

Massachusetts Department of Transportation FY2027–2031 Capital Investment Plan June 2026

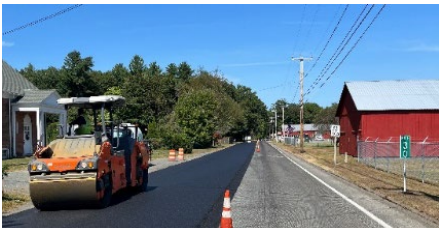
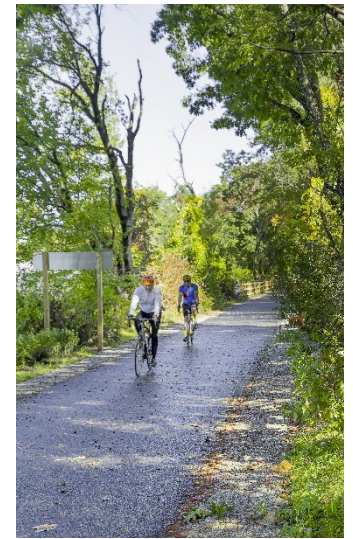


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Letter from Interim Secretary Eng



Dear Residents,

I am honored to share the FY 2027 – 2031 Massachusetts Department of Transportation Capital Investment Plan with you. This plan reflects the Healey-Driscoll Administration’s vision to make transportation work

for the public we serve today and for future generations to come. We are committed to ensuring that we deliver a multimodal transportation network that is safe, seamless and reliable and meets the needs of residents across the Commonwealth.

Transportation drives the economy, strengthens communities and supports housing, businesses, and economic growth. As we continue to do the work, we are focused on safety, thinking big and ensuring that we are making the changes that are intentional and impactful for connectivity, travel experience and helping to improve the quality of life for all who use our roads, bridges, transit systems, rail and other infrastructure.

This plan outlines approximately \$ 20.7 billion in planned investments and is centered in *Beyond*

Mobility, our 2050 Massachusetts Transportation Plan. At MassDOT, we are focused on making meaningful investments that help to build a more connected and resilient future through modernizing roads and bridges, expanding transit, supporting multimodal transportation and improving accessibility.

Our plan is also focused on safety and creating a network that protects all users – drivers, pedestrians, cyclists and transit riders alike – while ensuring that our infrastructure can meet the evolving needs of residents, businesses and visitors.

To support this vision of the state’s transportation network, the Administration has included over \$4 billion in spending utilizing expanded bonding capacity supported by Fair Share revenues, to fund improvements to bridges and roadways, culverts, safety and congestion hotspots, the Chapter 90 Program, and MBTA capital assets. There is so much in our plan but highlights include:

- More than **\$7 billion** for bridge replacements, preservation, and related investments across the Commonwealth
- **\$2 billion** for Chapter 90 and other municipal programs to strengthen partnerships with cities and towns

- **\$276 million** related to investments in Compass Rail, which includes West–East Rail
- **\$198 million** in programs for our 15 regional transit authorities to resource and grow their networks
- **\$366 million** for intersection projects and **\$380 million** for systemic safety improvements—such as lighting repairs and signal upgrades—to enhance safety on the roadway network
- Continued investment in major projects, including the Allston Multimodal Transportation Project and the Cape Cod Bridges

Your input and perspectives helped to guide our investments and ensure that we have a network that reflects the priorities of the residents, communities and businesses we serve. Thank you for your partnership and dedication as we move together in transportation.

Regards,

Phillip Eng

Interim Secretary of Transportation and MBTA General Manager

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MassDOT/MBTA Title VI Specialists

Office of Diversity and Civil Rights – Title VI Unit
10 Park Plaza, Suite 3800
Boston, MA 02116
Phone: (857) 368-8580 or 7-1-1 for Relay Service
Email: MassDOT.CivilRights@state.ma.us or MBTAcivilrights@mbta.com

Complaints may also be filed directly with the United States Department of Transportation at:

U.S. Department of Transportation

Office of Civil Rights
1200 New Jersey Avenue, SE
Washington, DC 20590
Website: civilrights.justice.gov/

Translation

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Glossary of Terms

Americans with Disabilities Act of 1990 (ADA)

The ADA is a federal civil rights law mandating equity of opportunity for individuals with disabilities. The ADA prohibits discrimination in access to jobs, public accommodations, government services, public transportation, and telecommunications.

Beyond Mobility

Beyond Mobility is the 2050 Massachusetts transportation plan. It provides a blueprint and Action Items for all MassDOT Divisions and the MBTA to guide transportation decision-making and investments in Massachusetts while advancing MassDOT’s goals and maximizing the equity and resiliency of the transportation system.

Bipartisan Infrastructure Law (BIL)

BIL (Public Law No. 117–58) was signed into federal law on November 15, 2021. BIL authorized \$350 billion for highway and \$108 billion for public transportation over fiscal years 2022 through 2026 for highway improvements to roads and bridges and other transportation infrastructure, motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, and rail improvements.

Chapter 90

Chapter 90 is the Commonwealth's municipal grant program that provides funding to municipalities for roadway projects and other eligible work.

Commonwealth Transportation Fund (CTF)

The Commonwealth Transportation Fund is an instrument of the state budget that receives revenues from taxes and fees on fuel and motor vehicle sales and from Registry of Motor Vehicles (RMV) transactions. Funds are appropriated from the CTF to support the operations of MassDOT, the MBTA, regional transit authorities (RTAs), and to pay debt service costs for bonds that finance capital projects for transportation. In FY25, the Healey–Driscoll Administration and the Legislature dedicated a portion of the revenue from the Fair Share Amendment to the CTF to significantly expand the state’s bonding capacity to fund transportation projects.

Executive Office for Administration and Finance (A&F)

The Executive Office for Administration and Finance, or A&F, oversees the financial and administrative aspects

of state government. A&F administers state transportation capital funding in the form of bonds.

Federal Transportation Partners

MassDOT's federal transportation partners on the CIP include the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Federal Railroad Administration (FRA), and Federal Aviation Administration (FAA).

Fiscal Year (FY)

FY refers to a specific budgetary year. The United States federal fiscal year (FFY) begins on October 1 of the previous calendar year and ends on September 30. For example, the 2027 FFY is October 1, 2026, to September 30, 2027. The Massachusetts state fiscal year (SFY) begins on July 1 of the previous calendar year and ends on June 30. The 2027 SFY is July 1, 2026, to June 30, 2027.

Massachusetts Bay Transportation Authority (MBTA or Authority)

The MBTA provides rapid transit, bus transit, and commuter rail service to the Greater Boston region. The agency is overseen by a nine-member MBTA Board of Directors.

Massachusetts Department of Transportation (MassDOT)

MassDOT is made up of four Divisions: Highway, Rail and Transit, Registry of Motor Vehicles (RMV), and Aeronautics, as well as the Office of the Secretary and the Office of Transportation Planning and Enterprise Services, which support the Divisions. The agency has a Board of Directors, comprised of eleven members who are all appointed by the Governor.

Metropolitan Planning Organization (MPO)

An MPO is a regional transportation policy-making organization consisting of representatives from local government, regional planning agencies, regional transit operators, and state transportation agencies. Federal legislation passed in the early 1970s requires the formation of an MPO for any urbanized area with a population greater than 50,000. The Commonwealth of Massachusetts has 10 urbanized regions designated as MPOs and 3 rural regions known as Transportation Planning Organizations (TPOs) that function like MPOs.

Regional Planning Agency (RPA)

An RPA serves as a forum for state and local officials to address issues of regional importance, including the development of comprehensive plans and recommendations in areas of population and

employment, transportation, economic development, land use, regional growth, and the environment.

Regional Transit Authority (RTA)

RTAs provide fixed route and paratransit service in communities across Massachusetts. There are 15 RTAs in Massachusetts in addition to the MBTA.

Regional Transportation Plan (RTP)

The RTP is the policy and vision document of a regional MPO. This document results from regional and statewide collaboration to plan a region's transportation system. The document contains a financial plan or budget which guides and shapes the actions an MPO undertakes as they fulfill the region's vision and objectives. This document includes a 20-year vision for transportation in the region and is updated every four years by each MPO. It serves as an important source of data for the statewide STIP and CIP.

State of Good Repair (SGR)

A state of good repair condition is achieved when an entity is managing an existing asset functionally, reliably, and safely within its expected life cycle to a predefined level of performance.

State Transportation Improvement Program (STIP)

The STIP is a compilation of the thirteen regional Transportation Improvement Programs (TIP) prepared annually by the state's ten MPOs and three TPOs. It is a list of priority (federally funded) transportation projects (roadway and transit) organized by region and fiscal year.

Title VI

Title VI of the Civil Rights Act of 1964 is a federal civil rights law which prohibits discrimination against members of the public on the basis of race, color, and national origin in programs and activities receiving financial assistance. Additional federal nondiscrimination categories are contemplated under MassDOT's Title VI Program, including age, sex, disability, and Limited English Proficiency (LEP).

Transportation Improvement Program (TIP)

A TIP is a phased five-year program of federally funded capital investments that reflects the needs of the regional transportation system, prepared by each MPO in the Commonwealth on an annual basis. Under federal regulations, a TIP must be constrained to available funding, be consistent with the relevant long-range regional transportation plan, and include an annual element or list of projects to be advertised in

the first year of the TIP. Like the STIP, the regional TIP has a roadway component and a transit component.

Table of Acronyms

Acronym	Defined Term
ADA	Americans with Disabilities Act of 1990
A&F	Executive Office for Administration and Finance
APMS	Airport Pavement Management System
ATC	Automatic Train Control
BAT	Brockton Area Transit Authority
BIL	Bipartisan Infrastructure Law
BRTA	Berkshire Regional Transit Authority
BUILD grant	Better Utilizing Investment to Leverage Development grant
CARM	Central Artery Project Repair and Maintenance Trust Fund
CATA	Cape Ann Transportation Authority
CCRTA	Cape Cod Regional Transit Authority
CIP (or Plan)	Capital Investment Plan
CMAQ	Congestion Mitigation Air Quality
CTF	Commonwealth Transportation Fund
EOEEA	Executive Office of Energy and Environmental Affairs
EOTSS	Executive Office of Technology Services and Security
FAA	Federal Aviation Administration
FFIO	Federal Funds and Infrastructure Office
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FRA	Federal Rail Administration
FRTA	Franklin Regional Transit Authority

Acronym	Defined Term
FTA	Federal Transit Administration
FY	Fiscal Year
GANs	Grant Anticipation Notes
GATRA	Greater Attleboro and Taunton Regional Transit Authority
GLT	Green Line Transformation
GLX	Green Line Extension
GO	General Obligation
IIJA	Infrastructure Investment and Jobs Act
IRAP	Industrial Rail Access Program
LEP	Limited English Proficiency
LOS	Level of Service
LRTA	Lowell Regional Transit Authority
MAP	Mobility Assistance Program
MaPIT	Massachusetts Project Intake Tool
MART	Montachusett Regional Transit Authority
MassDOT	Massachusetts Department of Transportation
MBTA	Massachusetts Bay Transportation Authority
MEPA	Massachusetts Environmental Policy Act
MHS	Metropolitan Highway System
MPO	Metropolitan Planning Organization
MVRTA	Merrimack Valley Regional Transit Authority
MWRTA	MetroWest Regional Transit Authority
NEVI	National Electric Vehicle Infrastructure Program
NHS	National Highway System

Acronym	Defined Term
NMCOG	Northern Middlesex Council of Governments
NRTA	Nantucket Regional Transit Authority
NTP	Notice to Proceed
ODCR	Office of Diversity and Civil Rights
OTP	Office of Transportation Planning
PATI	Plan for Accessible Transit Infrastructure
PCI	Pavement Condition Index
PROTECT	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation
PSAC	Project Selection Advisory Council
PTC	Positive Train Control
PVTA	Pioneer Valley Transit Authority
REJ+	Regional Environmental Justice Plus data
REP	Rail Enhancement Program
RL/OL	Red Line/Orange Line
RMAT	Resilient MA Action Team
ROW	Right of Way
RPA	Regional Planning Agency
RTA	Regional Transit Authority
RTP	Regional Transportation Plan
SCR	South Coast Rail
SFY	State Fiscal Year
SGR	State of Good Repair

Acronym	Defined Term
SRPEDD	Southeastern Regional Planning & Economic Development District
SRTA	Southeastern Regional Transit Authority
SS4A	Safe Streets and Roads for All
STIP	State Transportation Improvement Program
SUP	Shared-Use Path
TAM	Transit Asset Management Plan
TAMP	Transportation Asset Management Plan (Highway)
TBB	Transportation Bond Bill
TERM	Transit Economic Requirements Model
TIFIA	Transportation Infrastructure Financing and Innovation Act
TIP	Transportation Improvement Program
TMA	Transportation Management Association
Tobin	Tobin Bridge
ULB	Useful Life Benchmark
VMT	Vehicle Miles Travelled
VTA	Martha's Vineyard Transit Authority
WRTA	Worcester Regional Transit Authority
WT	Western Turnpike

CIP Document Structure

This document comprises the State Fiscal Year 2027–2031 (FY27–FY31) Capital Investment Plan (CIP) for the Massachusetts Department of Transportation (MassDOT). It includes three components:

FY27–31 CIP Narrative

This document describes how MassDOT creates the CIP, along with spending summaries and highlights. It includes the following sections:

- Executive Summary
- MassDOT CIP Overview
- CIP Funding Sources
- FY27–31 Capital Investments Summary
- FY27–31 CIP Investment Highlights
- Equity Analysis
- Public Engagement

Appendix A: FY27–FY31 Proposed Investments

Appendix A provides a detailed listing of all capital projects included in the FY27–31 CIP by Division. Project entries include project ID, project name, description and location, CIP investment program, Primary *Beyond Mobility* Priority Area, total project cost, pre-FY27 spending, FY27 spending, FY28–31 spending, and post FY31 spending (where applicable).

Appendix B: FY27–FY31 CIP Investment Programs

Appendix B provides descriptions of each CIP investment program by Priority Area and MassDOT Division. These project entries summarize the program’s goals, metrics, relationships to *Beyond Mobility* Priority Areas and Action Steps, and programmed spending levels for FY27–31.

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.

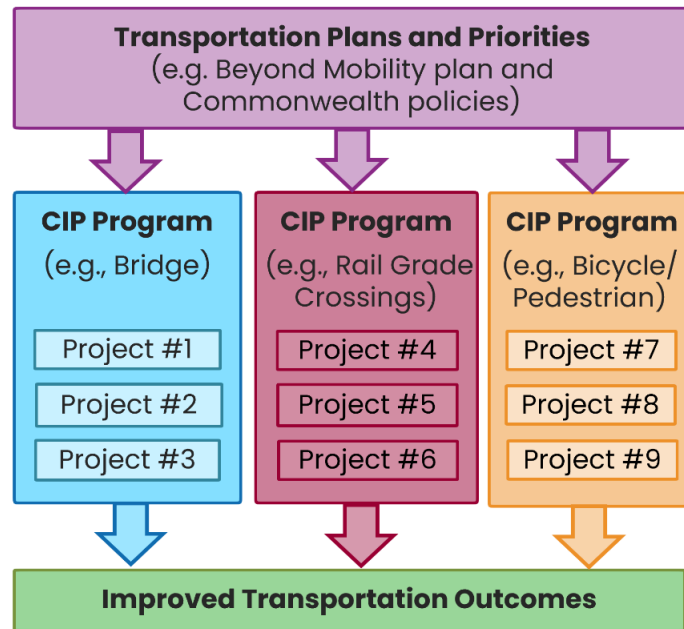
The CIP includes investments advanced by MassDOT's Highway, Rail and Transit, and Aeronautics Divisions, the Registry of Motor Vehicles, Information Technology, and other Planning and Enterprise Services. It also includes Commonwealth-funded investments for the Massachusetts Bay Transportation Authority (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 **\$20.7 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 **\$2 billion** programs for cities and towns, such as Chapter 90.
- The plan was 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 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

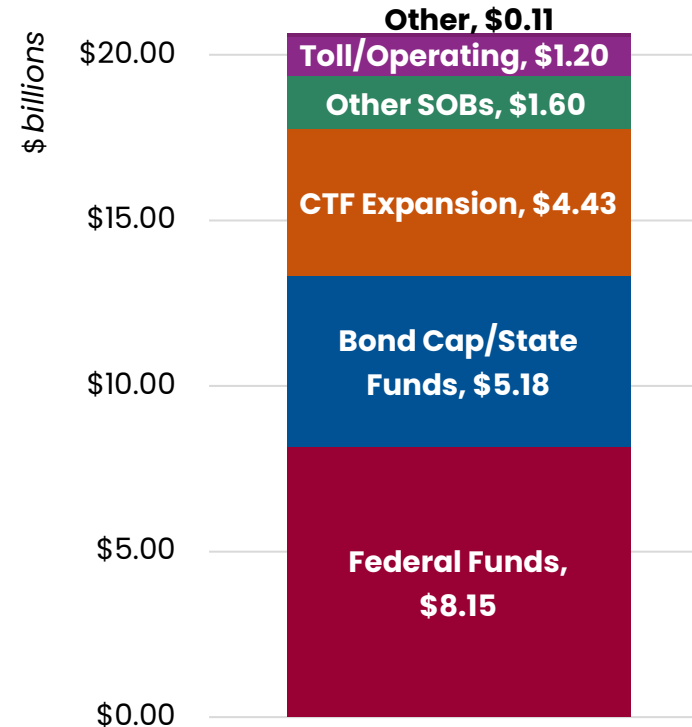
Chapter 90	Federal Highway Funds and State Match for Highway Projects (STIP)				
Other Highway Items (includes highway local aid programs)	(includes MPO/TPO and MassDOT-selected projects; includes formula and discretionary federal funds that flow through MassDOT)				
State-funded MBTA Items	Federal Transit 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:** Toll funds generated by the Metropolitan Highway System, Tobin Bridge, and Western Turnpike 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 \$20.7 billion in transportation capital spending. Table ES-1 shows this spending by MassDOT Divisions and Business units.

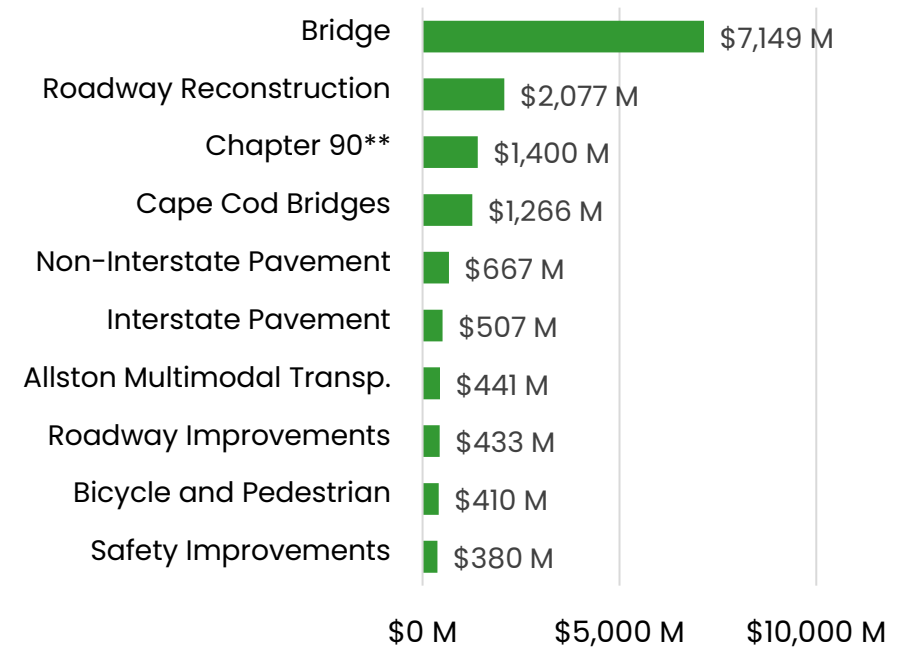
Table ES-1: FY27-31 CIP Spending by Division (\$ millions)

MassDOT Division/Section	FY27-31 Spending (millions)
Aeronautics	\$353.4
Chapter 90 and Rural Roadway Funding Program	\$1,425.0
Highway	\$15,530.9
Information Technology	\$120.8
MBTA	\$1,774.4
Planning, Enterprise Services, and Other	\$578.7
Rail	\$518.3
Registry of Motor Vehicles	\$8.3
Transit	\$346.1
Grand Total	\$20,655.9

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 \$2.1 billion for the Roadway Reconstruction Program will improve **Travel Experience**
- \$7.1 billion in Bridge Program spending on more than 300 replacement, preservation, and other projects will support **Reliability**
- \$731 million in investments in Massachusetts' bicycle and pedestrian network enhances **Destination Connectivity**
- \$141 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 for bridge replacement, preservation, and other projects
- \$141 million for the Community Culvert grant program
- 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

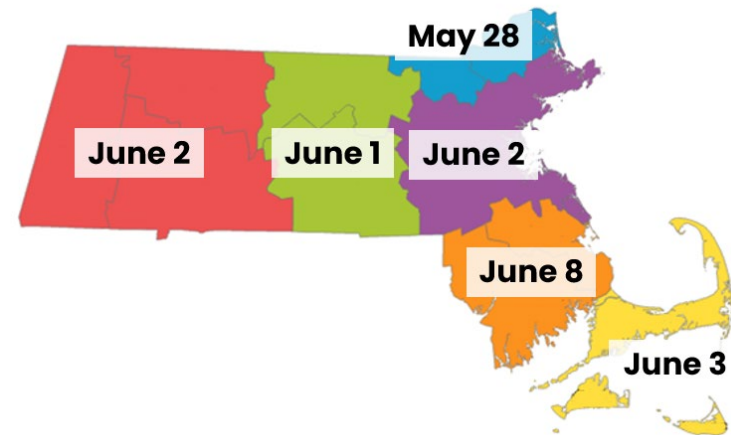
Public Engagement

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

- Via email, at 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 welcomed feedback at any of six virtual public meetings about the CIP, which were held in partnership with Massachusetts metropolitan planning organizations (MPOs). These meetings will provided 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 were 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 summarized public feedback and shared it with MassDOT Division staff and the MassDOT Board of Directors. MassDOT also created a final version of the CIP that incorporated changes from the draft version and presented it to the MassDOT Board of Directors for their review and approval on June 17, 2026.

MassDOT CIP Overview

MassDOT’s mission is to deliver excellent customer service to people traveling in the Commonwealth by providing transportation infrastructure that is safe, reliable, robust, and resilient. We work to provide a transportation system which can strengthen the state’s economy and improve the quality of life for all.

One of MassDOT’s key roles is to develop and implement the Commonwealth’s transportation investment strategy—the Capital Investment Plan (CIP). The CIP is a five-year, financially constrained investment plan that outlines how federal, state, and other sources of funding will support planned spending for transportation capital expenditures, which include planning, construction, and capital maintenance.

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), which has a separate CIP available at [the MBTA Capital Investment Plan web page](#). As a result, the CIP includes a wide variety of investment types, ranging

from bridge improvements to intersection upgrades, vehicle purchases to airport taxiway construction, and IT system enhancements to shared use path extensions.

MassDOT develops its CIP for a five-year period—in this case, covering fiscal years (FY) 2027–31. The CIP is updated annually, which allows MassDOT to refresh spending plans each year in 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.

CIP Framework

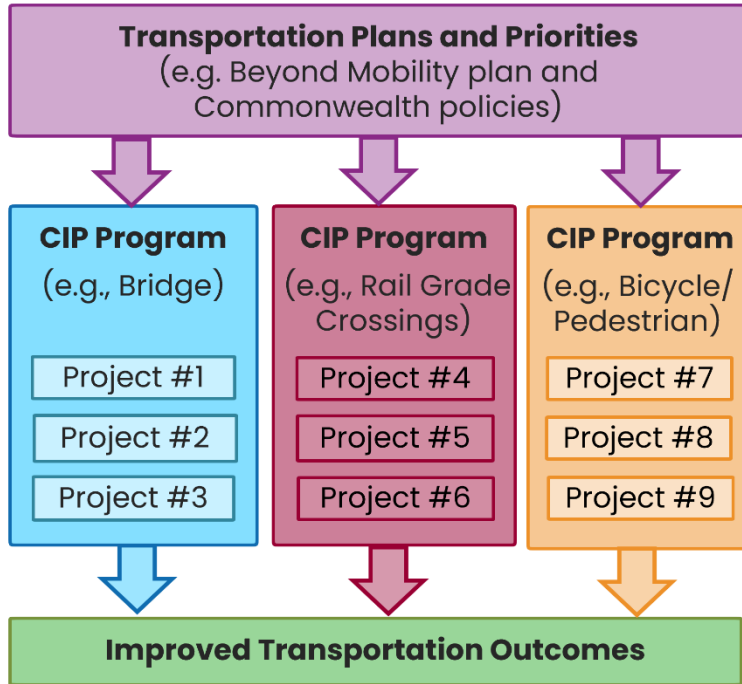
In recent years, when developing the CIP, MassDOT has identified and organized its investments using a framework made up of three components: investment priorities, programs, and projects, all of which are geared toward improving transportation outcomes. Figure 1 summarizes the components of the CIP framework.

Investment Priorities

Investment priorities reflect the broadest goals for transportation investment in the Commonwealth. For

the FY27-31 CIP. MassDOT’s investment priorities are guided by *Beyond Mobility*, the Commonwealth’s statewide long-range transportation plan finalized in July 2024.

Figure 1: CIP Framework



This plan serves as a blueprint for all MassDOT Divisions and the MBTA to guide transportation decision making and investments in Massachusetts. It identifies the most pressing transportation issues for the Commonwealth of Massachusetts to address both now and through 2050 and crafts a vision and a set of actions that MassDOT, the MBTA, and other

partners can take to achieve a safer and more equitable, reliable, and resilient network. *Beyond Mobility* was developed using an extensive, multifaceted public engagement process that yielded more than 5,000 pieces of unique feedback focused on defining key problems, priorities, and visions for the future of transportation.

Beyond Mobility is organized around six major Priority Areas and two cross-cutting themes, as shown in Figure 2. Each *Beyond Mobility* Priority Area includes a vision statement for the year 2050; the values MassDOT will adhere to as we make progress towards each vision; problem statements that describe current network and service challenges associated with each Priority Area, and Action Items that outline activities designed to address the problem statements.

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



Beyond Mobility's "Financial and Staffing Resources" cross-cutting theme refers to identifying and leveraging the funding resources needed to maintain and expand the system and developing MassDOT's workforce and organizational culture to effectively respond to the system's needs. Over the coming year, MassDOT will explore ways to further prioritize and integrate Beyond Mobility Action Items into our practices. Its "Social and Geographic Equity" cross-cutting theme involves advancing equity and mobility justice for all users of the transportation system throughout MassDOT's strategies and policies. Summaries of the individual Priority Areas are included below. Detailed information about *Beyond Mobility* is available at [Beyond Mobility web page](#).

Beyond Mobility Priority Areas

Safety

Safety refers to the ability of travelers to move through the transportation system free of physical or other harm. MassDOT's commitment to safety includes moving toward a future with zero roadway fatalities and serious injuries statewide in line with the "Vision Zero" initiative and working with transit providers to promote transit safety. Examples of capital investment activities that support a safer transportation system include:

- Identifying and developing projects that address issues faced by vulnerable road users, such as bicyclists and pedestrians
- Implementing systemic safety improvements at intersections with the highest crash rates
- Addressing gaps in the bicycle and pedestrian network that contribute to crashes

Reliability

Reliability refers to the consistency of transportation network conditions. MassDOT is committed to ensuring that travelers can expect consistency and dependability in travel times for all modes and at all times of day, particularly by prioritizing reduced car travel and reliance on single-occupancy vehicles. Capital investment activities that help improve reliability include, but are not limited to:

- Prioritizing improvements at locations on the roadway network that are prone to bottlenecks and delay;
- Investing in rail network maintenance and upgrades that support freight movement; and
- Addressing road and bridge state of good repair issues that affect reliability along roadways.

Travel Experience

Travel Experience generally refers to travelers' ability to use Massachusetts' transportation system with comfort and ease. This encompasses both asset management considerations, such as roadway infrastructure condition or transit vehicle age, as well as the ease with which people can navigate the transportation system. Examples of capital investment activities that improve travel experience include:

- Making transit station and vehicle improvements that enhance accessibility, comfort, safety, and wayfinding; and
- Modernizing Registry of Motor Vehicles facilities and services.

Resiliency

Resiliency refers to the ability of the transportation network to anticipate, prepare for, and withstand the ongoing impacts of climate change. When making capital investment decisions pertaining to resiliency, MassDOT takes projections of future sea-level rise, flooding, and other conditions into account, and prioritizes improvements by targeting the largest risks from climate change impacts. *Beyond Mobility's* Action Items for Resiliency incorporate all the MassDOT actions assigned as part of the *ResilientMass* State Hazard Mitigation and Climate Adaptation Plan process, as well as actions identified

by MassDOT. Capital investment activities that address resiliency include:

- Identifying transportation assets that are at risk due to flooding, extreme weather events and storms, and hazards over the coming decades through ongoing analyses and planning efforts; and
- Replacing undersized culverts and improving drainage systems.

Destination Connectivity

Destination Connectivity refers to the degree to which travelers of any mode can access opportunities and the places they need or want to go. Examples of capital investment actions that enhance destination connectivity include:

- Expanding passenger rail and bicycle and pedestrian networks to improve access to employment, educational, and other destinations; and
- Investing in projects that close first- and last mile gaps to fixed-route transit services.

Supporting Clean Transportation

Supporting Clean Transportation refers to the transportation network's ability to accommodate carbon-free travel modes. MassDOT believes that fully achieving the Commonwealth's decarbonization goals must involve a multi-pronged and 'systems

thinking' approach that goes beyond electrification and emphasizes (1) the importance of moving more people with fewer vehicles and (2) cross-disciplinary problem solving. Examples of capital investment actions that support carbon-free transportation include:

- Funding complete streets initiatives that support bicycle and pedestrian movement as well as car and transit vehicle movement; and
- Purchasing electric transit vehicles.

Investment Programs

MassDOT has created investment programs to advance its major investment priorities. Each program reflects a spending commitment to particular types of projects, which may be oriented around a mode, type of infrastructure, or theme. The CIP has more than 50 investment programs including the following:

- **Bridge Program:** This program, which is implemented by MassDOT's Highway Division, maintains, reconstructs, and replaces state and municipally owned bridges across the Commonwealth.
- **Track and Right of Way Modernization:** This program in the Rail Division repairs or replaces assets within the rail right-of-way, such as ties,

rail, culverts, and switches to an increased standard to improve track class or capacity.

- **Bicycle and Pedestrian Program:** This Highway Division program constructs new shared-use paths (also known as multi-use trails) to expand and connect the Commonwealth's network of paths. It also supports trail maintenance.

When developing the CIP, MassDOT establishes the set of investment programs that will be included. Many investment programs are carried forward from prior CIPs, while new programs may be added to address *Beyond Mobility* priorities and action items, emerging needs, or priorities identified by the Healey-Driscoll Administration or the Massachusetts Legislature (such as items included in state transportation bond bills). They may also be created to leverage new funding sources made available by federal or other agencies. The amount of spending in each investment program is based on a variety of factors. These include, but are not limited to:

- Needs, as identified by asset management systems; MassDOT plans, such as the Transportation Asset Management Plan or Freight Plan; project scoring or partner or public feedback;
- Priorities identified by the Administration or Legislature; and

- Funding resources that may support that specific program.

MassDOT has assigned CIP programs to a primary *Beyond Mobility* Priority Area based on the focus of the program and the investments it includes. Programs are also assigned secondary *Beyond Mobility* Priority Areas, because many CIP programs and investments address multiple Priority Areas. For example, the Bicycle and Pedestrian program was assigned Destination Connectivity as its primary Priority Area given its focus on expanding the Commonwealth's bicycle and pedestrian network. It has also been assigned Safety and Supporting Clean Transportation as secondary Priority Areas because these investments also improve safety for non-motorized users and encourage the use of a carbon-free transportation option. CIP programs may also address or otherwise relate to specific capital planning and investment-related Action Items outlined in *Beyond Mobility*.

In some cases, a CIP program may provide broad organizational benefits to MassDOT and its partners and customers, but it may not directly connect to specific *Beyond Mobility* Priority Areas or Action Items. MassDOT has included these Programs in a separate Organizational Capacity category to reflect that they generally support the agency in advancing the long-term vision for transportation outlined in *Beyond Mobility*. Examples of capital investments that align with this Organizational Capacity include:

- Information technology investments that expand MassDOT's ability to house and analyze data, make business processes more secure and efficient; and meet the needs of customers and partners; and
- Projects that support the condition and security of MassDOT facilities.

As *Beyond Mobility* implementation progresses, MassDOT expects to further refine the types of investments included in this category.

Details regarding programs included in the FY27-31 CIP, including their connections to *Beyond Mobility*, are included in Appendix B.

Projects

CIP investment programs fund more than 1,500 individual investments. The projects included in the CIP may be initiated within MassDOT Divisions or business units or by municipalities, RTAs, or other entities working in coordination with MassDOT. Projects are included in the CIP based on a range of considerations, including the following:

- **Project selection approaches:** Projects focused on improving bridge, pavement or other infrastructure conditions are included in the CIP based on data from MassDOT's asset management systems. MassDOT plans these investments strategically to improve

performance on the network, based on federal or state metrics and targets. Other types of projects, such as those that add complete streets elements to roadways or expand bicycle and pedestrian paths may be selected on scoring criteria that Divisions use to choose projects. These criteria typically evaluate projects based on how they advance federal or state transportation goals related to safety, travel reliability, or other areas. These criteria will continue to evolve as MassDOT further integrates *Beyond Mobility*.

- **Project readiness:** Projects are advanced for inclusion in a particular CIP if MassDOT anticipates funds will be spent on them during that five-year timeframe. If a project has not progressed far enough in its design development process such that construction or implementation work is not expected to begin during the relevant planning period, MassDOT is unable to include it in the CIP. Project initiation and development processes vary by MassDOT Division or business unit.
- **Coordination with partners:** The selection of some projects may be determined by MassDOT’s partners. For example, MPOs have discretion over how to spend approximately one third of the federal highway dollars available for programming in Massachusetts. These bodies select projects which are funded

with federal highway dollars and state match funds provided by MassDOT—more information about this process is included in the section titled “The CIP and the STIP.” Similarly, MassDOT provides matching funds to RTAs for projects they select. These decisions are ultimately reflected in the CIP.

- **Financial constraints:** The CIP is fiscally constrained based on the funding resources available. These are discussed further in the “Funding Sources” section. Given these limits, MassDOT prioritizes projects based on asset management results, scoring, and readiness and determines what can be funded within resource limits.

Appendix A includes details about projects included in the FY 27–31 CIP.

MassDOT Organizations

MassDOT is made up of a series of Divisions and business units that are involved in planning and implementing the investments outlined in the CIP.

Aeronautics Division

The mission of the Aeronautics Division is to promote aviation throughout the Commonwealth while establishing an efficient, integrated airport system that enhances airport safety, customer service,

economic development, and environmental stewardship. The Aeronautics Division has jurisdiction over the Commonwealth's 34 public use airports and multiple heliports, private restricted landing areas, and seaplane bases. This includes all Massachusetts airports except for Logan International Airport, Worcester Regional Airport, and Hanscom Field in Bedford, which are owned and operated by the Massachusetts Port Authority (Massport). The Aeronautics Division certifies airports and heliports, licenses airport managers, conducts annual airport inspections, and enforces safety and security regulations. The Aeronautics Division also operates a drone program that promotes innovative aviation technologies and provides advanced aerial capabilities.

Highway Division

The Highway Division plans, designs and constructs infrastructure projects and operates and maintains the existing network of state highways, bridges, tunnels, and ancillary structures. The Highway Division also assists cities and towns with their road and bridge needs to help ensure that all people can travel safely and efficiently throughout the state. This includes administering various community funding programs to support municipal transportation investments.

To enable the millions of daily trips within Massachusetts, the Highway Division seeks to support

a sustainable roadway network that is safe for walking, biking, micromobility, transit, and driving. In addition to stewardship of state infrastructure, MassDOT oversees the design and construction of federally funded municipal projects.

Rail and Transit Division

The MassDOT Rail and Transit Division maintains state-owned track, oversees MassDOT's freight and passenger rail programs, and seeks to increase transportation options and improve mobility across the Commonwealth by assisting, funding and/or overseeing service provided by the Commonwealth's 15 RTAs, local governments, non-profits, and private carriers.

Registry of Motor Vehicles

The Massachusetts Registry of Motor Vehicles (RMV) is responsible for administering the motor vehicle laws of the Commonwealth related to the issuance of identification and driver's license credentials, including REAL IDs and motor vehicle registrations and titles, as well as the safety and emissions inspection of motor vehicles and school buses. The RMV plays a safety-critical role through the administration of driver's education curriculum, the road test program, and the vehicle safety and compliance program. The RMV also administers policy related to drunk driving and habitual traffic offenses and supports communication with the

courts regarding criminal complaints and convictions.

Information Technology

The MassDOT Information Technology (IT) Services Department mission, in alignment with the Executive Office of Technology Services and Security, is to provide MassDOT with secure, resilient, and modern technology solutions that create efficiencies and provide an equitable and accessible user experience. Technology at MassDOT plays a critical role in the delivery of constituent services ranging from winter storm snow and ice remediation, bridge construction, pedestrian, bike, and traffic safety to the testing and credentialing of a new driver and the collection of over \$1 billion in state revenue. Technology also supports thousands of employees who work with constituents in offices and service centers across the state from North Adams to Nantucket and all the places in between.

MassDOT Planning and Enterprise Services

MassDOT includes units that provide a variety of Department-wide services. These include, but are not limited to, the Office of Transportation Planning, Property Services, and Security and Emergency Management. Capital investments for these units are included in the CIP.

Massachusetts Bay Transportation Authority

The MBTA, more commonly known as the T, owns and operates one of the oldest and largest public transportation agencies in the US, serving more than 850,000 passenger trips each weekday before the COVID-19 pandemic. As a division of the Massachusetts Department of Transportation (MassDOT), the MBTA operates three heavy rail lines, two light rail lines, more than 170 bus routes, 15 commuter rail lines, six ferry routes, and paratransit service in Eastern Massachusetts and parts of Rhode Island.

The MBTA develops its own CIP, which is submitted for review and approval by the independent MBTA Board of Directors. More information about the MBTA CIP is available at the [MBTA's Capital Investment web page](#). The MassDOT CIP reflects only the funding provided by the Commonwealth to the MBTA.

CIP Development Process

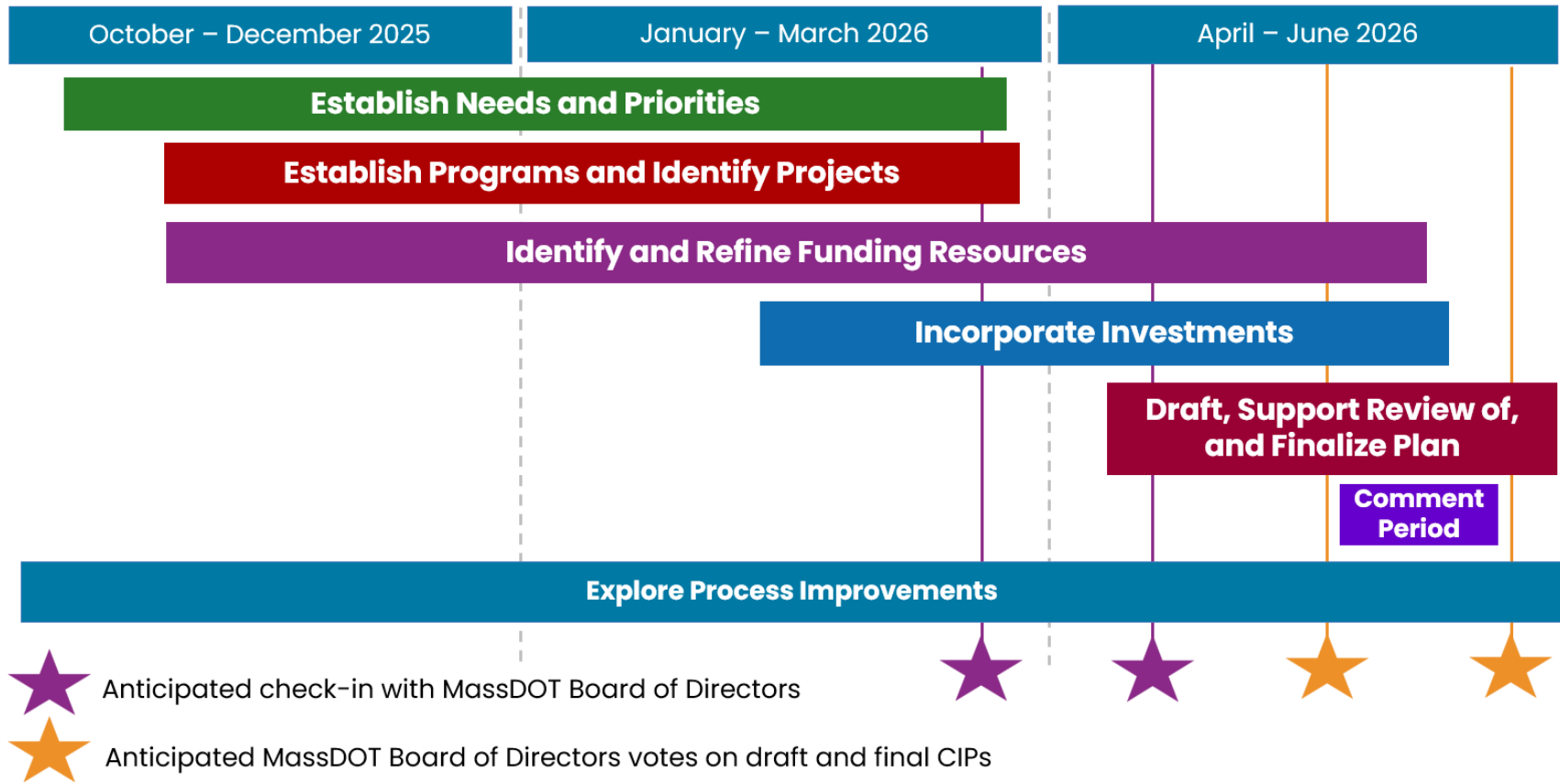
MassDOT generally begins to update its CIP beginning in the fall prior to when the updated CIP will be finalized. Figure 3 on the following page shows the timeline for FY27–31 CIP development. MassDOT begins by identifying needs and setting strategic priorities for the CIP and by revisiting existing CIP programs, as needed. MassDOT also starts its review of available funding resources for the CIP, including funds from federal transportation agencies, the Commonwealth, MassDOT tolled facilities, and other local and third-party sources—these are discussed in the Funding Sources section. As shown in Figure 3, the timeline for each of these steps lasts several months. This is because MassDOT continues to refine details about priorities, investment programs, and available funding resources as new information becomes available from federal agencies, other Commonwealth agencies, or other entities.

Over the course of the winter and into the spring, MassDOT reviews and adjusts its program sizes and determines the set of projects that will be included in the CIP. As previously mentioned, these reviews are

based on relevant project selection approaches (such as those involving scoring rubrics or asset management systems) and project readiness, among other factors. During this period, MassDOT coordinates with the Commonwealth’s Executive Office for Administration and Finance (A&F) on the content of the proposed CIP and for relevant reporting completed by A&F. As discussed in the Funding Sources section, A&F provides Commonwealth agencies with state bond cap, one of the major funding sources that supports the CIP, and works with these agencies to identify and utilize other funding sources for capital investment.

MassDOT also coordinates with Massachusetts MPOs and transportation planning organizations (TPOs) on the selection of federally funded roadway and transit projects, which are included in regional Transportation Improvement Programs (TIP), the State Transportation Improvement Program (STIP), and the CIP (see the section titled “The CIP and the STIP” in the Funding Sources section for details).

Figure 3: FY27-31 CIP Development Timeline



As decisions about the content of the five-year CIP are finalized, MassDOT's Office of Transportation Planning (OTP) incorporates funding source details and proposed spending plans into a draft CIP that the MassDOT Board of Directors reviews and votes to release for public review, typically in May. More information about this decision-making body is available at [the MassDOT Board of Directors web page](#). The draft CIP is made available for a 21-day public review period, during which MassDOT engages the public about the content of the CIP through informational meetings focused on different areas of the Commonwealth, online resources, and more (see the Public Engagement section). The MassDOT Board of Directors voted to release the draft FY27-31 CIP for public review at their May 20, 2026, meeting, and the CIP was made available for public review and comment from May 21, 2026, to June 10, 2026.

During the public review period for a given CIP, OTP works with the MBTA and MassDOT's Office of Diversity and Civil Rights (ODCR) to conduct an equity analysis of MassDOT and MBTA investments during the CIP timeframe. Also, some changes are made to sources or spending information between the draft and proposed final CIP. Following the public review period, MassDOT provides a proposed final CIP, along with a summary of public comment, to the MassDOT Board of Directors, and requests approval of a final CIP. MassDOT presented, and the MassDOT Board of Directors approved, a final FY27-31 CIP on June 17, 2026.

CIP Funding Sources

The CIP is funded from a mix of federal, state, MassDOT, and other funding sources, which vary in terms of their purposes and flexibility for spending on transportation investments. Some funding sources

must be spent on specific policy goals, modes, or project types while others may be applied across the transportation system. Figure 4 shows the funding sources in each category.

Figure 4: Capital Investment Plan Funding Sources



Federal Funding

Formula Funds

- Federal Highway funds
- 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
- Expanded Commonwealth Transportation Fund (CTF) Bonds



MassDOT Sources

Tolls (pay-go capital)

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



Other Sources

- Municipal and local funds
- Reimbursable and third-party funds
- Education and Transportation (ETF) Funds (“Fair Share”)
- Other Commonwealth funds
- Central Artery Tunnel Project Repair and Maintenance Trust Fund (CARM)

* Reflects funds received by MassDOT.

GANs = Grant Anticipation Notes.

Funding Sources by Category

State Sources

Bonds for Transportation

The primary source of state transportation capital funding comes from bonds issued by the Commonwealth. Debt is issued to investors and paid back with interest over the course of a bond's life, like a mortgage for the purchase of a house.

The Massachusetts Legislature passes transportation bond bills to provide state resources for investments in transportation or other areas. For example, transportation bond bills authorize the Commonwealth to issue bonds to support transportation capital expenditures, such as matching funds for federal dollars or Chapter 90 reimbursement funds for local transportation projects. The Commonwealth of Massachusetts issues bonds at its discretion subject to this legislative authorization and to overall "bond cap" limits on the Commonwealth's debt obligations.

The two main types of bonds issued for transportation infrastructure spending are General Obligation (GO) bonds backed by the full taxing authority of the Commonwealth and Special Obligation bonds backed by designated funding sources (primarily gas taxes and Registry fees). Grant anticipation notes

(GANs), pledging future federal funds, also provide funding support for the CIP.

State Bond Cap

GO bond proceeds support capital investments for various Commonwealth agencies, including MassDOT. Massachusetts sets an administrative limit (the "bond cap") on the amount of GO bond-funded capital expenditures each year to keep the Commonwealth's debt within manageable limits.

MassDOT uses state bond cap to fulfill match requirements for federal aid dollars and to support project planning, design and development, project management, capital maintenance, local aid, and other construction spending. Bond cap is used for transportation investments across MassDOT Divisions and business units and may also be allocated to the MBTA.

Grant Anticipation Notes (GANs)

GANs are bonds issued by the Commonwealth that are secured by anticipated future federal highway funds. GANs are used to increase support for the Commonwealth's Bridge Program, such as through the Next Generation Bridge Program (NGB).

Next Generation Bridge Program Bonds

Commonwealth Special Obligation bond proceeds for this program are allocated to fund the non-

federal share of specific bridge projects, primarily for project capital maintenance and construction.

Rail Enhancement Program Bonds

The Commonwealth Rail Enhancement Program (REP) is a dedicated initiative for reliability, modernization, and expansion initiatives at the MBTA, which is supported by special obligation bonds. Rail Enhancement Program funding has been used to fund the Green Line Extension, South Coast Rail, Red Line and Orange Line vehicles, and other infrastructure investments.

Education and Transportation (Fair Share) Funds and Related CTF Bonds

In November 2022, Massachusetts voters approved a 4 percent surtax on income above \$1 million annually, known as the Fair Share amendment. Per the amendment, this new source is constitutionally dedicated to “quality public education and affordable public colleges and universities, and for the repair and maintenance of roads, bridges, and public transportation.” Fair Share spending was first included in the FY24 Massachusetts budget.

Beginning in FY25, the Governor proposed and the Legislature enacted the transfer of Fair Share revenue to the 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.

The allocation of this funding includes:

- \$1.45 billion for the MBTA Rail Reliability Program (\$601 million authorized in FY25 and \$850 million in FY26);
- \$1.5 billion for Chapter 90 (\$300 million authorized in FY26; \$300 million pending for FY27; remainder subject to annual authorization);
- \$1.5 billion for MassDOT’s Lifecycle Asset Management Program to address pavement and bridge condition (\$500 million authorized in FY26; \$500 million pending for FY27; remainder subject to future authorization);
- \$615 million for the Allston Multimodal Transportation Project;
- \$200 million for a Culvert and Small Bridge Program (authorized in FY26); and
- \$185 million for a Safety and Congestion Hotspot Program (authorized in FY26).

MassDOT Sources

MassDOT utilizes pay-as-you-go (pay-go) capital funds available from toll revenues, after operating expenses and debt service are funded, to support capital investments on the respective toll facility.

Metropolitan Highway System (MHS)

Pay-go Funds

These are projected annual revenues available for capital expenditures for the toll facilities and tunnels east of I-95, including any existing projected reserve balances.

Western Turnpike (WT) Pay-go Funds

These are projected annual revenues available for capital expenditures for the toll facilities west of I-95, including any existing projected reserve balances.

Tobin Bridge (Tobin) Pay-go Funds

These are projected annual revenues available for capital expenditures for this toll facility, including any existing projected reserve balances.

Federal Sources

Massachusetts regularly receives federal funding to improve our transportation system from several U.S. Department of Transportation (USDOT) agencies, including the Federal Aviation Administration (FAA), the Federal Railroad Administration (FRA), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). Federal transportation funds are typically authorized by Congress through a multiyear act. The most recent surface transportation authorization act, the Bipartisan Infrastructure Law

(BIL), was signed into law in 2021, and established the current set of federal surface transportation funding programs. The current surface transportation authorization expires on September 30, 2026. This CIP assumes that federal funds for most programs will continue with an annual 2 percent growth rate, with annual amounts of bridge formula funds level with what was included in the BIL. The most recent Federal Aviation Administration reauthorization was signed into law in 2024.

Massachusetts can access a portion of federal transportation funds on an annual basis because the federal government allocates these funds based on formulas set in law. In other cases, MassDOT may access funding through grant processes, including competitive discretionary grant programs. MassDOT includes these grant funds in its CIP once awards have been made. While USDOT and its modal agencies administer many of the competitive grant programs to which MassDOT regularly applies, MassDOT may also apply to programs with transportation elements that are managed by other federal agencies, such as the Department of Energy or the Federal Emergency Management Agency, and grant awards from these agencies would be included in the CIP as well.

Federal Highway Administration (FHWA) Funds

FHWA allocates spending authority to Massachusetts through a wide variety of formula and discretionary grant programs. MassDOT and the MPOs select projects to use this spending authority and document these decisions in TIPs and the STIP. The selection and documentation of projects to receive funding in TIPs, the STIP, or the CIP is referred to as “programming” projects. MassDOT later requests that FHWA reimburse the Commonwealth for actual eligible expenditures on programmed projects. The Massachusetts STIP, available at [MassDOT’s STIP web page](#), includes detailed descriptions of FHWA and FTA funding programs that support transportation investments.

Federal Transit Administration (FTA) Funds

This funding category involves MassDOT drawing down obligated, or federally committed, amounts of FTA funds to reimburse the Commonwealth for Rail and Transit Division project spending. FTA allocates spending authority to Massachusetts to support transit services for older adults and people with disabilities through its Section 5310 program, and MassDOT may also compete for funds through FTA discretionary grant programs. FTA provides other

federal funds directly to the RTAs and the MBTA—these funds are not reported in this CIP.

Federal Aviation Administration (FAA) Funds

MassDOT applies for FAA grant funds every federal fiscal year. This funding category involves MassDOT’s drawing down those approved grant amounts to pay for the Aeronautics Division’s capital investments.

Spotlight on Federal Discretionary Grants

The Healey–Driscoll Administration is committed to maximizing federal resources at every level. In October 2023, Governor Healey issued Executive Order 624, which

- directs the Commonwealth’s executive offices and agencies to compete aggressively for and maximize all appropriate federal funding opportunities; and
- established the Federal Funds and Infrastructure Office (FFIO) within the Executive Office of Administration and Finance (A&F).

FFIO leads and facilitates partnerships and planning efforts related to competing for federal funding. It also guides the Massachusetts Executive Branch, local governments, and other agencies on pursuing federal funding opportunities, and advocates on behalf of Massachusetts projects that advance key

priorities. More information about FFIO is available at [the FFIO web page](#).

MassDOT supports this whole-of-government approach to maximize federal funding by pursuing transportation-related federal discretionary grants, and works closely with FFIO as part of this process. Examples of federal competitive grants awarded to MassDOT include, but are not limited to, the following:

- \$993 million in Bridge Investment Program (Large Bridge) funds for design and construction work to replace the Sagamore Bridge and improve local roadway connections
- \$372 million in National Infrastructure Project Assistance (MEGA) funds for design and construction work to replace the Sagamore Bridge and improve local roadway connections
- \$108 million from the Consolidated Rail Infrastructure and Safety Improvements (CRISI) program for project development, final design, and construction activities for various track, signal, grade crossing and bridge improvements on the Inland Route corridor
- \$43.1 million in Reconnecting Communities Program (RCP) funding for the McGrath Boulevard Project, which will replace an overhead highway with new street-level bike and pedestrian infrastructure to provide opportunities for residents to safely access

schools, jobs, parks, businesses, and other critical destinations

MassDOT also supports municipalities, regional planning agencies, and other Commonwealth entities pursuing grants by connecting these entities to resources that can provide technical assistance for grant application preparation, as well as providing letters of support for applications that align with Healey-Driscoll Administration priorities. When feasible, MassDOT also works with these entities to identify funding sources—including state sources—for non-federal matches for federal discretionary grant awards (such as the Capital Federal Matching and Debt Reduction fund mentioned in the next section).

For example, a number of municipalities and regional planning agencies across Massachusetts have received Safe Streets and Roads for All (SS4A) Program grants from the USDOT. The SS4A Program funds planning work and capital projects that support the reduction of roadway fatalities and serious injuries. Since the program's creation in federal fiscal year 2022, 59 entities in Massachusetts have received SS4A awards, totaling \$44.8 million. In FY 2025, the most recent found for which funds were awarded, 14 Massachusetts entities received awards totaling \$13.5 million.

Other Sources

Below are examples of other sources that may support investments in the CIP.

Central Artery Tunnel Project Repair and Maintenance Trust Fund (CARM)

Funds from the CARM are used for certain eligible MHS projects and are subject to FHWA approval.

Municipal and Local Funds

Funds are provided by municipalities to match federal-aid sources and/or to pay for construction items.

Reimbursable and Third-Party Funds

This funding source comprises funding from private or other sources that MassDOT may receive to mitigate the transportation impacts of development projects or as part of a joint development or other agreement.

Other Commonwealth Funds

Other Commonwealth sources of funding for the CIP may include Fair Share funds allocated to transportation capital investments through the annual Massachusetts budget development process, funds provided through legislative earmarks or other mechanisms to fund specific transportation projects.

Commonwealth Federal Matching and Debt Reduction Fund

One example of an additional Commonwealth source is the Commonwealth General Matching and Debt Reduction Fund. On September 24, 2024, Governor Healey signed into law Chapter 214 of the Acts of 2024, which made available up to \$750 million for Massachusetts to aggressively pursue federal funding opportunities, including programs authorized by the Bipartisan Infrastructure Law, the Inflation Reduction Act, and the CHIPS and Science Act. This funding source, the Commonwealth Federal Matching and Debt Reduction Fund (“Match Fund”), is funded with interest earnings on the Commonwealth’s Stabilization Fund balance. The Match Fund may be used to pursue federal grants and other federal programs, including by supporting eligible entities in fulfilling non-federal cost share requirements (matching funds) for discretionary grant programs. State agencies, independent governmental state or public entities (quasi-governmental entities), municipalities, tribes, regional planning agencies, and other entities are eligible to apply for these funds, and FFIO and A&F review applications for approval. The Match Fund also provides for:

- Up to \$50M for other financial assistance for cities, towns, and tribes (likely in the form of lending); and

- Up to \$12M for technical assistance for cities, towns, and tribes, a portion of which is being used to fund the Municipal and Tribal Technical Assistance Grant Program and the Technical Assistance Grants for Regional Planning Agencies (RPAs). Details on these programs are available at [the FFIO Technical Assistance Programs web page](#)).

As an eligible entity, MassDOT applies to FFIO and A&F for funds to meet match requirements for federal grant programs for which MassDOT submits applications. It also may apply on behalf of municipalities, regional planning agencies, or other entities, and acts as a pass-through to provide the funds to those entities. MassDOT's CIP reflects these state dollars for MassDOT projects once they have been awarded by A&F and FFIO, and once the corresponding federal grant funds have been awarded. MassDOT's CIP also reflects awards of these match funds that will be passed through to other entities, including regional planning agencies and municipalities. For example, the Match fund provided \$3.4 million in matching funds to fourteen Massachusetts applicants that received awards from the FFY2025 round of federal SS4A grants, and these are reflected in the CIP. More information about the Commonwealth Federal Matching and Debt Reduction Fund is available at the [Massachusetts Federal Grant Matching Funds web page](#).

The CIP and the STIP

MassDOT's CIP development process is closely connected to the development of the STIP, another multi-year capital planning document produced by MassDOT. The STIP reflects the roadway and transit projects that MassDOT, Massachusetts MPOs and TPOs, the MBTA, and the RTAs have programmed to receive federal funding, based on Massachusetts' existing and anticipated spending authority as granted by FHWA and FTA.

The STIP is made up of the individual TIPs adopted by the Commonwealth's 10 MPO Boards and three TPO Boards. These bodies are responsible for transportation planning and for programming investments using federal surface transportation funds in their respective regions. Figure 5 shows the areas of Massachusetts served by the respective MPOs and TPOs. Each TIP adopted by these agencies includes the surface highway and transit investments for that area prioritized by the region, MassDOT, the MBTA (if applicable), and area RTAs. The MPOs and TPO Boards make their investment decisions by following the federally mandated continuing, comprehensive, and cooperative, or "3C," transportation planning process. This process is designed to bring stakeholders and the public together to establish shared goals and plans for investing in transportation in the region.

Figure 5: Massachusetts MPOs and TPOs



MassDOT’s CIP ultimately includes many of the investments reflected in the STIP. Figure 6 shows the elements of the STIP that are included in the CIP (shown in the upper left in green), along with other categories of investments included in the CIP. The STIP components make up a significant portion of the overall CIP. As previously mentioned, the CIP does not reflect federal funds that are received directly by the RTAs, the MBTA, or other entities (which do not pass through MassDOT).

Figure 6: MassDOT CIP Contents, including STIP Components

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

The CIP and the STIP have several elements in common. Both documents cover a five-year period, though the CIP is organized on a state fiscal year basis (July 1 to June 30), while the STIP is organized on a federal fiscal year basis (October 1 to September 30). Both documents are fiscally constrained to available funding resources.

Because of their shared features and interrelated contents, the development cycles of the CIP and STIP intersect at various points. The work MassDOT staff do to identify and track available federal transportation dollars and state matching funds over the course of the year affects how both the CIP and STIP are developed. Decisions about the amount of funds that are included in each investment program affect both

plans. MassDOT, MPOs and TPOs, and partner organizations share information about the readiness of projects for inclusion in the CIP, which supports project selection processes. Like MassDOT, the MPOs and TPOs, the MBTA, and the RTAs identify specific projects for inclusion in regional TIPs, that information is integrated into both the STIP and the CIP (as applicable). The public engagement processes conducted for MPO TIPs and MassDOT's STIP and CIP generate feedback which MassDOT and the MPOs share. This information is considered not only as the draft TIPs, STIP, and CIP are finalized, but also in decisions for future iterations of these planning documents.

The CIP and the STIP also differ in several ways. A key difference is that the STIP reflects federal obligations, or federal commitments based on advertisements or awards. In most circumstances, projects are listed in the STIP in the year that funds will be obligated. In contrast, the CIP shows the spending of funds for project implementation or construction over time. As a result, CIP investments typically show spending over multiple years. The CIP and the STIP also differ in terms of how they are ultimately approved. The CIP is approved by the MassDOT Board of Directors. Meanwhile, the STIP is subject to approval by the U.S. Department of Transportation and the U.S. Environmental Protection Agency, as well as by the Massachusetts Department of Environmental Protection.

FY27-31 Capital Investments Summary

This section details the investment approach used to develop MassDOT's FY27-31 CIP, along with summaries of the investments that it includes.

FY27-31 CIP Context and Strategy

As discussed in the MassDOT CIP Overview section, the Priorities, Programs, and Projects framework provides the structure that MassDOT uses to create the CIP. When developing a CIP during a particular development cycle (such as FY27-31), MassDOT considers policy, financial, and other factors that shape its investment strategy. These factors are in turn shaped by activities and decisions made at the federal and state levels, as well as within MassDOT.

Federal-level Factors

MassDOT's CIP development process continues to be shaped by the implementation of the Bipartisan Infrastructure Law (BIL), which was enacted in 2021. (The BIL is also known as the Infrastructure Investment and Jobs Act [IIJA].) The BIL authorized \$350 billion for highway investments and \$108 billion for transit investments for federal fiscal years 2022

through 2026. Massachusetts' five-year apportionments under the BIL include approximately \$5.4 billion in highway formula funds and \$2.8 billion in transit formula funds. This CIP assumes that federal funds for most programs will continue with an annual 2 percent growth rate, with annual amounts of bridge formula funds level with what was included in the BIL.

The BIL also included authorizations for more than 35 discretionary grant programs administered by the USDOT Office of the Secretary and the Modal Administrations (such as FHWA and FTA), with total funding exceeding \$110 billion. MassDOT continues to compete for funding from discretionary grant programs in coordination with the Commonwealth's Federal Funds and Infrastructure Office.

Both the CIP and the STIP incorporate the federal formula funds that were provided to Massachusetts under the BIL and federal discretionary funding that MassDOT has been awarded (along with any corresponding state match funds).¹ Detailed information about federal funding for roadways and transit is available in the STIP.

In addition to these funding allocations, the federal government also provides guidance and

requirements related to asset management, performance management and infrastructure condition.

State-level Factors

In addition to the federal factors noted above, the CIP is guided by priorities established by the Healey-Driscoll Administration, the Massachusetts Legislature, and through MassDOT's coordination with other Commonwealth agencies.

The Healey-Driscoll Administration emphasizes safe and reliable transportation, as well as increasing transportation options for our residents and visitors. The significant increase in funding provided by the CTF Expansion reflects this emphasis. Programs such as the Lifecycle Asset Management Program, the Safety and Congestion Hotspots Program, the Community Culverts Program and the MBTA Rail Reliability Program Priority demonstrate this commitment and are possible because of the funding increase provided by CTF Expansion.

The Healey-Driscoll Administration is also making Massachusetts a world leader in combating the climate crisis. To support this effort, the Governor has appointed a Climate Chief and established an Office of Climate Innovation and Resiliency, which guides climate-related activities for the Commonwealth's secretariats and agencies, including MassDOT. The Healey-Driscoll Administration's priorities are

captured in key plans that help guide the Commonwealth's capital investment activities. Examples of these plans include *ResilientMass*, Massachusetts' 2023 State Hazard Mitigation and Climate Adaptation Plan, and Massachusetts' *Clean Energy and Climate Plan for 2050*.

Key legislation shaped by both Massachusetts executive and legislative branches also influences MassDOT's CIP. This includes the Commonwealth's annual budget (including Fair Share spending provisions) and bills that authorize spending for ongoing programs such as Chapter 90 and periodic transportation bond bills. These bills authorize the Commonwealth to issue and sell bonds to fund capital projects and programs. In addition, the Administration's recent efforts to allocate Fair Share revenue to the CTF to fund an expansion of the Commonwealth's transportation bonding authority has dramatically expanded transportation capital funding.

MassDOT Factors

MassDOT's plans guide transportation investment decisions at the mode and program level, including the following:

- *Beyond Mobility*, The Massachusetts 2050 Transportation Plan

- MassDOT's *2023 Transportation Asset Management Plan* (for pavement and bridge assets on the National Highway System)
- The *2023 Massachusetts Freight Plan*
- The *2023 Massachusetts Strategic Highway Safety Plan*
- The *Massachusetts State Rail Plan* (2018)
- The *2019 Massachusetts Bicycle Transportation Plan*
- The *2019 Massachusetts Pedestrian Transportation Plan*

Appendix B describes the plans and policies that guide spending under individual CIP programs

FY27-31 CIP Planned Spending

CIP Spending by Source

Figure 7 summarizes CIP spending by funding source. The CIP projects \$20.7 billion in proposed spending, which reflects an increase of approximately \$2.2 billion over the FY26-30 CIP approved in June 2025. Approximately 39 percent of this spending is supported by federal funds, 25 percent comes from state bond cap allocated to MassDOT and 21 percent is funded by expanded Commonwealth Transportation Fund (CTF) bonding capacity made possible by Fair Share revenues.

Table 1 on the following page provides additional details about FY27-31 CIP spending by source.

Figure 7: FY27-31 CIP Spending by Source Category

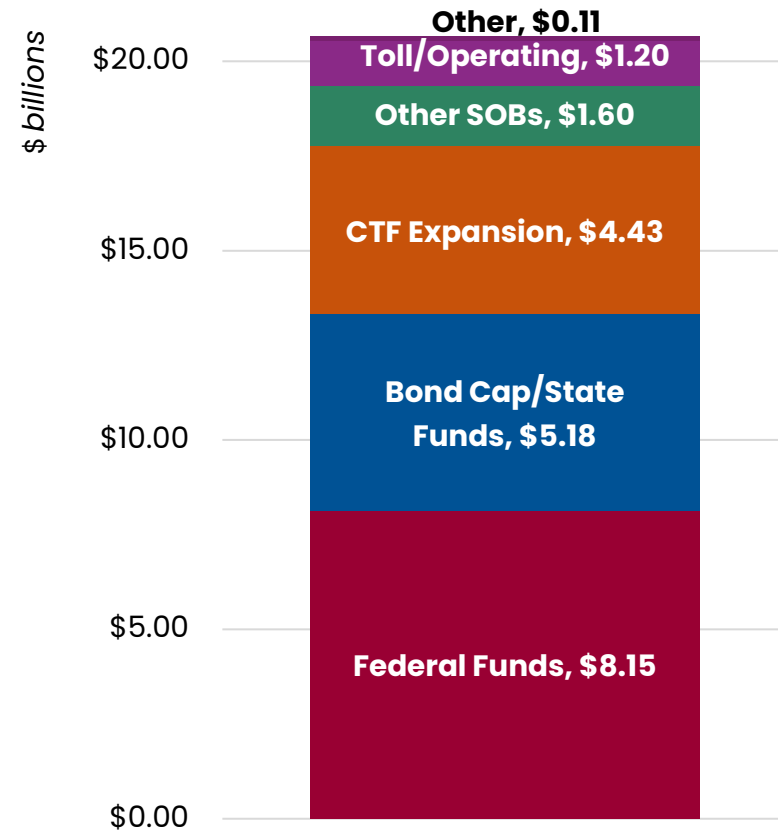


Table 1: FY27-31 CIP Spending by Source

Projected Spending by Source (in millions)*	FY26-30	FY27-31
Federal Sources of Funds		
Federal Highway (FHWA) reimbursements	\$7,577.0	\$7,649.7
Federal Transit (FTA) reimbursements	\$123.5	\$93.8
Federal Aviation (FAA) reimbursements and grant draws	\$448.1	\$252.8
Federal Rail (FRA) reimbursements and grant draws	\$112.9.0	\$150.3
Other Federal funds	\$3.7	\$0.5
Subtotal of federal spending	\$8,265.3	\$8,147.1
State Bond cap	\$5,853.2	\$5,183.4
Next Generation Bridge Grant Anticipation Notes GANs and bonds	\$1,228.3	\$1,129.8
Rail Enhancement Program bonds	\$502.6	\$466.1
CTF Bonds Supported by Fair Share	\$1,122.5	\$4,426.2
Metropolitan Highway System (MHS) pay-go	\$840.0	\$671.2
Tobin Bridge (Tobin) pay-go	\$81.2	\$44.0
Western Turnpike (WT) pay-go	\$351.3	\$432.3
Central Artery Tunnel Project Repair and Maintenance Trust Funds (CARM)	\$114.4	\$80.4
Municipal, reimbursable, third-party, and local funds	\$46.6	\$12.0
Other State funds	\$114.8	\$62.9
Subtotal of non-federal spending	\$10,255.0	\$12,508.8
Total Spending	\$16,710.8	\$20,655.9

Totals may not sum due to rounding. GANs = Grant Anticipation Notes.

Spending Overview

Table 2 shows how the approximately \$20.7 billion in planned spending in the FY27-31 CIP is distributed across MassDOT’s Divisions and business units, including the MBTA. The planned spending in the CIP supports more than 1,500 individual investments, which range from bridge replacements and interchange reconstructions to transit vehicle upgrades, airport runway improvements, and sidewalk extensions. The FY27-31 CIP Investment Highlights section of this document provides more detail about the investments in the CIP, and Appendix A lists individual capital investments by Division or business unit.

Table 2: 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	\$15,530.9
Information Technology	\$120.8
MBTA	\$1,774.4
Planning, Enterprise Services, and Other	\$578.7
Rail	\$518.3
Registry of Motor Vehicles	\$8.3
Transit	\$346.1
Grand Total	\$20,655.9

Note: Totals may not sum due to rounding.

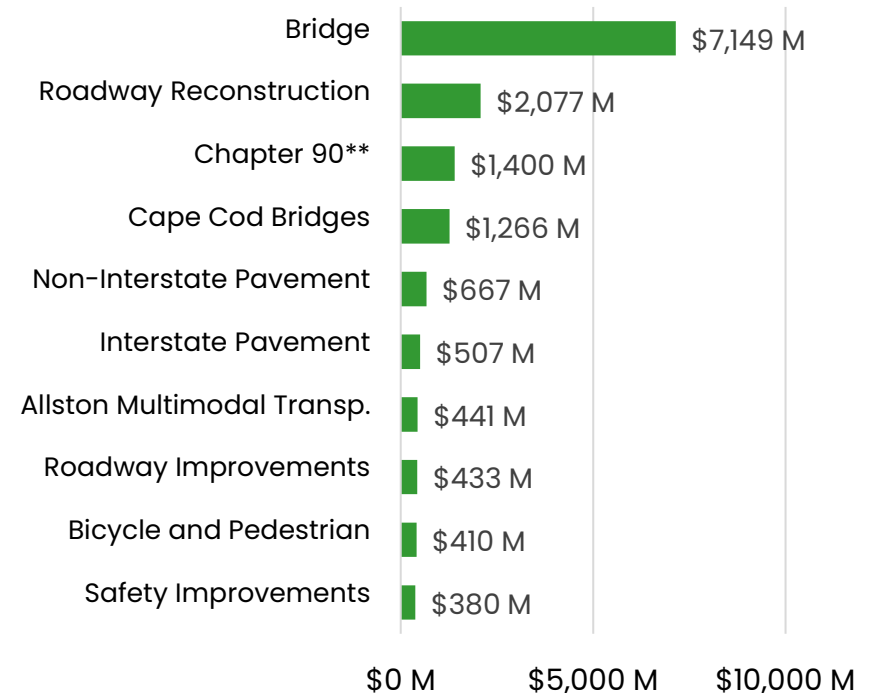
CIP Programs

The planned spending in the FY27-31 CIP flows through more than 50 individual investment programs. This range of investments includes programs that

- Fund projects of a particular type (Bridge) or theme (RTA Vehicle Replacement)
- Provide local aid to municipalities, such as Chapter 90
- Support megaprojects, including the Cape Cod Bridges and the Allston Multimodal Transportation project
- Provide grant funding to cities, towns, and transportation providers, such as the Complete Streets and Industrial Rail Access grant programs

Figure 8 shows the top MassDOT programs in the CIP by size, with their associated FY27-31 spending, with Bridge constituting the largest program within the FY27-31 CIP. Appendix B describes CIP investment programs by Division and includes details about the relationships between these programs and *Beyond Mobility* Priority Areas and Action Items.

**Figure 8:
Top MassDOT Programs by FY27-31 CIP
Spending (\$ millions)**

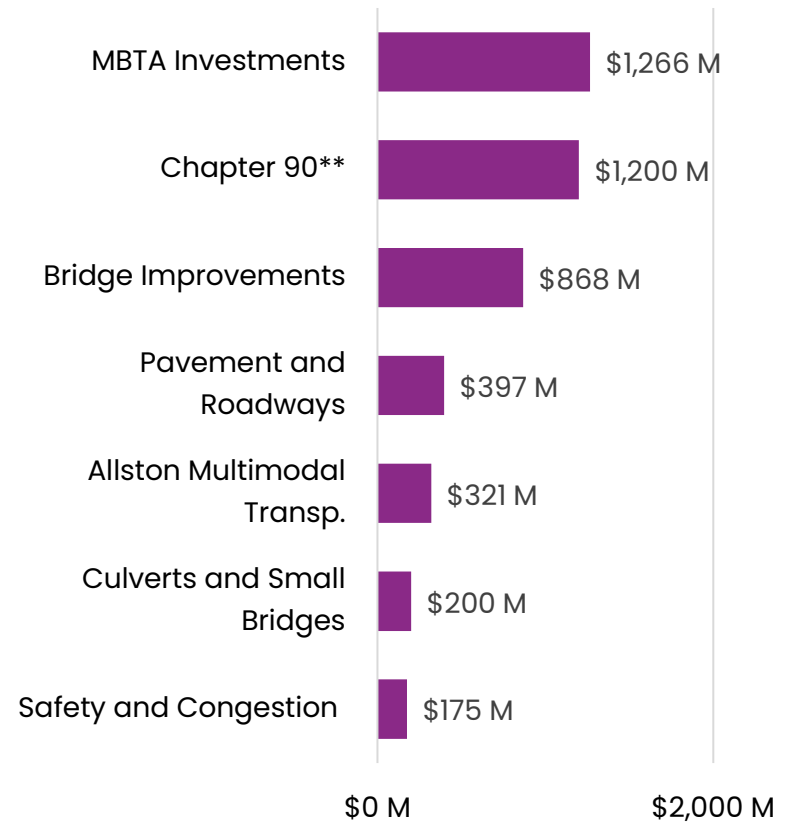


Note: Chart does not include Commonwealth-funded MBTA investments. **Chapter 90 spending does not include the Rural Roadway Funding Program.

Spotlight on CTF Expansion Spending

As previously discussed, a key funding resource supporting the FY27-31 Capital Investment Plan is expanded bonding capacity from the Commonwealth Transportation Fund made possible by Fair Share revenues. The use of these funds is guided by the Healey-Driscoll Administration’s plan for transportation and corresponding state legislation, which focuses this spending on crucial state transportation needs, such as bridges, pavement, and MBTA assets. The CIP includes approximately \$4.4 billion funded from CTF bond proceeds supported by Fair Share dollars. During FY27-31, spending utilizing the CTF bond proceeds will support a variety of investments, as shown in Figure 9. Examples of MassDOT projects supported by this spending include major bridge replacements and bridge preservation projects, funding for municipalities to improve local culverts, and design work for future projects addressing major safety and congestion hotspots on the Commonwealth’s roadway network.

**Figure 9:
FY27-31 CTF Expansion Spending
by Category (\$ millions)**



FY27-31 CIP Investment Highlights

Beyond Mobility Highlights

This section covers ways in which investments in the FY27-31 CIP advance *Beyond Mobility's* vision for transportation in Massachusetts. As noted in the CIP Overview chapter and Appendix B, individual CIP programs and investments can support improvements in multiple *Beyond Mobility* priority areas or relate to multiple Action Items. The subsections below highlight examples of how MassDOT's capital investments are supporting advancement in each Priority Area.

Safety Highlights

MassDOT's top priority is ensuring the safety of all roadway users: whether they are driving a car, truck, or motorcycle; riding as a passenger, taking transit, walking, bicycling, or using any other mobility devices. Safety considerations are integrated throughout programs, project development and other processes and activities at MassDOT, including those related to capital projects. Safety investments made throughout the Commonwealth, and via multiple CIP programs, are guided by the Massachusetts *Strategic Highway Safety Plan*. MassDOT supports safety through CIP investments that keep the transportation system in a state of good repair and that focus on issues, needs,

and locations that may be contributing to fatalities, injuries, and other undesirable safety outcomes. While most CIP programs include projects that help to improve the safety of the transportation system, several are specifically dedicated to addressing safety issues, including the following:

- The **Safety Improvements Program** in the Highway Division, which implements systematic safety improvements on state-owned roadways through stand-alone projects and by integrating safety into other existing projects. The aim of this program is to identify and mitigate risks in the transportation system to prevent serious crashes and improve high crash locations. Examples of safety improvements supported by this program include deployment of wrong-way driver countermeasures, signage upgrades, crosswalk improvements, and safety-oriented treatments near bus stops. The FY27-31 CIP includes approximately \$380 million for this program for more than 70 projects.
- The infrastructure grants under **Safe Routes to School Program**, which are focused on increasing safe biking and walking options for K-12 students. More information about this program is included in the Community Funding

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

- **SAI.1.1** – Build a bench of safety projects specifically in EJ communities in coordination with municipalities.
- **SAI 3.1** – Identify gaps in sidewalk and bicycle facility coverage statewide as a basis for capital investment.
- **SAI 2.2** – Continue to direct funding toward projects that address the most common causes of serious injuries and fatalities.
- **SAI 2.3** – Continue investing in systemic and low-cost proven safety countermeasures.

Programs section. The FY27-31 CIP includes approximately \$69 million for this program.

- The **Intersection Improvements** program will invest \$366 million in FY27-31 on approximately 60 projects. This program makes operational and geometrics improvements at Top 200 crash locations (statewide) or in other areas to improve safety.

Addressing Safety through Fair Share

As discussed in the Funding Sources section, expanded bonding capacity supported by Fair Share dollars will fund work to address safety and

congestion hotspots in the Commonwealth. For example, the FY27-31 CIP uses a portion of this funding to advance the design of improvements for the Storrow Drive Tunnel in Boston and the I-93/I-95 Interchange in Woburn and Reading, both of which have crash rates significantly higher than the statewide average for their roadway type. More information about these projects are included in the Selected Major Investments section of this document.

Reliability Highlights

In *Beyond Mobility*, the term reliability refers to the consistency of transportation network conditions, and MassDOT is committed to ensuring that travelers can expect consistency and dependability in travel times no matter what mode they take. One important approach to maintain travel time reliability is ensuring that road and rail networks, including the bridges on those networks, are in a state of good repair. Another is to modernize network elements and address locations where known bottlenecks occur. Highlighted examples of projects and programs that MassDOT is advancing to improve reliability are described below.

Bridge Improvements

MassDOT holds management of Massachusetts bridges among its highest priorities. MassDOT is responsible for the inspection of 3,488 state-owned bridges and 1,707 municipally owned bridges, and

each structure receives a hands-on assessment every two years, or more frequently as condition warrants. Inspections are performed every day across the Commonwealth to ensure Massachusetts bridges remain safe for roadway users. When an unsafe condition is identified, usage is restricted.



Lynn and Saugus – Belden Bly Drawbridge

The Massachusetts bridge inventory is 15 years older than the national mean. This age disparity is a major contributing factor to Massachusetts' rank as fourth worst with respect to National Highway System (NHS) bridge condition. With 13 percent of bridges in poor condition (by deck area) as of 2026, Massachusetts currently exceeds the Federal minimum condition threshold for NHS bridge condition (no more than 10 percent poor) and as a result is required to annually commit a minimum amount of federal aid to the NHS.

Current NHS bridge condition has improved since Massachusetts reached an all-time high of 17.5 percent poor in 2009. This improvement is due in large part to the nationally recognized Accelerated Bridge Program (ABP). The ABP paired \$3 billion of dedicated bridge funding with alternative project delivery and accelerated bridge construction practices. The innovations of the ABP have become standard practice at MassDOT, and MassDOT continues to build better bridges, faster, through nationally recognized projects.

Bridge Investment Strategy

During FY27-31, MassDOT plans to spend approximately \$7.1 billion through its **Bridge Program**, which will address more than 300 bridge projects to improve bridge condition throughout the Commonwealth. (Note: this value does not include spending on bridges through other Highway Division programs or spending for the Cape Cod Bridges—these programs also support bridge improvements). The level of investment is supported by the Highway Infrastructure Program funding available under BIL, Next Generation Bridge grant anticipation notes (GANs), and CTF bonding capacity supported by Fair Share, among other sources. The current federal surface transportation authorization expires on September 30, 2026. This CIP assumes that federal funds for most programs will continue with an annual 2 percent growth rate, with annual amounts of bridge formula funds level with what was included in the BIL.

The strategy for these funds will balance the need to address the backlog of structures in poor condition with supporting a comprehensive preservation program to prevent further decline of Massachusetts' bridge inventory. This strategy includes the following elements:

- **MassDOT bridge replacement projects** are identified through a risk-based analysis of the entire inventory. This analysis considers current and projected condition, network importance (based on factors such as load restrictions, traffic volumes, and detour routes), and resilience (including susceptibility to scour from channel flow and extreme weather events). This composite score is recalculated annually for every bridge in the MassDOT inventory and is used to establish a relative priority ranking. The ranking is performed statewide and at the regional level to ensure regional equity in identification of new projects.
- **Bridge Preservation** refers to proactive maintenance to prevent, delay, or reduce slow bridge deterioration, which keeps bridges in good condition and extends their life while minimizing disruption and cost. Though it is always a component of bridge investment strategy, MassDOT has significantly expanded its bridge preservation program. Standardization of projects, development of a preservation manual and additional hires have

positioned MassDOT to efficiently deliver low cost \ high value projects in a streamlined fashion across the state. With support from new bonding capacity from Fair Share, MassDOT is preserving more bridges per year, with new projects advanced every year.

Through the FY27-31 CIP, MassDOT will commit construction funds to replace or rehabilitate over 85 bridges that are in poor condition, which makes up 15 percent of the poor backlog. The CIP also includes funding for the preservation of approximately 300 bridges, or 5 percent of the inventory, to delay deterioration and support the reliability of the network.

Based on current planned investments, MassDOT bridge conditions are forecasted to improve incrementally through the decade. Sustained investment beyond the FY27-31 CIP is necessary to fully resolve the current backlog and meet the Federal minimum condition target for NHS bridge condition.

Addressing Bridge Condition through Fair Share

As previously discussed, the Healey-Driscoll Administration's plan for transportation included \$1.5 billion for a Life Cycle Asset Management program for bridges and pavement, to be resourced with expanded CTF bonding capacity. This initiative is geared towards addressing infrastructure in poor condition and preventing other assets from deteriorating into that state. The FY27-31 CIP includes spending of \$868 million of these Fair Share-supported CTF bond proceeds on bridge investments. Examples include bridge replacements in Monson and Ashland and preservation projects in Newton, Sandwich, and Worcester. FY27-31 CIP investments using this funding also include the Funding for Accelerated Infrastructure Repair (FAIR) program for municipally owned bridges. This \$75 million initiative, launched in FY26, will focus on re-opening closed bridges, removing postings on restricted bridges, and preserving additional bridges from falling into either category.

Pavement Improvements

MassDOT is responsible for nearly 75 percent of the National Highway System (NHS) in the Commonwealth, and highway pavement investments support the condition of this multimodal and economically significant transportation network.



Bridge preservation work in Millbury

Well-maintained pavements are safer, reduce vehicle operating costs, directly support the economy, and are less costly in the long term.

Roadway maintenance has experienced the same inflationary pressures seen across the larger economy. Over the last five years, the average cost of one ton of asphalt has increased by 40 percent, while spending has remained relatively flat. As a result, pavement conditions have not kept up with investment. For example, from 2020 through 2024, the percentage of Massachusetts Interstate pavement in good condition has fallen by approximately 12 percent to 80 percent, with significant improvement necessary to achieve the 88 percent target for 2026 identified in the [MassDOT 2023 Transportation Asset Management Plan](#).

MassDOT's FY27-31 CIP includes \$1.17 billion in planned spending for pavement improvements for Interstate and MassDOT-owned, non-Interstate roadways. This level of investment is supported by multiple sources, including federal formula funds and expanded CTF bonding capacity, as discussed below.

Addressing Roadway Condition through Fair Share

The FY27-31 CIP utilizes \$397 million of expanded CTF Bonding Capacity to improve pavement and roadway asset condition. The additional funding through expansion of the CTF enables MassDOT to increase pavement investment and help correct the downward trend in pavement condition. These additive funds will be focused on pavement preservation projects, such as on I-190 in Lancaster and on US 20 in Westfield. These projects utilize lower cost treatments applied at the correct time to extend useful life and lower overall cost of ownership, while maximizing condition outcomes. MassDOT is also exploring means to advance state climate goals with this investment by evaluating the Global Warming Potential of various treatments within our decision matrix. In short, these funds will help us provide reliable pavement conditions at the least possible cost, while maximizing sustainability.

MassDOT's Pavement Preservation program recently received national recognition for excellence in

preserving pavement assets through innovative, cost-effective, and sustainable treatments.

Other Roadway Investments



New exit ramp at Route 24 and Route 140 in Taunton

Other examples of roadway focused CIP programs that maintain state of good repair or otherwise upgrade infrastructure to reduce delays include the following:

- The **Capacity Program**, which adds new connections and, under specific circumstances, new lanes or roadways to the system. MassDOT plans to spend \$117 million over FY27-31 through this program.
- The **Intelligent Transportation Systems Program**, which supports the design and implementation of innovative and new communication equipment and information

technology systems. These are designed to provide traffic information for MassDOT projects to residents and visitors throughout the Commonwealth. Examples include expanded coverage of variable cameras and message boards along major roadways and upgrades at MassDOT’s Highway Operations Center. MassDOT has included \$73 million for this program in the FY27–31 CIP.

- The **Local Bottleneck Reduction Program**, through which MassDOT plans to provide \$25 million in grants to cities and towns over FY27–31 to address local congestion. Additional details are available in the Community Funding Programs section of this chapter.

Freight

Reliable travel times are not only important for passengers, but for goods movement as well. MassDOT’s **Freight Program**, carried out by the Highway Division, is guided by the 2023 *Massachusetts Freight Plan* and the goals of the National Highway Freight Program. As with safety investments, many programs include projects that serve corridors used by trucks, though this program is focused specifically on freight needs. This program specifically addresses a *Beyond Mobility* Action Item recommendation to create a specific program (SAI 2.4). Investments through this program will upgrade infrastructure—such as weigh-in-motion devices in

freight corridors—to support safety and reliable freight travel and economic vitality. MassDOT has included \$22 million for this program in the FY27–31 CIP.

Addressing Congestion through Fair Share

The FY27–31 CIP will spend a portion of the bond funds dedicated to safety and congestion hotspots to advance the design of the I-93/I-95 Interchange in Woburn and Reading. This interchange, which carries 366,000 vehicles per day, is the busiest in New England and has a crash rate more than 2.5 times higher than the statewide average. Moreover, this interchange has been included in the American Transport Research Institute’s (ATRI) Top 100 National Truck Bottlenecks list for six of the last seven years. New resources available from Fair Share support MassDOT’s work to address this bottleneck location. More information about this project is included in the Selected Major Investments section of this document.

Rail Network

Massachusetts’ rail network is a key system for moving both people and goods. MassDOT’s Rail and Transit Division oversees several programs that invest in infrastructure for consistent rail operations. Examples include the following:

- The Rail **Bridge Reliability Program** for bridge repairs and replacements (\$47 million in the FY27-31 CIP)
- The **Track and Right of Way Reliability Program**, which repairs or replaces assets within the rail right of way (such as rail and ties) to address deterioration, keep or restore class of line, improve resiliency and maintain the line's safety and operational integrity (\$134 million in the FY27-31 CIP)

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

- **RAI 1.4** – Prioritize reliability projects in locations with major roadway bottlenecks and delays.
- **RAI 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.
- **RAI 3.1** – Invest in infrastructure improvements that improve the flow of freight travel.

Travel Experience Highlights

In *Beyond Mobility*, MassDOT conceives of travel experience as similar to user experience, including (1) how easy and comfortable the system is to use and navigate for users of all ages, abilities, and languages; and (2) how well-maintained the infrastructure is. This Priority Area emphasizes that each mode will have its own features and considerations with respect to the types of investments that make for quality travel experiences. MassDOT addresses these diverse Travel Experience needs through a variety of capital investment programs.

Road Network Improvements

MassDOT's Highway Division manages programs that complement the bridge and pavement investments described under the Reliability Priority Area in terms of ensuring state of good repair and upgrading infrastructure for better travel experience. Many of these are guided by Massachusetts' federally required *Transportation Asset Management Plan (TAMP)* as well as other MassDOT modal plans. The largest of these programs is the **Roadway Reconstruction Program**, which adapts existing roadway designs to meet contemporary needs, including for both limited access and non-limited access roadways. MassDOT has dedicated \$2.07 billion to this program in the FY27-31 CIP. Roadway reconstruction activities can range from major



Roadway repaving project

interchange projects such as the I-90/I-495 Interchange Reconstruction project in Hopkinton and Westborough to urban roadway redevelopment projects, such as the McGrath Boulevard Construction project in Somerville. Reconstruction project elements, from bicycle and pedestrian enhancements to geometric improvements and transit priority infrastructure all contribute to better multimodal travel experiences.

Meanwhile, MassDOT's **Roadway Improvements Program** (\$432 million in the FY27-31 CIP) supports repairs to drainage and stormwater systems, guardrails, sidewalks, and other corridor elements that help to ensure a high-quality system.

MassDOT's investments for better travel experiences include those intended to improve system accessibility for all users. The **Accessibility Improvements Program** (\$29 million in the FY27-31

CIP) is designed to improve the condition of and access to sidewalks, pedestrian curb ramps, and crosswalk infrastructure on state owned roadways. This program corresponds directly with the *Beyond Mobility* values statement that "MassDOT believes that all travelers in the state deserve a transportation system that is easy to understand, ADA accessible, inclusive of signage and wayfinding on transit and roadways, and contains dynamic traveler information services and resources."

Many of the roadway-oriented local aid programs that MassDOT administers address Travel Experience considerations as well. The **Chapter 90 Program** (\$1.4 billion in planned spending for FY27-31) and the supplemental **Rural Roadway Funding Program** (\$25 million for FY27-31) provide crucial resources for cities and towns to improve local roads and bridges. Similarly, the **Complete Streets Program** (\$75 million for FY27-31) provides municipalities with technical assistance and infrastructure funding to incorporate bicycle, pedestrian, and transit-supporting infrastructure so that the roadway better serves users regardless of the mode they choose. MassDOT also supports cities and towns in making transportation improvements by providing early-stage planning and project development support through the **Local Early-Stage and Actionable Planning (LEAP) program** (\$5 million in FY27-31). Municipal staff can apply for support for activities ranging from concept development to safety analysis to grant application

development. More information about this program is included in the Community Programs section of this CIP document.

Airport Improvements



Beverly Regional Airport

Photo Source: Beverly Regional Airport

MassDOT's CIP includes \$353 million in planned spending between FY27-31 that will improve asset condition and user experience at Massachusetts' 34 public use airports. The **Airport Pavement Program** includes \$202 million in planned spending during this period for runway and other "inside the fence" enhancements. The **Airport Capital Improvement Program** will provide another \$127 million for security systems, hangars, fencing, gates, and other airport needs to comply with Federal Aviation Administration standards.

Transit Improvements

MassDOT's Rail and Transit Division works closely with Massachusetts' 15 RTAs to repair, upgrade, or replace vehicles and facilities to ensure safe, comfortable, and easy trips for transit customers. CIP programs that address transit vehicle, facility, and other conditions include, but are not limited to,

- The **RTA Vehicle Replacement Program** (\$82 million in FY27-31);
- The **RTA Facility and Vehicle Maintenance Program** (\$23 million in FY27-31); and
- The **RTA Facility and System Modernization Program** (\$49 million in FY27-31).

Many of the investments that the Commonwealth makes in the MBTA, which are reflected in MassDOT's CIP, enhance the travel experience for users of the state's largest transit network. These include the procurement of new Red and Orange Line cars and bi-level Commuter Rail coaches, improvements to track and power systems through the MBTA's Rail Reliability Program, and station improvements through the Station Accessibility and Resilience Program. More information about Commonwealth-funded MBTA investments is included in the "Investment in the MBTA" section.

Improving MBTA Assets through Fair Share

The expanded bonding capacity supported by Fair Share includes historic levels of investment in the MBTA's capital infrastructure, which supports safe and reliable service for riders. MassDOT's FY27-31 CIP includes over \$1.27 billion of spending that is supported by this new bonding capacity. This supports investments that will modernize and transform the MBTA, such as new commuter rail coaches and locomotives, station accessibility and resiliency improvements, and power system improvements. A key set of investments will be in the Green Line Core Capacity Program, which will integrate new Type 10 vehicles, track, facility, station, signal and other improvements to expand Green Line capacity and better serve MBTA customers. For additional information about MBTA spending, see the Investments in the MBTA section of this document.

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

- **TEAI 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.
- **TEAI 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.
- **TEAI 3.1:** Continue to invest in transit station and vehicle improvements that increase accessibility for people with disabilities.

Destination Connectivity Highlights

MassDOT believes that the primary purpose of the transportation system is to connect people to the places that they need and want to go. Key elements of *Beyond Mobility's* vision for this priority area are more modal options, increased transportation choices, and far fewer first-and-last mile gaps. The FY27-31 CIP supports expanded options and connections across modes through a variety of CIP programs.

Bicycle and Pedestrian Connections

MassDOT continues to invest in ways that expand people's ability to travel on foot, by bicycle, or by other devices. The FY27-31 CIP includes \$409 million for the **Bicycle and Pedestrian Program**, which is focused on expanding shared use paths in the Commonwealth and closing gaps within the network. This program will fund more than 40 path improvement projects throughout Massachusetts during this five-year period. The **Bicycle and Pedestrian Modal Implementation Program** is funded with an additional \$56 million over FY27-31 to create a "high-comfort network" for bicyclists and pedestrians on state-owned roadways, such as by improving sidewalk accessibility, building separated or buffered bike lanes, improving crossings and



Crossing improvements in Hopedale

shared use paths. Investments for paths and on-road facilities made through these programs complement those happening as part of roadway improvement projects funded by other CIP programs. These efforts are informed by plans and data resources generated by MassDOT's Highway Division and its Office of Transportation Planning, such as the Next Generation Pedestrian and Bicycle Vision Map, which supports gap analyses. To view this resource, visit the [Vision Map web page](#).

MassDOT's programs for municipalities also support better connections and more options for people biking, walking, and rolling. The **Complete Streets Program** discussed in the Travel Experience section provides municipalities with technical assistance and infrastructure funding to incorporate bicycle, pedestrian, and transit-supporting infrastructure so

roadways better serve users regardless of the mode they choose. The **Shared Streets and Spaces Program** (\$33 million in FY27-31), which was introduced during the COVID-19 pandemic and has since been continued, also provides communities with funding for bicycle and pedestrian improvements in addition to grants to improve outdoor spaces and transit stops. These efforts are further enhanced by the **Safe Routes to School Program** discussed in the Safety Priority Area section above.

Expanded Rail Networks

Through the CIP, the Commonwealth and MassDOT also continue to support expanded travel options on the state's rail network, so that people have broader choices for reaching jobs and other key destinations. Recent major transit-oriented investments supported with Commonwealth funds include the Green Line Extension in the Greater Boston area and the new South Coast Rail service between Boston and Taunton, New Bedford, and Fall River, which opened in March 2025. The FY27-31 CIP includes spending related to these services.

The FY27-31 CIP also includes \$276 million in investments in support of Compass Rail, a vision for intercity passenger rail within Massachusetts and beyond. The Compass Rail-related investments in the FY27-31 CIP, which are integrated into several Rail capital investment programs, support proposed new

West-East services that will improve rail connections throughout Massachusetts. More information about Compass Rail is included in the Selected Major Investments portion of this chapter.



Boston and Albany Rail Corridor in Richmond

Transit Improvements

FY27-31 CIP transit investments also support expanded transportation choices and connections. As noted in the Community Funding Programs portion of this chapter, MassDOT supports services provided by RTAs, Councils on Aging, municipalities, and other transit providers through the **Community Transit Grant Program**. The FY27-31 CIP provides \$120 million for vehicle purchases through this program. In addition, the CIP includes \$28 million for future implementation of a **Water Transportation Pilot Program** that would serve communities along the

Massachusetts coast. MassDOT's Office of Transportation Planning is currently conducting a study to formulate recommendations that will guide future implementation.

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

- **DCAI 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.
- **DCAI 3.3**– Continue efforts to advance Compass Rail.
- **DCAI 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.

Supporting Clean Transportation Highlights

Beyond Mobility's vision for 2050 is that MassDOT will have made significant progress in electrifying public transit, investing in other low-or-no emission technology, addressing critical electric vehicle charging infrastructure gaps, and making

investments to promote significantly more trips by carbon-free modes. Many investments in the FY27-31 CIP that address other Priority Areas also address this Supporting Clean Transportation Priority Area. For example, the bicycle, pedestrian, and transit investments included under Destination Connectivity also support travel by no-or-low carbon modes.

The FY27-31 CIP also includes specific investments that support electrification of travel options. MassDOT continues to advance its program to increase availability of charging stations near major Commonwealth roadways using National Electric Vehicle Infrastructure (NEVI) and other funds, and the FY27-31 CIP includes \$75 million in overall spending for this work. Meanwhile, MassDOT's Rail and Transit Division continues to work closely with the RTAs on upgrading their fleets and facilities to incorporate electric vehicles and other efficiency improvements, which in recent years has included the funding of studies and consulting services to support this transition. MassDOT currently estimates \$48 million in spending over FY27-31 on RTA electric vehicle purchases and electrification projects. Another example is the Commonwealth's investment in the MBTA's new, larger Arborway Bus Maintenance Facility, which will meet the needs of growing ridership and be ready to accommodate battery-electric buses.

Examples of *Beyond Mobility* Supporting Clean Transportation Action Items (SCTAI) that the FY27-31 CIP advances include:

- **SCTAI 1.1** – Expand programs to make Commonwealth’s streets more complete.
- **SCTAI 1.2** – Support electrification of public transit buses, paratransit, and Commuter Rail services in the spirit of statewide climate goals.
- **SCTAI 2.1** – Install fast-charger ports on Alternative Fuel Corridors to eliminate all gaps greater than 50 miles.

Resiliency Highlights

Beyond Mobility outlines several key MassDOT values pertaining to ensuring a resilient transportation system, including the following:

- Taking floodplains and sea level rise projections into account when making investment decisions.
- Being proactive about understanding the elements of the network at the highest risk from climate change and implementing strategies to reduce those risks.

- Prioritizing improvements by targeting the largest risks from climate change impacts, including sea level rise and flooding.

MassDOT’s efforts to ensure a resilient transportation system are guided by several key plans, including *ResilientMass and the Massachusetts’ 2023 State Hazard Mitigation and Climate Adaptation Plan*, as well as the federally required *Transportation Asset Management Plan* and *MassDOT’s Highway Resilience Improvement Plan*. MassDOT is engaged in ongoing efforts to integrate resiliency considerations throughout planning and project development processes. One example is the Flood Risk Assessment project managed within the Office of Transportation Planning, which is conducting a planning level analysis of the risks to a range of transportation assets from future flooding, accounting for the effects of climate change that can support the prioritization of capital investments that improve resiliency. MassDOT’s Aeronautics Division is also exploring how unmanned aircraft systems (UAS) can be deployed to conduct disaster assessments and support emergency response, which also supports resiliency. MassDOT continues to advance planning and research initiatives to support resiliency activities.

MassDOT’s FY27-31 CIP increases the resiliency of the Commonwealth’s transportation infrastructure through the **Highway Resiliency Improvement Program** (\$120 million in spending over FY27-31). Examples of projects include culvert and dam

replacement work in Wareham, drainage improvements in Wellesley, and stormwater drainage improvements in Sterling. Resiliency needs are addressed through a variety of other MassDOT programs including those that address highway and rail bridges and culverts, including the Community Culvert grant program discussed in further detail below.

Improving Culverts and Resiliency through Fair Share

The Healey-Driscoll administration's CTF Expansion plan for transportation designated funding specifically to improve culverts, an important component of resiliency to hazards from climate change. As extreme weather events become more frequent, the demands placed on the state's culverts increase, with potential to overwhelm their flow capacity. This can result in the flooding of adjacent lands and property, which can result damage to or the structural failure of roads, railways, and other infrastructure, particularly in coastal and low-lying areas.

In FY26, MassDOT launched the **Community Culvert** grant program to support repair, replacement, removal, modernization, and resiliency of municipally owned culverts and small bridges. The program funds the entire lifecycle of eligible projects through design and construction. The FY27-31 CIP includes \$125 million



Elevation culvert in Richmond

for this program using expanded CTF bond capacity, and another \$16 million from Fair Share revenues included in the FY25 Supplemental Budget for Massachusetts, for a total of \$141 million over five years. MassDOT also continues to explore ways to expand investment in culverts to supplement existing initiatives.

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

- **RSAI 1.6:** Explore the use of Unmanned Aircraft Systems (UAS) for disaster assessments
- **RSAI 1.3:** Leverage all available funding opportunities to address resiliency issues based on level of risk.
- **RSAI 1.4:** Create a comprehensive culvert and drainage inventory and mapping, combined with a culvert replacement and improvement program

Organizational Capacity to Advance *Beyond Mobility*'s Vision

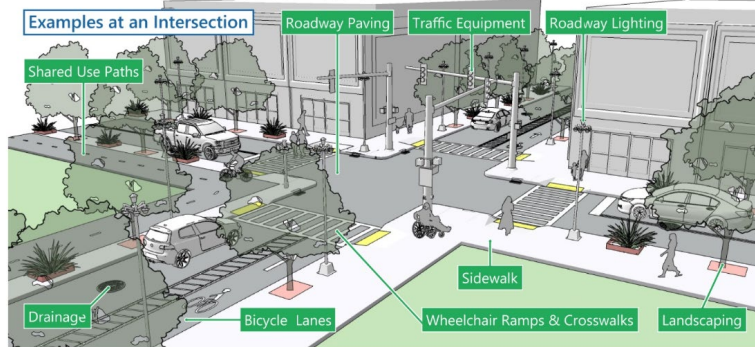
As discussed in the CIP Overview chapter, MassDOT's CIP supports a range of investments that enhance the agency's capacity and capability to achieve *Beyond Mobility*'s 2050 vision for transportation. For example, investments in MassDOT's information technology resources enable the agency to better manage and protect agency and customer data, as well as provide effective and innovative tools for the transportation workforce. MassDOT will continue to explore ways to implement the vision established in *Beyond Mobility* and align resources and operations with the goal of advancing *Beyond Mobility*'s priorities and Action Items.

Community Funding Programs

MassDOT has built extensive partnerships with the 351 cities and towns in the Commonwealth, and provides technical assistance and construction funding for local investments each year through several grant programs.

Chapter 90

Cost Examples



Examples of eligible costs for Chapter 90 reimbursement

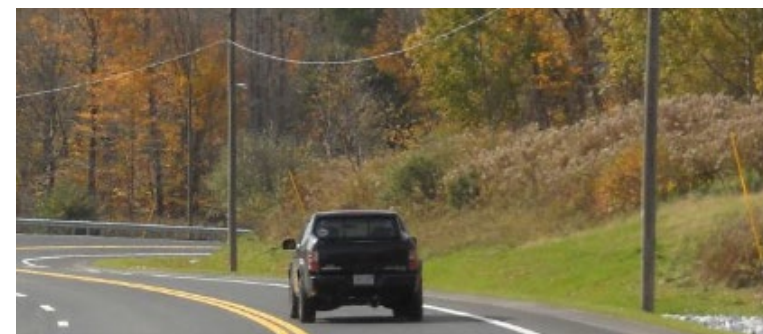
MassDOT administers an annual legislative authorization of state aid to the 351 cities and towns in the Commonwealth through the Chapter 90 Program. Chapter 90 funds may be used for projects and expenditures that create or extend the life of local capital facilities, such as:

- Highway construction, preservation, and improvement projects;
- Pedestrian and bicycle facilities;

- Road-building machinery and equipment; and
- Consulting services for transportation planning or design

Municipalities apply for reimbursement of funds on a project-by-project basis, and eligible work activities are reimbursable on any locally owned roadways, including those on the National Highway System (NHS). The portion of overall program funding that a municipality receives from the Chapter 90 Program has historically been based on local road mileage, population, and employment. For FY26-FY30, the Healey-Driscoll Administration has proposed to increase the annual program size from \$200 million per year to \$300 million, of which \$200 million is still distributed by the original formula and an additional \$100M is distributed using a formula of locally owned road miles only.

Rural Roadway Funding Program



Rural roadway in Massachusetts

The Rural Roadway Funding Program was authorized in FY24 to support the construction and reconstruction of municipal roadways. Per legislation, these funds are to be 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.

Community Transit Grant Program



South Shore Community Action Council (SSCAC) van
Photo Source: SSCAC

This Rail and Transit grant program helps meet the transportation needs of older adults and people with disabilities. This program makes grants available to

RTAs, Councils on Aging, municipalities, non-profit organizations, and private operators of public transit (shared-ride) services. The Community Transit Grant Program includes both operating and capital-oriented support for transit providers. MassDOT’s CIP provides funding support for the fully accessible vehicle portion of the overall program—this support is captured under the Mobility Assistance program in Appendix B.

Complete Streets



Complete Streets project in Melrose

Complete Streets are roadways that provide safe and accessible options for all travel modes—walking, biking, transit and vehicles—for people of all ages and abilities. The Complete Streets Funding Program encourages municipalities to integrate Complete Streets principles into regular planning and design

practices. The funding program incentivizes municipalities to adopt a local Complete Streets policy; develop a prioritization plan; and implement construction projects.

The program provides technical assistance funds to eligible municipalities for the development of a prioritization plan, as well as construction grants for facilities that enhance pedestrian, bicycle, and transit travel for roadway users of all ages and abilities.

Community Culverts



Completed culvert project on Route 6 in Provincetown

The Community Culvert grant Program provides funding to municipalities for the modernization, repair, replacement, removal, and improved resiliency of culverts. This program was launched in in FY26 in recognition of a growing need to support municipalities in improving culvert conditions. Eligible

culverts are those with an existing span of 10 feet or less. Both new and ongoing projects may be considered for funding.

The program utilizes phased grants to municipalities to separately fund the design and construction of culvert projects. Projects are selected based primarily on technical merit and need.

Industrial Rail Access Program



Freight rail cars

The Industrial Rail Access Program (IRAP), administered by MassDOT’s Rail and Transit Division, provides grant funding to municipalities, industry rail shippers, and freight railroads for projects that increase access to freight rail service and support economic development through new or expanded rail service. Projects must provide a public benefit through improved use of the rail transportation network or through access to rail infrastructure within the Commonwealth. IRAP supports targeted rail

access investments that strengthen the Commonwealth's freight transportation network, including the rehabilitation or reactivation of inactive rail sidings or spurs where such improvements restore rail access for active or operational-ready industry partners.

Local Early-Stage and Actionable Planning (LEAP) Program



Site visit at LEAP project location

The Massachusetts Department of Transportation (MassDOT) developed the Local Early-stage and Actionable Planning (LEAP) Program to provide planning and early-stage design support for municipally prioritized transportation infrastructure projects across the Commonwealth. This program was created in response to the barriers that many municipalities in Massachusetts—particularly in rural

and economically disadvantaged areas—face when initiating and advancing transportation projects. These include limited staff capacity to manage complex federal and state requirements during project planning phases and the lack of necessary funding and administrative structures to implement pilot and demonstration projects that build community support for long-term infrastructure improvements.

Through the LEAP Program, MassDOT provides resources that support capacity building for transportation projects. The goal of these projects is to eliminate small barriers that hold communities back from greater state and federal funding opportunities at the planning and demonstration phase of project development. Examples of eligible projects include concept development, site investigation and data collection, cost estimation, safety and traffic analysis, and grant application development, among others. Any community in Massachusetts may request support under the LEAP Program. The program prioritizes requests from rural communities, Gateway Cities and municipalities with similar financial and capacity needs.

Local Bottleneck Reduction



Design concept from funded project in Barnstable

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. The program funds the design and construction of signal modifications, lane restriping, adding, or removing turn lanes, and intersection reconstruction. Communities selected for funding through this program are connected to a MassDOT-led consultant team to streamline the experiences for municipalities.

Municipal Pavement



Paving equipment on local roadways

The Municipal Pavement Program seeks to improve the condition of municipally owned state numbered routes, with an emphasis on NHS roadways, and to find opportunities to improve safety and accessibility for all modes. It supports the long-term condition of this important network, contributes to improved NHS pavement performance, and assists municipalities in the management of local infrastructure. The Massachusetts state numbered route system supports mobility in 310 cities and towns. Fifty percent of state numbered routes are on the NHS, which underscores the importance of these roadways.

Through this program, MassDOT provides selected municipalities with design support at no cost to the municipality. Projects are constructed by MassDOT

contractors, making the implementation process as simple as possible for municipal staff.

Municipal Small Bridge



Municipal bridge improvement project

This program provides financial support to cities and towns for the replacement, preservation, or rehabilitation of small bridges. Eligible bridges are those on public ways with spans between 10 and 20 feet that are structurally deficient or load posted. These structures are not eligible for federal funding under existing bridge programs, making this program a critical funding source for municipalities seeking to advance these projects.

Municipalities may receive either a design (Phase 1) or construction (Phase 2) award each fiscal year. MassDOT provides Phase 1 awardees with direct

MassDOT-led consultant support for the design of bridge improvements.

Safe Routes to School – Infrastructure



Safe Routes to School Improvements in New Bedford

This program funds infrastructure projects that increase safe walking, biking, and rolling options for elementary, middle, and high schools. This program uses a collaborative, community-focused approach that bridges the gap between health and transportation to increase active transportation for K-12 students. MassDOT’s Safe Routes to School (SRTS) Program sponsors two infrastructure grant programs: Signs and Lines and the Infrastructure Grant Program. The Signs and Lines Program provides funding for quick build projects such as sign installations and improved or new pavement markings. Infrastructure

Grants are used for larger projects, such as sidewalk improvements, traffic calming measures, and bicycle facilities.

Shared Streets and Spaces



Pedestrian crossing improvement project in Brookline

This program provides funding to municipalities and public transit authorities to quickly implement improvements to plazas, sidewalks, curbs, streets, bus stops, parking areas, and other public spaces in support of public health, safe mobility, and strengthened commerce. Shared Streets and Spaces has helped municipalities to reimagine their streets not only as thoroughfares for vehicles, but as civic spaces with a range of uses for everyone, regardless of age, ability, or preferred ways of getting around. Projects may focus on pedestrian and bicycle

improvements, outdoor dining or programming, and transit related improvements.

Transportation Management Association (TMA) Grant Program



Transportation Management Association Vehicle
Photo Source: Neponset Valley TMA

This program is carried out by MassDOT's Rail and Transit Division. Transportation management associations (TMAs) are membership organizations made up of employers, developers, and property managers working together to address transportation, air quality, and commuter issues in a defined geographic area. TMAs may apply for funding for initiatives 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.

Unpaved Roads



Roadwork on unpaved road

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. The Unpaved Roads competitive grant program supports the maintenance, repair, and improvement of locally owned dirt and gravel roads across Massachusetts. Eligible roadways must be owned by the municipality and open to the public.

Grant Central



Detailed information about the grant programs listed below is available at [MassDOT's Grant Central platform](#), which provides a single, convenient location for all MassDOT Highway Division grant program activities and connects users to grant programs offered in other Divisions. The platform transforms and simplifies the municipal user's experience in obtaining and managing award funds for the entire life cycle of a grant by centralizing all activities and information. It also improves end-to-end grant management for MassDOT staff. Finally, Grant Central provides grant reporting and tracking capabilities that any site visitor can utilize.

Investment in the MBTA



MBTA bi-level commuter rail coaches

As previously noted, the MBTA develops a separate CIP—more information is available at the MBTA's [Capital Investment Plan web page](#). The MBTA CIP includes the full set of planned MBTA investments, from all funding sources, for the next five years. MassDOT's CIP includes only those MBTA projects funded by the Commonwealth—for example, those funded with Rail Enhancement Program (REP) or CTF bonds supported by Fair Share (the Rail Reliability Program). MassDOT's FY27-31 CIP includes approximately \$1.77 billion for these investments, including:

- \$1.27 billion in CTF bonds funded by Fair Share
- \$451.2 million in REP bond funds
- \$23.3 million in Fair Share funds from the Massachusetts budget

- \$28.0 million in state bond cap
- \$3.2 million in funding from the Executive Office of Economic Development

Commonwealth-funded MBTA investment highlights include the following:

- \$371.5 million for the Arborway Bus Maintenance Facility
- \$369.9 million for the Green Line Core Capacity program, which will accommodate new Type 10 vehicles and improve stations, facilities, tracks, signals, and more
- \$337.6 million for Red and Orange Line vehicles
- \$161.3 million for Commuter Rail coaches and locomotives
- \$94.6 million for the Station Accessibility and Resiliency Program
- \$87.9 million for the first phase of layover and associated infrastructure at Widett Circle
- \$91.3 million for track infrastructure on the MBTA's rapid transit system and power system improvements across the MBTA network
- \$42.1 million for upgrades for Cabot Yard
- \$28.0 million for the Water Transportation Pilot Program (these funds will be reflected in future MBTA CIPs when specific investments are identified)

Selected Major Investments

This section highlights projects of interest within the FY27-31 CIP. Individual projects and their associated spending are listed in Appendix A.

Boston – Bridge Replacement – Storrow Drive over Bowker Ramps



Rendering of proposed improvements for the Bridge Replacement–Storrow Drive over Bowker Ramps project in Boston

The project proposes to reconfigure the ramp system to better manage traffic patterns, maximize parkland, and daylight the Muddy River, eliminating a long-term environmental issue. The project scope will also strive to reconnect the Emerald Necklace and increase the number of connections from Beacon Street to the Esplanade. The project will create separated bike and pedestrian lanes on the Esplanade and eliminate the blind corner/pinch point in the Esplanade and Dr. Paul Dudley White Bike Path.

It will also restore usable open space along the Charles River.

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



I-93/I-95 Interchange Project Location

The FY27-31 CIP funds permitting and design of the I-93/I-95 Interchange in Reading and Woburn. The interchange geometry is substandard with all four quadrants having excessively tight turning radii. In addition, the bridge carrying I-93 over I-95 needs to be replaced, with all three structural elements (deck, superstructure and substructure) rated as poor. The interchange is the busiest in New England, carrying approximately 366,000 vehicles per day and has a

crash rate more than 2.5 times the statewide average for interchanges.

The project is at the conceptual design stage and will need to undergo a robust public process focused on an alternatives analysis. All alternatives will address the current substandard design to improve safety and lessen existing congestion.

Haverhill – Bridge Replacement, Route 125 (Bridge Street) over the Merrimack River and Bradford Rail Trail Project (Basiliere Bridge)



Basiliere Bridge in Haverhill

This project consists of replacing two bridges carrying Bridge Street (Route 125) over the Merrimack River and Bradford Rail/Trail. The Basiliere Bridge spans the Merrimack River while the short span bridge over the Bradford Rail Trail (former B&M Railroad) is a separate structure. These two structures, which share a common abutment, will be fully replaced, due to their

age, structurally deficient condition, scour potential, and limited load carrying capacity.

The proposed horizontal alignment along Route 125 will match the existing alignment; the vertical alignment will be raised slightly to provide increased freeboard clearance beneath the structure and to provide a more uniform, aesthetic bridge profile. The proposed Basiliere Bridge will be approximately 600 feet long with five main spans and an approach span over Wall Street at the north end. The bridge will be widened by approximately 10 feet to facilitate staged construction of the new bridge as well as to provide improved pedestrian and bicycle accommodations on the new structure. The project is being delivered using a design-build procurement process. More information is available at [MassDOT's Basiliere Bridge project web page](#).

Lowell – Rourke Bridge Replacement – Wood Street Extension over the B&M Railroad and the Merrimack River



Rourke Bridge in Lowell

This project will replace the Rourke Bridge which carries the Wood Street Extension over the Boston and Maine Railroad (B&M) and the Merrimack River in Lowell. The southern approach of the proposed bridge will be in a similar alignment as the current bridge. The northern approach of the proposed bridge will be located west of the current bridge near the intersection with Old Ferry Road and Pawtucket Boulevard. The new bridge will connect Middlesex Street to Pawtucket Boulevard, improve mobility for all users, and meet current standards, including ADA accessibility.

The current bridge, which was constructed in 1983, consists of a nine-span modular structure with eight spans of galvanized steel panelized modular trusses which will be removed as part of the project. The

signals at the intersection with Pawtucket Boulevard and Old Ferry Road will be reconstructed to accommodate the proposed alignment. The existing signalized intersection, roadway, and roadside for the existing northern bridge approach will be demolished and Pawtucket Boulevard will require reconstruction to remove the turn lanes to the existing bridge. For more information on the project, visit MassDOT's [Rourke Bridge Replacement Project](#) web page.

Hopkinton-Westborough – I-495/I-90 Interchange Improvements



Rendering of I-495/I-90 Interchange Improvements in Hopkinton and Westborough

The purpose of the I-495/I-90 Interchange Improvements project is to improve safety and operational efficiency at the interchange of these two regionally significant Interstate highways. Important

project elements include improved ramp spacing, acceleration and deceleration lanes and elimination of weaving movements, a new I-495 bridge over I-90, new I-495 and I-90 bridges over the MBTA/CSX/Amtrak lines, an auxiliary lane from I-495 Northbound to Route 9, a new Fruit Street Bridge, and a new I-495 bridge over Flanders Road.

This project will increase safety within the project area and improve traffic conditions for the movement of people and goods. Additionally, this project will support planned growth in the region and accommodate future traffic demand at acceptable levels of service (LOS) and travel time through the interchange. More information is available at MassDOT's [I-495/I-90 Interchange Improvements web page](#).

Newton & Weston – I-90 / I-95 Interchange



Newton & Weston – I-90 / I-95 interchange construction

The I-90/I-95 interchange provides access between Boston, MetroWest, and points north and south around the Boston region. I-90 over the Charles River moves passengers and freight to downtown Boston, Logan Airport, and Boston's Seaport. This project will improve eight bridges at the I-90/I-95 interchange on the Newton/Weston border. The bridges are currently safe but are aging and deteriorating. Of these, five will be replaced, one will be rehabilitated, and two will have their superstructures replaced. Bridge and roadway safety improvements will be made to I-90, ramps within the interchange, and the bridge span

carrying I-90 over the Worcester Mainline Commuter Rail. For more information about this project, visit MassDOT's [Newton-Weston Bridge Replacement and Rehabilitation at I-90/I-95 web page](#).

Boston – I-90 Allston Multi-Modal Transportation Program



Allston Multimodal project area in Boston

The Allston Viaduct, which carries the Massachusetts Turnpike (I-90) from the Allston Interchange to the Commonwealth Avenue Bridge, is nearing the end of its useful lifespan, and must be replaced. However, this critical component of the Commonwealth's roadway infrastructure must be kept open for the movement of goods and freight, particularly to Logan Airport.

Similarly, the adjoining Allston Interchange is functionally obsolete. Its general configuration is no longer needed and the way it connects to local

streets causes recurring congestion that, under some circumstances, impedes traffic on the I-90 mainline.

The deficiencies of the viaduct and interchange are the reasons behind the Allston Intermodal Transportation Project, which will replace the viaduct and reconfigure the interchange. As currently envisioned, the changes to the interchange will include 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 service through the construction of West Station.

The FY27-31 CIP includes the interim repair and preservation project for the viaduct in MassDOT's Bridge Program. This work is necessary for both the near-term safety of the viaduct and to support longer term goals as the Commonwealth continues to work with stakeholders on the design, mitigation, financing and permitting for the preferred alternative. The CIP also includes spending for preliminary design and initial spending for the design/build phase of the Allston Multimodal Transportation Project under the CIP's Allston Multimodal Transportation Program. MassDOT has procured 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.

For more information about the Allston Multimodal Transportation Project, visit the [project web page](#).

Boston – Storrow Drive Tunnel



Storrow Drive Tunnel interior

The FY27-31 CIP funds permitting and design of a project to modernize the Storrow Drive Tunnel in Boston. The tunnel opened to traffic in 1951 and is currently in a deteriorated structural condition requiring intensive annual maintenance. It carries approximately 111,000 vehicles a day and has a crash rate that significantly exceeds the statewide average.

The project is at the conceptual design stage and will need to undergo a robust public process focused on an alternatives analysis including: bringing the tunnel up to current standards, replacing the tunnel with a

surface parkway with signalized intersections, or implementing a hybrid approach combining a one-directional tunnel with a surface parkway in the opposite direction. All alternatives will address the current substandard design, improve accessibility and connectivity to the Esplanade, and reduce flooding risk.

Haverhill – Methuen– Bridge Replacements



Haverhill-Methuen Bridge Replacements project area

The Haverhill-Methuen Bridge Replacements Project will reconstruct multiple aging bridges along a 1.5-mile section of I-495 in Methuen and Haverhill. The existing bridges were built in the 1960s. They remain safe but are nearing the end of their service life and must be replaced.

This work will improve safety, reduce long-term maintenance needs, and enhance traffic operations

along one of the region's most heavily traveled corridors.

The project will provide:

- Safer travel on I-495 and Industrial Avenue
- Modern bridges that reduce future inspection and maintenance needs
- New Merrimack River bridges with fewer piers in the water, lessening impacts to the river's ecosystem
- Noise barriers that reduce highway noise for nearby residents

For more information on the project, visit MassDOT's [Haverhill-Methuen Bridge Replacements](#) web page.

Bourne and Sagamore – The Cape Cod Bridges



Cape Cod Bridges in Bourne

When the Sagamore and Bourne bridges were built in 1933, they changed the relationship between Cape Cod and the rest of Massachusetts. The bridges allowed for cars to make their way across, which opened up an entire tourism industry, and also made it more possible for Cape residents to have jobs on the mainland. In many ways, the bridges are responsible for shaping the Cape that we know today.

Moving forward, the bridges must be able to meet today's needs and expectations, which include being brought up to modern standards; helping to improve

travel operations; and being more flexible for all modes of travel, including biking and walking.

In April 2020, the United States Army Corps of Engineers (USACE), owner of the two bridges, and the Assistant Secretary of the Army for Civil Works announced their recommendation to replace the current Sagamore and Bourne bridges as the most feasible alternative. In 2023, Massachusetts was awarded \$372 million in National Infrastructure Project Assistance (MEGA) funds for design and construction work to replace the Sagamore Bridge and improve local roadway connections. In March 2024, the USACE and MassDOT signed an updated Memorandum of Understanding regarding their roles and commitments to advance this project. Upon completion of the replacement project, ownership of the two bridges will transfer from the USACE to MassDOT. In July 2024, Massachusetts was awarded \$993 million in Bridge Investment Program (BIP, Large Bridge) funds for design and construction work to replace the Sagamore Bridge and improve local roadway connections.

The FY27-31 CIP includes spending for the Cape Cod Bridges program. Anticipated activities for FY27-31 include design, permitting, right-of-way acquisition, utilities, and initial spending under a design-build contract to replace the Sagamore Bridge, as well as ongoing design activities for the Bourne Bridge.

Visit MassDOT's [Cape Cod Bridges Program web page](#) for more information.

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



Map of the I-195 to Route 18 Interchange Rehabilitation project in New Bedford

This project consists of replacing the existing 15-span viaduct carrying Route I-195 over County Street, State Street, Purchase Street, the Mass Coastal Railroad, and Route 18 northbound and southbound. Additionally, the multi-span structures carrying Ramps C and F will be replaced with longer-span structures to create more open space under the viaduct and improve views from the north looking south. Also, the bridge parapets on the structures carrying I-195 over North Front Street, Belleville

Avenue, and the Acushnet River will be replaced with new parapets meeting current design criteria. The existing retaining wall along Cedar Grove Street that supports the I-195 embankment between Ramp A and County Street will be replaced with a new, taller retaining wall to support the widened and re-aligned I-195. A noise barrier wall will be constructed along the north side of I-195 between Mount Pleasant Street and Purchase Street. A new retaining wall will also be constructed between Ramp C and Coggeshall Street to provide room for a new multi-use path.

The proposed project will provide bridge and roadway safety improvements and MassDOT will use staged construction to maintain two lanes of I-195 in each direction during construction. The project will also include complete removal of the existing bridge structures, roadway reconstruction, highway drainage/storm water management facility improvements, traffic management, highway lighting, pavement markings and signage, utility relocation/protection, landscaping, and all other related bridge and highway work.

For more information about the New Bedford - Route I-195 to Route 18 Interchange Rehabilitation Project visit the [project web page](#).

Chicopee – Bridge Replacement I-391 over Route 116 (Chicopee Street)



I-391 Bridge over Route 116, Chicopee

The proposed project consists of the full replacement of the Vietnam Veterans' Memorial Bridge which carries I-391 over Route 116, locally known as Chicopee Street, in the Willimansett neighborhood of Chicopee. The existing bridge is a concrete structure, originally opened to traffic in 1979. It provides three northbound lanes (towards Holyoke) and three southbound lanes (towards Chicopee), though the left lanes of both directions are currently closed to traffic. Though safe for all users, this bridge has reached the end of its useful lifespan and must be replaced. MassDOT proposes to replace the existing structure with a new bridge which will provide three lanes in each direction, a 75-year design life span, and incorporate

modern bridge design elements to reduce maintenance impacts to the Willimansett neighborhood and the traveling public.

Springfield & West Springfield – Bridge Replacement, US 20 (Park Avenue) over the Connecticut River



US 20 over Connecticut River, connecting Springfield and West Springfield

The purpose of the project is to replace the aging bridge over the Connecticut River with a safe, scour-stable structure. The project includes replacement of the existing bridge with a new wider structure which will allow for increased and safer pedestrian and bike passage between Springfield to West Springfield. The project also includes intersection reconstruction and addition of crosswalks to provide safe crossing of the busy Route 20 corridor. Repairs, preservation work,

and pump house upgrades will also be performed on the Route 5 tunnel on the West Springfield side of the bridge.

Springfield – St. James Avenue and Tapley Street Bridge Replacements



St James Avenue Bridge over I-291 and CSX Railroad

The project includes the replacement of the existing bridges, which carry over the CSX Railroad and I-291 in Springfield, and related roadway and traffic improvements. Based on the results of an alternatives analysis, MassDOT has selected a Diverging Diamond Interchange (DDI) interchange with a roundabout at the intersection of St. James Avenue at Page Boulevard as the preferred alternative. The project will also prioritize operational efficiency and safety enhancements while incorporating pedestrian and bicycle accommodations as part of the bridge replacement efforts.

Lynn – Revere–General Edwards Bridge Replacement



General Edwards Bridge in Lynn

MassDOT is currently planning the replacement for this 87-year-old structurally deficient drawbridge with a new fixed bridge that will be constructed just downstream and adjacent to the existing drawbridge. The new General Edwards bridge will be built as close to the existing bridge as feasible and will feature longer spans with fewer piers in the water, improving navigation through the channel. The new fixed bridge will also provide greater vertical clearance above high tide and a wider navigation opening, allowing most vessels to pass without interruption while eliminating bridge openings will improve reliability for motorists traveling along Route 1A.

Beverly & Salem – Kernwood Avenue Bridge and Hall-Whitaker Drawbridge



Kernwood Avenue Bridge, connecting Beverly and Salem

The project involves the replacement of two bridges – Bridge Street (fixed bridge) over Bass River in Beverly, also known as the “Hall-Whitaker Bridge”), and Kernwood Avenue (moveable bridge) over Danvers River, which connects Beverly and Salem. Both bridges were constructed in the early 1900s. The existing Hall-Whitaker Bridge has been closed to vehicular traffic since June 2022 but remains open to pedestrians, bicycles, and maritime navigation. The existing Kernwood Avenue bridge remains open with load restrictions made possible through continuous maintenance and repairs.

The project entails constructing a temporary fixed bridge south of the existing Hall-Whitaker Bridge to

restore vehicular traffic and to provide a reliable traffic route during the future full bridge replacement, and then demolishing the existing bridge. The permanent bridge replacement will be completed under a separate and future construction contract. A separate project entails significant repairs to the Kernwood Avenue Bridge so it can remain in service until a temporary bridge can be installed at the Hall-Whitaker Bridge. The new bridges will provide cross sections that meet current Complete Streets requirements and span arrangements to best provide structurally efficient, cost-effective, resilient, and low-maintenance structures.

Somerville – McGrath Boulevard Construction



Existing McGrath Highway in Somerville

The proposed McGrath Boulevard Construction project consists of the reconstruction of McGrath

Highway (Route 28) between Broadway in Somerville and 3rd St in Cambridge. The current design proposes to remove the McCarthy Overpass and replace it with a surface boulevard-style roadway with at-grade signalized intersections. The project focuses on improving community connectivity between different neighborhoods and accommodation for all roadway users. The project also includes safety improvements, increased green space, physical separation of bicycles and pedestrians from motor vehicles wherever feasible, and the removal of a physical and visual barrier (the overpass) within the community. For more information, visit the [McGrath Boulevard Project web page](#).

Compass Rail



Map of the envisioned Compass Rail network

Compass Rail—Passenger Rail for the Commonwealth—represents a vision for intercity passenger rail across Massachusetts and beyond. The goal of Compass Rail is to enhance mobility, offer more transportation choices, and support economic development goals through transportation investments.

Existing Amtrak services operating under the Compass Rail banner include the north-south Vermonter, Valley Flyer, and Hartford Line services. The Berkshire Flyer is an ongoing pilot offering seasonal, weekend service between New York City and Pittsfield via Albany, NY. Proposed Compass Rail services include new West-East Amtrak services including the Inland Route, operating between Boston and New Haven, CT via Springfield, and the Boston & Albany Corridor.

MassDOT continues to advance a program of projects to improve existing operations and implement proposed Compass Rail services. While several projects within the overall Rail program have shared benefits to Compass Rail and the more general asset reliability program, there are several key projects that are advancing Compass Rail objectives.

Inland Route: MassDOT has been awarded a \$108 million federal grant for track improvements between Springfield and Worcester to enable two daily round trips between Boston and New Haven, CT via Springfield.

Boston & Albany Corridor: The rail corridor between Boston and Albany, NY has been accepted into the Federal Railroad Administration’s Corridor ID Program. Massachusetts has received a Step 2 award of \$3.5 million to undertake a Service Development Plan which will establish proposed frequency of service and identify the capital needs to achieve that service.

Pittsfield Track Capacity: MassDOT has allocated state funding to design and construct track capacity improvements in the Pittsfield area to minimize conflicts between passenger and freight trains, and to add a second platform at Pittsfield Station. These improvements will support Berkshire Flyer service and future service on the Boston & Albany corridor.

Palmer Station Planning and Design: MassDOT has allocated state funding to plan and design a new

intercity passenger rail station in Palmer, which would serve as a stop between Worcester and Springfield on both the Inland Route and Boston & Albany corridor.

Springfield Area Track Reconfiguration Project:

MassDOT is using a \$1.75 million federal grant for preliminary engineering and environmental work for a project that will add capacity and operational flexibility for current and future passenger rail services. Following this phase, MassDOT will pursue final design utilizing a \$36.8 million federal grant.

Front and First Street Grade Crossing Elimination

Project: This project proposes to eliminate two highway-rail grade crossings by converting to a railroad-under grade separation through the construction of an overpass along a new roadway alignment. This project is located near the West Springfield, Massachusetts CSX Transportation (CSX) Intermodal Terminal. MassDOT has allocated state funding for preliminary design for this project.

For more information about Compass Rail, visit MassDOT's [Compass Rail web page](#).

Equity Analysis

Overview

This section discusses the results of the equity analysis conducted on the draft FY27-31 CIP, which will help guide MassDOT as it investigates and works to improve equity in transportation capital spending throughout the Commonwealth. Because transportation enables people to access destinations and opportunities, MassDOT centers the quality of travel that everyone experiences in its work and recognizes that certain communities, including low-income, non-white, limited-English proficiency, and others, have experienced transportation insecurity or are otherwise vulnerable to changes in the transportation system. In response to this, MassDOT prioritizes equity in planning, designing, constructing, and implementing improvements to the Commonwealth's transportation system.

The equity analysis described in this section includes

- a **social equity component**, which examines planned spending in areas with concentrations of transportation vulnerable or insecure populations; and
- a **geographic distribution component**, which examines planned spending by municipality.

This CIP equity analysis is a resource for MassDOT to understand where investments are being made or

are planned to be made, and whether potential inequities may exist. This information can be used to explore and address imbalances over time.

Conducting the equity analysis is one of many ways that MassDOT and its planning partners incorporate equity considerations into policy, capital investment, and project development processes. Other examples include the following:

- MassDOT considers equity when developing plans, including its long-range transportation plan (currently, *Beyond Mobility*) and modal plans (such as its Statewide Bicycle and Pedestrian plans). For example, *Beyond Mobility* emphasized outreach to transportation vulnerable or insecure communities as part of its extensive public engagement activities, and it examined impacts on these communities when developing problem statements. These activities guided *Beyond Mobility's* recommendations and action steps, which will shape transportation policies, investment strategies, and project development. MassDOT's planning activities also generate data resources and tools for incorporating equity considerations into decision making, such as the Regional Environmental Justice

Plus (REJ+) data layer described in this chapter.

- Project prioritization rubrics used by MassDOT, the MBTA, and MPOs frequently incorporate criteria related to transportation vulnerable or insecure populations. These rubrics are used to score certain projects, which influence whether they are included in the CIP.
- MassDOT, the MBTA, and MPOs work to engage a wide variety of participants—including municipalities, advocacy organizations, business leaders and transportation vulnerable or insecure populations—when selecting transportation system investments and developing projects. Individual projects have their own engagement processes, which can include design public hearings, meetings with community groups and other activities to collect input on proposed designs and better understand potential impacts on users and people in the vicinity of the project.

Analysis Approach

As previously noted, this CIP equity analysis includes geographic distribution and social equity components. Both components analyze the full set of investments in the draft FY27–31 MassDOT CIP as well as the full set of investments that were included in the separate draft FY27–31 MBTA CIP (a final version of this plan is available at www.mbta.com/cip). This

approach is designed to support a comprehensive equity examination of transportation investments in the Commonwealth. To identify geographic areas that may be affected by transportation investments, MassDOT created spatial buffers of project or investment locations using Geographic Information Systems (GIS). Buffer distances vary by mode or project type for RTA or MBTA, rail, and Aeronautics projects, and by location (rural vs. urban) for Highway Division projects. MassDOT overlays the project spatial buffer layers on other relevant geographic data layers—US Census tracts for the social equity analysis and municipal boundaries for the geographic distribution analysis.

Social Equity Analysis

Title VI of the Civil Rights Act of 1964 prohibits discrimination by recipients of federal financial assistance on the basis of race, color, and national origin, including Limited English Proficiency (LEP). The social equity analysis considers the distribution of investments across different community types in the state.

Analysis Methods

MassDOT conducts the social equity analysis by examining planned CIP spending per capita in areas identified as meeting thresholds for particular transportation vulnerable or insecure populations, compared to planned spending per capita in areas

that do not meet those thresholds. Using a per capita metric normalizes spending with respect to population. MassDOT uses a 20 percent differential to identify potential adverse effects that may warrant additional analysis.

For the FY27-31 CIP, consistent with analysis performed as part of *Beyond Mobility*, MassDOT identified and located relevant populations using the recently updated Regional Environmental Justice Plus (REJ+) data layer. REJ+ data includes populations that are particularly vulnerable to transportation investment decision-making, including people who are non-white, people who have limited English proficiency, low-income households, zero-vehicle households, people with disabilities, and people over the age of 65. The REJ+ data layer also uses regionally established thresholds based on quartiles that are calculated using MPO boundaries.² Figure 5

in the Funding Sources chapter shows MPO area boundaries. This approach localizes our understanding of who may experience transportation insecurity and controls for the regional differences in socioeconomic and demographic characteristics across the Commonwealth.

REJ+ data uses the latest American Community Survey (ACS) five-year data published by the U.S. Census Bureau. This year's analysis relies on 2020-2024 data. MPO-specific thresholds for identifying REJ+ communities are shown in Table 3. Figure 10 shows the location of REJ+ tracts throughout Massachusetts and uses shades of blue or green to show the number of REJ+ indicator thresholds that the tract meets.

² Quartiles are values that divide a sorted data set into four parts.

Table 3: REJ+ Thresholds by MPO Area

MPO Area	Low-Income (Note 1)	Percent Non-white (Note 2)	Percent Limited English Proficiency (LEP) (Note 3)	Percent People with Disabilities (Note 4)	Percent Zero Vehicle Households (Note 5)	Percent Seniors/Older Adults (Note 6)
Berkshire	\$67,722	19%	3%	18%	13%	30%
Boston Region	\$91,825	52%	17%	13%	24%	20%
Cape Cod, Martha's Vineyard, and Nantucket	\$83,710	24%	6%	17%	7%	41%
Central Massachusetts	\$75,472	48%	14%	17%	11%	20%
Franklin	\$57,632	16%	4%	21%	11%	27%
Merrimack Valley	\$77,917	64%	23%	16%	14%	21%
Montachusett	\$73,106	34%	9%	17%	9%	20%
Northern Middlesex	\$85,269	54%	17%	16%	11%	20%
Old Colony	\$85,595	55%	15%	14%	11%	22%

MPO Area	Low-Income (Note 1)	Percent Non-white (Note 2)	Percent Limited English Proficiency (LEP) (Note 3)	Percent People with Disabilities (Note 4)	Percent Zero Vehicle Households (Note 5)	Percent Seniors/Older Adults (Note 6)
Pioneer Valley	\$53,742	59%	16%	20%	15%	24%
Southeastern Massachusetts	\$59,498	35%	14%	18%	14%	21%

General Note: Quartile values for each MPO are based on 2020-2024 American Community Survey data.

Note 1: A Census tract meets REJ+ thresholds for low income if the annual median household income is less than or equal to the MPO’s 25th percentile value for this measure.

Note 2: A Census tract meets REJ+ thresholds for non-white population if the percent of individuals that identify as Hispanic or Latino; Black or African American; American Indian or Alaska Native; Asian; Native Hawaiian or Other Pacific Islander; Some other race; or Two or more races and do not identify as White alone is greater than or equal to the MPO’s 75th percentile value for this measure.

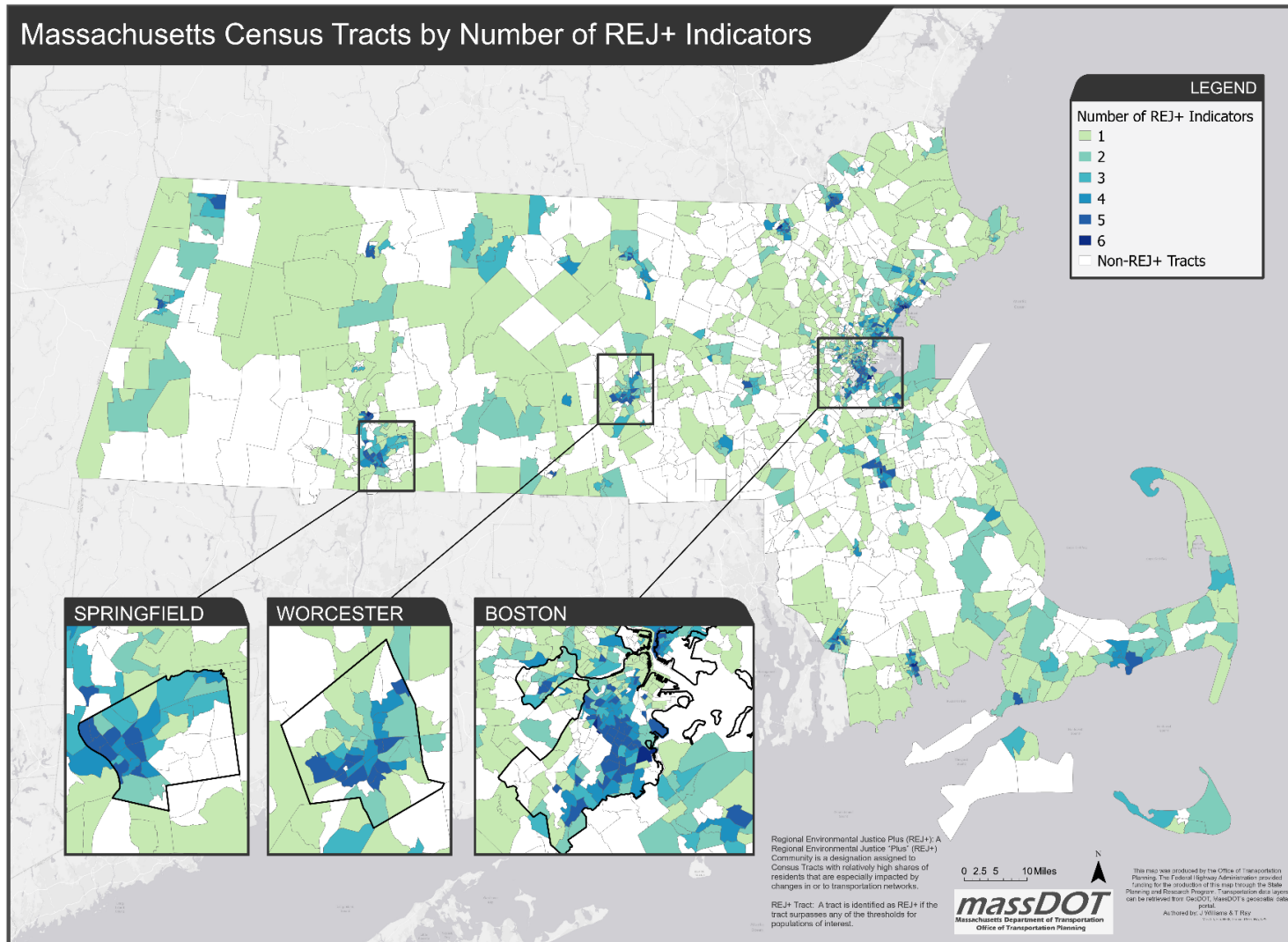
Note 3: A Census tract meets REJ+ thresholds for limited English proficiency (LEP) if the percent of households with limited English-speaking members is greater than or equal to the MPO’s 75th percentile value for this measure.

Note 4: A Census tract meets REJ+ thresholds for people with disabilities if the percent of households with one or more persons with a disability is greater than or equal to the MPO’s 75th percentile value for this measure.

Note 5: A Census tract meets REJ+ thresholds for zero-vehicle households if the percent of households without an available vehicle is greater than or equal to the MPO’s 75th percentile value for this measure.

Note 6: A Census tract meets REJ+ thresholds for seniors/older adults if the population age 65 and older is greater than or equal to the MPO’s 75th percentile value for this measure.

Figure 10: Massachusetts Tracts by Number of REJ+ Indicators



Analysis Results

When conducting the social equity analysis, MassDOT examined patterns of planned FY27-31 spending per capita for tracts that met thresholds for REJ+ populations compared to tracts that did not. MassDOT then reviewed whether the relevant difference in spending was greater than 20 percent.

MassDOT conducted an aggregate analysis that examined planned FY27-31 spending per capita in tracts identified as REJ+, which includes the six population groups shown in Figure 11. MassDOT found that there is approximately 1 percent less planned spending in REJ+ tracts compared to non-REJ+ tracts—this result falls within the 20 percent disparity threshold that MassDOT uses when evaluating results. Figure 11 shows analysis results for each REJ+ population. MassDOT found that for four of these populations—non-white, limited English Proficiency, people with disabilities, and zero vehicle households—the level of planned per-capita spending fell outside the 20 percent disparity threshold.

Figure 12 on the following page shows planned FY27-31 per capita spending in REJ+ tracts throughout Massachusetts. Darker colors indicate higher levels of CIP spending per capita compared to lighter colors.

Figure 11: Social Equity Analysis Results for REJ+ Populations

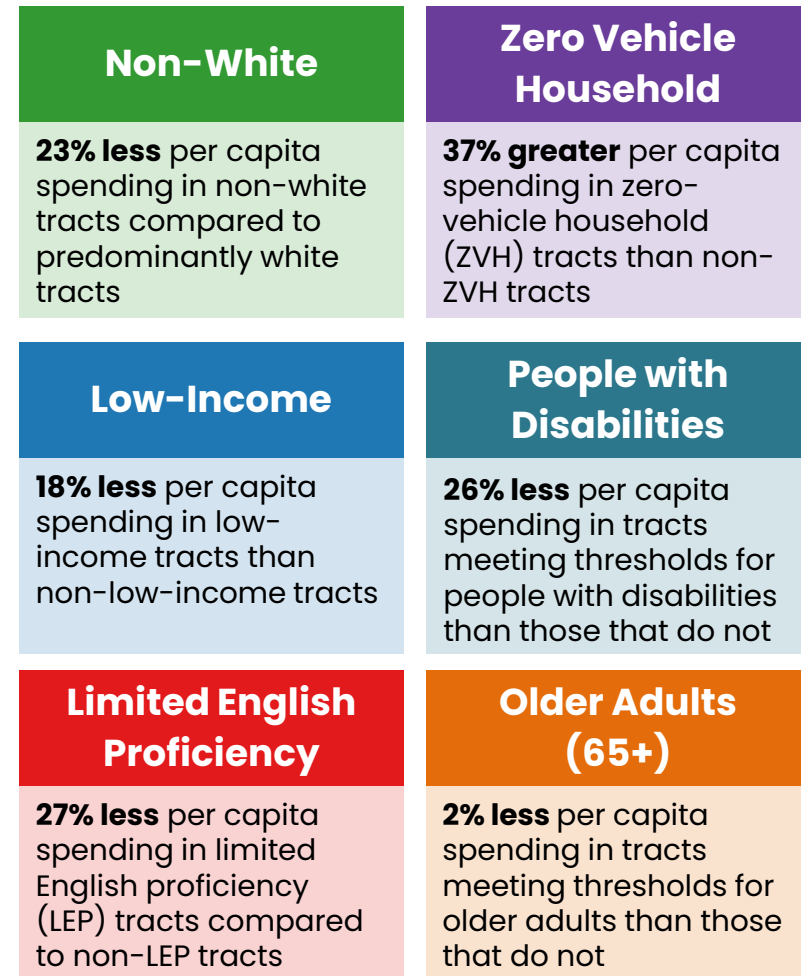
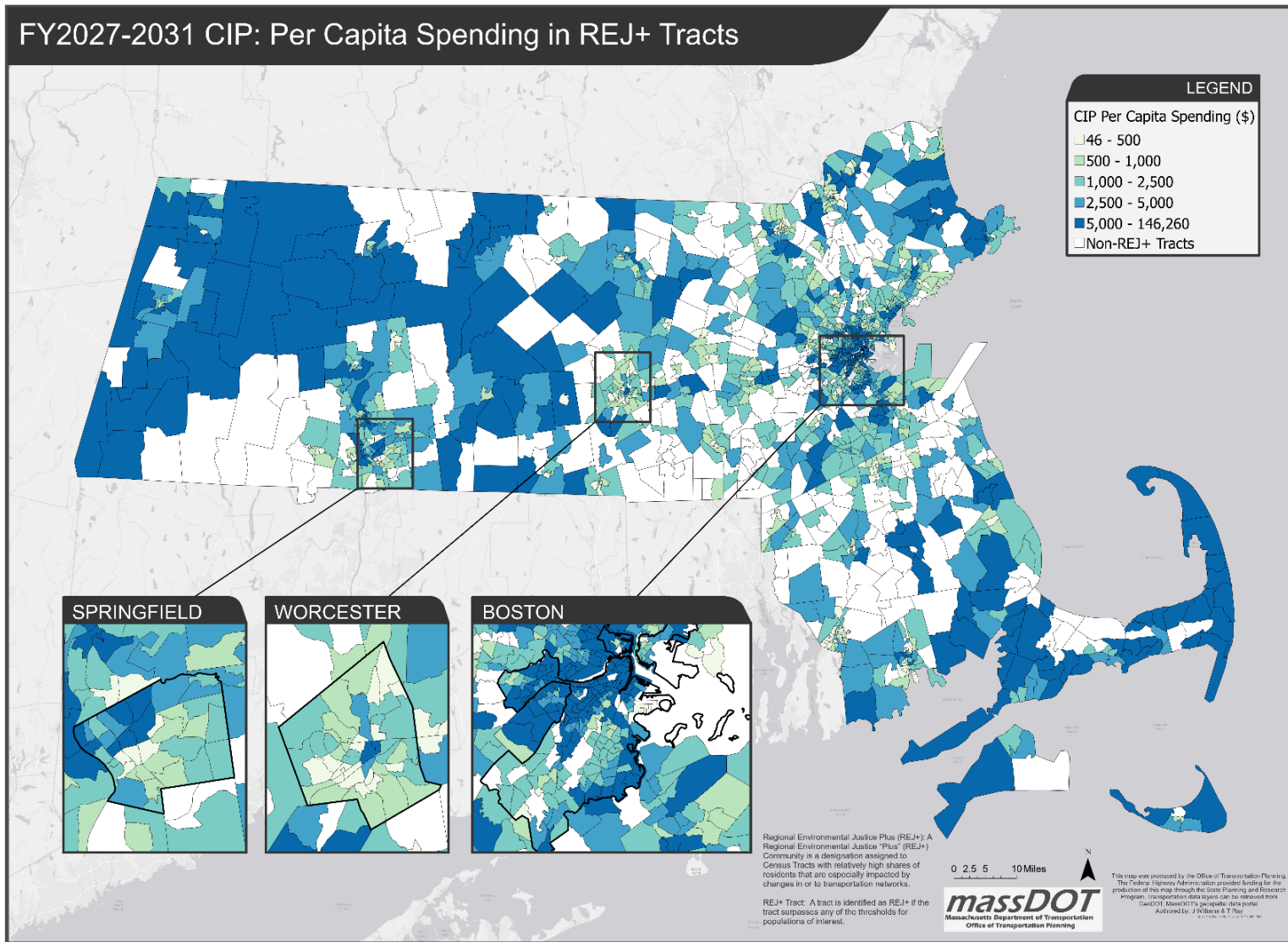


Figure 12: FY27-31 CIP Spending Per Capita in REJ+ Tracts



These social equity analysis results provide direction for where MassDOT may need to strengthen its investments and project site selection processes to ensure that all residents are benefitting from MassDOT’s capital program. As MassDOT moves ahead with this work, it is important to consider that these results are shaped by the distribution of CIP investments throughout Massachusetts and the timing of those investments. The MassDOT CIP Overview section describes the processes and factors that guide MassDOT as it includes investments in the CIP, such as asset management systems and project readiness. Large amounts of spending for certain projects, such as the replacement of a large bridge, can concentrate investment in one location for a period, but over time, investment patterns may shift. This emphasizes the importance of examining CIP investments through an equity lens on an ongoing basis. The conclusion of this section provides more information about how MassDOT will monitor and respond to equity analysis results over time, and how *Beyond Mobility* will support that process.

³ The Healey–Driscoll administration has directed \$1.5 billion in CTF Expansion funds to the Chapter 90 program, supporting \$300 million per year in spending for FY26–30.

Geographic Distribution Analysis

When conducting the geographic distribution component of the CIP equity analysis, MassDOT examines the level of planned CIP spending (for both MassDOT and the MBTA) in municipalities across the Commonwealth. Each municipality’s share of CIP investments is compared to the annual planned Chapter 90 spending in that community. The Chapter 90 Program allocates funding by formula to municipalities for roadway improvements. For FY26–30, the first \$200 million in the program is distributed to municipalities based on the proportion of population (weighted at 20.83 percent), employment (weighted at 20.83 percent), and roadway miles (weighted at 58.33 percent) within a municipality compared to the Commonwealth total.³ The last factor, roadway miles, is considered to be a proxy for the extent of the local transportation network within each municipality. This formula has been in use for several decades and has a history of use as a proxy for equitable geographic distribution of transportation investment throughout the Commonwealth. The remaining \$100 million is distributed via a formula utilizing local road mileage only. Through the geographic distribution analysis,

The FY27–31 CIP assumes \$200 million in spending for the Chapter 90 program for FY31.

MassDOT can examine the extent to which a municipality's share of CIP spending deviates from the benchmark set by the Chapter 90 program, then explore the underlying factors that may contribute to that result and whether and how the distribution of investments should change in the future.

Analysis Methods

For each municipality, MassDOT calculates the ratio of that municipality's share of FY27-31 statewide planned CIP spending (excluding Chapter 90) to its share of FY27-31 Chapter 90 spending, as shown in this formula:⁴

$$\frac{\text{Municipal Share of Planned FY27 – 31 CIP Spending (excluding Chapter 90)}}{\text{Municipal Share of Planned FY27 – 31 Chapter 90 Spending}}$$

If the share of statewide CIP spending in a municipality is the same as the share of statewide Chapter 90 funding it receives—meaning a ratio value of one—this would suggest that the CIP distribution is equitable. A ratio value of greater than one would indicate that more CIP investment is planned for a municipality than would be expected if funding were distributed according to the Chapter 90 formula. Meanwhile, a value of less than one would mean that the share of planned CIP investments in

that municipality is less than what it would be if the Chapter 90 formula were used to allocate the spending.

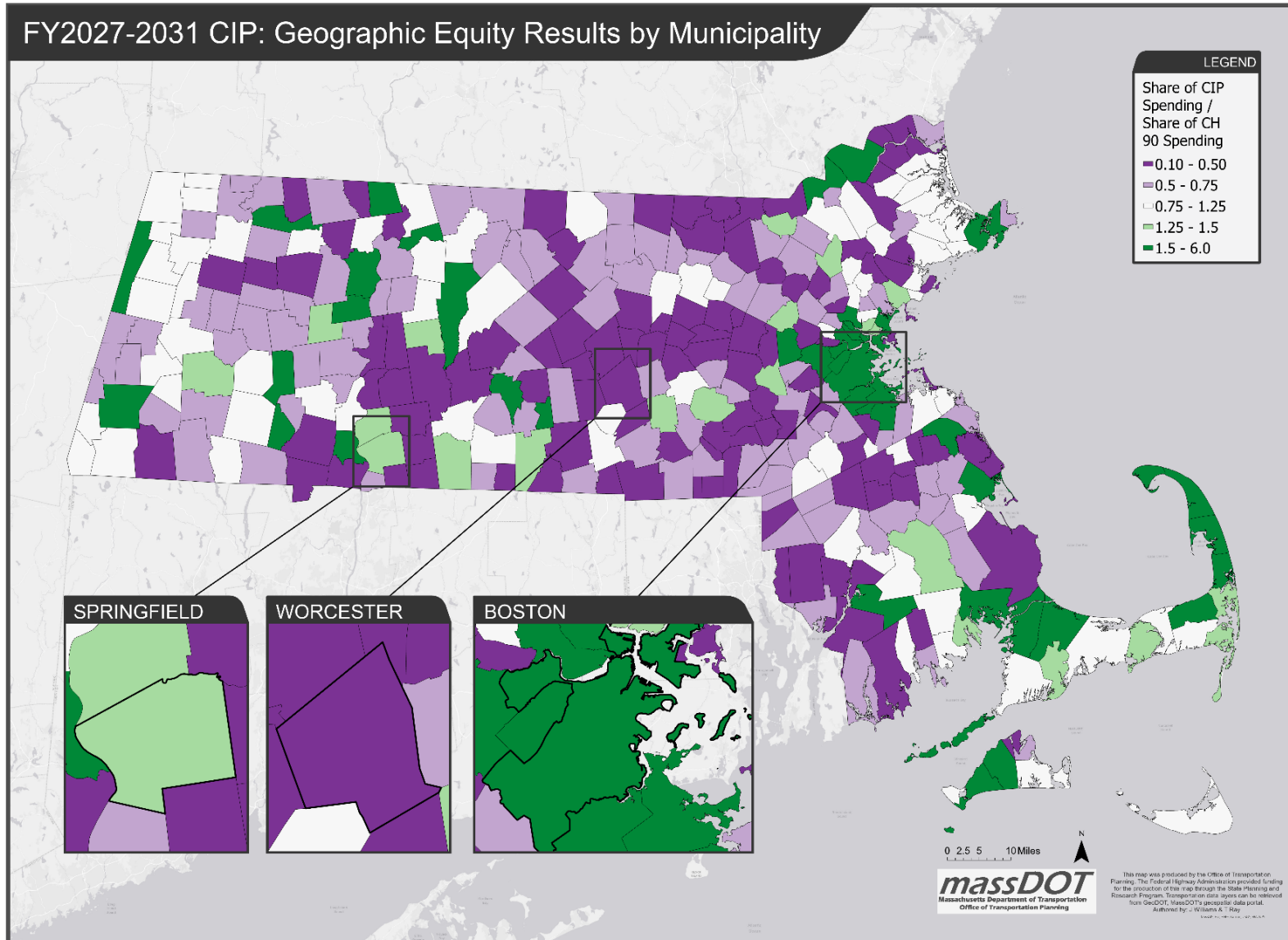
Analysis Results

Figure 13 on the following page shows the results of the geographic distribution analysis for each municipality. Municipalities with ratio values close to one (0.75 to 1.25) appear in white on the map. Green shades indicate ratio values greater than 1.25 while purple shades indicate values of less than 0.75. The darker the shade of either color, the further the value is from one. Seventy-four municipalities (21 percent) had ratio values close to 1 (between 0.75 and 1.25), 214 (61 percent) had ratio values less than 0.75, and 63 municipalities (18 percent) had ratio values greater than 1.25.

⁴ For this analysis, a municipality's share of Chapter 90 spending is based only on its baseline Chapter 90 allocation. This share does not include a municipality's

allocation from the Rural Roadway Funding Program, which is calculated using a separate formula.

Figure 13: FY27-31 CIP: Geographic Distribution Analysis Results by Municipality



The results of the geographic distribution analysis (and the results of the social equity analysis) are influenced by several factors, including, but not limited to, the following:

- the extent of transportation infrastructure in an area and the eligibility of those facilities for federal and other types of funding
- the investment selection processes and factors outlined in the MassDOT CIP Overview section, such as the condition of assets as captured by asset management systems
- the fact that projects are generally more expensive in urban areas
- concentrated spending in specific areas for large and complex projects

These results provide a helpful basis for further exploration, particularly over time. The CIP/Chapter 90 spending ratio value can be one indicator among others to better understand what a community's transportation needs are and what solutions—such as support for project initiation—could help to meet them. Going forward, MassDOT will continue to explore other indicators and approaches for analyzing geographic distribution of planned capital investments, as well as opportunities for meeting local transportation needs.

Future Work

MassDOT and the MBTA will continue to develop, refine, and innovate upon the analysis approaches used to identify and quantify the equity of planned capital investments throughout Massachusetts. As part of ongoing refinements to the social equity and geographic distribution analysis methodologies, MassDOT will examine and incorporate new strategies and best practices for understanding who benefits or is affected by transportation capital spending and for addressing identified inequities. Through collaboration with the MBTA, Commonwealth agencies, and peer organizations, MassDOT will identify metrics, methods, and resources for social equity and geographic distribution analyses to better inform spending decisions.

To support this and other equity-related work, MassDOT has established a Transportation Equity Council, an agency-wide working group that is intended as a resource to agency decision-makers and MassDOT partners when making considerations about advancing transportation equity in Massachusetts. MassDOT's Office of Transportation Planning, which conducts the CIP equity analysis, will consider the evolving work of the Transportation Equity Council among other inputs to improve our process. *Beyond Mobility* will also be an important guide in MassDOT's efforts to improve how it measures equity and

responds to potential inequities. As noted in the Overview Chapter, this plan established social and geographic equity as a systemic element and cross-cutting theme for the plan’s priority areas and for MassDOT’s work overall. It has also generated resources to help MassDOT understand and address inequities.

- As previously mentioned, *Beyond Mobility’s* robust public engagement included extensive activities to engage transportation vulnerable or insecure populations, such as people of color and low-income households. Feedback was analyzed and categorized to understand the priorities, needs, and concerns of people of color, low-income households, people ages 65 and older, and rural residents.
- MassDOT used the REJ+ data layer to analyze transportation issue areas such as safety and connectivity through an equity lens. This information has been incorporated into *Beyond Mobility’s* problem statements and a site-specific needs assessment, which includes barriers mentioned by engagement activity respondents from equity populations. The REJ+ data layer is an integral feature of MassDOT’s [Community Transportation Explorer](#), a tool that brings together land use data about transportation and REJ+ data to help answer questions on access, safety, transportation vulnerability and insecurity, and more.
- Prompted by an action step in *Beyond Mobility*, MassDOT is writing a series of [issue briefs](#) that focus on traditionally underrepresented communities, guided by the REJ+ categories, and issues they may face in accessing transportation. The issue briefs are a demonstration of MassDOT’s interest in better understanding the lived experiences of the Commonwealth’s travelling public.

MassDOT will look to *Beyond Mobility’s* recommendations and action steps, which are informed by its public engagement and needs analysis when developing capital investment strategies to meet the needs of historically underserved or transportation vulnerable populations.

Public Engagement



Engagement for the *Beyond Mobility* plan

Public feedback is an important component of MassDOT’s transportation capital investment decisions. Input is collected at various points during Division or partner agency activities to plan, initiate, and develop projects, or to prioritize investments, which in turn inform the CIP development process. Examples include the following:

- Public input informed the development of MassDOT’s long-range transportation plans, such as *Beyond Mobility*, and its modal plans, such as the Rail Plan or Statewide Bicycle and Pedestrian plans. The policies and recommended actions in these plans shape

future decisions about transportation investments that are made in the CIP.

- MassDOT’s Highway project development process includes opportunities for public input. For example, MassDOT typically holds design public hearings at the 25 percent milestone in the project design process. Also, for some projects, working groups or tasks forces made up of residents, business leaders, elected officials, and others may be formed to help guide the design projects. These activities influence the design of projects that may be included in the CIP.
- As discussed in “The CIP and the STIP” section, the MPOs and TPOs in Massachusetts are responsible for transportation planning and determining how federal funds will be spent on roadway and transit projects in their respective regions. When developing their TIPs, MPOs and TPOs collect public input on roadway and transit projects proposed for inclusion. The selected projects are ultimately included in the CIP.

MassDOT also invites public comment on the CIP itself. During each CIP development cycle, the MassDOT Board of Directors votes to release a draft

CIP for public review and comment prior to formally approving the plan. The feedback that Massachusetts residents and interested parties provide about the CIP informs both current and future CIP development.

- Feedback about projects **that are included in the CIP** is shared with MassDOT Divisions to support project development and implementation.
- Comments on projects **not yet included in the CIP** are also shared across Divisions to indicate the level of public interest in the project.
- Comments about MassDOT’s **investment priorities and CIP programs** inform how MassDOT spends on transportation.
- Feedback about the **CIP development process** overall helps shape how MassDOT approaches investment decisions, and how we engage Massachusetts residents and organizations about this plan.

MassDOT’s Capital Planning team shares feedback collected on the draft CIP with staff in MassDOT Divisions as well as with MassDOT leadership and the Board of Directors.

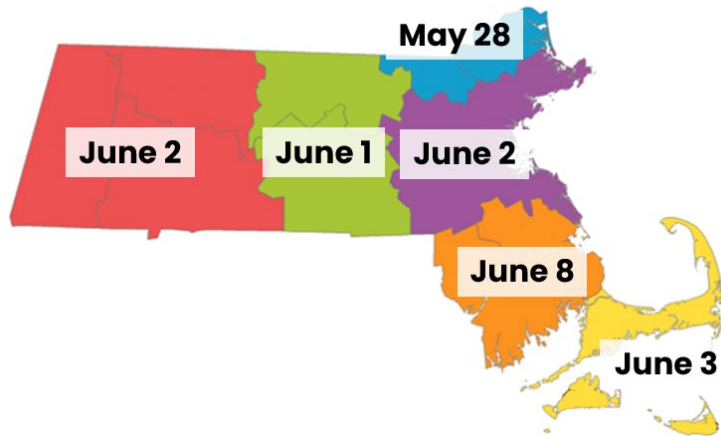
Public Engagement for the FY27–31 CIP

The 21-day public review and comment period for the FY2027–31 CIP from May 22, 2026, through June 10, 2026. The draft CIP was available at [MassDOT’s Capital Investment Plan website](#) in PDF and as an interactive ESRI StoryMap. MassDOT welcomes comments on any aspect of the plan.

- Interested parties could send comments via email to massCIP@state.ma.us.
- Letters can be sent to:
MassDOT
Office of Transportation Planning
Attn: Manager of Capital Planning
10 Park Plaza Rm. 4150
Boston, MA 02116

MassDOT also welcomed comments at virtual public engagement meetings about the CIP. MassDOT hosted six of these meetings in collaboration with staff from Massachusetts MPOs. At these meetings, MassDOT staff provided an overview of the FY27–31 CIP and its contents, as well as some region-specific project highlights, though comments about any region or part of the CIP were welcome at all meetings. Figure 14 shows the regions that were covered by each of the public meetings, along with the dates of the meetings.

Figure 14: MassDOT FY27-31 CIP Public Engagement Meetings, by Massachusetts Region



Details for public meetings are available in Table 4. These details and related materials are also available at MassDOT’s [Capital Investment Plan website](#). Accommodations and language services were available for these meetings upon request. Recordings of the public meetings will also be made available at [MassDOT’s Capital Investment Plan website](#).

Table 4: MassDOT FY27-31 CIP Public Engagement Meetings

Region	MPO Partners	Date	Time
Northern Middlesex / Merrimack Valley	Northern Middlesex MPO Merrimack Valley MPO	May 28, 2026	4:00 pm
Central Massachusetts	Central Massachusetts MPO Montachusett MPO	June 1, 2026	6:00 pm
Western Massachusetts	Berkshire MPO Franklin County TPO Pioneer Valley MPO	June 2, 2026	4:00 pm
Boston	Boston Region MPO (Central Transportation Planning Staff)	June 2, 2026	6:00 pm
Cape Cod and Islands	Cape Cod MPO Martha’s Vineyard MPO Nantucket TPO	June 3, 2026	4:00 pm
Southeastern Massachusetts	Old Colony MPO Southeastern Massachusetts MPO	June 8, 2026	4:00 pm