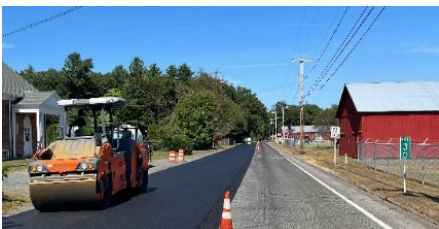
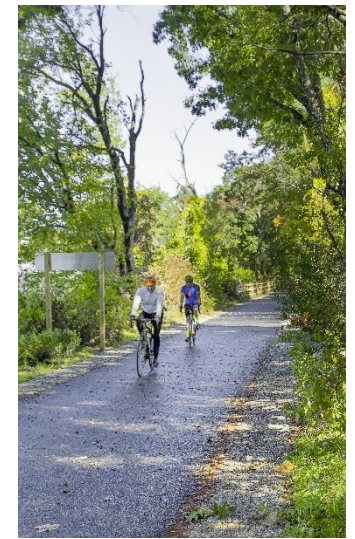
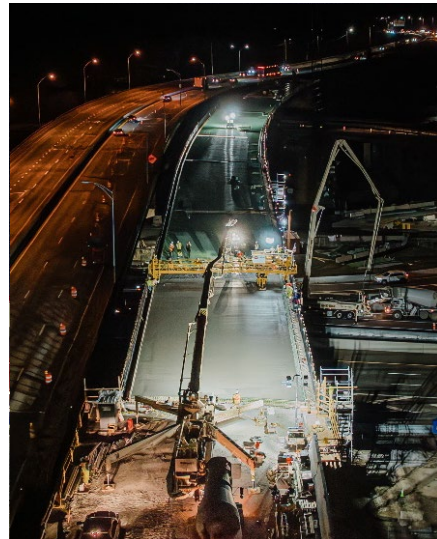


# Massachusetts Department of Transportation Draft FY2027–2031 Capital Investment Plan Executive Summary May 2026



# Executive Summary

## MassDOT FY27-31 Capital Investment Plan Overview

Each year, MassDOT updates its Capital Investment Plan (CIP), which describes planned capital spending for Massachusetts' transportation system over the next five years. This CIP funds the planning, construction, and capital improvements to the transportation system over fiscal years (FY) 2027-31.

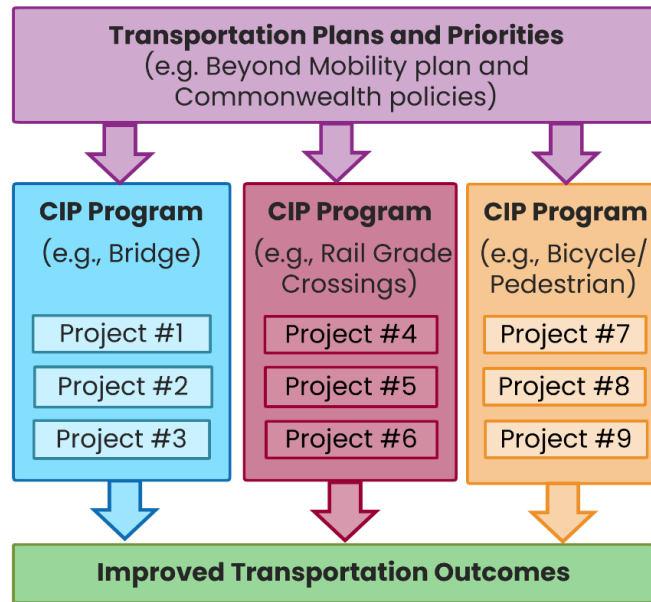
The CIP includes investments advanced by MassDOT's Highway, Rail and Transit, and Aeronautics Divisions, the Registry of Motor Vehicles, Information Technology, and other Planning and Enterprise Services. It also includes Commonwealth-funded investments for the Massachusetts Bay Transportation Authority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

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

### MASSDOT FY27-31 CIP HIGHLIGHTS

- MassDOT's FY27-31 CIP includes approximately **\$20.5 billion** in planned capital spending for transportation.
- It covers spending for roadways, bridges, bicycle and pedestrian facilities, rail, transit, airports, Registry of Motor Vehicle capital needs, and more.
- It includes more than 1,500 individual projects and investment line items and over 50 investment programs.
- It provides more than \$1.9 billion for programs for municipalities, such as Chapter 90.
- The plan is available for public review and comment from May 21, 2026, through June 10, 2026. The CIP and public engagement details are available at the [MassDOT Capital Investment Plan website](#).

**Figure ES-1: CIP Framework**



MassDOT’s *Beyond Mobility* statewide long-range transportation plan is an important input for the development of the CIP. It identifies pressing transportation issues for the Commonwealth of Massachusetts to address both now and through 2050 and crafts a vision and a set of actions for MassDOT, the MBTA, and other partners to take to achieve a safer and more equitable, reliable, and resilient network. More information about the plan is available at the [Beyond Mobility web page](#). Figure ES-2 shows *Beyond Mobility*’s Priority Areas and cross-cutting themes.

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



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

- The **CIP Narrative**, which describes MassDOT’s investment approach, summarizes CIP spending, and highlights specific investments
- **Appendix A**, which lists individual projects and investment line items with planned spending in FY27-31
- **Appendix B**, which describes investment programs included in the FY27-31 CIP

## FY27-31 CIP Context and Strategy

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

- Federal Policy and Funding:** Massachusetts receives federal funding for transportation as directed by the Bipartisan Infrastructure Law (BIL), which establishes federal transportation funding programs (both formula and discretionary grants) and funding levels. The federal government also provides guidance and requirements related to asset management, performance management, and infrastructure condition.
- State Policy and Funding:** The CIP is also guided by priorities established by the Healey-Driscoll Administration, the Massachusetts Legislature and through MassDOT’s coordination with other Commonwealth agencies. Examples of these priorities include safety, asset management, climate stewardship, partnerships with municipalities, and advancing social and geographic equity. The CIP is also shaped by funding resources made available by the Commonwealth.
- MassDOT Plans and Policies:** *Beyond Mobility* provides an important framework for investment and will continue to inform

decisions as MassDOT and the MBTA work to refine implementation strategies for identified actions. MassDOT’s modal and asset management plans also guide the investments that are included in the CIP. MassDOT also develops the CIP in alignment with the Massachusetts [State Transportation Improvement Program \(STIP\)](#), which reflects the roadway and transit projects that MassDOT, Massachusetts’ metropolitan planning organizations and rural planning organizations, the Massachusetts Bay Transportation Authority (MBTA), and the regional transit authorities have programmed to receive federal funding. Figure ES-3 shows how elements of the STIP fit within the CIP.

**Figure ES-3: MassDOT CIP Contents, including STIP Components**

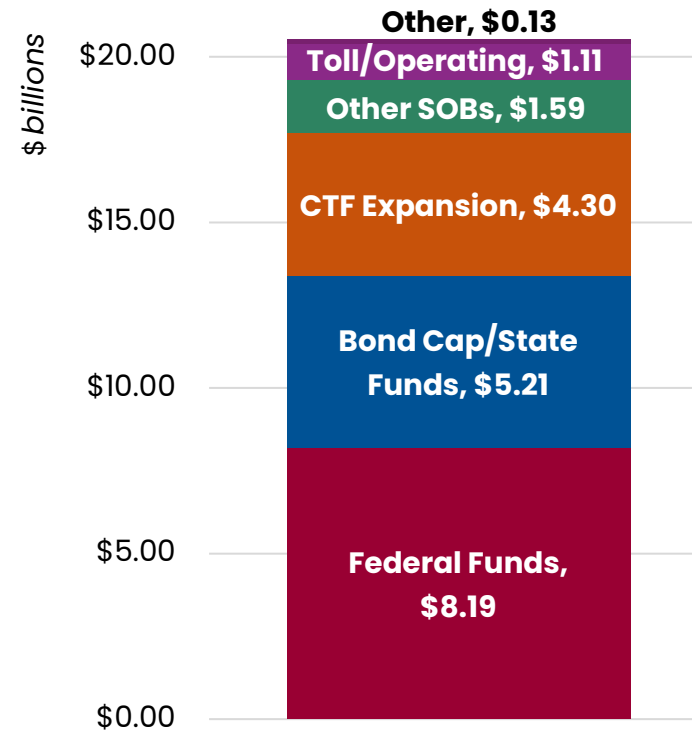
Chapter 90	Federal Highway Funds and State Match for Highway Projects (STIP)				
Other Highway Items (includes highway local aid programs)	(includes MPO/TPO and MassDOT-selected projects; includes formula and discretionary federal funds that flow through MassDOT)				
State-funded MBTA Items	Federal Transit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

## CIP Funding Sources

MassDOT’s FY27-31 CIP is funded by a variety of sources, as shown in Figure ES-4. These include the following:

- Federal Funds:** MassDOT receives federal funding from the US Department of Transportation (US DOT) and its modal Administrations. This includes annual funding to Massachusetts through federal formula programs and grants from competitive discretionary programs.
- State bond cap:** This refers to general obligation bond proceeds, which match federal dollars and fund a variety of other investments.
- Special Obligation Bonds:** These include bond proceeds for specific initiatives, such as rail or bridge improvements. The FY27-31 CIP includes spending of Commonwealth Transportation Fund bonds supported by Fair Share revenues.
- Operating Funds:** These include toll funds generated by the Metropolitan Highway System, Tobin Bridge, and Western Turnpike, which are used to improve those facilities.
- Other Funds:** These include municipal, third-party, and other funding sources that support transportation capital expenditures.

**Figure ES-4: FY27-31 CIP Funding by Source Category**



## FY27-31 CIP Spending Highlights

MassDOT’s FY27-31 CIP includes approximately \$20.5 billion in transportation capital spending. Table ES-1 shows this spending by MassDOT Divisions and Business units.

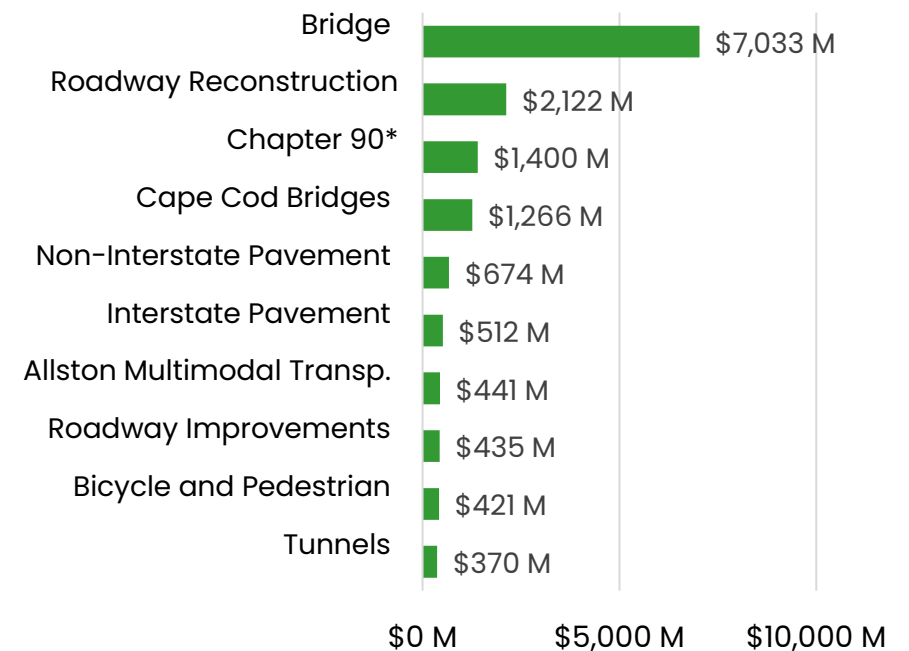
**Table ES-1: FY27-31 CIP Spending by Division (\$ millions)**

MassDOT Division/Section	FY27-31 Spending (millions)
Aeronautics	\$353.4
Chapter 90 and Rural Roadway Funding Program	\$1,425.0
Highway	\$15,436.4
Information Technology	\$120.8
MBTA	\$1,747.7
Planning, Enterprise Services, and Other	\$582.8
Rail	\$518.3
Registry of Motor Vehicles	\$8.3
Transit	\$344.2
<b>Grand Total</b>	<b>\$20,536.9</b>

Note: Totals may not sum due to rounding.

The FY27-31 CIP includes more than 50 programs. Figure ES-5 shows the top MassDOT CIP investment programs by FY27-31 spending.

**Figure ES-5 Top MassDOT CIP Programs by FY27-31 Spending (\$ millions)**



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

## Beyond Mobility and the CIP

The CIP narrative places planned FY27-31 capital spending in the context of *Beyond Mobility's* Priority Areas. For example:

- \$1.4 billion in spending for the Chapter 90 program and \$2.2 billion for the Roadway Reconstruction Program will improve **Travel Experience**
- \$7.0 billion in Bridge Program spending on more than 300 replacement, preservation, and other projects will support **Reliability**
- \$675 million in investments in Massachusetts' bicycle and pedestrian network enhances **Destination Connectivity**
- \$96 million for a Community Culvert program to support municipal culvert and small bridge improvements, which responds to anticipated future conditions to achieve **Resiliency**
- More than \$700 million in spending on more than 130 intersection and systemic improvements to improve **Safety**
- \$48 million for regional transit authority investments to fund electric vehicles and related infrastructure, which **supports Clean Transportation**

Examples of *Beyond Mobility* Action Items (AI) that the FY27-31 CIP advances include:

- **Safety AI 2.3** – Continue investing in systemic and low-cost proven safety countermeasures.
- **Reliability AI 1.8** – Continue to address pavement and bridge state of good repair issues that affect reliability along roadways, according to MassDOT Transportation Asset Management Plan (TAMP) recommendations.
- **Destination Connectivity AI 1.8** – Continue efforts to advance Compass Rail.
- **Resiliency AI 1.4**: Create a comprehensive culvert and drainage inventory and mapping, combined with a culvert replacement and improvement program

MassDOT's CIP includes spending for major multi-year investments across the Commonwealth, such as the Cape Cod Bridges, the Allston Multimodal Transportation Project, and Compass Rail, which includes West-East Rail. Descriptions of these and other projects are included in the FY27-31 CIP Investment Highlights section.

## Expanding CIP Investments with Fair Share

Beginning in FY25, the Governor proposed and the Legislature enacted the transfer of Fair Share revenue to the Commonwealth Transportation Fund (CTF) to support the expansion of bonding capacity to make over \$5 billion in additional capital funding resources available for transportation for the next 10 years. This funding will support the Healey-Driscoll Administration's broader proposal to provide \$8 billion for transportation investments over 10 years. MassDOT's FY27-31 reflects this historic support for transportation investments and includes more than \$4 billion in spending using this funding resource. Examples of investments utilizing this expanded CTF bonding capacity include, but are not limited to the following:

- More than \$1.2 billion for MBTA investments,
- \$1.2 billion for the Chapter 90 Program
- More than \$800 million in spending on bridge replacements, preservation, and related investments;
- Nearly \$400 million in pavement and roadway improvements
- Funding to advance design for improvements at two major safety and congestion hotspots—the Storrow Drive Tunnel in Boston and the I-93/I-95 Interchange in Woburn and Reading.



Example culvert improvement project in Egremont



I-93/I-95 Interchange Improvements in Woburn and Reading

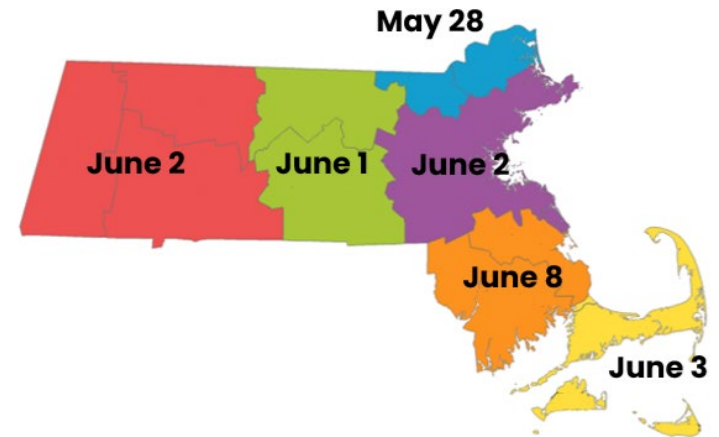
## Public Engagement

MassDOT’s draft FY27-31 CIP is available for public review and comment from May 21, 2026, through June 10, 2026. The draft CIP is available for viewing in PDF or as an interactive ESRI Storymap at MassDOT’s Capital Investment Plan web page. MassDOT welcomes comments on this draft CIP through these following methods:

- Via email, at [massCIP@state.ma.us](mailto:massCIP@state.ma.us).
- Via letters mailed to:  
MassDOT  
Office of Transportation Planning  
Attn: Manager of Capital Planning  
10 Park Plaza Rm. 4150  
Boston, MA 02116

MassDOT also welcomes feedback at any of six virtual public meetings about the CIP, which will be held in partnership with Massachusetts metropolitan planning organizations (MPOs). These meetings will provide an overview of the draft FY27-31 CIP and its contents, as well as some region-specific project highlights, though comments about any region or part of the draft CIP are welcome at all meetings. Figure ES-6 shows the meeting dates.

**Figure ES-6:  
MassDOT FY27-31 CIP Public Engagement  
Meetings, by Massachusetts Region**



To access more details about the virtual CIP public meetings, visit [MassDOT’s Capital Investment Plan web page](#).

Following the public comment period, MassDOT staff will summarize public feedback and share it with MassDOT Division staff and the MassDOT Board of Directors. MassDOT will also create a final version of the CIP, incorporating any changes from the draft version, and present it to the MassDOT Board of Directors for their review and approval on June 17, 2026.