

MassDOT FY26–30 Capital Investment Plan

Development Update

April 15, 2025



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Capital Investment Plan (CIP) Development Progress

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- **April:** Ongoing decision making for CIP investments
 - Executive Office for Administration and Finance (A&F) is reviewing MassDOT's initial CIP proposals
 - MassDOT continues to coordinate with metropolitan planning organizations and transit agencies to shape the federal-aid program
- **May:** Requested Board vote to release draft CIP for public review
- **June:** Requested Board vote to approve final CIP

Ongoing CIP Activities

- Monitoring federal policies and funding guidelines
- Following advancement of Healey-Driscoll funding proposals in Legislature
- Strengthening connections between the CIP and the *Beyond Mobility* long-range plan
- Preparing for public engagement

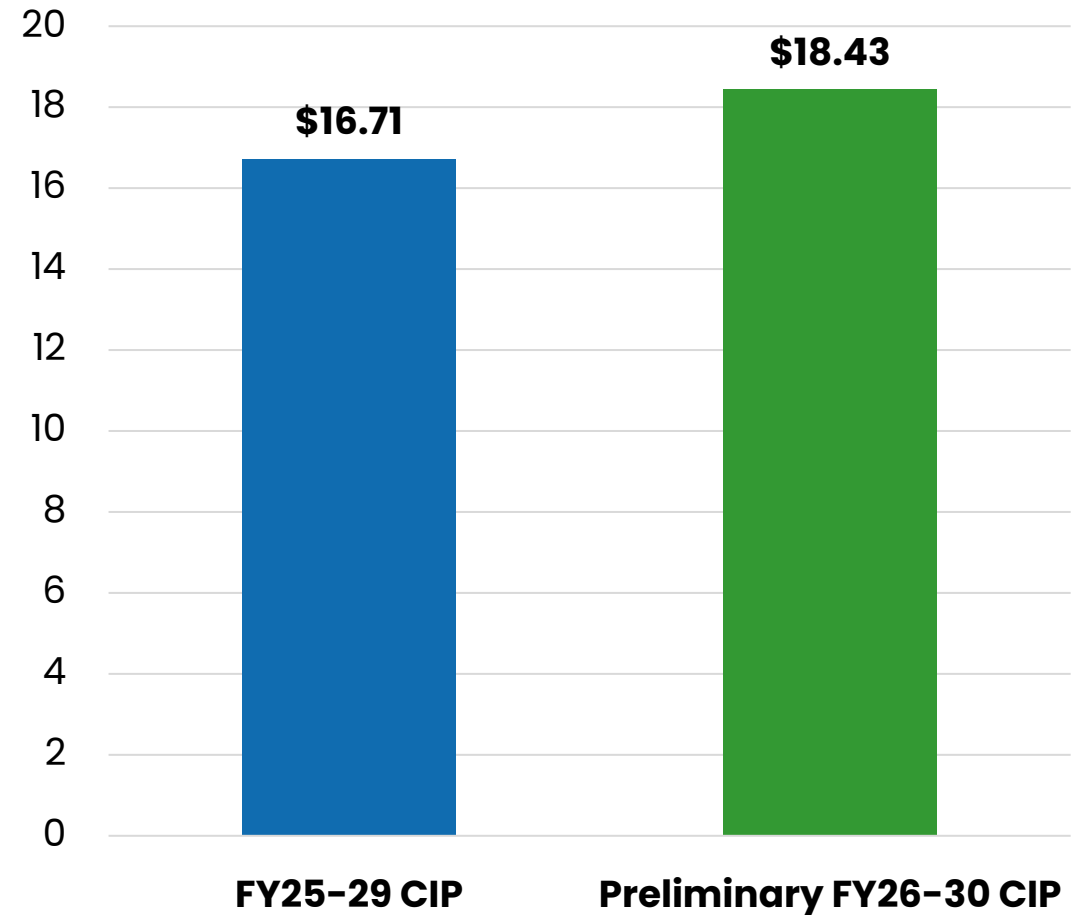
Preliminary FY26–30 CIP Spending by Division

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**Proposed FY26–30 CIP Spending
by Division (\$ millions)**

Division/Section	FY26–30 Spending (millions)
Aeronautics	\$568.4
Chapter 90 and Rural Roadway Funding Program	\$1,025.0
Highway	\$14,207.0
Information Technology	\$126.4
MBTA	\$1,134.5
Planning, Enterprise Services, and Other	\$488.9
Rail	\$493.9
Registry of Motor Vehicles	\$12.5
Transit	\$369.9
Grand Total	\$18,426.9

CIP Spending Levels (\$ billions)



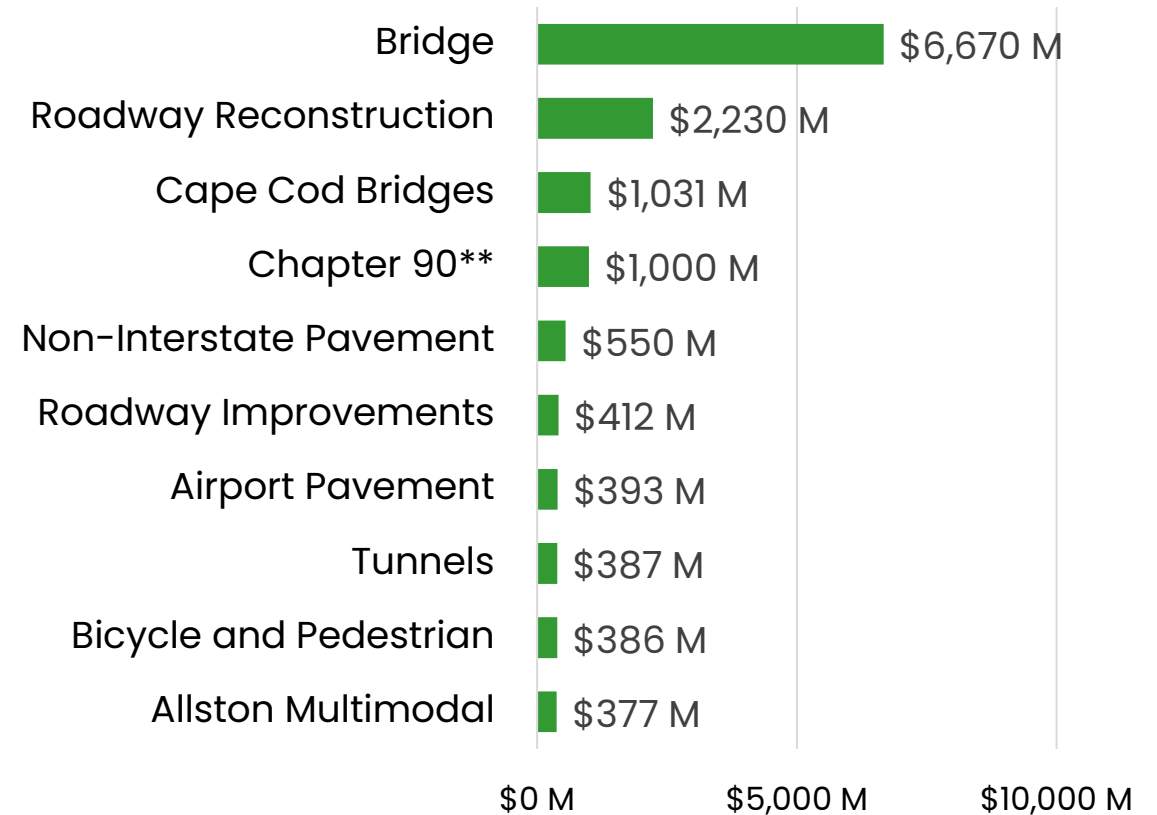
FY26–30 CIP data is as of April 9, 2025, and is subject to change. Totals may not sum due to rounding.

Preliminary FY26–30 CIP Spending: Programs

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- MassDOT's CIP is made up of more than 50 investment programs, which group projects by theme or type
- Proposed new programs include
 - Aeronautics – Advanced Air Mobility Technologies Integration Program
 - Highway – Vulnerable Road User Improvements program
- MassDOT's CIP realignment work focuses on identifying the *Beyond Mobility* priority areas and actions that each program addresses

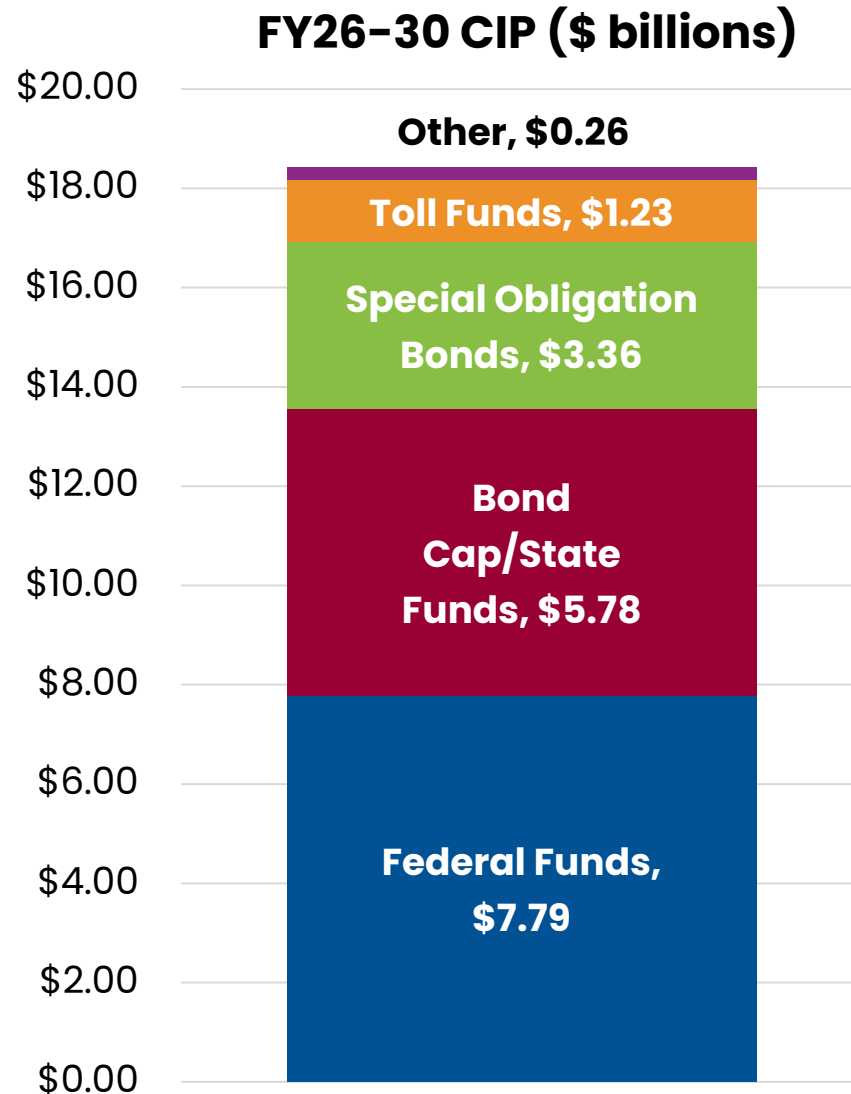
Top MassDOT CIP Programs by Proposed FY26–30 Spending* (\$ millions)



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

Preliminary 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 April 9, 2025, and is subject to change.

Safety, Reliability, and Travel Experience Highlights

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Investments that support these ***Beyond Mobility*** priority areas advance asset state of good repair, consistent travel times, improved comfort and navigability, and reduced safety risks, fatalities, and serious injuries.

Safety

- **\$360 M** for intersection improvements throughout Massachusetts
- **\$163 M** for systematic safety improvements on state-owned roadways
- **\$45 M** for projects focused on vulnerable road users (bicyclist and pedestrian) safety)*

Travel Experience

- **\$2.6 B** for roadway improvement and reconstruction programs
- **\$558 M** for pavement and capital asset needs at public use airports
- **\$228 M** for regional transit authority vehicle and facility repairs and upgrades

Reliability

- **\$6.7 B** for Bridge program
- **\$910 M** for Interstate and non-Interstate pavement programs
- **\$340 M** for rail network improvements for reliable freight and passenger travel

* New program for FY26–30 CIP.

Data is as of April 9, 2025, and is subject to change. Values reflect FY26–30 spending.

Resiliency, Clean Transportation, and Connectivity Highlights 8

Investments that support these ***Beyond Mobility*** priority areas advance low-emission/carbon free modes, preparation for and responses to climate change, and connections to places people need and want to go.

Resiliency

- **\$112 M** for Highway Resiliency program (includes culvert, dam, and flood control improvements)
- **\$10 M** for Advanced Air Mobility Integration Program, which will support resiliency efforts*
- **\$10 M** for ongoing flood risk assessment activities

Supporting Clean Transportation

- **\$70 M** for support for charging stations along major roadways
- **\$54 M** for regional transit authority investments to fund electric vehicles and supporting infrastructure

Destination Connectivity

- **\$618 M** for shared-use path and on-road improvements for bicycle and pedestrian travel
- **\$222 M** for Compass Rail initiative
- **\$120 M** for Mobility Assistance Program
- **\$17 M** for TMA Grant Program

* New program for FY26–30 CIP. TMA = Transportation Management Association.
Data is as of April 9, 2025, and is subject to change. Values reflect FY26–30 spending.

Partnerships with Municipalities

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Program	Description	FY26–30 Spending
Chapter 90*	State aid to municipalities (provided by formula) that supports a variety of roadway improvement projects	\$1,000.0 M
Rural Roadway Funding Program	Supplementary state aid (provided by formula that accounts for rurality) for road and bridge improvements	\$25.0 M
Complete Streets	Technical assistance and construction funding to eligible municipalities to improve multimodal roadway travel for all users	\$75.0 M
Local Bottleneck Reduction	Grants to address congestion bottlenecks at local signalized intersections	\$26.0 M
Municipal Pavement	Funding to Improve pavement on municipally-owned State Numbered routes	\$125.0 M
Municipal Small Bridge	Support to cities and towns to replace, preserve, or rehabilitate small bridges	\$75.0 M
Safe Routes to School	Funding for infrastructure projects for safe walking and biking to schools	\$59.4 M
Shared Streets and Spaces	Grants for quick improvements to plazas, sidewalks, curbs, streets, bus stops, parking areas, and other public spaces	\$32.5 M
TOTAL		\$1,417.9 M

* Pending legislation would increase Chapter 90 funding to \$300 M per year and fund it with Fair Share dollars. Data is as of April 9, 2025, and is subject to change. Totals may not sum due to rounding.

Major Investment Highlights

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

Project list is based on data as of April 9, 2025, and is subject to change.



Sagamore Bridge in Bourne



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

Capital Programs Committee (CPC) Discussion Items

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- Size of the preliminary FY26–30 CIP compared to the FY 25–29 CIP
 - Preliminary estimates show spending growth of more than \$1 billion between FY25–29 and FY26–30. This increase is supported in part by MassDOT and MBTA spending of FY25 Fair Share revenues transferred to the CTF. Estimates will be further refined for the draft FY26–30 CIP
- How CIP programs align with *Beyond Mobility* priority areas and MassDOT’s Divisions
 - MassDOT’s draft CIP documents will show how individual programs fall within Divisions and highlight how they serve *Beyond Mobility* priority areas and actions
- Planned investment in the Allston Multimodal Program
 - Values shown in the Top Programs chart reflect estimated FY26–30 spending. Since the CPC meeting, spending for the interim viaduct project has been transferred to the Bridge program, and Allston Multimodal Program spending reflects spending for the Multimodal Project
- Spending for vulnerable road user safety
 - Spending highlights include a new vulnerable road user improvements program to address non-motorized user fatalities and serious injuries and related federal policies and requirements. Safety improvements for bicyclists and pedestrians are also addressed by a variety of other CIP programs

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.