

# MassDOT Capital Investment Plan (CIP)

## *Proposed Final FY26–30 CIP*

*Capital Programs Committee*

*June 11, 2025*



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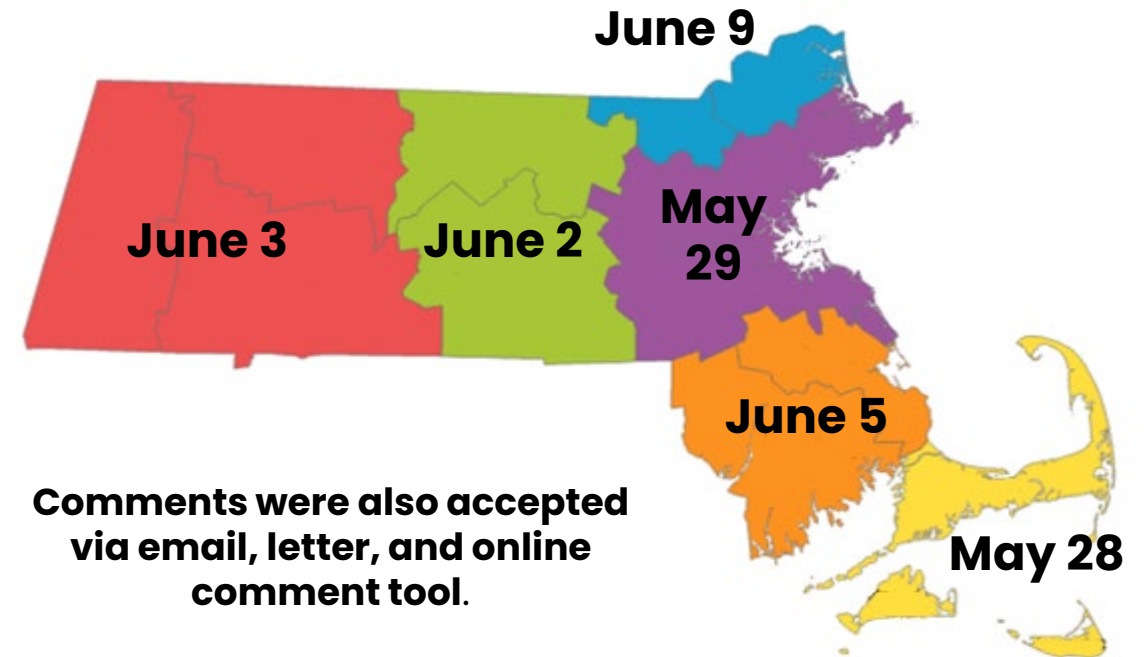
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# Capital Investment Plan (CIP) Development Progress

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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 **290 comments as of June 4** 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 the advancement of interchange ramp and bridge reconstruction projects in Attleboro
- 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

# Proposed Final FY26–30 CIP Spending

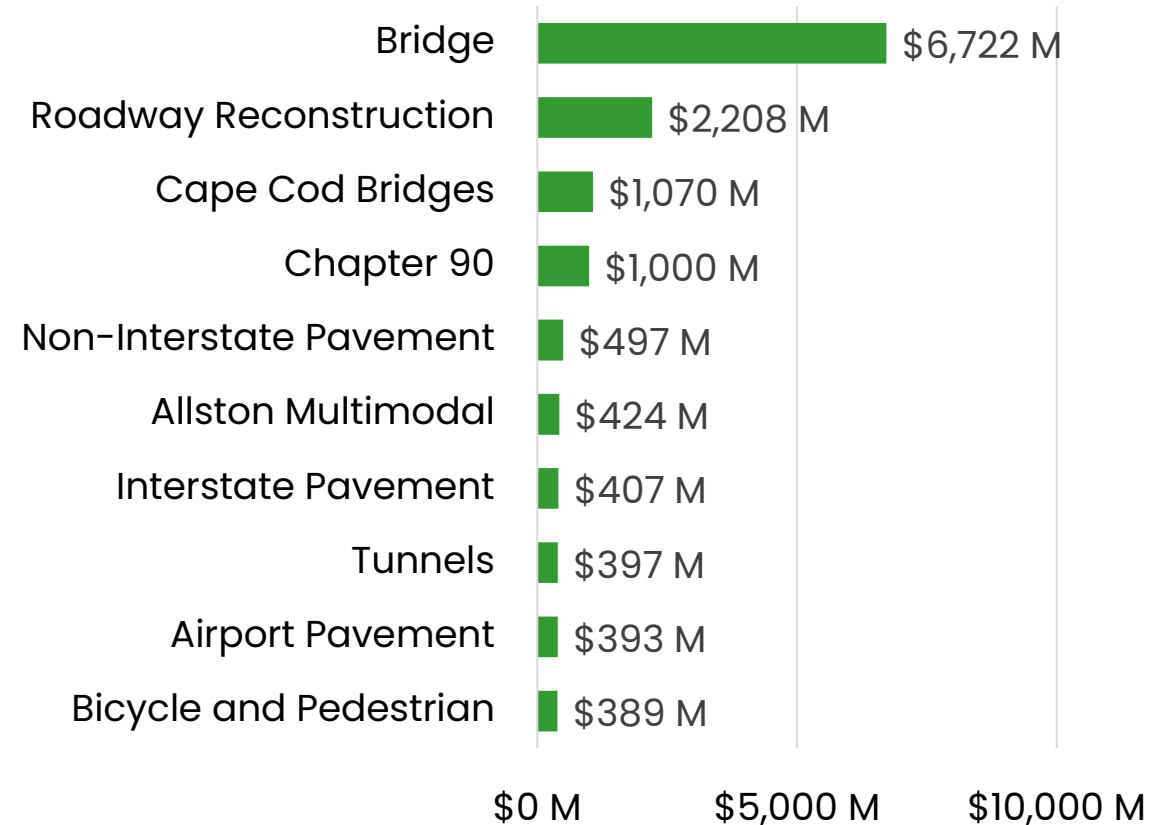
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## Proposed Final FY26–30 CIP Spending by Division

Division/Section	FY26–30 Spending (millions)
Aeronautics	\$567.2
Chapter 90 and Rural Roadway Funding Program	\$1,025.0
Highway	\$14,315.2
Information Technology	\$126.4
MBTA	\$1,137.5
Planning, Enterprise Services, and Other	\$599.0
Rail	\$452.1
Registry of Motor Vehicles	\$12.5
Transit	\$369.9
<b>Grand Total</b>	<b>\$18,604.8</b>

Totals may not sum due to rounding.  
Data is current as of June 4, 2025.

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



\*Chart does not include Commonwealth-funded MBTA investments.

# CIP Equity Analysis Overview

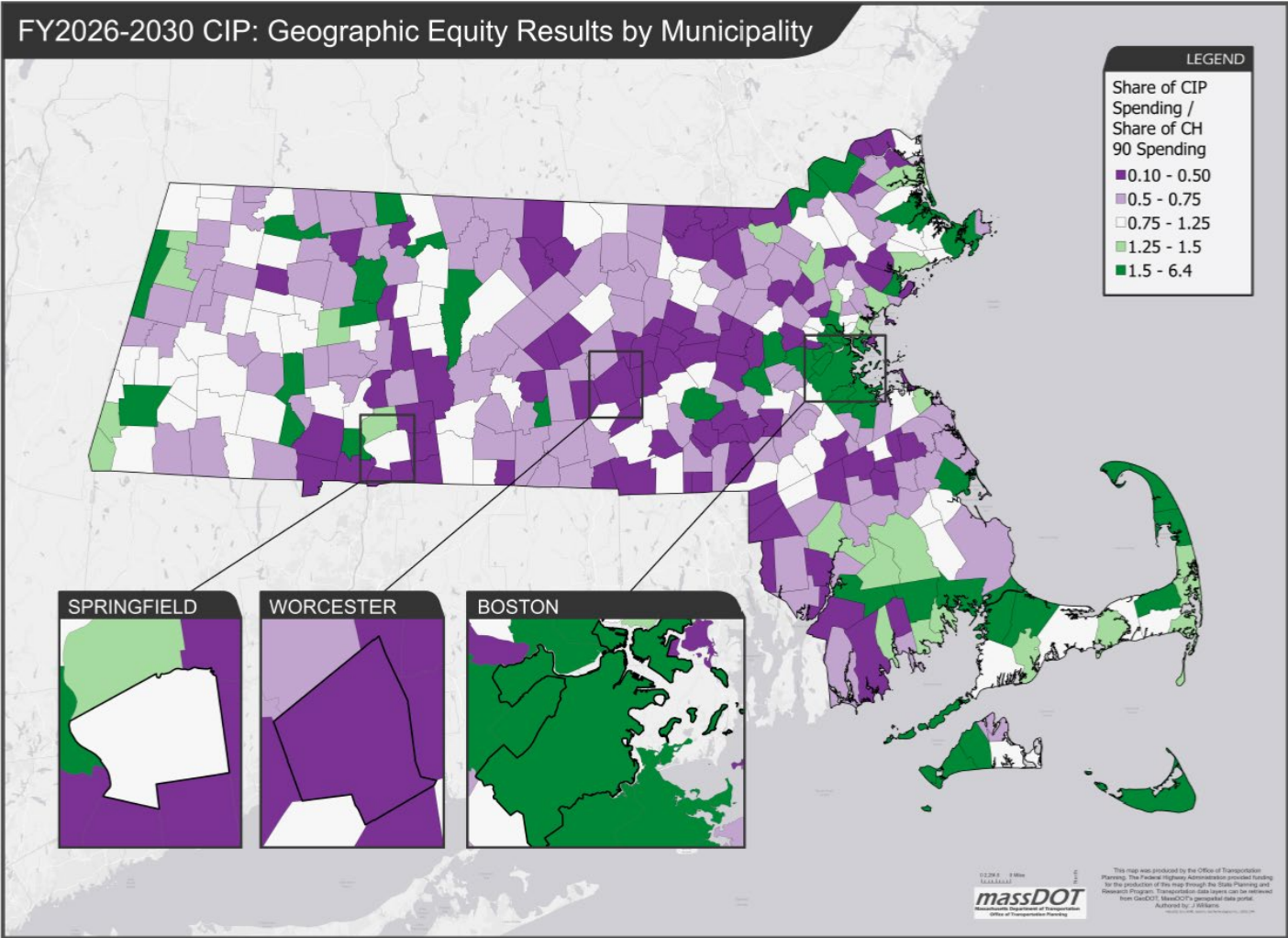
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- Includes projects in draft MassDOT FY26–30 CIP and draft MBTA FY26–30 CIP
- **Geographic distribution analysis** examines the regional distribution of investments by municipality
  - Distribution is compared to municipal allocations of Chapter 90 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 3, 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 3, 2025.

## REJ+ Population Groups

### Non-White

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

### Zero Vehicle Household

**42% 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 (**focus area**)

### Limited English Proficiency

**22% less** per capita spending in limited English proficiency tracts (**focus area**)

### 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 Capital Programs Committee recommend 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

