary Priority Area: Reliability
- Secondary Priority Area(s): Safety, Supporting Clean Transportation, Travel Experience

### Related Beyond Mobility Action Items:

- **Reliability Action Items 3.1:** Invest in infrastructure improvements that improve the flow of freight travel.

# Rail & Transit – Rail Vehicles Expansion Program

This program acquires, repairs, or replaces rail equipment (such as locomotives, coaches, ballast cars, or light duty vehicles) to expand existing or support new rail services, including the addition of new or expanded passenger rail or freight rail service.

## FY27-31 Projected Spend

\$4.0 million

## Program Plan & Guidance

Massachusetts State Rail Plan, Rail Asset Management Plan

## Project Selection

Prioritization will reflect economic or other benefits associated with the use of the new or improved vehicles in expanded service, consistency with the State Rail Plan, and any contractual or regulatory requirements for action.

## Performance Measures

N/A



Berkshire Flyer at Pittsfield Station

## Beyond Mobility Priority Area

- Primary Priority Area: Destination Connectivity
- Secondary Priority Area(s): Supporting Clean Transportation, Travel Experience

## Related Beyond Mobility Action Items:

- **Destination Connectivity Action Item 3.3:** Continue efforts to advance Compass Rail.

# Rail & Transit – RTA Facility and System Modernization Program

This program improves, modernizes, or technologically upgrades existing regional transit authority (RTA) facilities, systems, or equipment, including automated fare collection and electrification of the bus fleet.

## FY27-31 Projected Spend

\$49.1 million

## Program Plan and/or Guidance

RTA Comprehensive Regional Transit Plans (CRTP), RTA transit asset management plans, and RTA-conducted facility-specific studies

## Project Selection

Project evaluation and prioritization is based on RTA individual asset management plans and replacement schedules

## Performance Measures

Age and facility condition



Union Station Bus Transfer Facility in Worcester

## Beyond Mobility Priority Areas

- Primary Priority Area: Travel Experience
- Secondary Priority Area(s): Supporting Clean Transportation

## Related Beyond Mobility Action Items:

- No related *Beyond Mobility* Action Items

## Rail & Transit – RTA Facility and Vehicle Maintenance Program

This program addresses the maintenance, rehabilitation, and upkeep of existing regional transit authority (RTA) facilities or vehicles. These investments will help RTAs continue to keep their fleets and facilities in a state of good repair to meet the current and future mobility needs of their regions.

### FY27-31 Projected Spend

\$22.6 million

### Program Plan and/or Guidance

*A Vision for the Future of Massachusetts' Regional Transit Authorities* report; RTA Transit Asset Management Plans (TAMs)

### Project Selection

RTA asset inventory reports and needs

### Performance Measures

Facility condition and Vehicle Useful Life Benchmark (mean miles between failures)



Martha's Vineyard Transit Bus

### Beyond Mobility Priority Areas

- Primary Priority Area: Travel Experience
- Secondary Priority Area(s): Supporting Clean Transportation

### Related Beyond Mobility Action Items:

- **Travel Experience Action Item 1.3:** Support the MBTA and the State's RTAs to identify bus stops and other transit system access points and elements in need of capital enhancement, including increasing the comfort and safety of these access points and customer amenities offered at them.
- **Travel Experience Action Item 3.1:** Continue to invest in transit station and vehicle improvements that increase accessibility for people with disabilities.

## Rail & Transit – RTA Decarbonization Program

This program improves, modernizes, or expands regional transit authority (RTA) revenue vehicle fleets and associated infrastructure. This program includes investments in fleet electrification through the acquisition of battery electric vehicles, as well as charging, energy storage and other associated infrastructure.

### FY27-31 Projected Spend

\$29.2 million

### Program Plan and/or Guidance

RTA Comprehensive Regional Transit Plans (CRTP); RTA transit asset management plans, RTA-conducted facility-specific studies; Battery Electric Bus Assessment Phases 1 and 2

### Project Selection

RTA transit asset management plans and replacement schedules

### Performance Measures

Age of vehicle



Pioneer Valley Transit Authority—Electric Bus  
(Photo Source: Pioneer Valley Transit Authority)

### Beyond Mobility Priority Areas

- Primary Priority Area: Supporting Clean Transportation
- Secondary Priority Area(s): Travel Experience

### Related Beyond Mobility Action Items:

- **Supporting Clean Transportation Action Item 1.2:** Support electrification of public transit buses, paratransit, and commuter rail services in the spirit of statewide climate goals.

## Rail & Transit – RTA Replacement Facilities

This program constructs modernized regional transit authority (RTA) maintenance, administrative, operations, or intermodal facilities.

### FY27-31 Projected Spend

\$13.8 million

### Program Plan & Guidance

RTA Comprehensive Regional Transit Plan (CRTP) and RTA-conducted facility-specific studies

### Project Selection

Division specific projects or enterprise initiatives

### Performance Measures

N/A



Pioneer Valley Transit Authority Maintenance Facility

### Beyond Mobility Priority Areas

- Primary Priority Area: Travel Experience
- Secondary Priority Area(s): Supporting Clean Transportation

### Related Beyond Mobility Action Items:

- No related *Beyond Mobility* Action Items

## Rail & Transit – RTA Vehicle Replacement Program

This program supplements federal funds received by RTAs to keep RTA fleets in a state of good repair and suitably sized—both in terms of numbers and types of vehicles—for the RTA's service.

### FY27-31 Projected Spend

\$81.6 million

### Program Plan and/or Guidance

*A Vision for the Future of Massachusetts' Regional Transit Authorities* report; RTA Transit Asset Management Plans (TAM)

### Project Selection

RTA TAMs and replacement schedules; projects are prioritized to best achieve TAM targets

### Performance Measures

Vehicle Useful Life Benchmark (age and mileage) by type



Lowell Regional Transit Authority transit vehicle

### Beyond Mobility Priority Areas

- Primary Priority Area: Travel Experience
- Secondary Priority Area(s): Supporting Clean Transportation

### Related Beyond Mobility Action Items:

- **Supporting Clean Transportation Action Item 1.2:** Support electrification of public transit buses, paratransit, and commuter rail services in the spirit of statewide climate goals.
- **Travel Experience Action Item 3.1:** Continue to invest in transit station and vehicle improvements that increase accessibility for people with disabilities.

## Rail & Transit – Transit Mobility Assistance Program

This program purchases vans used to provide transportation for older adults and individuals with disabilities of all ages to improve mobility options across the Commonwealth. This program funds vehicles for municipalities including Councils on Aging, the Commonwealth's regional transit authorities (RTA), and non-profit organizations. Transit providers access these funds by applying to the Community Transit Grant Program.

### FY27-31 Projected Spend

\$124.1 million

### Program Plan and/or Guidance

*A Vision for the Future of Massachusetts' Regional Transit Authorities* report; Massachusetts General Laws (MGL), Section 13 of Chapter 637 of the Acts of 1983

### Project Selection

Competitive application process—each application is evaluated based on vehicle size and age

### Performance Measures

Vehicle Useful Life Benchmark (ULB)

### Beyond Mobility Priority Areas

- Primary Priority Area: Destination Connectivity
- Secondary Priority Area(s): Supporting Clean Transportation, Travel Experience



South Shore Community Action Council transit vehicle

### Related Beyond Mobility Action Items:

- **Destination Connectivity Action Item 1.3:** Explore discretionary funding opportunities to expand employment transportation with a focus on low-income individuals and people with disabilities.
- **Destination Connectivity Action Item 3.1:** Expand local and regional funding opportunities for closing first- and last-mile gaps to fixed route transit, as well as access to critical destinations.
- **Destination Connectivity Action Item 4.2:** Coordinate with transit providers on bus transit improvements. Specific considerations will include expanding weekend service and increasing frequency overall.
- **Travel Experience Action Item 1.4:** Enhance the coordination between all state agencies involved in providing human services transportation, as well as the MBTA and RTAs.



## Rail & Transit – Transportation Management Association (TMA) Program

This program will fund TMA projects to reduce single-occupancy vehicle trips and reduce greenhouse gas emissions, facilitate mode shift, and expand mobility. Examples of eligible project types include new or expanded shuttle, bus, or transit service, vehicle purchases, and service planning, among others. Funding is awarded to eligible TMAs via a competitive process.

### FY27-31 Projected Spend

\$17.0 million

### Program Plan and/or Guidance

(Chapter 176 of the Acts of 2022)

### Project Selection

Applications will be scored by a review committee. Scoring criteria include project need, measurement of success, deliverability, and commitment and coordination.

Applications will be scored with projects that reduce single occupancy vehicle (SOV) trips, reduce greenhouse gas emissions (GHG), and facilitate mode shift being scored favorably.



Transportation Management Association Vehicle  
Photo Source: Neponset Valley TMA

### Performance Measures

Key performance indicators (KPI) vary by project type. Examples include GHG reductions resulting from the proposed project or number of riders or users served that do not have access to a personal vehicle.

### Beyond Mobility Priority Areas

- Primary Priority Area: Destination Connectivity
- Secondary Priority Area(s): Supporting Clean Transportation, Travel Experience

### Related Beyond Mobility Action Items:

- No related *Beyond Mobility* Action Items

# Registry of Motor Vehicles – Capital Maintenance and Equipment

This program maintains and improves existing operating systems that support service delivery, application platforms, electronic records retention, and maintains the condition of the RMV facilities.

## FY27-31 Projected Spend

\$8.3 million

## Program Plan and/or Guidance

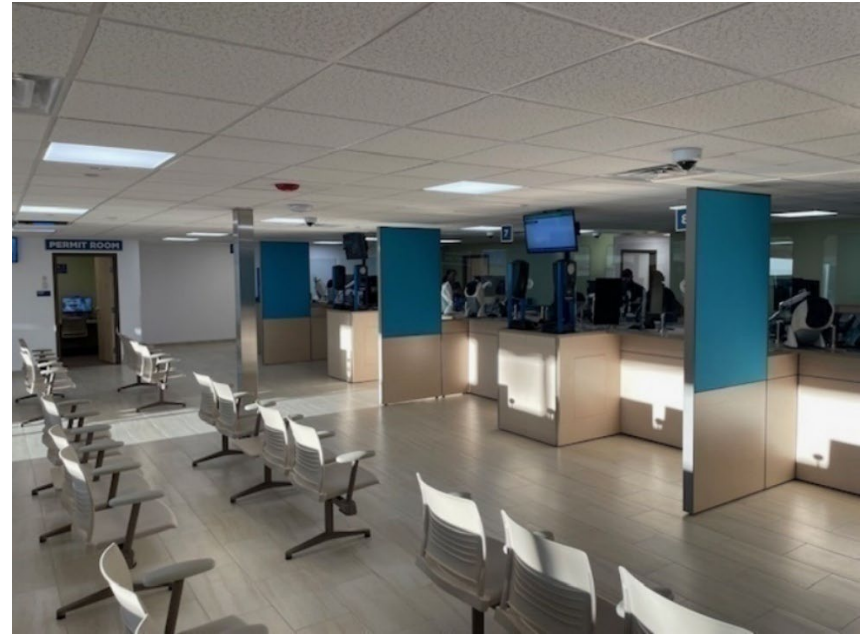
Beyond Mobility Long-Range Transportation Plan

## Project Selection

Facility and system conditions

## Performance Measure

Number of service interruptions in the existing geographic area of the relocated office.



Recently renovated South Yarmouth RMV service center

## **Beyond Mobility Priority Area**

- Primary Priority Area: Travel Experience
- Secondary Priority Area(s): None

## **Related Beyond Mobility Action Items:**

- **Travel Experience Action Item 5.2:** MassDOT's Registry of Motor Vehicles (RMV) will improve and modernize facilities and online services to improve operational efficiency, effectiveness and customer service.

## MBTA – Water Transportation Pilot Program

This program will provide funding to the MBTA to implement a pilot program that would expand the current MBTA ferry system and to ensure equitable and broad access to and from Boston and other coastal cities and towns. (Note: these funds will be reflected in future MBTA CIPs when specific investments are identified)

### FY27-31 Projected Spend

\$28.0 million

### Program Plan and/or Guidance

The 2022 Massachusetts Transportation Bond Bill (Chapter 176 of the Acts of 2022) requires MassDOT to conduct a study to support water transportation on the Massachusetts coast. It also authorized \$28 million in spending for the planning, design, construction, acquisition, operation, and maintenance of infrastructure and vessels necessary for the operation of an intracoastal water-based transportation pilot program. The water transportation study will include planning and engineering components that will inform an investment strategy for this pilot program. It will recommend routes, terminals, and facility locations in the cities—including but not limited to—of Gloucester, Salem, Lynn, Winthrop and Quincy, and the East Boston, North End and South Boston waterfront sections of the City of Boston.

### Project Selection

Selected investments will be guided by recommendations from the Water Transportation Study.



MBTA ferry Service

### Performance Measure

N/A

### Beyond Mobility Priority Areas

- Primary Priority Area: Destination Connectivity
- Secondary Priority Area(s): Supporting Clean Transportation

### Related Beyond Mobility Action Items:

**Destination Connectivity Action Item 4.3:** Study the expansion of water transportation options and connections between ferries, critical destinations, and other modes of transportation.