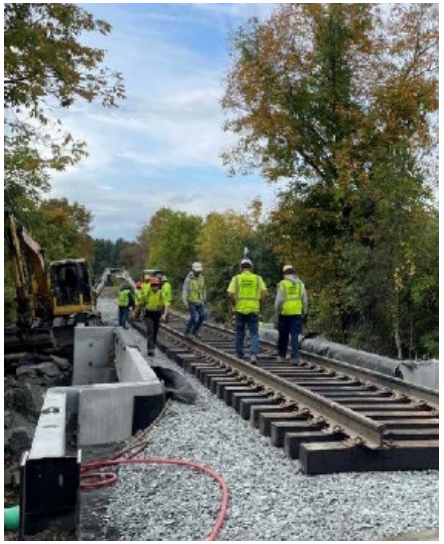
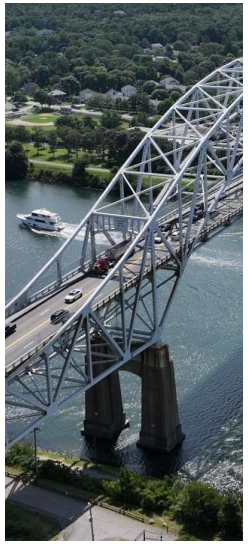

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Massachusetts Department of Transportation
FY2026–2030 Capital Investment Plan
June 2025

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Letter from Secretary Tibbits-Nutt

Dear Community Members, Partners, and Stakeholders,

At the Massachusetts Department of Transportation (MassDOT), we envision a transportation system that is accessible, resilient, and reliable - a system that helps people build connections and community, no matter where they live or how they travel. Today, we are proud to share the **Fiscal Years 2026-2030 Capital Investment Plan (CIP) –** our five-year roadmap for delivering on that vision. This plan outlines approximately $18.5 billion in planned investments across the Commonwealth to support the projects and priorities that will shape the future of transportation in Massachusetts.

Rooted in the priorities outlined in *Beyond Mobility,* the 2050 Massachusetts Transportation Plan, the Capital Investment Plan guides our efforts to ensure that every person can get where they need to go safely and sustainably. From sidewalks to rail lines, bike lanes to bridges, our focus is on creating a multimodal network – whether you walk, bike, drive or take transit.

This year's plan reflects an expanded commitment to climate stewardship, with investments focused on reducing emissions, increasing electrification, and building climate-resilient infrastructure.

Highlights include:

- **$83 million** for the **Highway Resiliency Program**
- **$59 million** for the **National Electric Vehicle Infrastructure (NEVI) Program** to install charging stations
- **$54 million for Regional Transit Authorities (RTAs)** to support electric vehicle fleets and infrastructure
- **$633 million** for **bicycle and pedestrian programs**
- Continued investment in **Compass Rail, South Coast Rail, and the Cape Cod Bridges**
- Funding to advance **the I-90 Allston Multimodal Project**

This plan is not just a list of projects – it's a blueprint for delivering on the values we share: reliability accessibility, sustainability, equity and resiliency.

Now, we want to hear from you.

Thank you for your partnership, and for helping us move Massachusetts forward.

Warm regards,

Monica Tibbits-Nutt, AICP, LEED AP BD+C

Secretary of Transportation and Chief Executive Officer

Massachusetts Department of Transportation

Civil Rights Notice to the Public

The Massachusetts Department of Transportation (MassDOT) and the Massachusetts Bay Transportation Authority (MBTA) comply with Title VI of the Civil Rights Act of 1964, which prohibits discrimination on the basis of race, color, or national origin (including limited English proficiency). Consistent with the Americans with Disabilities Act (ADA) MassDOT and the MBTA do not discriminate on the basis of disability in programs, services, and activities for the public or in hiring and employment activities. Related federal and state nondiscrimination laws prohibit discrimination on the basis of age, sex, and additional protected characteristics. MassDOT and the MBTA are committed to nondiscrimination in all activities.

For additional information, language service requests, or reasonable accommodations visit mass.gov/nondiscrimination-in-transportation-program or mbta.com/titlevi

Individuals who believe they have been discriminated against may file a complaint with MassDOT/MBTA at:

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

English: Discrimination is prohibited at MassDOT/MBTA. If you believe discrimination has occurred you have the right to file a complaint. For translations of this notice visit mass.gov/service-details/title-vi-rights-and-protections or mbta.com/titlevi

Português: A discriminação é proibida no MassDOT/MBTA. Se você acredita que ocorreu discriminação, você tem o direito de apresentar uma queixa. Para traduções desta notificação, visite mass.gov/service-details/title-vi-rights-and-protections or mbta.com/titlevi

Español: La discriminación se prohíbe en MassDOT/MBTA. Si cree que se ha producido una discriminación, tiene derecho a presentar una queja. Para ver las traducciones de este aviso, visite mass.gov/service-details/title-vi-rights-and-protections or mbta.com/titlevi

简体中文：MassDOT/MBTA**禁止歧**视。如果您认为遭遇了歧视，您有权提出投诉。有关本告知书的翻译，请访问 mass.gov/service-details/title-vi-rights-and-protections **或** mbta.com/titlevi

繁體中文：MassDOT/MBTA禁止歧視。如果您認為遭遇了歧視，您有權投訴。有關本告知書的翻譯，請訪問 mass.gov/service-details/title-vi-rights-and-protections **或** mbta.com/titlevi

Русский: Дискриминация запрещена в MassDOT/MBTA. Если вы считаете, что имела место дискриминация, вы имеете право на подачу жалобы. Для перевода этого уведомления посетите сайт mass.gov/service-details/title-vi-rights-and-protections или mbta.com/titlevi

Kreyòl Ayisyen: Yo defann fè diskriminasyon nan MassDOT/MBTA. Si ou kwè gen diskriminasyon ki fèt, ou gen dwa pote plent. Pou wè tradiksyon anons sa a, ale nan adrès mass.gov/service-details/title-vi-rights-and-protections oswaâ mbta.com/titlevi

Tiếng Việt: Phân biệt đối xử bị nghiêm cấm ở MassDOT/MBTA. ˝u quý vị tin rằng bản thân đã bị phân biệt đối xử, quý vị có quyền nộp đơn khiếu nại. Để xem các bản dịch của thông báo này, vui lòng truy cập mass.gov/service-details/title-vi-rights-and-protections hoặc mbta.com/titlevi

Français : Tout acte discriminatoire est interdit chez MassDOT/MBTA. Si vous pensez avoir été victime d'une discrimination, vous avez le droit de déposer une plainte. Pour les traductions de cet avis, rendez-vous sur le site mass.gov/service-details/title-vi-rights-and-protections ou mbta.com/titlevi

Italiano: la discriminazione è vietata nel MassDOT/MBTA. Se ritiene che si sia verificata una discriminazione, ha il diritto di presentare un reclamo. Per la traduzione di questo avviso visitare il sito mass.gov/service-details/title-vi-rights-and-protections o mbta.com/titlevi

ខ្មែរ: ហាមដាច់ខាតចំពោះការរើសអើងនៅ MassDOT/MBTA។ ប្រសិនបើអ្នកជឿថា មានការរើសអើងកើតឡើង អ្នកមានសិទ្ធិដាក់ពាក្យបណ្តឹង។ សម្រាប់សេវាបកប្រែលិខិតជូនដំណឹងនេះ សូមចូលមើលវេបសាយត៍ mass.gov/service-details/title-vi-rights-and-protections ឬ mbta.com/titlevi

اللغة العربية: يحظر كل من قسم النقل في ولاية ماساتشوستس/ سلطة النقل بخليج ماساتشوستس التمييز. وإذا كنت تعتقد أنك تعرضت للتمييز، فيحق لك تقديم شكوى. وللحصول على ترجمة لهذا الإشعار يُرجى زيارة الموقع الإلكتروني: mass.gov/service-details/title-vi-rights-and-protections أو الموقع: mbta.com/titlevi.

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.

Executive Office for Administration and Finance (A&F)

A&F is the budget and planning office for the Commonwealth that 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 2026 FFY is October 1, 2025, to September 30, 2026. The Massachusetts state fiscal year (SFY) begins on July 1 of the previous calendar year and ends on June 30. The 2026 SFY is July 1, 2025, to June 30, 2026.

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	American 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
EOEEA	Executive Office of Energy and Environmental Affairs
EOTSS	Executive Office of Technology Services and Security
e-STIP	electronic STIP
FAA	Federal Aviation Administration
FFGA	Full Funding Grant Agreement
FFIO	Federal Funds and Infrastructure Office
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FRA	Federal Rail Administration
FRTA	Franklin Regional Transit Authority
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
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
RRIF	Railroad Rehabilitation and Improvement Financing
RTA	Regional Transit Authority
RTP	Regional Transportation Plan
SCR	South Coast Rail
SFY	State Fiscal Year
SGR	State of Good Repair
SRPEDD	Southeastern Regional Planning & Economic Development District

SRTA	Southeastern Regional Transit Authority
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 2026-2030 (FY26-FY30) Capital Investment Plan (CIP) for the Massachusetts Department of Transportation (MassDOT). It includes three components:

1 FY26-30 CIP Narrative

- Executive Summary
- MassDOT CIP Overview
- CIP Funding Sources
- FY26-30 Capital Investments Summary
- FY26-30 CIP Investment Highlights
- Public Engagement

2 Appendix A: FY26-FY30 Proposed Investments

- Detailed listing of all capital projects by Division included in the FY26-30 CIP. Project entries include project ID, project name, description and location, CIP investment program, Primary *Beyond Mobility* Priority Area, total project cost, pre-FY26 spending, FY26 spending, FY27-30 spending, and post FY30 spending (where applicable).

3 Appendix B: FY26-FY30 CIP Investment Programs

- 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 FY26-30

Executive Summary

MassDOT FY26-30 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) 2026-30.

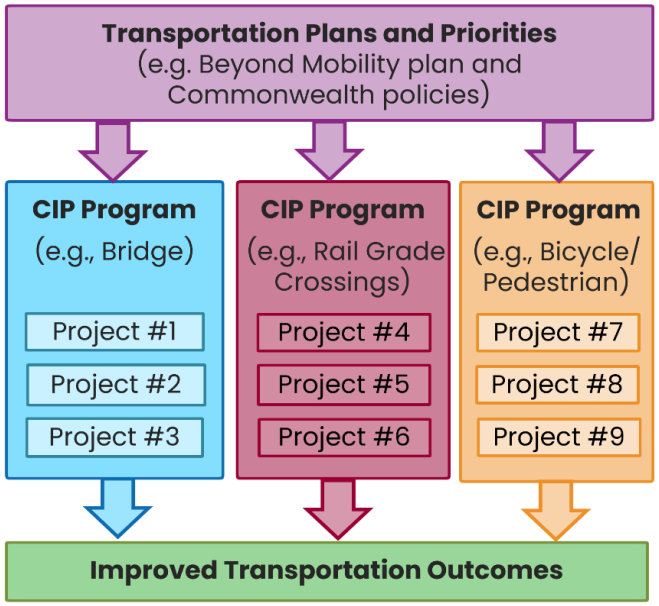
The CIP includes investments advanced by MassDOT's Highway, Rail and Transit, and Aeronautics Divisions, the Registry of Motor Vehicles, Information Technology, and other Planning and Enterprise Services. It also includes Commonwealth-funded investments for the Massachusetts Bay Transportation Authority (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 FY26-30 CIP HIGHLIGHTS

- MassDOT's FY26-30 CIP includes approximately **$18.5 billion** in planned capital spending for transportation.
- It covers spending for roadways, bridges, bicycle and pedestrian facilities, rail, transit, airports, Registry of Motor Vehicle capital needs, and more.
- It includes more than 1,700 individual projects and over 50 investment programs.
- It provides more than $1.5 billion for programs for municipalities and local transportation providers, such as Chapter 90.
- The plan was available for public review and comment from May 23, 2025, through June 12, 2025. The CIP and public engagement details are available at **www.mass.gov/cip**.

Figure ES-1: CIP Framework



MassDOT's *Beyond Mobility* statewide long-range transportation plan is a key blueprint for development of the CIP. 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 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 www.mass.gov/beyond-mobility. 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:

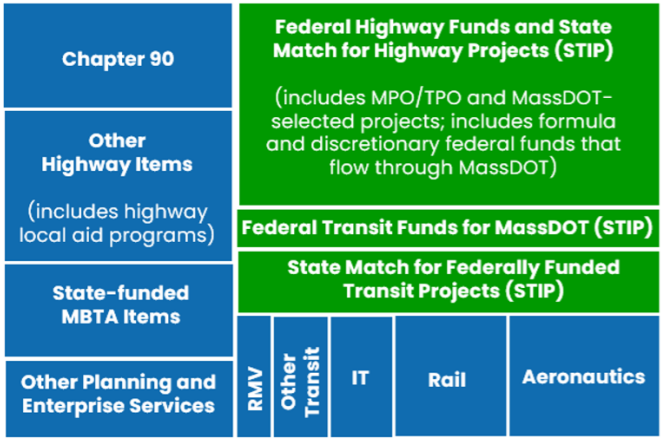
- The **CIP Narrative**, which describes MassDOT's investment approach, summarizes CIP spending, and highlights specific investments
- **Appendix A**, which lists individual projects with planned spending in FY26-30
- **Appendix B**, which describes investment programs included in the FY26-30 CIP

FY26-30 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 competitive) and funding levels.
- **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, such as Fair Share surtax revenues for capital spending.
- **MassDOT Plans and Policies:** MassDOT's CIP is informed by initiatives included in the MassDOT@15 umbrella, including *Beyond Mobility,* MassDOT's forthcoming Strategic Business Plan, and the recommendations of the Transportation Funding Task Force. 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 and transportation planning organizations, the Massachusetts Bay Transportation Authority (MBTA), and the regional transit authorities have programmed to receive federal funding. Figure ES-3 shows how elements of the STIP fit within the CIP.

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



FY26-30 CIP Spending Highlights

MassDOT's FY26-30 CIP includes approximately $18.5 billion in transportation capital spending. Table ES-1 shows this spending by MassDOT Divisions and Business units.

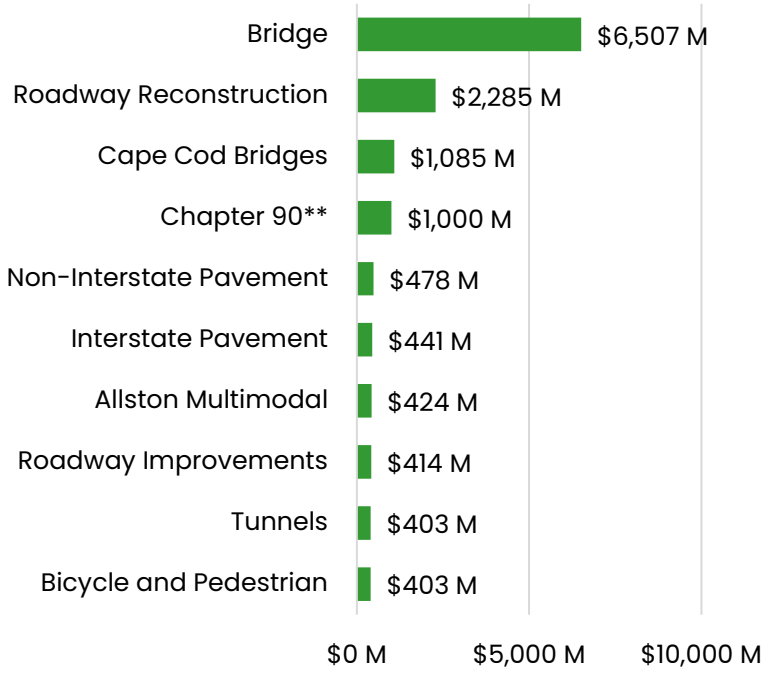
Table ES-1: FY26-30 CIP Spending by Division ($ millions)

MassDOT 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**

Note: Totals may not sum due to rounding.

The FY26-30 CIP includes more than 50 programs Figure ES-4 shows the top MassDOT CIP investment programs by FY26-30 spending.

Figure ES-4 Top MassDOT CIP Programs by FY26-30 Spending ($ millions)



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

The CIP narrative places planned FY26-30 capital spending in the context of *Beyond Mobility's* Priority Areas. For example:

- $1 billion in spending for Chapter 90 and $2.3 billion for the Roadway Reconstruction Program improve **Travel Experience**
- $6.5 billion in Bridge and $903 million for Interstate and non-Interstate pavement programs support **Reliability**
- $701 million in investments in Massachusetts' bicycle and pedestrian network through CIP programs enhances **Destination Connectivity**
- $83 million for the Highway Resiliency Improvements Program (includes culvert, dam, and flood control improvements) responds to anticipated future conditions to achieve **Resiliency**
- $337 million for intersections and $225 million for systematic safety and vulnerable road user improvements improve **Safety**
- $54 million for regional transit authority investments to fund electric vehicles and related infrastructure **supports Clean Transportation**

Examples of *Beyond Mobility* Action Items (AI) that the FY26-30 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.1.3 -** Leverage all available funding opportunities to address resiliency issues based on level of risk.

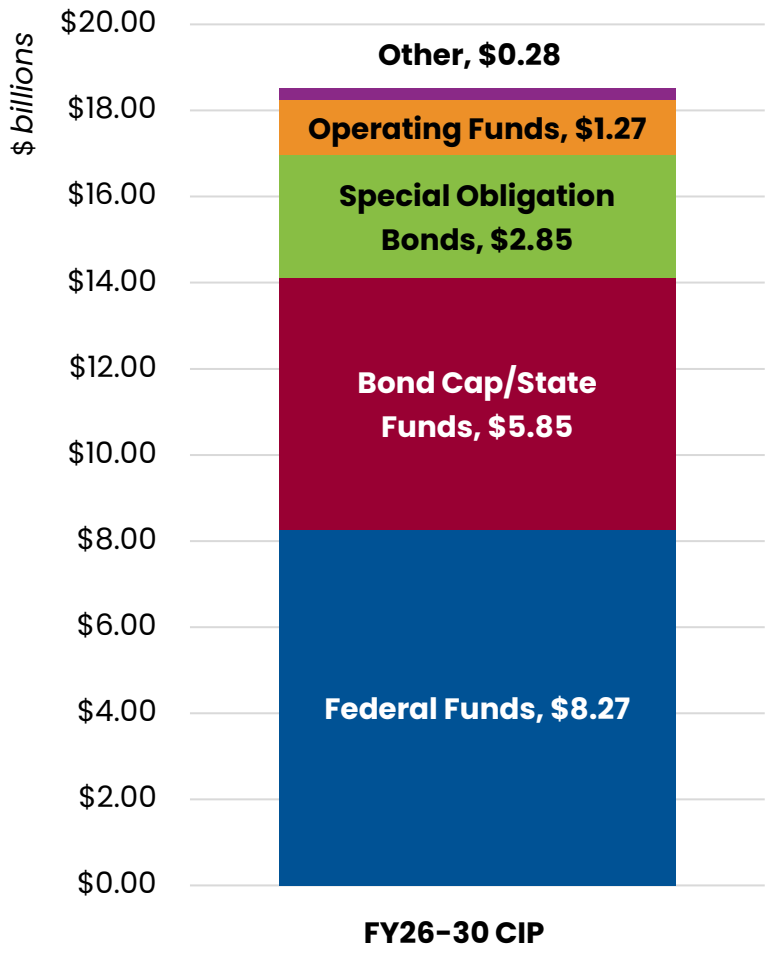
MassDOT's CIP includes spending for major multi-year investments across the Commonwealth, such as the Sagamore Bridge in Bourne and the series of bridge improvements at the I-90/I-95 Interchange in Newton and Weston. Descriptions of these and other projects are included in the FY26-30 CIP Investment Highlights section.

CIP Funding Sources

MassDOT's FY26-30 CIP is funded by a variety of sources, as shown in Figure ES-5. These include the following:

- **Federal Funds:** MassDOT receives federal funding from the US Department of Transportation (US DOT) and its modal Administrations. This includes funding that comes regularly to Massachusetts through federal formula programs and grants from competitive programs.
- **State bond cap:** This refers to general obligation bond proceeds, which match federal dollars and fund a variety of other investments.
- **Operating Funds:** Toll funds generated by the Metropolitan Highway System, Tobin Bridge, and Western Turnpike are used to improve those facilities.
- **Special Obligation Bonds:** These include bond proceeds for specific initiatives, such as rail or bridge improvements. The FY26-30 CIP includes spending of some Commonwealth Transportation Fund bonds supported by FY25 Fair Share revenues.
- **Other Funds:** These include municipal, third-party, and other funding sources that support transportation capital expenditures.

Figure ES-5: FY26-30 CIP Funding by Source



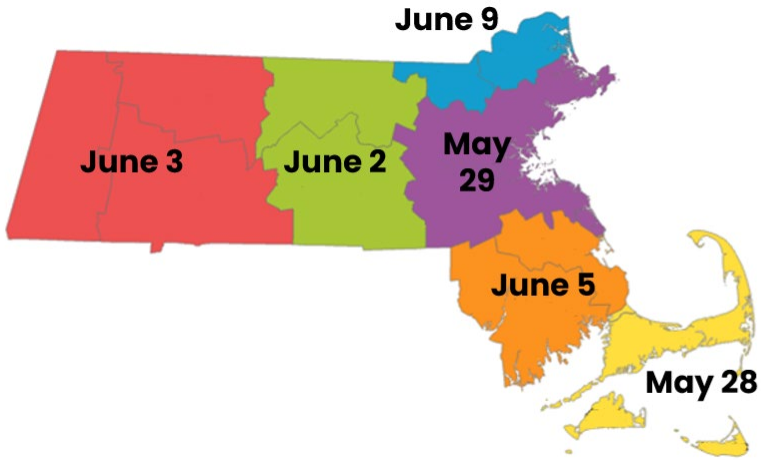
Public Engagement

MassDOT's draft FY26-30 CIP was available for public review and comment from May 23, 2025, through June 12, 2025. The draft CIP was available for viewing in PDF or as an interactive ESRI Storymap at www.mass.gov/CIP. MassDOT welcomed comments on this draft CIP through any of the following methods:

- Via email, at massCIP@state.ma.us.
- Via MassDOT's interactive comment tool, which could be used to explore and provide feedback on individual investments (available at mass.gov/CIP)
- 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 provided an overview of the draft FY26-30 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 FY26-30 CIP Public Engagement Meetings, by Massachusetts Region



To access more details about the virtual CIP public meetings, visit mass.gov/CIP.

Following the public comment period, MassDOT staff summarized public feedback and shared it with MassDOT Division staff and the MassDOT Board of Directors. MassDOT then created a final version of the CIP, incorporating any changes from the draft version, and will present it to the MassDOT Board of Directors for their review and approval on June 18, 2025.

MassDOT CIP Overview

MassDOT's mission is to deliver excellent customer service to people traveling in the Commonwealth by providing transportation infrastructure, which 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 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). 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) 2026-30. 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.

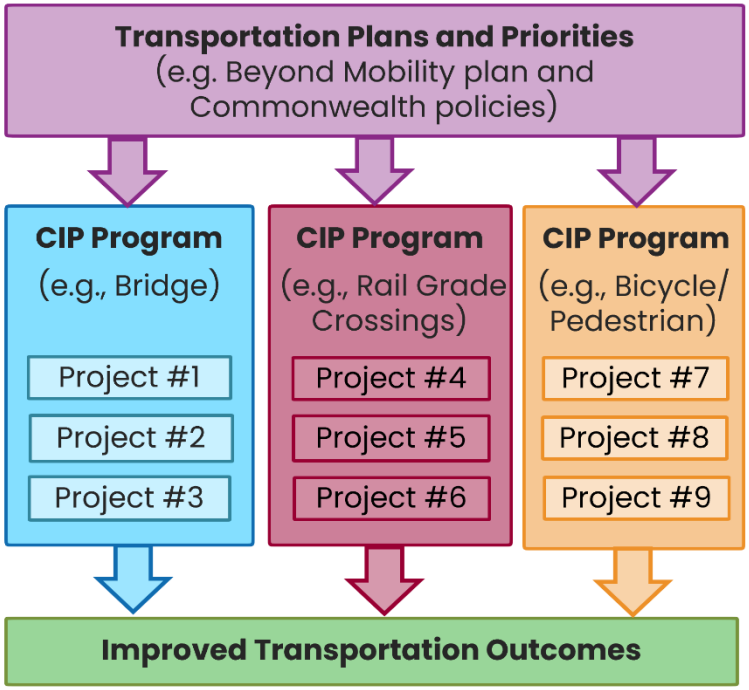
CIP Framework

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 FY26-30 CIP. MassDOT's investment priorities are guided by *Beyond Mobility,* the Commonwealth's statewide long-range transportation plan (www.mass.gov/beyond-mobility) 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. MassDOT is currently developing a Strategic Business Plan that will serve as a roadmap that will outline how MassDOT will make meaningful progress towards the long-term transportation goals outlined in *Beyond Mobility*. This plan will focus on organizing MassDOT's workforce and aligning the organization's resources and operations for this purpose, in alignment with *Beyond Mobility's* Financial and Staffing Resources cross-cutting theme. More information about the forthcoming Strategic Business Plan is included in the Investments Summary chapter. 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 www.mass.gov/beyond-mobility.

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. Examples of investment programs include 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 funding MassDOT makes available for 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; 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 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 Strategic Business Plan and *Beyond Mobility* implementation progresses, MassDOT expects to further refine the types of investments included in this category.

Details regarding programs included in the FY26-30 CIP, including about their connections to *Beyond Mobility,* are included in Appendix B.

Projects

CIP investment programs fund individual investments, or projects. Projects 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.
- **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.
- **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, scores, and readiness and determines what can be funded within resource limits.
- **Coordination with partners**: The selection of some projects may be determined by MassDOT's partners. For example, MPOs select projects that 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.

Appendix A includes details about projects included in the FY 26-30 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 team 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.

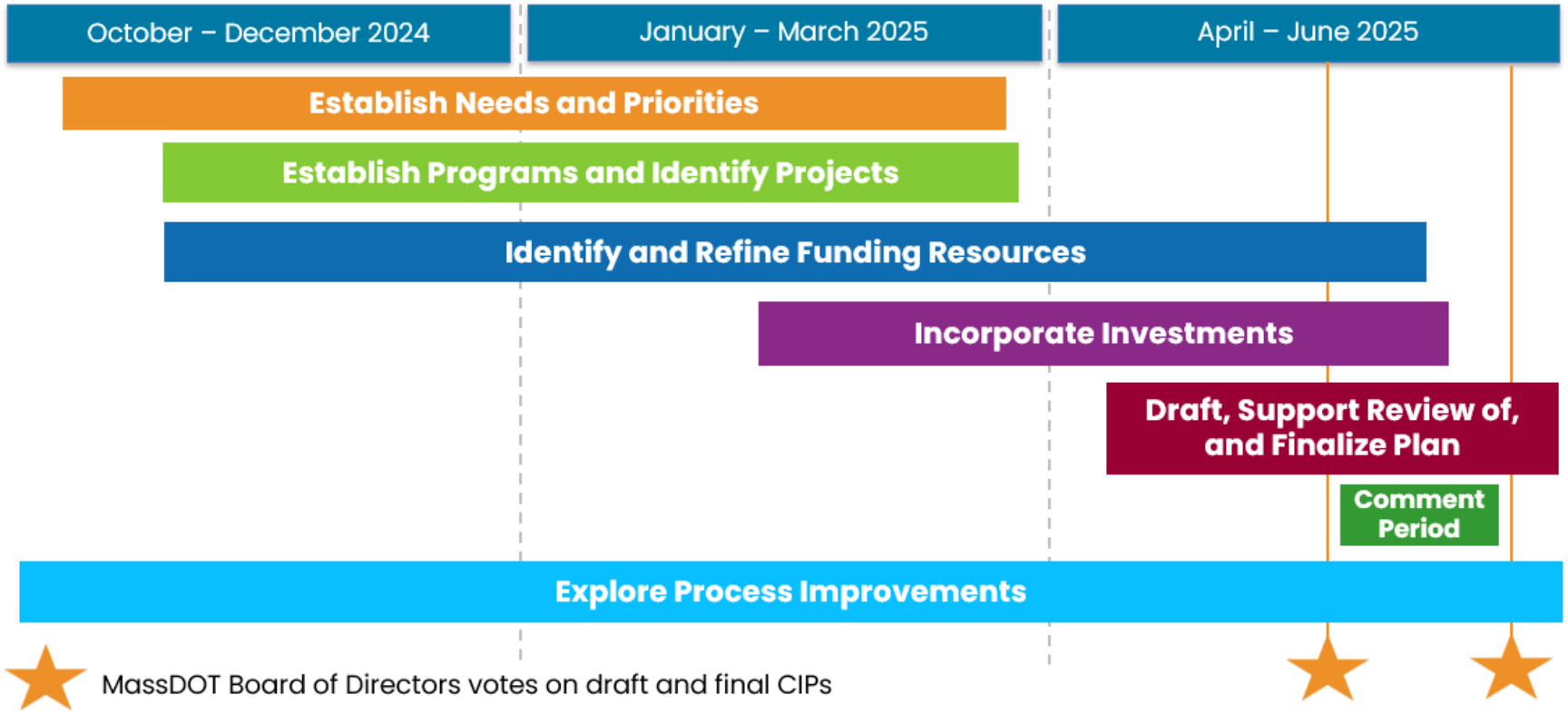
The MBTA develops its own CIP, which is submitted for review and approval by the independent MBTA Board of Directors. More information about the MBTA CIP is available at mbta.com/cip. The MassDOT CIP incorporates only the funding provided by the Commonwealth to the MBTA.

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 FY26-30 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 extensively with the Commonwealth's Executive Office for Administration and Finance (A&F) on the content of the proposed CIP. 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. Also, every other year A&F develops the Commonwealth's five-year Capital Investment Plan, which reflects capital investments made for MassDOT as well as other Commonwealth agencies. 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: FY26-30 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 www.mass.gov/orgs/massdot-board-of-directors. 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, online resources, and more (see the Public Engagement section). The MassDOT Board of Directors voted to release this draft FY26-30 CIP for public review at their May 21, 2025, meeting. It was available for public review and comment from May 23, 2025, to June 12, 2025.

During the public review period, OTP worked 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 were made to source 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.

CIP Funding Sources

The CIP is funded from a mix of federal, state, MassDOT, and other funding sources, which vary in terms of their flexibility for spending on transportation investments. Some funding sources must be spent on specific policy goals or modes 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 reimbursements
- 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
- Bonds supported by Fair Share
- Commonwealth Federal Matching and Debt Reduction Fund

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 3rd Party funds
- Volkswagen (VW) Diesel Settlement Funds
- 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 through 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 MassDOT and the MBTA 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 to 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 bonds (GO) bonds (backed by the full taxing authority of the Commonwealth) and Special Obligation bonds (backed primarily by gas taxes and Registry fees), both of which are administered by A&F. 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. The annual total of Commonwealth GO bonds sold makes up what is called "bond cap." Massachusetts sets an administrative limit 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 have been and will continue to be used to fund improvements to the Commonwealth's bridges, such as through the Next Generation Bridge Program (NGB).

Next Generation Bridge Program Bonds

Commonwealth Special Obligation bond and GANs proceeds for this program are allocated to 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 Commonwealth's share of the Green Line Extension (GLX) program and continues to fund a portion of the South Coast Rail program, 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.

The finalized FY25 Massachusetts Budget included the following Fair Share-supported items for transportation:

- $289 million in line-items intended to be spent in FY25, such as $45 million in supplemental Chapter 90 for cities and towns
- A dedication of $250 million Fair Share funds to the Commonwealth Transportation Fund (CTF), a portion of which will expand the CTF's borrowing capacity by increasing its ability to fund debt service (repayments of interest and principal for bonds). This improves the Commonwealth's ability to use Fair Share to execute multi-year transportation capital projects.

Because MassDOT's CIP is typically approved prior to when the Massachusetts budget is finalized, the CIP does not reflect anticipated Fair Share spending for one-year funding allocations and one-time transfers, such as those mentioned in Item 1 above. The FY26-30 CIP does reflect planned spending of bonds supported by the CTF transfer made as part of implementing the FY25 Massachusetts budget. More information about this planned spending is included in the Investments Summary chapter. The FY26-30 CIP or future CIPs would also include additional spending of bonds made possible by further dedications of Fair Share funding to the CTF, depending on when final budgets are approved by the Governor and Legislature.

The Governor's House 1 (H.1) budget for FY26, issued in January 2025, proposes a $765 million transfer of Fair

Share operating funds to the CTF. This transfer will include funds 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 Massachusetts House of Representatives and the Massachusetts Senate have released their proposals for FY26 Fair Share spending (in the House Ways and Means Budget and the Senate Ways and Means Budget, respectively). These proposals will be resolved in the remaining stages of the budget process, shaping final Fair Share appropriations for FY26. More information about the budget process is available at https://www.mass.gov/operating-budgets-fy26-and-previous.

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 for states are typically authorized by Congress through a multiyear act. The most recent authorization act, the Bipartisan Infrastructure Law (BIL), was signed into law in 2021, and established the current set of federal transportation funding programs.

Massachusetts can access a portion of federal transportation funds on a regular basis because the federal government allocates these funds to the States based on formulas. In other cases, MassDOT may access funding through grant processes, including competitive discretionary grant programs. Given the current dynamic federal funding and policy environment, MassDOT includes these grant funds in its CIP once grant agreements have been executed and at least a portion of the funds have been obligated.[1] 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 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 federally eligible expenditures on programmed Highway Division, and in some cases, Rail and Transit Division, projects. The Massachusetts STIP, available at www.mass.gov/info-details/state-transportation-improvement-program-stip, includes

[1] Federal funds are considered obligated once a federal agency has made a legal commitment to provide them for a particular investment. The term "partial obligation" refers to cases when a federal agency has made a legal commitment to provide funds for a portion of the estimated federal cost, with additional obligations expected in the future.

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 the CIP.

Federal Aviation Administration (FAA) Funds

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

Federal Railroad Administration (FRA) Funds

This funding category has MassDOT draw down approved grant amounts from the FRA to pay for rail 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).

The 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 the FFIO is available at https://www.mass.gov/orgs/federal-funds-infrastructure-office.

MassDOT supports this whole-of-government goal to maximize federal funding by pursuing transportation-related federal discretionary grants, and it works closely with the FFIO as part of this process. Examples of recent 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
- $335 million in funding from the Neighborhood Access and Equity Program for the Allston Multimodal Project

MassDOT also supports municipalities, RPAs, and other Commonwealth entities pursuing grants by 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).

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 transfers of Volkswagen (VW) settlement funds used to invest in clean transit vehicles, or 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, until December 1, 2026. 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

As an eligible entity, MassDOT applies to the Federal Funds and Infrastructure Office (FFIO, discussed below) 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 and at least partially obligated. MassDOT's CIP also reflects awards of these match funds that will be passed through to other entities, including regional planning agencies and municipalities. More information about the Commonwealth Federal Matching and Debt Reduction Fund is available at https://www.mass.gov/info-details/massachusetts-federal-grant-matching-funds.

The CIP and the STIP

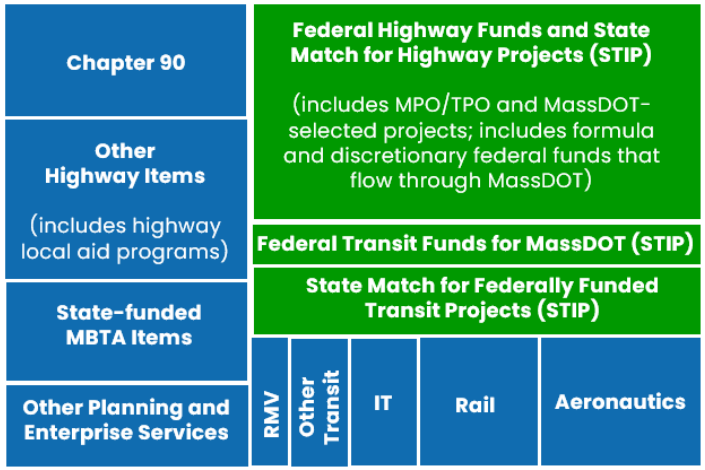
MassDOT's CIP development process is closely connected to the development of the STIP, another multi-year capital planning document produced by MassDOT. The STIP reflects the roadway and transit projects that MassDOT, Massachusetts MPOs and TPOs, the MBTA, and the RTAs have programmed to receive federal 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 MPOs and three TPOs. 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 relevant MPO-programmed, MassDOT-programmed, and MBTA and RTA-programmed projects for that area. The MPOs and TPOs 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



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 STP 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. As 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.

FY26-30 Capital Investments Summary

This section details the investment approach used to develop MassDOT's FY26-30 CIP, along with summaries of the investments that it includes.

FY26-30 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 FY26-30), MassDOT considers financial, policy, and other factors that should 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. 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.

The formula and discretionary funding programs and funding levels established or continued by the federal government reflect its transportation priorities, which it seeks to advance at the state level. For example, the BIL made available $1.125 billion for a new bridge formula program for bridge replacement, rehabilitation, preservation, protection, and construction, which expanded the federal resources available for bridge improvements.

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 granted (along with the

corresponding state match funds).[2] Detailed information about federal funding for roadways and transit is available in the STIP.

State-level Factors

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. The Healey-Driscoll Administration emphasizes safe and reliable transportation, including the Commonwealth's public transportation systems as well as its bridges and roadways. Improving the connectivity of the Commonwealth's public transportation systems is also a key priority, such as through investments like West-East Rail. The Healey-Driscoll Administration also seeks to make Massachusetts a world leader in combating the climate crisis. To support this aim, the Healey-Driscoll Administration 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 investment 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, but also periodic transportation bond bills. These bills authorize the Commonwealth to issue and sell bonds to fund capital projects and programs. Recent transportation bond bills include the following:

- Chapter 383 of the Acts of 2020, "An Act Authorizing and Accelerating Transportation Investment," authorized approximately $16.2 billion in transportation capital spending. It included several new programs to address asset conditions and congestion at the local level, improve transit access, and provide new funding for the Commonwealth's National Highway System (NHS) bridges.

- Chapter 176 of the Acts of 2022, "An Act Relative to Massachusetts Transportation Resources and Climate" (also known as MassTRAC), was filed to ensure the Commonwealth could fully utilize the federal funding authorization

[2] As previously mentioned, MassDOT includes these grant funds in its CIP once grant agreements have been executed and at least a portion of the funds have been obligated.

provided by the BIL. MassTRAC authorized approximately $11.4 billion in spending for Massachusetts' roads, bridges, railways, transit agencies, and environmental infrastructure.

MassDOT Factors

MassDOT's strategic plans and initiatives also inform the CIP. A series of relevant policy and strategy efforts shaping transportation capital investment are included under the MassDOT@15 initiative, which celebrates MassDOT's 15th anniversary since its creation in 2009 when the 2009 Transportation Reform Act was passed (visit www.massdotat15.com for details). These include *Beyond Mobility,* the Massachusetts 2050 Transportation Plan, as well as two other efforts:

- MassDOT's forthcoming Strategic Business Plan, which will guide MassDOT in organizing its workforce and aligning its resources and operations to achieve the *Beyond Mobility Vision.* This development of this plan will continue through calendar year 2026, and MassDOT will continue to monitor its progress for connections to the CIP.

- The work of the Transportation Funding Task Force (TFTF). The TFTF was established by Governor Healey via Executive Order 626 to make recommendations for a long-term, sustainable transportation funding plan that addresses the need for safe, reliable, efficient, resilient, and sustainable transportation infrastructure. The Task Force, which was led by MassDOT and A&F and was comprised of subject matter experts from around Massachusetts, carried out the following activities throughout 2024 and early 2025:

  - Reviewed current and projected revenue sources and compared those sources to benchmarks and trends in peer and neighboring states
  - Explored innovative financing approaches and alternative pricing mechanisms
  - Analyzed the strong connections between transportation and health, labor, jobs, economic development, land use, and housing
  - Created a report with recommendations focused on stabilizing the transportation system by addressing financial challenges; enhancing the system by updating funding policies to ensure state of good repair, resilience, and support for other sectors; and transforming the system by assessing and considering new transportation-related revenues and technologies

The recommendations of the TFTF influence the CIP through the Healey-Driscoll Administration's funding

proposal to make over $5 billion in additional capital funding resources available for transportation for the next 10 years, part of a broader proposal to provide $8 billion for transportation over this period. MassDOT and the MBTA's planned investment in bridges, roads, and public transportation using CTF bonds supported by FY25 Fair Share are a portion of that broader proposal. More details about the Transportation Funding Task Force, including the final report, are available at www.massdotat15.com/transportation-funding-task-force.

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

- 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, for each CIP investment program, the plans and policies that guide spending under that program.

FY26-30 CIP Planned Spending

Spending Overview

Table 1 shows that MassDOT's FY26-30 CIP includes approximately $18.5 billion in investments and notes the level of spending for MassDOT Divisions and business units, including the MBTA. This spending reflects an increase of approximately $1.8 billion compared to the adopted FY25-29 CIP, which was approved in July 2024. The planned spending in the CIP supports more than 1,700 individual investments, which range from bridges replacements and interchange reconstructions to transit vehicle upgrades, airport runway improvements, and sidewalk extensions. Appendix A lists individual capital projects by Division or business unit.

Table 1: FY26-30 CIP Spending by Division ($ millions)

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**

Note: Totals may not sum due to rounding.

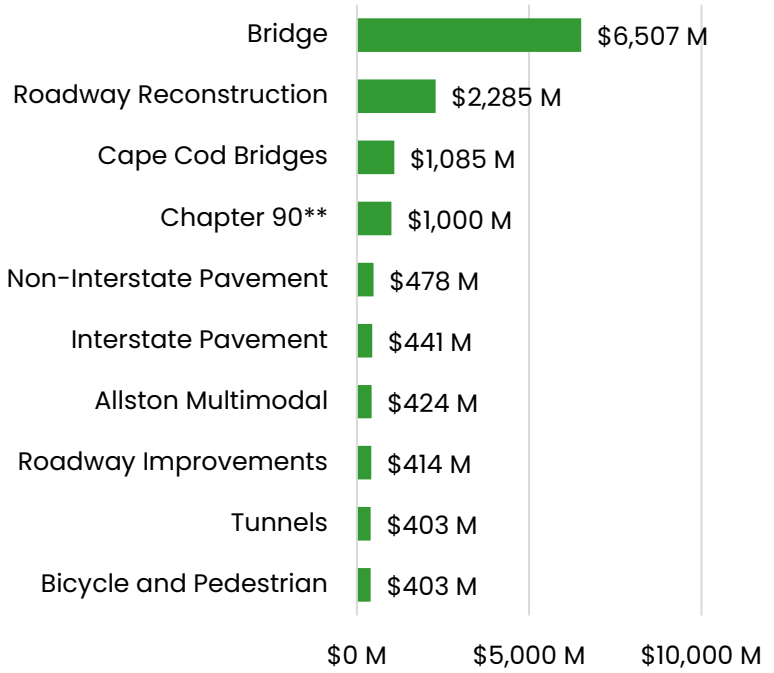
CIP Programs

The planned spending in the FY26-30 CIP flows through more than 50 individual investment programs. These range includes programs that

- Fund projects of a particular type (Bridge) or theme (Highway Resiliency Improvements)
- Provide local aid to municipalities, such as Chapter 90
- Support megaprojects, including the Cape Cod Bridges and the Allston Multimodal project
- Provide grant funding to cities, towns, and transportation providers, such as the Complete Streets and Transportation Management Association grant programs

Figure 7 shows the top MassDOT programs in the CIP by size, with their associated FY26-30 spending, with Bridge constituting the largest program within the FY26-30 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 7:
Top MassDOT Programs by FY26-30 CIP Spending ($ millions)



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

CIP Spending by Source

Figure 8 summarizes CIP spending by funding source categories discussed in the Funding Sources section.

Of the approximately $18.5 billion in proposed spending included in the plan, approximately 45 percent is supported by federal formula and discretionary grant funds, while approximately 32 percent is supported by state bond cap allocated to MassDOT. About 15 percent ($2.9 billion) of the CIP is supported by special obligation bonds, with $1.1 billion representing CTF bond proceeds supported by FY25 Fair Share dollars. During FY26-30, this spending will help fund:

- Bridge improvement projects throughout Massachusetts ($491 million)
- Interstate and non-Interstate pavement projects and other roadway improvements ($44 million)
- The Allston Multimodal Project ($65 million)
- MBTA Red and Orange Line vehicle purchases ($148 million) and bi-level Commuter Rail coach procurement ($193 million)
- Projects in the MBTA Station Accessibility and Resilience program ($95 million) and Rail Reliability program ($83 million)

Table 2 on the following page provides additional details about FY26-30 CIP spending by source.

Figure 8:
FY26-30 CIP Spending by Source Category

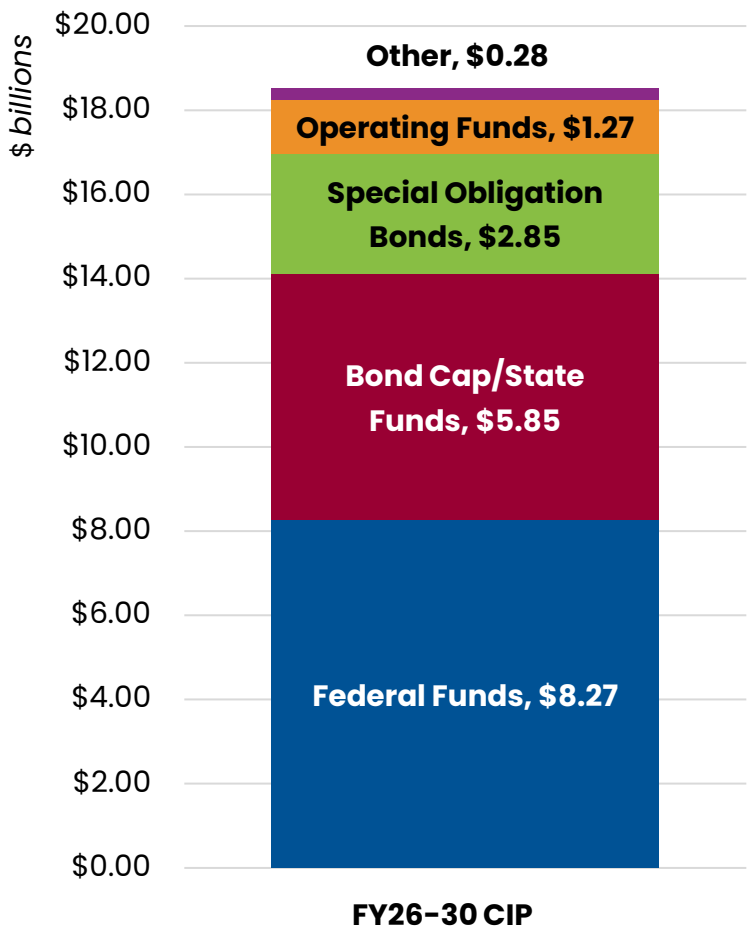


Table 2: FY26-30 CIP Spending by Source

Projected Spending by Source (in millions)*	FY25-29	FY26-30
Federal Sources of Funds		
Federal Highway (FHWA) reimbursements	$6,406.2	$7,577.0
Federal Transit (FTA) reimbursements	$109.8	$123.5
Federal Aviation (FAA) reimbursements and grant draws	$441.6	$448.1
Federal Rail (FRA) reimbursements and grant draws	$94.0	$112.9
Other Federal funds (Note 1)	$2.0	$3.7
Subtotal of federal spending	**$7,053.6**	**$8,265.3**
State Bond cap	$5,700.8	$5,853.2
Next Generation Bridge Grant Anticipation Notes GANs and bonds	$1,035.4	$1,228.3
Accelerated Bridge Program bonds	$0.5	$0.0
Rail Enhancement Program bonds	$730.7	$502.6
CTF Bonds Supported by FY25 Fair Share	$0.0	$1,122.5
Metropolitan Highway System (MHS) pay-go	$944.9	$840.0
Tobin Bridge (Tobin) pay-go	$116.2	$81.2
Western Turnpike (WT) pay-go	$467.5	$351.3
Central Artery Tunnel Project Repair and Maintenance Trust Funds (CARM)	$160.7	$114.4
Municipal, reimbursable, third-party, and local funds	$393.6	$46.6
Other State funds	$107.0	$114.8
Subtotal of non-federal spending	**$9,657.1**	**$10,255.0**
Total Spending	**$16,710.8**	**$18,520.3**

Totals may not sum due to rounding.

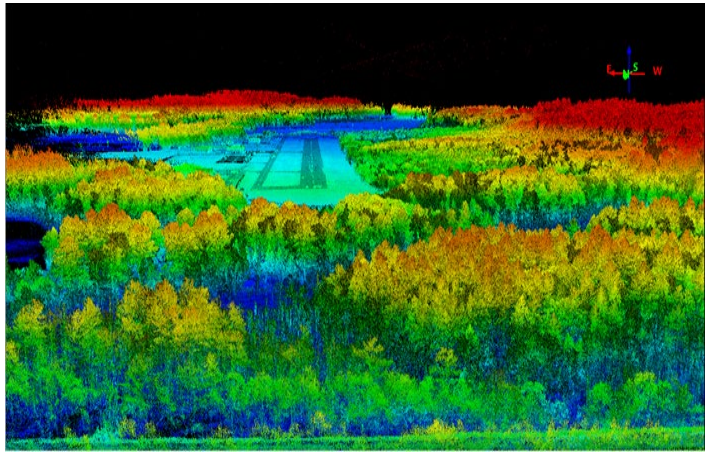
GANs = Grant Anticipation Notes.

FY26-30 CIP Investment Highlights

This section spotlights programs and projects within the FY26-30 CIP. It describes new investment programs, planned spending in priority areas, and key projects.

New CIP Programs

Advanced Air Mobility Technology Integration Program



Remote sensing image of airfield

This new program in the Aeronautics Division supports MassDOT's efforts to identify, deploy, and scale integrated advanced aviation and multi-domain mobility technologies, including unmanned aerial systems (UAS), such as drones. Through this program, MassDOT will develop integrated airspace situational awareness and safety solutions, such as including an air operations center to ensure safe and secure testing of these new mobility options. This program will also support the Aeronautics Division's ongoing coordination with the Department of Defense and other entities working in this area. The FY26-30 CIP includes $10 million for this program.

Vulnerable Road User Improvements Program

Bicyclists and pedestrians traveling on urban roadways

This program is carried out by MassDOT's Highway Division and focuses on improvements that aim to reduce fatal and injury crashes for non-motorists,

including but not limited to bicyclists and pedestrians. This program responds to increases in the number of pedestrian fatalities on Massachusetts roadways in recent years. Project development in this program is guided by MassDOT's Strategic Highway Safety Plan and the federally required Vulnerable Road User Assessment for Massachusetts, and will support safer connections to transit, among other improvements. The FY26-30 CIP includes $69 million for this program.

Beyond Mobility Highlights

This section covers ways in which investments in the FY26-30 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

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. Many CIP programs include projects that help to improve the safety of the transportation system, though several specifically focus on 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 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, and improved lighting. The FY26-30 CIP includes approximately $156 million for this program.
- The **Vulnerable Road User Improvements Program,** which is described in the New Programs section at the beginning of the chapter. This program directly addresses a *Beyond Mobility* Safety Action Item

Examples of *Beyond Mobility* Safety Action Items (SAI) that the FY26-30 CIP advances include:

- **SAI.1.1** – Build a bench of safety projects specifically in EJ communities in coordination with municipalities, [culminating in a formal CIP program addressing safety needs of vulnerable road users.]
- **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.
- **SAI2.3** – Continue investing in systemic and low-cost proven safety countermeasures.
- **SAI2.4** -Develop a Capital Freight Program for dedicated freight-related safety investments.

recommendation to establish a formal Capital Investment Plan (CIP) program dedicated to addressing safety issues for vulnerable road users (part of Safety Action Item 1.1).

- The infrastructure grants under **Safe Routes to School Program**, which work to increase safe biking and walking options for K-12 students.

  More information about this program is included in the Community Funding Programs section. The FY26-30 CIP includes approximately $69 million for this program.

Other programs supplement the safety investments in these programs. For example, the **Intersection Improvements** program ($337 million in FY26-30) makes operational and geometrics improvements at Top 200 crash locations (statewide) or in other areas to improve safety.

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 across all modes. 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. Highlight examples are described below.

Bridge Improvements

MassDOT holds management of Massachusetts bridges amongst its highest priorities. MassDOT is responsible for inspection of 3,493 state-owned and 1,689 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

At an average year of construction of 1960, 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 12 percent of bridges in poor condition (by deck area) as of 2022, 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 FY26-30, MassDOT plans to spend approximately $6.5 billion on bridge improvements through its **Bridge Program** 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) funding authorized by Chapter 383 of the Acts of 2020, and CTF bonds supported by FY25 Fair Share, among other sources.

The strategy for these funds will balance the clear need to address the backlog of structures in poor condition while simultaneously 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:** 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 has positioned MassDOT to efficiently deliver low cost\high value projects in a streamlined fashion across the state. With support from BIL funding, MassDOT is approving new processes to preserve more bridges per year, with new projects advanced every year.

Based on current planned investments, MassDOT bridge conditions are forecasted to improve incrementally through the decade. Sustained investment beyond the FY26-30 CIP is necessary to fully resolve the current backlog and meet the Federal minimum condition target for NHS bridge condition.

Pavement Condition

MassDOT's Highway Division continues to fund pavement investments at a level that maintains interstate highways within the range of current condition targets for federally required performance measures and seeks to make progress toward condition targets for non-interstate pavements. 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. In recent years, the increase in federal formula funds for Massachusetts from the BIL has supported the additional capital investments MassDOT has programmed to improve our roadways and pavement condition over the next five years. MassDOT plans to spend $919 million during FY26-30 on pavement improvements for Interstate and MassDOT-owned, non-Interstate roadways.

Other Roadway Investments

New exit ramp at Route 24 and Route 140 in Taunton (Capacity Program)

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 $138 million over FY26-30 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 $42 million for this program in the FY26-30 CIP.
- The **Local Bottleneck Reduction Program,** through which MassDOT plans to provide $26 million in grants to cities and towns over FY26-30 to address local congestion hot spots. 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 Massachusetts 2023 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. Like the Vulnerable Road User Improvements Program, this program specifically addresses a *Beyond Mobility* Action Item recommendation to create a specific program (SAI2.4). Investments though 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 $270million for this program in the FY26-30 CIP.

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 ($60 million in the FY26-30 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 ($146 million in the FY26-30 CIP)
- The Rail **Facilities Reliability Program,** which repairs or replaces rail facilities, specifically rail yards and stations, to prevent or address deterioration and maintain facility effectiveness ($12 million in the FY26-30 CIP)

Examples of *Beyond Mobility* Reliability Action Items (RAI) that the FY26-30 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 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* 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 $2.3 billion to this program in the FY26-30 CIP. Roadway reconstruction activities can range from major 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** ($414 million in the FY26-30 CIP) supports repairs to drainage and stormwater systems, guardrails, sidewalks, and other corridor elements that help to ensure a high-quality system.

Roadway improvements supported by Chapter 90 funds

MassDOT's investments for better travel experiences include those intended to improve system accessibility for all users. The **Accessibility Improvements Program** is designed to improve the condition of and access to sidewalks, pedestrian curb

ramps, and crosswalk infrastructure on state owned roadways.

Many of the roadway-oriented local aid programs that MassDOT administers address Travel Experience considerations as well. The **Chapter 90 Program** ($1 billion in planned spending for FY26-30) and the supplemental **Rural Roadway Funding Program** ($25 million for FY26-30) provide crucial resources for cities and towns to improve local roads and bridges. Similarly, the **Complete Streets Program** ($75 million for FY26-30) 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.

Airport Improvements

Beverly Regional Airport
Photo Source: Beverly Regional Airport

MassDOT's CIP includes $567 million in planned spending between FY26-30 that will improve asset condition and user experience at Massachusetts' 34 public use airports. The **Airport Pavement Program** includes $393 million in planned spending during this period for runway and other "inside the fence" enhancements. The **Airport Capital Improvement Program** will provide another $150 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** ($95 million in FY26-30);
- The **RTA Facility and Vehicle Maintenance Program** ($32 million in FY26-30); and
- The **RTA Facility and System Modernization Program** ($60 million in FY26-30).

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.

Examples of *Beyond Mobility* Travel Experience Action Items (TEAI) that the FY26-30 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 FY26-30 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 FY26-20 CIP includes $403 million for the **Bicycle and Pedestrian Program**, which is focused on expanding shared use paths in the Commonwealth and closing gaps within network. The **Bicycle and Pedestrian Modal Implementation Program** is funded with an additional $64 million over FY26-30 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 access to 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 www.mass.gov/info-details/massdot-next-generation-pedestrian-and-bicycle-vision-map.

MassDOT's programs for municipalities also support better connections and more options for people biking, walking, and rolling. The **Complete Streets Program** ($75 million for FY26-30) 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 FY26-30), 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 FY26-30 CIP includes spending related to these services.

The FY26-30 CIP also includes $149 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 FY26-30 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 Select Major Investments portion of this chapter.

Transit Improvements

FY26-30 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 FY26-30 CIP provides $120 million for vehicle purchases through the Mobility Assistance portion of the program. The **Transportation Management Association (TMA) Grant Program** established in 2024, also supports connectivity, particularly to employment centers. The FY26-30 CIP provides $17 million for these investments. 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 the future pilot.

Examples of *Beyond Mobility* Destination Connectivity Action Items (DCAI) that the FY26-30 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.
- **DCAI 4.3** – Study the expansion of water transportation options and connections between ferries, critical destinations, and other modes of transportation.

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 FY26-30 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 FY26-30 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) funds, and the FY26-30 CIP includes $59 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 $54 million in spending

over FY26-30 on RTA electric vehicle purchases and electrification projects.

Examples of *Beyond Mobility* Supporting Clean Transportation Action Items (SCTAI) that the FY26-30 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 are guided by several key plans, including *ResilientMass, 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 aims to conduct 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 also continues to advance resiliency projects through the **Highway Resiliency Improvement Program** ($83 million in spending over FY26-30). 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. MassDOT continues to advance planning and research initiatives to support resiliency activities.

Examples of *Beyond Mobility* Resiliency Action Items (RSAI) that the FY26-30 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.

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 to the transportation workforce. MassDOT's forthcoming Strategic Business Plan will align the agency's resources and operations with the goal of advancing Beyond Mobility's priorities and Action Items, and is expected to inform future MassDOT Capital Investment Plans.

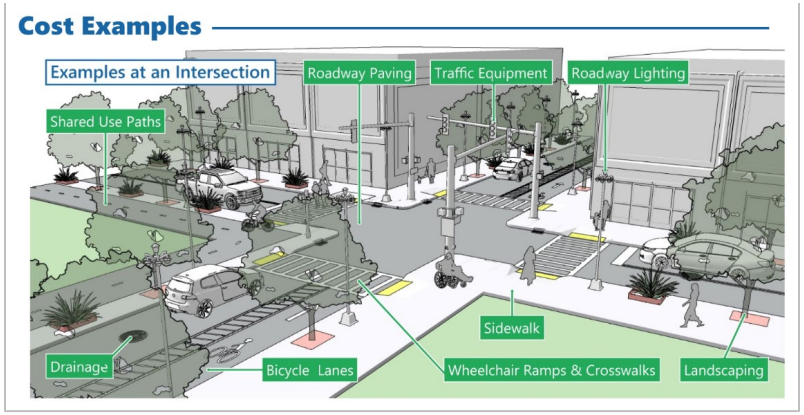
Community Funding Programs

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

Detailed information about the programs listed below is available at MassDOT Grant Central, which provides a single, convenient location for all MassDOT Highway Division grant program activities to take place 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, creating new operational efficiencies and improved customer service capabilities. Finally, Grant Central provides better grant reporting and tracking capabilities that any site visitor can utilize.

Visit Grant Central at https://madothway.my.site.com/GrantCentral/s/.

Chapter 90



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 the following:

- Highway construction, preservation, and improvement projects
- Pedestrian and bicycle facilities
- Road-building machinery and equipment
- Consulting services for transportation planning

The portion of overall program funding that a municipality receives from the Chapter 90 program is based on local road mileage, population, and employment. Municipalities apply for reimbursement on a project-by-project basis, and eligible work activities are reimbursable on any town-accepted roadways, including those on the National Highway System (NHS).

In March 2024, at the direction of the Healey-Driscoll Administration, MassDOT and A&F convened an Advisory Group of municipal officials to discuss challenges and improvements for the Chapter 90 program. Ultimately, the Advisory Group recommended increasing the program size to account for inflation and construction cost increases. The group also recommended using a new mileage-only formula to distribute any funding provided beyond the typical $200 million. Finally, the group recommended a series of administrative improvements, including expanding project eligibility and providing multi-year bond bills to support the program. The Transportation Funding Task Force similarly recommended an expanded, multi-year Chapter 90 program that would use Fair Share revenues to expand Commonwealth borrowing capacity for critical infrastructure.

In early CY 2025, the Healey-Driscoll Administration filed the Governor's FY26 Budget (H.1) and a multi-year Chapter 90 bill (H.53). Collectively, these bills propose to increase Chapter 90 funding for municipalities from $200 million per year to $300 million per year using Fair Share. The additional $100 million is proposed to be distributed using a mileage-only formula. These bills are currently under review in the Massachusetts Legislature. In the meantime, MassDOT has allocated $200 million per year in state bond cap funds in the FY26-30 CIP to support the Chapter 90 Program in keeping with program funding levels in recent years. Once any new policies and/or bills are enacted and supporting guidance from A&F becomes available, MassDOT will incorporate any relevant funding and/or program changes into the FY26-30 CIP or future CIPs.

Rural Roadway Funding Program

Rural roadway in Massachusetts

Chapter 27 of the Acts of 2023, which authorizes Chapter 90 spending for FY24, authorized $25 million in funding to support the construction and reconstruction of municipal ways. Per the 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. Chapter 89 of the Acts of 2024 provided additional authorization for this program.

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. It is a three-tiered funding program that incentivizes municipalities to:

- adopt a local Complete Streets policy (Tier 1);
- develop a prioritization plan (Tier 2); and
- implement construction projects (Tier 3).

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.

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 flows 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 such as retiming, new vehicle detection, and wireless coordination. Other eligible improvements include 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 as needed at no cost to the municipality. Projects are also 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 expensive projects.

Municipalities may receive either a design (Phase 1) or construction award (Phase 2) 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 Highway Division 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 started in the 2018-2019 school year and provides funding for quick build projects such as sign installations and improved or new pavement markings. Infrastructure Grants are designed 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. Launched during the COVID-19 pandemic to help communities rapidly respond to changing needs, the program's immediate success led to its continuance. Shared Streets and Spaces has helped municipalities to reconceive their streets not only as throughfares 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 and supports MassDOT's modernization priority area. Transportation management associations (TMAs) are non-profit 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 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.

Industrial Rail Access Program

Freight rail cars

The Industrial Rail Access Program (IRAP) is supported by MassDOT's Rail and Transit Division and provides grants to industry rail shippers and freight railroads to invest in private sector rail lines. These IRAP investments focus on leveraging private investment to increase freight rail usage, and to modernize active lines.

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 the elderly and people with disabilities of all ages when other transportation services are unavailable, insufficient, or inappropriate. This program makes grants available to RTAs, councils on aging, municipalities, non-profit organizations, and private operators of public transit (shared-ride) services. The overall Community Transit Grant Program includes both operating and capital-oriented support for transit providers. MassDOT's CIP provides funding support for the vehicle procurement portion of the overall program—this support is captured under the Mobility Assistance program in Appendix B.

MassDOT Municipal Grants Engagement Group and Technical Assistance

Flag of the Commonwealth of Massachusetts

In 2024, MassDOT established a Municipal Grants Engagement (MGE) group within the Office of Transportation Planning. The mission of the MGE Group is to connect municipalities with federal funding opportunities to advance local and regional transportation needs. It will also provide technical assistance to Massachusetts communities—with a focus on rural areas and Gateway Cities—to prepare projects for the receipt of federal funding, develop discretionary grant applications, and assist with coordination efforts across MassDOT, municipalities, and partner agencies. The FY26-30 CIP provides $5 million to support these technical assistance activities. For more information about the MGE Group and contact information for MassDOT staff, visit www.mass.gov/massdot-municipal-grants-engagement.

Investment in the MBTA

MBTA bi-level commuter rail coaches

As previously noted, the MBTA develops a separate CIP—more information is available at www.mbta.com/cip. The MBTA CIP includes the full set of planned MBTA investments, from all funding sources, for a given period (most recently, FY26-30). MassDOT's CIP includes only those MBTA projects funded by the Commonwealth—for example, those funded with Rail Enhancement Program or other CTF special obligation bonds supported by FY25 Fair Share. MassDOT's FY26-30 CIP includes approximately $1.1 billion of these investments. This spending is supported by:

- $518 million in CTF bonds funded by FY25 Fair Share
- $486 million in Rail Enhancement Program bond funds
- $92 million in Commonwealth earmark funds
- $34 million in state bond cap allocated to MassDOT and another $6 million in bond cap from the Executive Office of Economic Development

Commonwealth-funded MBTA investment highlights include the following:

- $422 million for Red and Orange Line vehicle procurement
- $218 million for bi-level Commuter Rail coaches
- $95 million for the Station Accessibility and Resiliency Program, which will improve accessibility at rapid transit and Commuter Rail stations across the MBTA system, such as at Green Line surface-level stations on the B and C branches and at Symphony Station on the E Branch of the Green Line
- $83 million for the Rail Reliability Program, which funds improvements to track infrastructure on the MBTA's rapid transit system and power system improvements across the MBTA network
- $62 million for upgrades for Cabot and Wellington Yards
- $61 million related to recent expansion projects, including the Green Line Extension and South Coast Rail
- $28 million for the previously mentioned Water Transportation Pilot Program

Selected Major Investments

This section highlights projects of interest within the FY26-30 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.

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

Basiliere Bridge

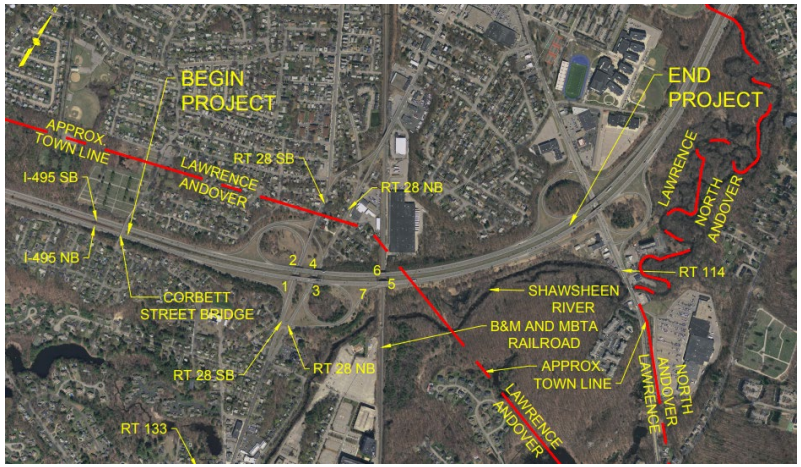
This project consists of replacing two bridges carrying Bridge Street (Route 125) over the Merrimack River and Bradford Rail/Trail. The Basiliere Bridge spans the Merrimack River while the short span bridge over the Bradford Rail Trail (former B&M Railroad) is a separate structure. These two structures, 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 will be delivered using a design-build procurement process.

More information is available at https://www.mass.gov/basiliere-bridge-project-haverhill

Andover-Lawrence – Bridge Rehabilitation - I-495 over Route 28 (Northbound and Southbound) and I-495 Over B&M Railroad and the MBTA



Map of I-495 Andover–Lawrence Bridge Replacements

The project will replace six structurally deficient bridges with new bridges that will meet current design loading requirements. The proposed replacements will be designed to meet current seismic requirements and approach roadways will comply with the latest American Association of State Highway and Transportation Officials (AASHTO) standards for acceleration and deceleration lanes and shoulder width. New bike lanes and sidewalks will

be constructed on Route 28 northbound and southbound.

More information is available at www.mass.gov/i-495-andover-lawrence-bridge-replacements.

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 www.mass.gov/i-495i-90-interchange-improvements.

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

Rourke Bridge in Lowell

MassDOT proposes to 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, visit www.mass.gov/rourke-bridge-replacement-project/.

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

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.

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

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 the I-90/I-95 interchange project, visit www.mass.gov/info-details/about-the-newton-weston-bridge-replacement-and-rehabilitation-at-i-90i-95

Charlton & Oxford – Route 20 Reconstruction

Map of Route 20 Reconstruction Project in Charlton & Oxford

This is a significant project to reconstruct and improve the safety of Route 20 from Charlton to Oxford. The project begins on Route 20 at Richardson's Corner in Charlton and continues 3.2 miles east to the Route 12 intersection in Oxford at the Auburn line. The project includes highway reconstruction, widening, traffic signals, and installation of a median barrier. The bridges carrying US 20 over the Little River in Charlton and US 20 over the French River in Oxford will also be rehabilitated. The project will also include improved bicycle and pedestrian accommodations.

For more information about the project, visit www.mass.gov/route-20-reconstruction-project-in-charlton-oxford/.

Fall River – Route 79 / Davol Street

Route 79/Davol Street Corridor in Fall River

Davol Street and Route 79 run along the Taunton Riverfront in Fall River. Currently, access between the neighborhoods and the waterfront is limited and the corridor lacks bicycle accommodations. The City of Fall River is partnering with MassDOT to redesign the mile-long corridor to improve mobility, connectivity, and safety along and across Route 79 and Davol Street.

The project will replace Route 79 and Davol Street with an urban boulevard, and will

- create 19 acres of new developable parcels and 9 acres of open space;
- reduce the number of travel lanes from four to two lanes in each direction;
- establish four cross street connections between neighborhoods and the waterfront;
- provide two miles of sidewalks and over two miles of shared use paths;
- add coordinated traffic signals along Route 79;
- introduce landscaping elements throughout the corridor;
- replace the bridge carrying northbound Route 79 at the southern project end; and
- improve stormwater and sewage systems.

For more information, visit www.mass.gov/route-79-davol-street-corridor-improvements.

Boston – I-90 Allston Multi-Modal 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 reason behind the I-90 Allston Intermodal Program, which will replace the viaduct and

reconfigure the interchange. 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 current interchange, with sweeping ramps that terminate at congested intersections, will be replaced with an urban-style, split diamond interchange. This interchange configuration will include both eastbound and westbound collector-distributor roadways/ramps that support connections to a series of north-south oriented urban streets with signalized intersections. These new streets will be designed to deliver safe operations for both motorized and non-motorized users while providing sufficient intersection capacity to ensure local neighborhoods will not be negatively affected by "cut-through" traffic. The resulting ramp and street grid network will also serve as the framework to support large scale planned economic development within the BPY site as well as the ongoing development just to the north of Cambridge Street.

The FY26-30 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 Project under the CIP's Allston Multimodal Program. The project is currently engaged in the federal environmental permitting process.

For more information about the Allston Multimodal Project, visit www.mass.gov/allston-multimodal-project.

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 FY26-30 CIP includes spending for the Cape Cod Bridges program. Anticipated activities for FY26-30 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.

For more information about the Cape Cod Bridges Program, visit https://www.mass.gov/cape-cod-bridges-program.

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 https://www.mass.gov/route-i-195-to-route-18-interchange-rehabilitation-in-new-bedford.

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

Kernwood Avenue Bridge, connecting Beverly and Salem

The project involves the replacement of two movable bridges - Bridge Street over Bass River in Beverly ("Hall-Whitaker Bridge"), and Kernwood Avenue over Danvers River, which connects Beverly and Salem. Both bridges were constructed in the early 1900s. Hall-Whitaker 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 movable 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.

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

I-391 Bridge over Route 116, Chicopee

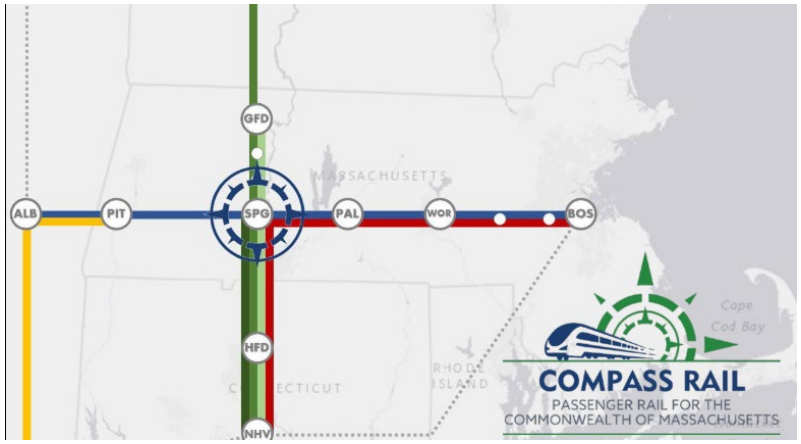
The proposed project consists of the full replacement of the Vietnam Veterans' Memorial Bridge which carries I-391 over Route 116, locally known as Chicopee Street, in the Willimansett neighborhood of Chicopee. The existing bridge is a concrete structure, originally opened to traffic in 1979. It provides 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 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.

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 1 award of $500,000 to scope a Service Development Plan.

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.

Palmer Station Planning and Design: MassDOT has allocated state funding to plan and design a new intercity passenger rail station in Palmer.

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.

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 https://www.mass.gov/east-west-passenger-rail-study.

Equity Analysis

Overview

This section discusses the results of the equity analysis conducted on the draft FY26-30 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 historically been overburdened and underserved by transportation networks. 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 historically disadvantaged 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 in 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 historically underserved communities as part of its extensive public engagement activities, and it examined impacts on environmental justice 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 equity 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 historically disadvantaged 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 FY26-30 MassDOT CIP as well as the full set of investments that were included in the separate draft FY26-30 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

The social equity analysis was conducted to establish compliance with federal and state non-discrimination laws and regulations, including Title VI of the Civil Rights Act of 1964 (Title VI). 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 matters related to language access for Limited English Proficient (LEP) persons.

Analysis Methods

The social equity analysis considers the distribution of investments across different community types in the state. MassDOT examines planned FY26-30 spending per capita in areas identified as meeting thresholds for particular equity 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 disparities.

For the FY26-30 CIP,, consistent with the equity analysis performed as part of *Beyond Mobility*, MassDOT identified and located equity 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.[3], Figure 4 in the Funding Sources chapter shows MPO area boundaries. This approach localizes our understanding of who may be overburdened and/or underserved by transportation investments, 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 2019-2023 data. MPO-specific thresholds for identifying REJ+ communities are shown in Table 3. Figure 9 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.

[3] 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	$66,640	15.9%	3.2%	17.6%	12.2%	29.3%
Boston Region	$90,484	49.7%	16.8%	9.5%	24.0%	19.8%
Cape Cod	$79,745	19.3%	5.0%	12.9%	6.8%	41.2%
Central Massachusetts	$68,647	43.4%	13.6%	14.9%	12.3%	19.2%
Franklin	$57,003	15.3%	3.6%	18.8%	11.0%	26.0%
Martha's Vineyard	$84,964	20.6%	12.9%	7.8%	5.8%	26.7%
Merrimack Valley	$74,870	63.6%	20.0%	12.4%	11.4%	20.1%
Montachusett	$71,868	32.8%	8.7%	15.5%	9.6%	20.2%
Nantucket	$111,245	32.7%	4.8%	11.7%	5.3%	26.0%
Northern Middlesex	$79,996	52.8%	15.5%	12.5%	9.3%	19.0%
Old Colony	$86,233	56.1%	14.2%	11.6%	9.8%	21.5%

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	$54,725	58.2%	16.0%	16.1%	16.3%	23.3%
Southeastern Massachusetts	$58,045	34.1%	13.4%	16.9%	15.0%	21.0%

General Note: Quartile values for each MPO are based on 2019-2023 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.

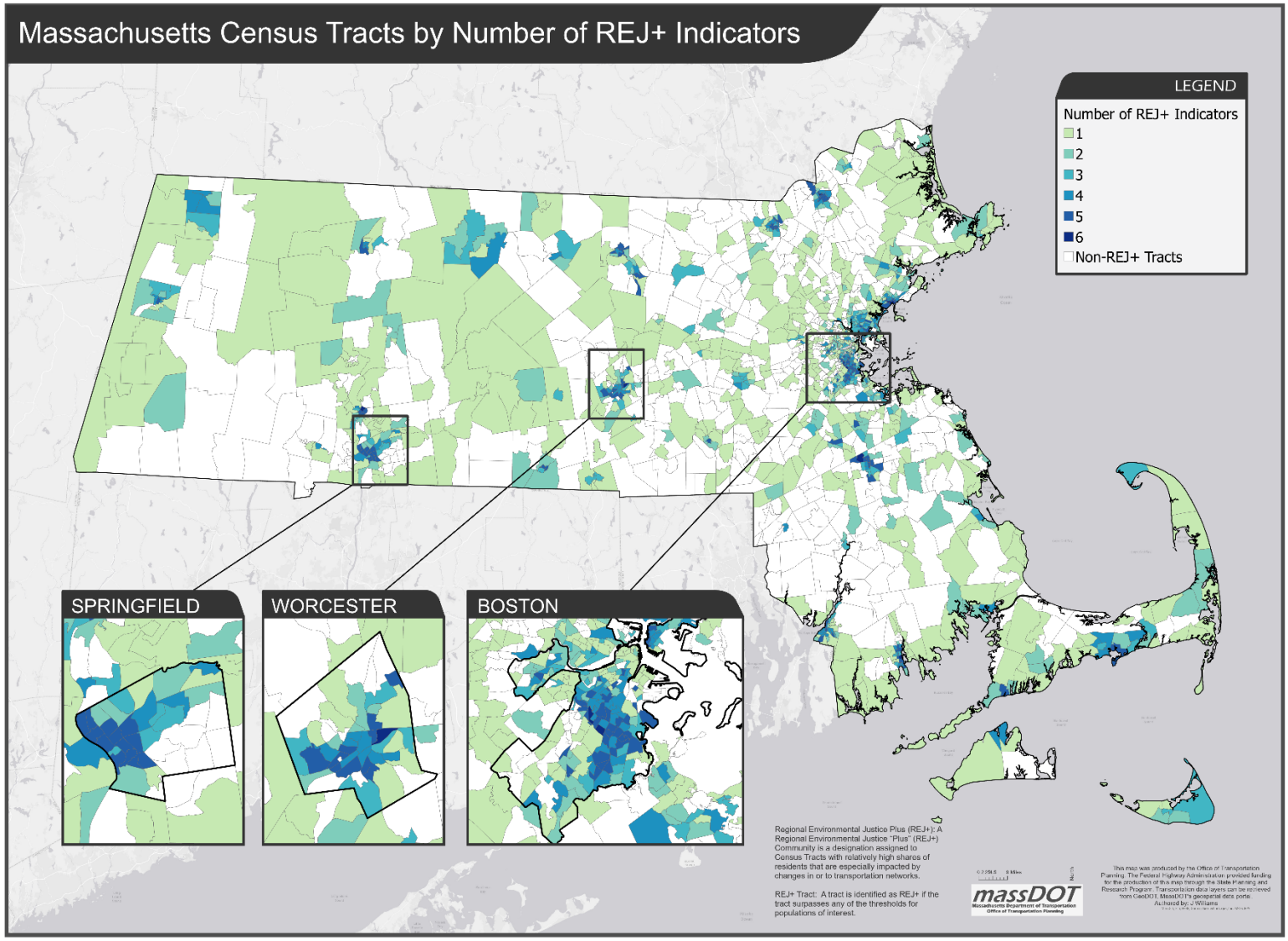
Note 3: A Census tract meets REJ+ thresholds for limited English proficiency (LEP) if the percent of households with limited English-speaking members is greater than or equal to the MPO's 75th percentile value for this measure.

Note 4: A Census tract meets REJ+ thresholds for 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 5: 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 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 9: Massachusetts Tracts by Number of REJ+ Indicators



Analysis Results

When conducting the social equity analysis, MassDOT examined patterns of planned FY26-30 spending per capita for tracts that met thresholds for equity 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 FY26-30 spending per capita in tracts identified as REJ+, which includes the six population groups shown in Figure 10. MassDOT found that there is **4 percent more** 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 two of these populations—limited English Proficiency and people with disabilities—the level of planned per-capita spending fell outside the 20 percent disparity threshold.

Figure 10: Social Equity Analysis Results for REJ+ Populations

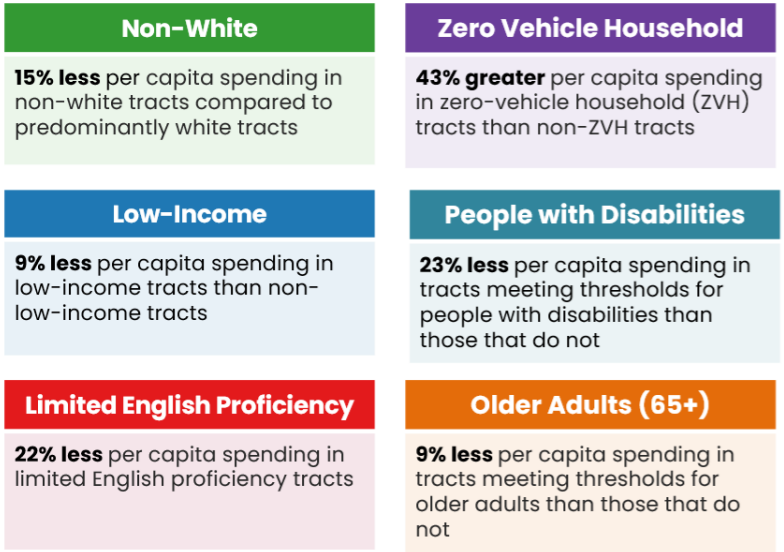
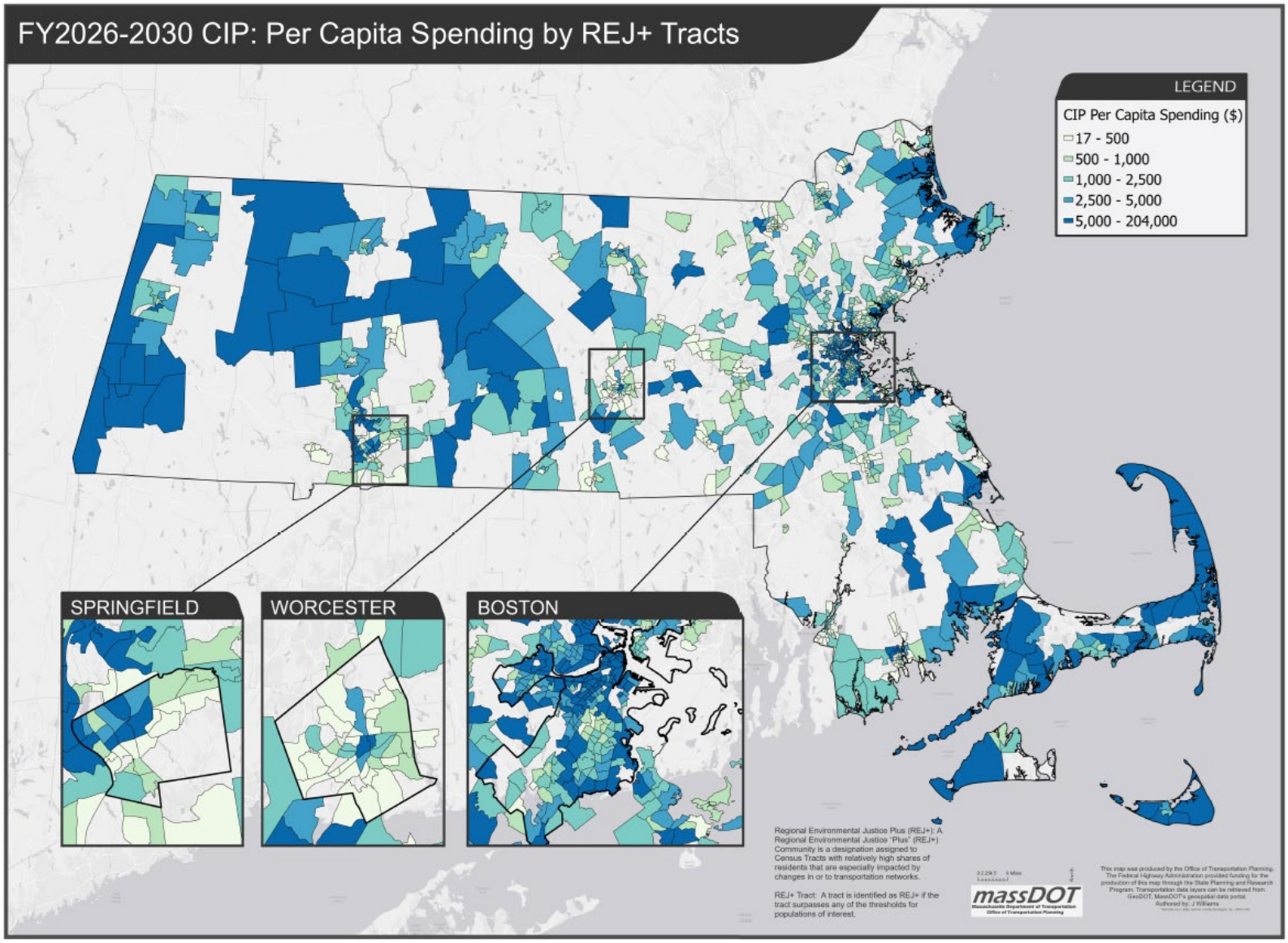


Figure 11 on the following page shows planned FY26-30 per capita spending in REJ+ tracts throughout Massachusetts. Darker colors indicate higher levels of CIP spending per capita compared to lighter colors.

Figure 11: FY26-30 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.

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. The formula used to allocate these funds is 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. The last factor, roadway miles, is considered to be a proxy for the extent of the local transportation network within each municipality.

The current Chapter 90 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, and so MassDOT uses it as a benchmark for equitable spending when conducting the CIP geographic distribution analysis. In doing so, MassDOT can examine the extent to which a municipality's share of CIP spending deviates from this benchmark, 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 statewide planned CIP spending to its share of Chapter 90 spending, based

on the FY25 Chapter 90 allocation, as shown in this formula:[4]

$$\frac{\textit{Municipal Share of Planned FY25 – 29 CIP Spending}}{\textit{Municipal Share of Planned FY25 Chapter 90 Spending}}$$

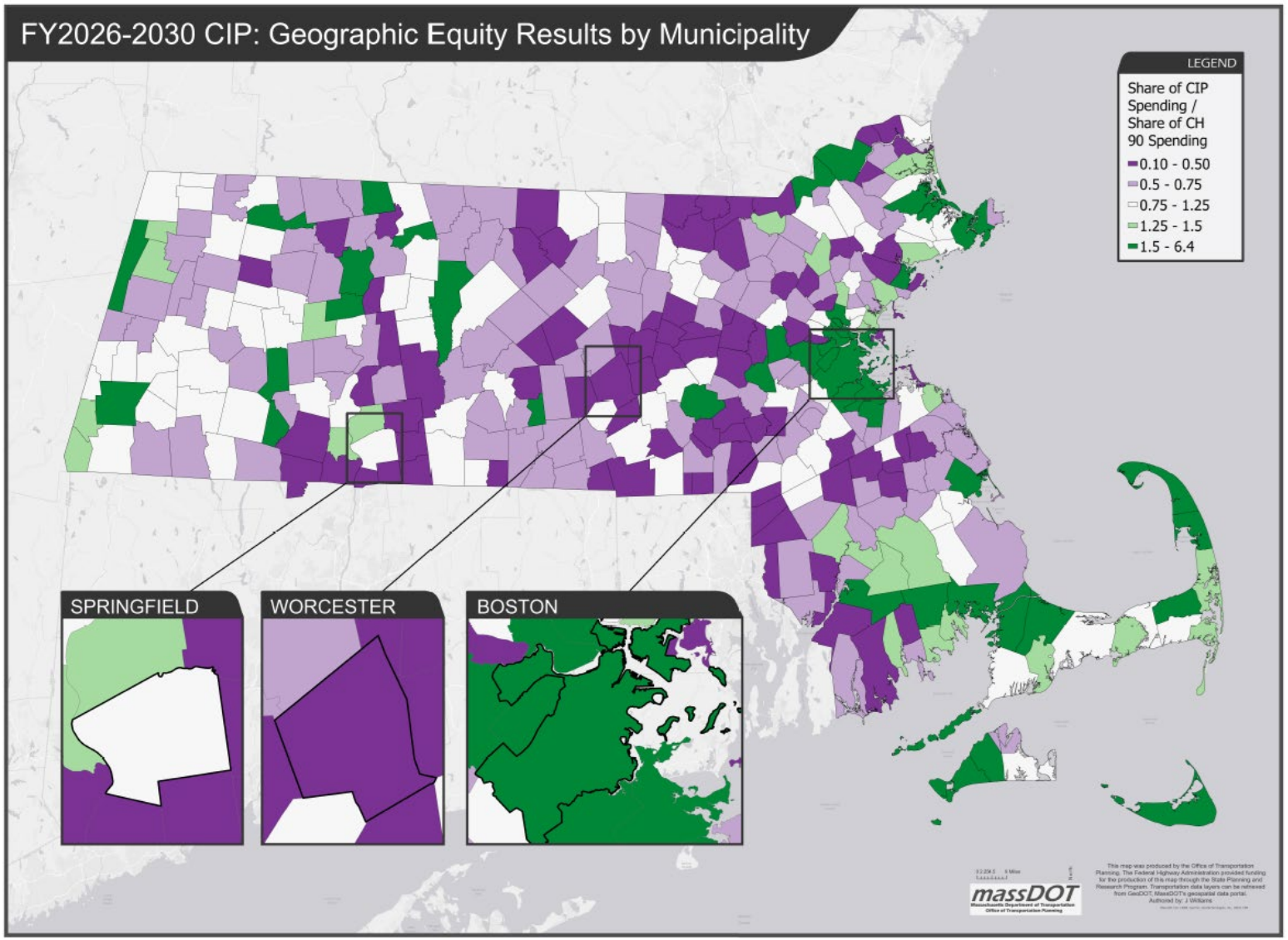
If the share of statewide CIP spending in a municipality is the same as the share of statewide Chapter 90 funding it receives—meaning a ratio value of one—this would suggest that the CIP distribution is equitable. A ratio value of greater than one would indicate that more CIP investment is planned for 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 12 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. Eighty-three municipalities (24 percent) had ratio values close to 1 (between 0.75 and 1.25), 198 (56 percent) had ratio values less than 0.75, and 70 municipalities (20 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 12: FY25-29 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 provides input on transportation equity considerations and makes recommendations about how to advance transportation equity throughout MassDOT activities and initiatives. The mission of this group is to act 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 seek feedback about analysis methodology, ideas for additional

research, and opportunities to address disparities in investment from the Transportation Equity Council. *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 those historically underserved by existing transportation systems, 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 the plans problem statements and a site-specific needs assessment, which includes barriers mentioned by engagement activity respondents from equity populations.

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

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 has 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 Funding Sources chapter, 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 Board of Directors.

Public Engagement for the FY26-30 CIP

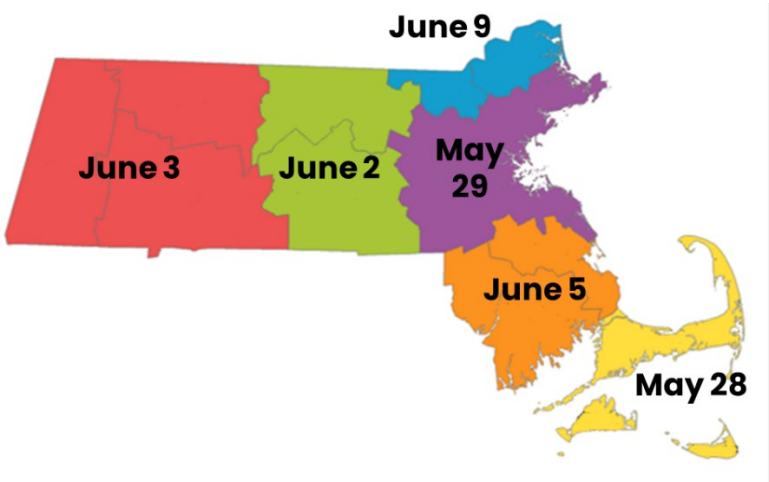
The 21-day public review and comment period for the FY2026-30 CIP ran from May 23, 2025, through June 12, 2025. The CIP was available at www.mass.gov/cip in PDF and as an interactive ESRI StoryMap. MassDOT welcomed comments on any aspect of the plan.

- MassDOT provided an interactive comment tool that could be used to explore and comment on individual investments within the CIP.
- Interested parties could send comments via email to massCIP@state.ma.us.

Letters could 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 for the CIP. MassDOT hosted six of these meetings in partnership with staff from Massachusetts metropolitan planning organizations. These meetings provided an overview of the FY26-30 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 13 shows the regions that were covered by each of the public meetings, along with the dates of the meetings.

Figure 13:
MassDOT FY26-30 CIP Public Engagement Meetings, by Massachusetts Region



Details for public meetings are available in Table 4 below. These details are also available at www.mass.gov/CIP. Accommodations and language services were available for these meetings upon request.. Recordings of the public meetings will also be made available at www.mass.gov/CIP.

Table 4:
MassDOT FY26-30 CIP Public Engagement Meetings

Region	MPO Partners	Date	Time	Platform
Cape Cod and Islands	Cape Cod MPO Martha's Vineyard MPO Nantucket TPO	May 28	4:00 pm	Zoom
Boston	Boston Region MPO (Central Transportation Planning Staff)	May 29	6:00 pm	Zoom
Central Massachusetts	Central Massachusetts MPO Montachusett MPO	June 2	4:00 pm	Zoom

Region	MPO Partners	Date	Time	Platform
Western Massachusetts	Berkshire MPO Franklin County TPO Pioneer Valley MPO	June 3	4:00 pm	Zoom
Southeastern Massachusetts	Old Colony MPO Southeastern Massachusetts MPO	June 5	6:00 pm	Zoom
Northern Middlesex / Merrimack Valley	Northern Middlesex MPO Merrimack Valley MPO	June 9	6:00 pm	Zoom