

Proposed Final MassDOT FY27–31 Capital Investment Plan

Capital Programs Committee

June 10, 2026

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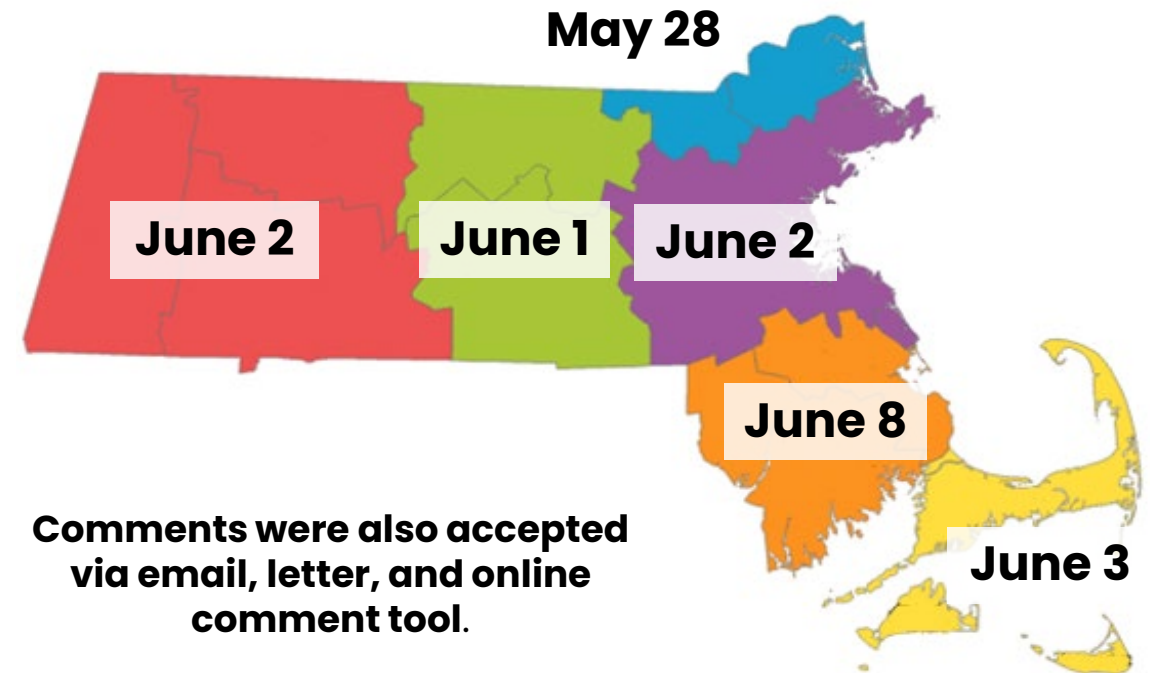
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Capital Investment Plan (CIP) Development Progress

- **May 21–June 10:** Public review and comment period for the draft FY27–31 CIP
 - Activities included public meetings, a legislative briefing, and outreach to Massachusetts residents and organizations
 - Staff conducted equity analysis using draft MassDOT CIP and draft MBTA CIP spending data
 - Spending updates were incorporated into proposed final CIP
- **Today:** Request for the MassDOT Board vote to approve the proposed final FY27–31 CIP

CIP Virtual Public Meeting Regions and Dates



Comments were also accepted via email, letter, and online comment tool.

Public Feedback on the Draft FY27–31 CIP

- As of June 3, 2026, MassDOT has collected and catalogued approximately **30 comments** on the CIP and the State Transportation Improvement Program (STIP)
- Most express support for, concerns related to, or requests for the inclusion of specific investments in the CIP/STIP
- CIP comments are shared with MassDOT Divisions to support project implementation, investment decisions, and future CIP development

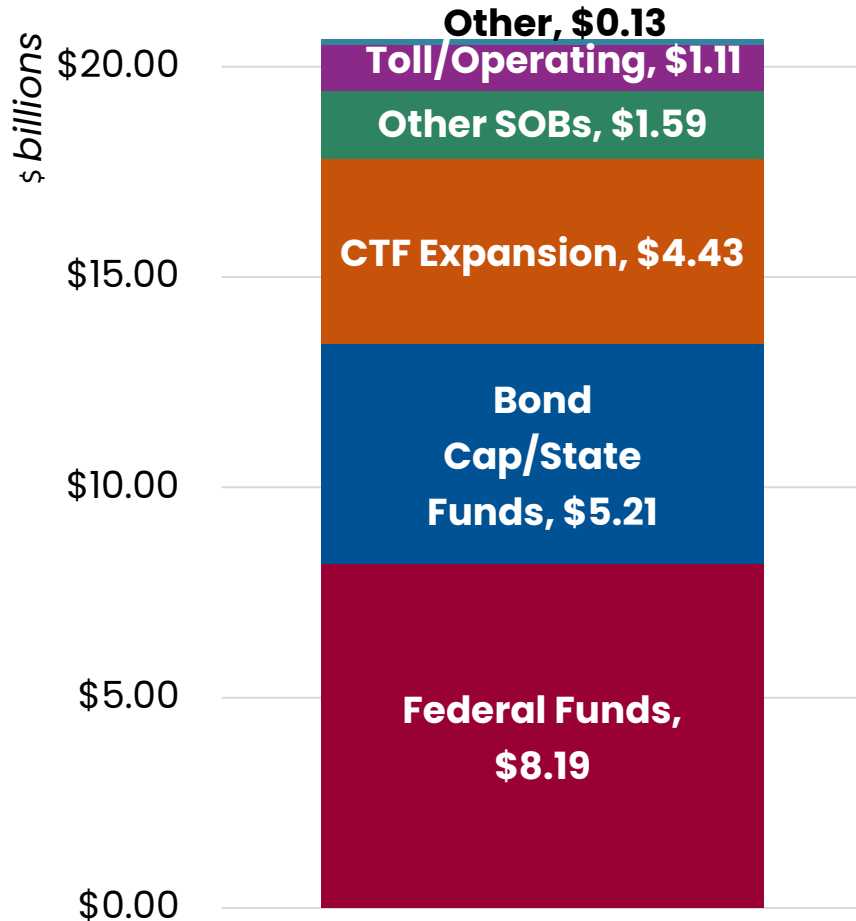
Details are as of June 3, 2026.

Examples of CIP/STIP Public Feedback

- Support for CIP investments in bridges and culverts
- Requests for investments in Northern Tier Rail, including for Greenfield rail station
- Support for local aid programs in the CIP, including the Local Early-Stage and Actionable Planning (LEAP) Program
- Requests for expanded rail and transit service for Cape Cod
- Support for bikeshare investments in Quincy
- Requests for enhanced bicycle and pedestrian infrastructure for roadway improvements in Dartmouth

Proposed Final FY27–31 CIP Spending

Proposed Final FY27–31 CIP (\$20.7 billion)



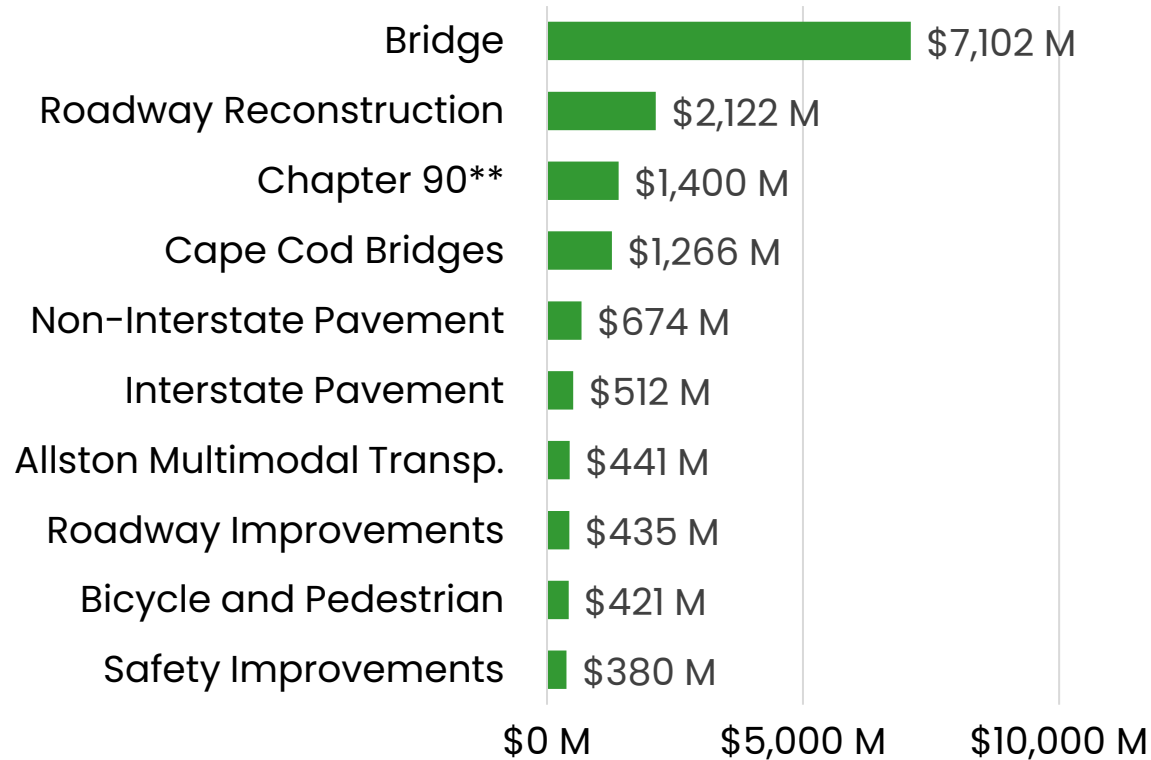
Proposed Final FY27–31 CIP Spending by Division (\$ millions)

Division/Section	FY27–31 Spending (millions)
Aeronautics	\$353.4
Chapter 90 and Rural Roadway Funding Program	\$1,425.0
Highway	\$15,559.5
Information Technology	\$120.8
MBTA	\$1,747.7
Planning, Enterprise Services, and Other	\$582.8
Rail	\$518.3
Registry of Motor Vehicles	\$8.3
Transit	\$344.2
Grand Total	\$20,660.0

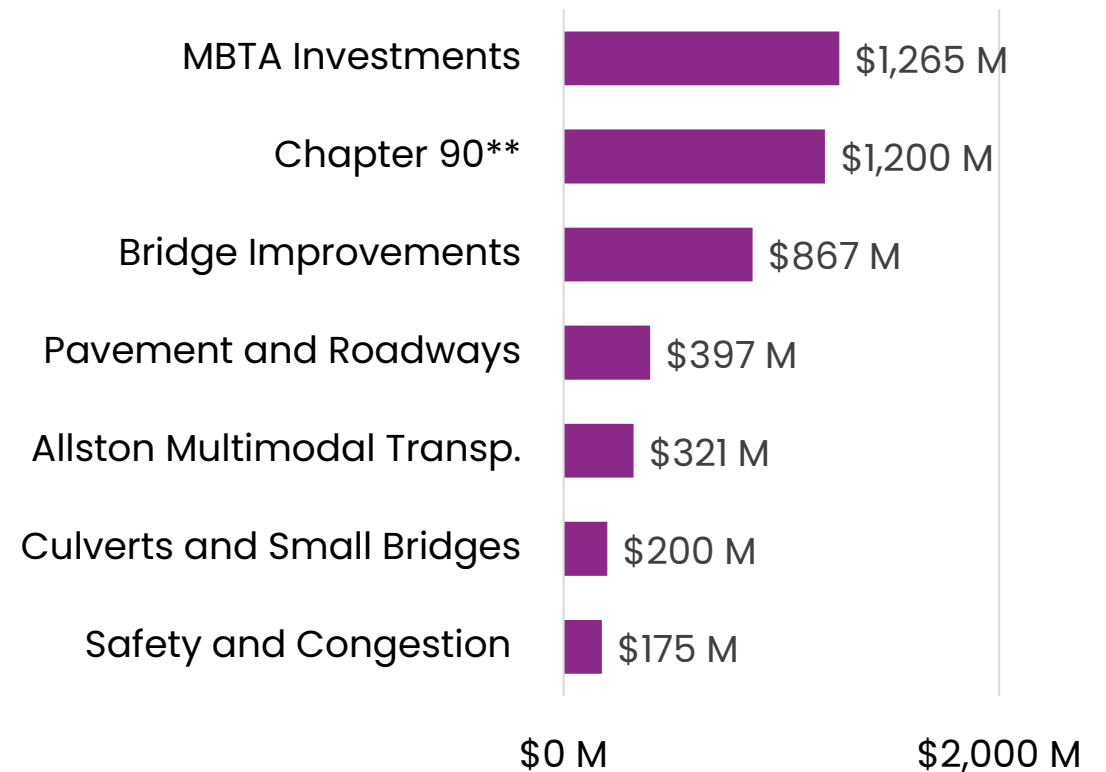
Spending data shown are as of June 3, 2026, and are subject to change. Totals may not sum due to rounding.

Proposed Final FY27–31 CIP Spending Details

Top MassDOT CIP Programs based on Proposed Final FY27–31 Spending* (\$ millions, all sources)



Proposed Final FY27–31 CTF Expansion Spending by Category (\$ millions)



Spending data shown are as of June 3, 2026, and are subject to change.

*Programs chart does not include Commonwealth-funded MBTA investments.

**Chapter 90 spending does not include the Rural Roadway Funding Program.

CIP Equity Analysis Overview

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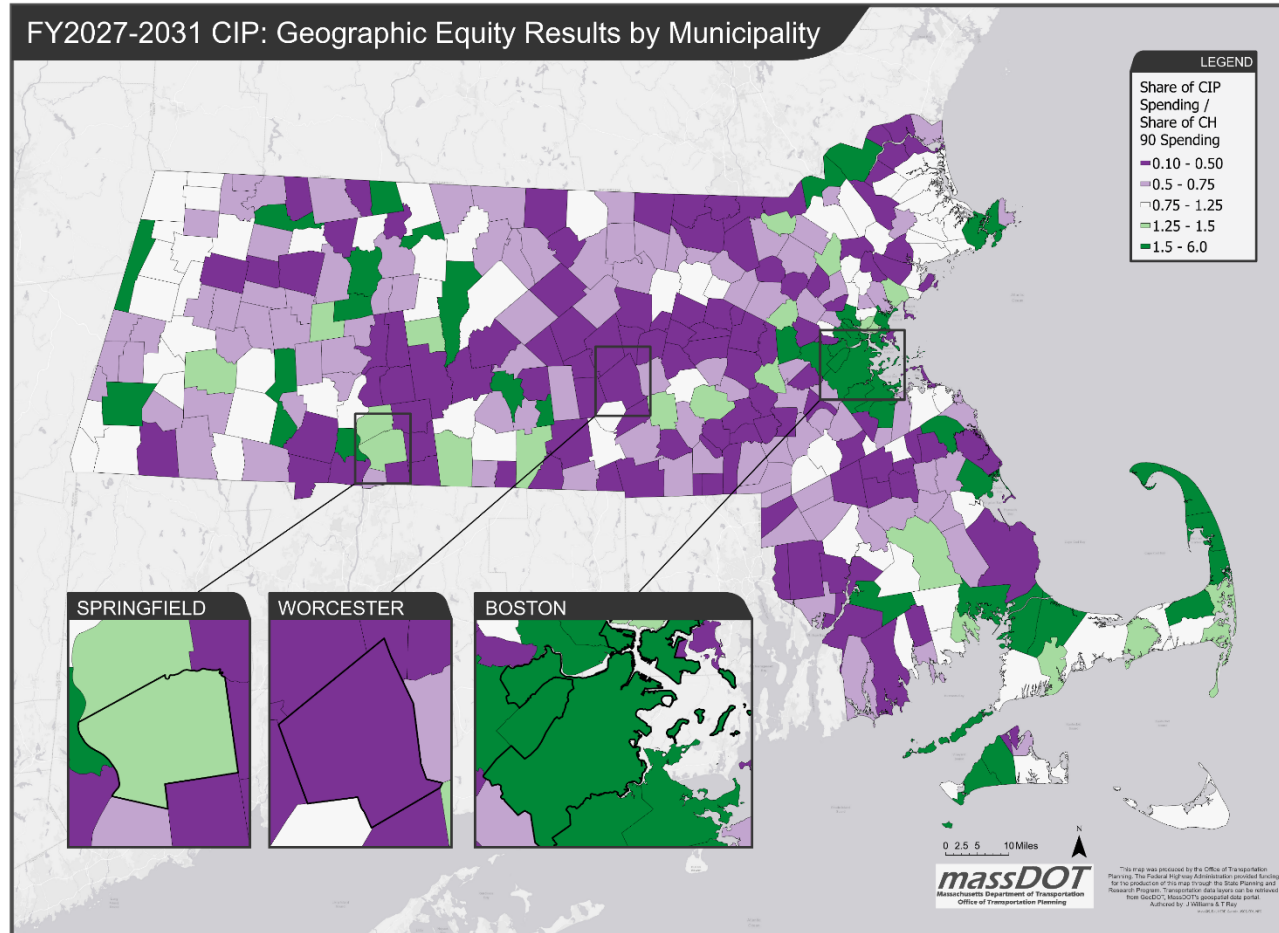
- Includes projects in draft MassDOT FY27–31 CIP and draft MBTA FY27–31 CIP
- **Geographic distribution analysis** examines the regional distribution of investments by municipality
 - Distribution of CIP investments is compared to municipal allocations of Chapter 90 spending
- **Social equity analysis** examines the regional distribution of investments to equity populations compared to non-equity populations
 - Populations analyzed at Census tract level

Regional Environmental Justice Plus (REJ+) Data

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

Geographic Distribution Analysis Results

FY27-31 CIP Geographic Equity Analysis Results



Analysis compares each municipality's share of FY27-31 CIP spending (excluding Chapter 90) to that municipality's share of statewide Chapter 90 spending.

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

Results are as of June 3, 2026.

Social Equity Analysis Results

- Thresholds are used to define relevant Census tracts for each population
- Analysis examines per-capita spending in tracts that meet population thresholds compared to those that do not
- **All categories:** Per-capita spending in REJ+ tracts is about **1% less** than in per-capita spending in non-REJ+ tracts

Results are as of June 3, 2026.

FY27-31 Equity Analysis Results for REJ+ Categories

Non-White

23% greater/less per capita spending in non-white tracts compared to predominantly white tracts

Low-Income

18% less per capita spending in low-income tracts than non-low-income tracts

Limited English Proficiency

27% less per capita spending in limited English proficiency (LEP) tracts compared to non-LEP tracts

Zero Vehicle Household

37% greater per capita spending in zero-vehicle household (ZVH) tracts than non-ZVH tracts

People with Disabilities

26% less per capita spending in tracts meeting thresholds for people with disabilities than those that do not

Older Adults (65+)

2% less per capita spending in tracts meeting thresholds for older adults than those that do not

Responding to Equity Analysis Results

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

Transportation Equity in *Beyond Mobility*

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

Request to the Capital Programs Committee

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Staff requests that the Capital Programs Committee recommend that the MassDOT Board of Directors approve the Fiscal Year 2027–2031 Capital Investment Plan (“CIP”), and authorize the Secretary/CEO, in the name of and on behalf of the Massachusetts Department of Transportation, to take any steps deemed necessary and appropriate to provide notice to the Legislature and public of the CIP.

Thank You



Appendix

FY27–31 CIP Presentations

Month	Anticipated Topics
March 2026	<ul style="list-style-type: none">• CIP overview, development timeline and key activities• Factors affecting CIP development (such as Commonwealth Transportation Fund Expansion)
April 2026	<ul style="list-style-type: none">• Progress on CIP development since March• Preliminary proposed spending and funding sources• Spending highlights in priority areas
May 2026	<ul style="list-style-type: none">• Progress on CIP development since April (and STIP connections)• Draft CIP spending and updates to highlights• Public review period engagement approach• Board Vote: Release draft CIP for public review
June 2026	<ul style="list-style-type: none">• Engagement outcomes/public comments• Proposed changes from draft CIP to proposed final CIP• Equity analysis approach and results• Board Vote: Approve final CIP

Schedule subject to change. STIP = State Transportation Improvement Program.