

MassDOT Capital Investment Plan (CIP)

Proposed Final FY26–30 CIP

June 18, 2025



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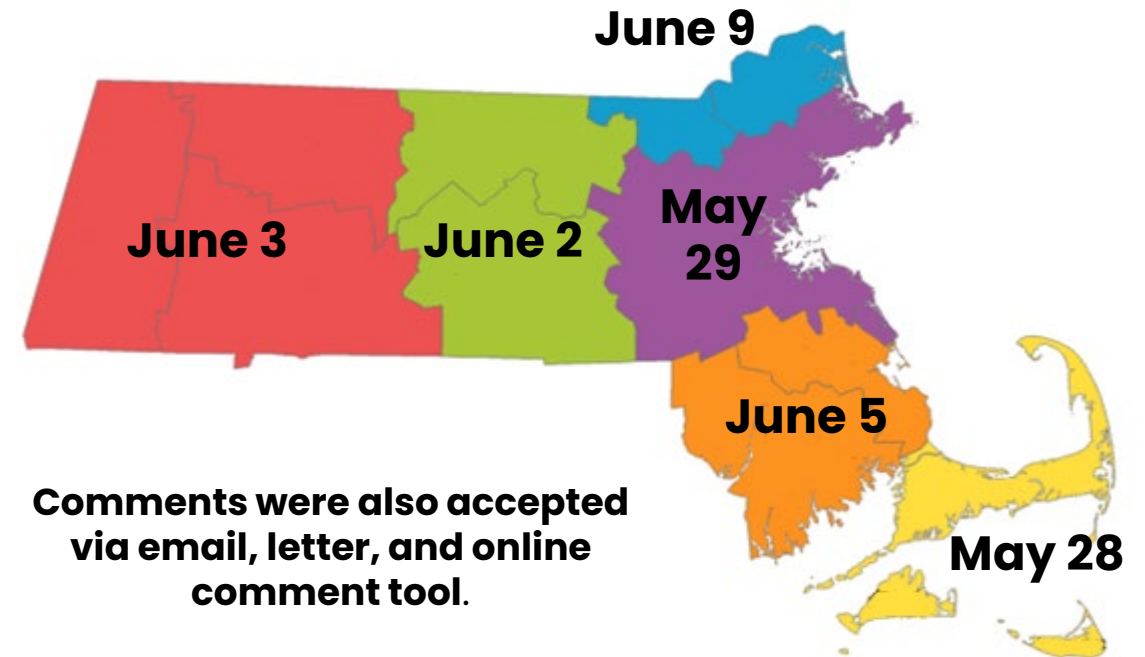
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Capital Investment Plan (CIP) Development Progress

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- **May 23–June 12:** Public review and comment period for the draft FY26–30 CIP
 - Activities included public meetings, a legislative briefing, and outreach to Massachusetts residents and organizations
 - Staff conducted equity analysis using draft MassDOT CIP and draft MBTA CIP spending data
 - Adjusted project cash flows and spending were incorporated into proposed final CIP
- **Today:** Request for Capital Programs Committee to recommend MassDOT Board vote to approve the proposed final FY26–30 CIP

CIP Virtual Public Meeting Regions and Dates



Public Feedback on the Draft FY26–30 CIP

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- MassDOT collected approximately **500 comments as of June 12** on the CIP and the State Transportation Improvement Program (STIP)
- Most express support for, opposition/concerns related to, or requests for the inclusion of specific investments in the CIP/STIP
- CIP comments are shared with MassDOT Divisions to support project implementation, investment decisions, and future CIP development

Examples of CIP/STIP Public Feedback

- Support for, and requests for the advancement of, West-East Rail projects
- Request for funding for safety and other improvements at the intersections along Route 3A in Plymouth
- Support for the I-90 Allston Multimodal Project
- Request for increased Chapter 90 funding for communities with high poverty rates
- Opposition to the Route 30 Reconstruction project in Weston as currently designed
- Support for bicycle-pedestrian investments, such as the Mass Central Rail Trail in Sudbury and Wayland and the Southampton Greenway Rail Trail

Proposed Final FY26–30 CIP Spending

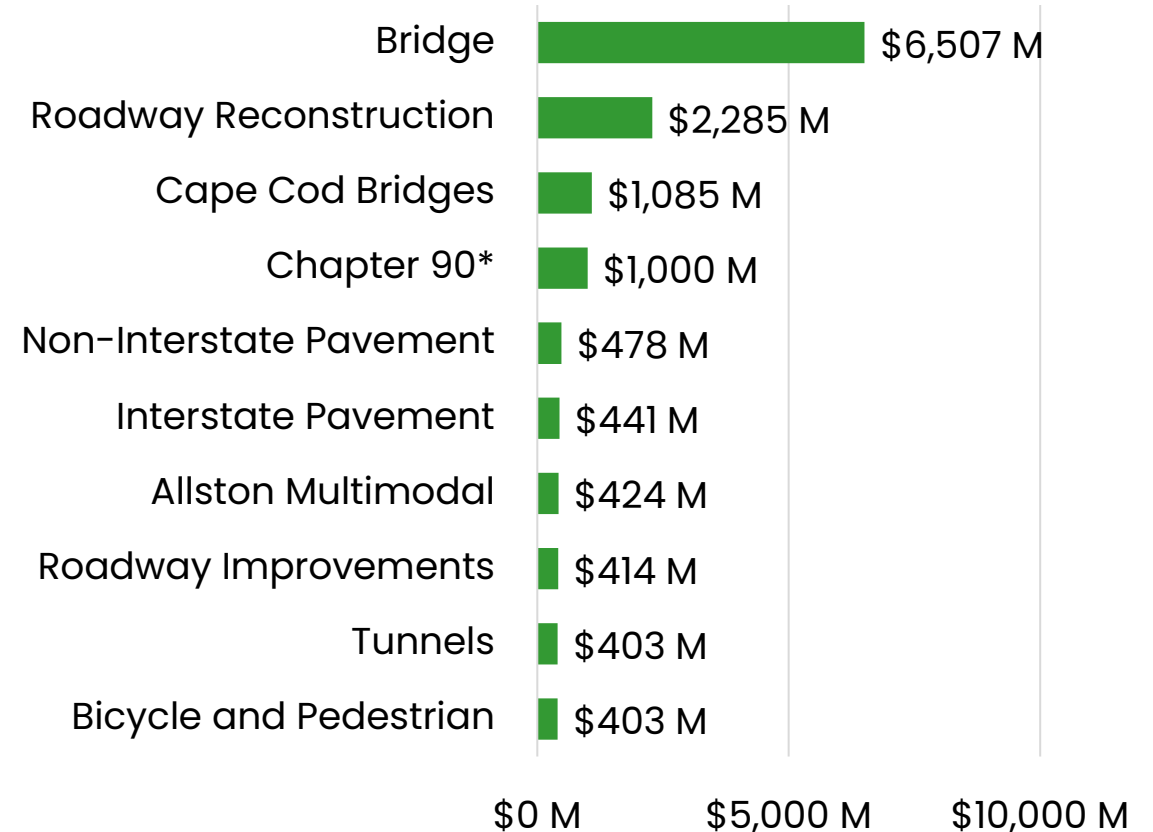
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Proposed Final FY26–30 CIP Spending by Division

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

Totals may not sum due to rounding.
Data is as of June 13, 2025.

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



*Chart does not include Commonwealth-funded MBTA investments.

CIP Equity Analysis Overview

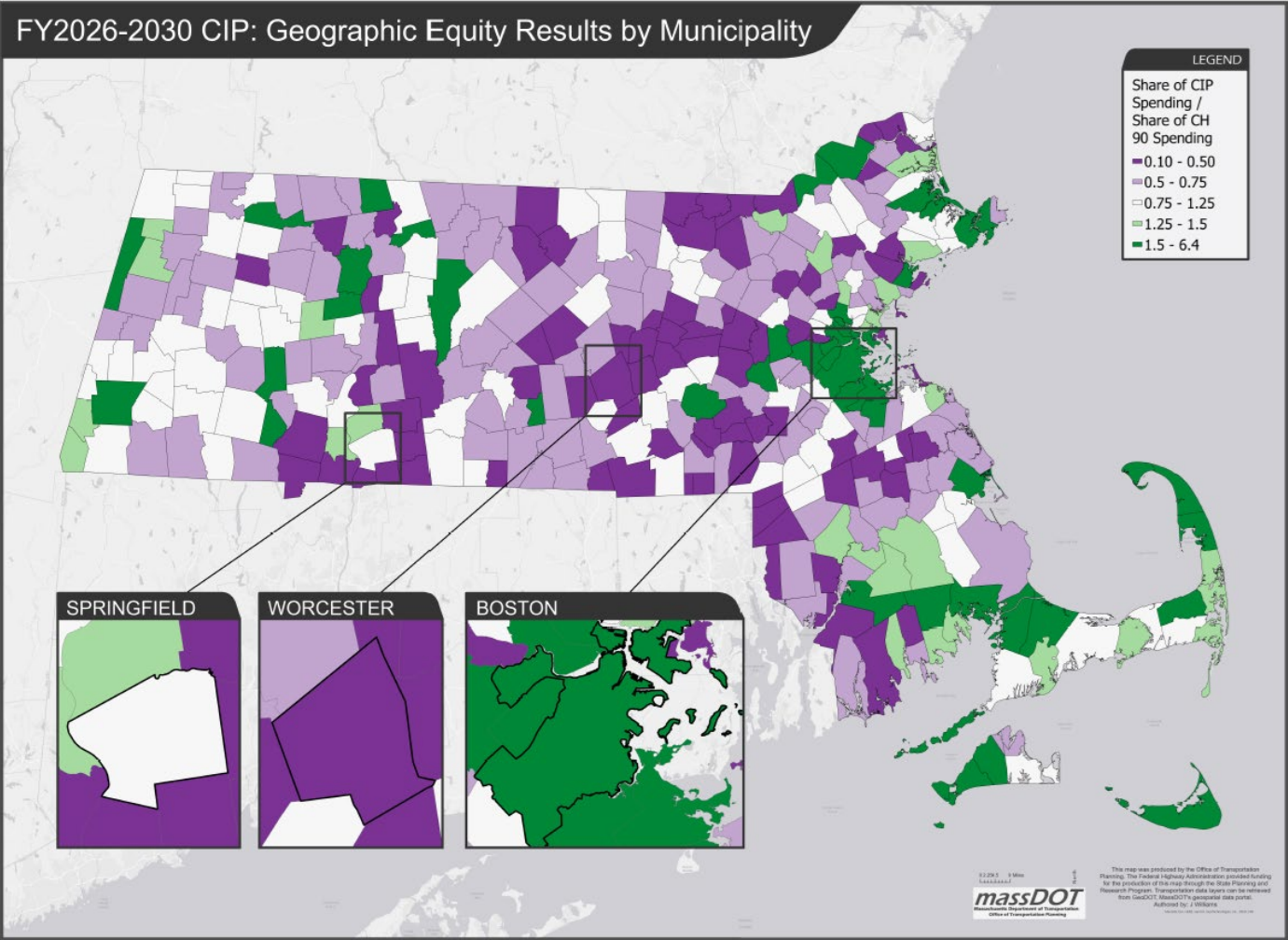
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- Includes projects in draft MassDOT FY26–30 CIP and draft MBTA FY26–30 CIP
- **Geographic distribution analysis** examines the regional distribution of investments by municipality
 - Distribution is compared to municipal allocations of Chapter 90 spending
- **Social equity analysis** examines the regional distribution of investments to equity populations compared to non-equity populations
 - Populations analyzed at Census tract level

Regional Environmental Justice Plus (REJ+) Data

- Data set created to support *Beyond Mobility* analysis (including for equity)
- Covers populations including
 - Non-white
 - Low-income
 - Limited English proficient
 - Older adults (age 65 and older)
 - People with disabilities
 - Zero-vehicle households
- Utilizes American Community Survey data
- Supports nuanced analysis of populations at the regional level

Geographic Distribution Analysis Results



Municipal Share of FY26–30 CIP Spending Compared to Municipal Share of Chapter 90 Spending*

*Based on FY25 Chapter 90 Apportionment

Color Shade	Result Indicated
Green shades	Share of CIP spending > Share of Chapter 90
White shades	Share of CIP spending close to share of Chapter 90
Purple shades	Share of CIP spending < Share of Chapter 90

Map shows results as of June 6, 2025.

Social Equity Analysis Results

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- Thresholds are used to define relevant Census tracts for each population
- Analysis examines per-capita spending in tracts that meet population thresholds compared to those that do not
- **All categories:** Per-capita spending in REJ+ tracts is **4% greater** than per-capita spending in non-REJ+ tracts

Results are as of June 6, 2025.

REJ+ Population Groups

Non-White

15% less per capita spending in non-white tracts compared to predominantly white tracts

Zero Vehicle Household

43% greater per capita spending in zero-vehicle household (ZVH) tracts than non-ZVH tracts

Low-Income

9% less per capita spending in low-income tracts than non-low-income tracts

People with Disabilities

23% less per capita spending in tracts meeting thresholds for people with disabilities than those that do not

Limited English Proficiency

22% less per capita spending in limited English proficiency tracts

Older Adults (65+)

9% less per capita spending in tracts meeting thresholds for older adults than those that do not

Responding to Equity Analysis Results

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- Aggregate equity analysis results become starting place for deep dive analysis with MassDOT Divisions and business units on opportunities to improve equity outcomes
- CIP equity analysis results are a snapshot of project distribution and cash flows (reflecting many projects already underway)
- Steps to improve transportation outcomes can and should be integrated with activities to align CIP with *Beyond Mobility* priorities and actions

Transportation Equity in *Beyond Mobility*

- Extensive public engagement included gathering input from environmental justice populations
- Transportation equity established as a cross-cutting theme
- Site-based needs assessments include analysis through an equity lens (using REJ+ population data)
- Values, problem statements, and actions/recommendations specifically address equity populations

Request to the MassDOT Board of Directors

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Staff requests that the MassDOT Board of Directors approve the Fiscal Year 2026–2030 Capital Investment Plan (“CIP”), and to authorize the Secretary/CEO, in the name of and on behalf of the Massachusetts Department of Transportation, to take any steps deemed necessary and appropriate to provide notice to the Legislature and public of the CIP.

Thank You!



Appendix

FY26–30 CIP Presentation Schedule

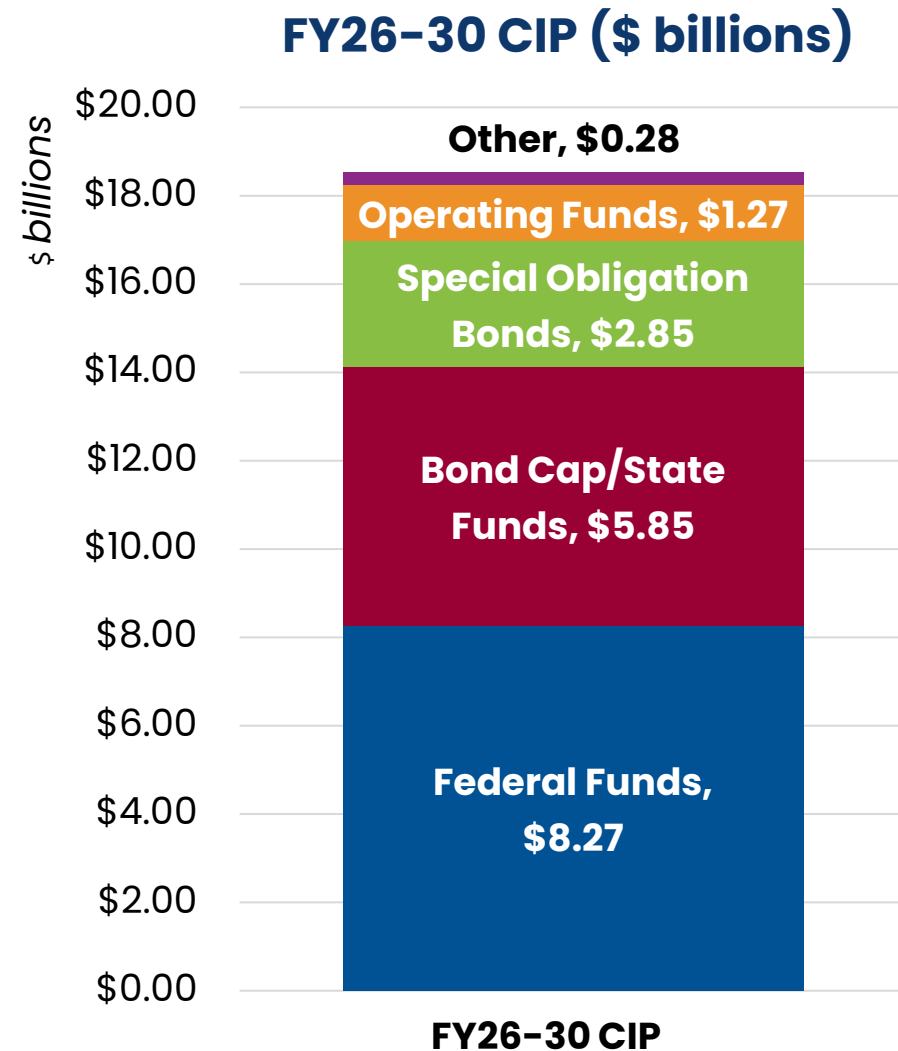
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CPC/Board Meeting Month	Topics
March 2025	<ul style="list-style-type: none">• CIP overview and development timeline• Factors affecting CIP development
April 2025	<ul style="list-style-type: none">• Progress on CIP development since March• Preliminary proposed spending and funding sources• Spending highlights in priority areas
May 2025	<ul style="list-style-type: none">• Progress on CIP development since April (and STIP connections)• Draft CIP spending and updates to highlights• Public review period engagement approach• Board Vote: Release draft CIP for public review
June 2025	<ul style="list-style-type: none">• Engagement outcomes/public comments• Proposed changes from draft CIP to proposed final CIP• Equity analysis approach and results• Board Vote: Approve final CIP

Schedule subject to change. CPC = Capital Programs Committee. FY = fiscal year.

Draft FY26–30 CIP Spending by Funding Source

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- **Bond Cap/State Funds:** These match federal dollars, and fund Chapter 90, municipal grant programs, and non-federal aid programs
- **Federal Funds:** Includes both formula and discretionary funds from USDOT and its modal administrations
- **Special Obligation Bonds:** Includes Next Generation Bridge grant anticipation notes and bonds, Rail Enhancement Program bonds, and other Commonwealth Transportation Fund (CTF) bonds supported by FY25 Fair Share
- **Toll Funds:** Includes revenues generated by Metropolitan Highway System, Tobin Bridge, and Western Turnpike, which are used to improve those facilities
- **Other Funds:** Includes Central Artery Maintenance/Trust Fund, local contributions, and other sources

Data is as of June 13, 2025.