
Capital Investment Plan

Western Mass/Berkshires Meeting

May 25, 2021





DRAFT

SFY 2022

Capital Investment Plan Update

Thank you for Joining this Virtual Meeting

Please review the notes below while you wait for the meeting to begin

This meeting is being held virtually as allowed by Governor Baker's Executive Order suspending certain provisions of the Open Meeting Law dated March 12, 2020. If anyone is having a technical issue, use either the chat box on your screen or call **(617) 680 6092** and staff will assist you.

Participants wishing to speak should click "Participants" icon on the lower toolbar and then click "Raise Hand" in the dialog box to notify the staff. Telephone participants should press *9 to indicate they wish to speak. All participants will be muted until they are recognized by staff.

This meeting is being recorded for purpose of capturing public comments.

Public Meeting Notes and Procedures

Notification of Recording

- This virtual public meeting will be recorded. The Massachusetts Department of Transportation may choose to retain and distribute the video, still images, audio, and/or chat transcript. By continuing attendance with this virtual public meeting, you are consenting to participate in a recorded event.
- If you are not comfortable being recorded, please turn off your camera, keep your microphone muted, and refrain from chatting in the transcript box. Else you may choose to excuse yourself from the meeting. – If you prefer to excuse yourself, you can find the materials at <http://www.mass.gov/cip>

Other Important Notes

- Please note that you are automatically muted upon entering this meeting. The meeting will be open to questions and answers at the end of the formal presentation.



Zoom Controls



Control microphone and speakers



Turn camera on/off



Ask a question and share comments via group or private chat.
Note: all chat comments will be part of the official record.



Raise your hand to request to be unmuted for verbal comments



Select interpretation language
Elija el idioma de interpretación

CC

View closed captions automatically generated by Zoom. To adjust caption size, click the upward arrow next to Start Video / Stop Video, then click Video Setting and Accessibility. Move the slider to adjust caption size.



If you cannot access the internet or have technical problems, please call into the meeting at 1-888-788-0099, Meeting ID: 820 3727 2448, Passcode: 090975



If you have trouble with the meeting technology during the presentation, please call:
617 680 6092



Questions and Comments

When sharing questions and comments, please:



State your name first



Share only **one** comment or question at a time, limited to two minutes, to allow others to participate

There are three ways to indicate you would like to ask a question or share a comment:



Use the “raise hand” button to request to be unmuted for verbal comments



Submit written comments or questions using the chat panel



To ask a question via phone, dial *9. When it is your turn, the moderator will call out the last 4-digits of your phone number and unmute your audio.



Tonight's Discussion

- **Overview**
 - 2022 Capital Investment Plan (CIP) Approach and Focus
- **MassDOT/MBTA New Initiatives for 2022**
- **CIP and STIP**
 - Alignment and funding
- **How to use and explore the CIP**
 - Updated interactive format
 - Public meeting schedule
- **Your feedback on this draft plan**
 - Did we get it right?



Overview of the CIP

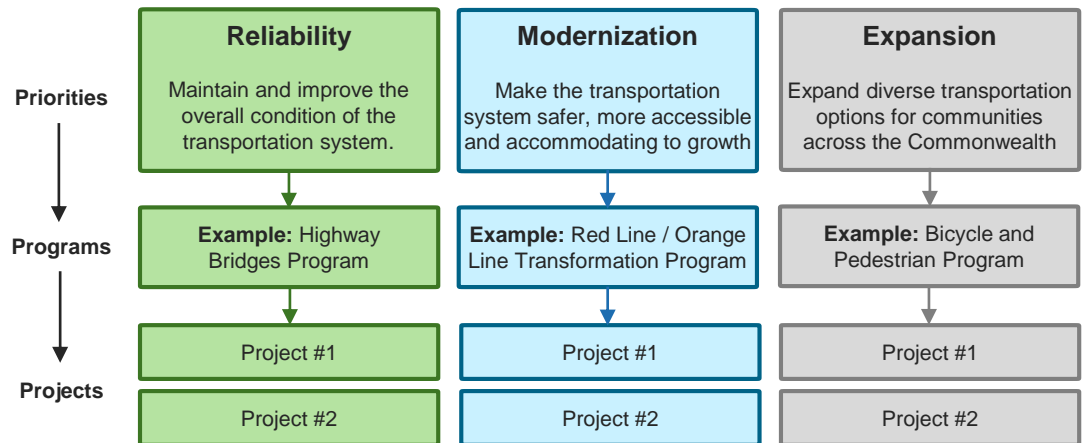


What is the CIP?

- Annually produced budget and policy document that programs state and federal funds to pay for long-term improvements to the transportation system
- Includes investments in all MassDOT and MBTA capital assets, including roadways, bridges, bicycle and pedestrian facilities, transit vehicles and stations, aeronautics, rail, and the Registry of Motor Vehicles.



How is the CIP built?



SFY 2022 CIP Approach

- In line with last year's CIP, the administration has decided to continue with a “maintenance of effort” approach for the SFY 2022 CIP
 - Continued support for major ongoing capital programs (e.g., GLX, SCR)
 - Includes some targeted new investments to advance goals and priorities
 - Emphasis on building a strong foundation for future funding opportunities
- Both the MassDOT and MBTA CIP development and capital delivery teams are focused on the execution and optimization of the capital program



SFY 2022 CIP Goals

1

Deliver a more strategic, performance-based CIP, driven by our extensive planning efforts and studies over the past several years

2

Build a capital program that reflects our multimodal strategy and connect our investments across modes (roads and bridges, bicycle and pedestrian, MBTA and RTA, etc.)

3

Better communicate what investments are included in the capital program and share how they benefit all parts of the Commonwealth, all modes, and many different constituent groups



Investment Principles – MBTA

With a “maintenance of effort” CIP the MBTA will focus on continuing projects already underway with targeted investments for the future

Continue to prioritize and invest in steady-state asset replacement and modernization

- Upgrades to our revenue vehicle fleet, including procurement of new **Electric Hybrid (EEH) buses** for the Silver Line, overhauls of **Commuter Rail Locomotives**, and funding for an ongoing program to **replace vans and sedans** used by The RIDE.
- \$170M programmed for bridge and tunnel upgrades, including continued funding for the replacement of the **Gloucester Drawbridge**
- Installation of **Automatic Train Control** on the North Side of the Commuter Rail System
- Completion of **Braintree and Quincy Adams Garage Rehabilitation**

Continue to invest in and support through completion, a number of in-flight capital programs

- Continued execution of the **Green Line Extension**, working towards commencing revenue service by the end of CY21.
- Continued construction of **South Coast Rail Phase 1**, as well as procurement of additional Commuter Rail coaches to support service
- Investments in vehicles, yards, maintenance facilities, and signals to support the **Red Line/Orange Line Transformation**
- Continued implementation of **Fare Transformation**

Make targeted investments in the next round of transformation programs and establish a strong foundation for future funding opportunities

- Final design and construction of the **Quincy Bus Facility**, which will support future Battery Electric Buses (BEB) fleets
- Additional investments in **bus priority infrastructure** and passenger amenities
- Continued investments in planning to support **Rail Transformation**
- Completion of the **Lechmere Viaduct** rehabilitation
- Improvements to Green Line track, signals, and stations as part of **Green Line Transformation**



New Transportation Bond Bill

- On January 15, 2021, Governor Baker signed a new \$16.2 billion transportation bond bill (TBB) – An Act to Authorize and Accelerate Transportation Investment
- The TBB authorized new programs and funding intended to address asset conditions and congestion at the local level, enhance pedestrian/transit access and improve the condition of MassDOT Highway bridges
- New programs and spending included in the 2022 CIP:
 - **Municipal Pavement Program (\$15.0 M in 2022; \$100 M authorization)**
Program is focused on pavement improvement and repairs for municipally-owned state routes, which represent over 7,000 lane miles across the commonwealth. This is a significant investment in road condition, with funds to be both distributed as municipal grants and through partnership with DOT Highway project delivery.
 - **Shared Streets and Spaces Program (\$4.0 M; \$20 M authorization)**
The COVID-19 pandemic highlighted some existing mobility needs and also created new ones. Through the Shared Streets and Spaces Grant Program, launched in 2020, MassDOT seeks to assist municipalities in meeting their individual needs for more and safer outdoor recreation, commerce, community activities, and mobility with grants from \$5,000 to \$500,000. Funds will be used to quickly launch or expand improvements to plazas, sidewalks, curbs, streets, bus stops, parking areas, and other public spaces.
 - **Local Bottleneck Reduction Program (\$2.5M; \$25 M authorization)**
This program would provide new funding for cities and towns to address localized, operationally influenced bottlenecks that negatively impact traffic flow through moderate, cost effective congestion relief such as redesign, re-striping, lane and shoulder width adjustments, signal improvements, signage and other infrastructure improvements

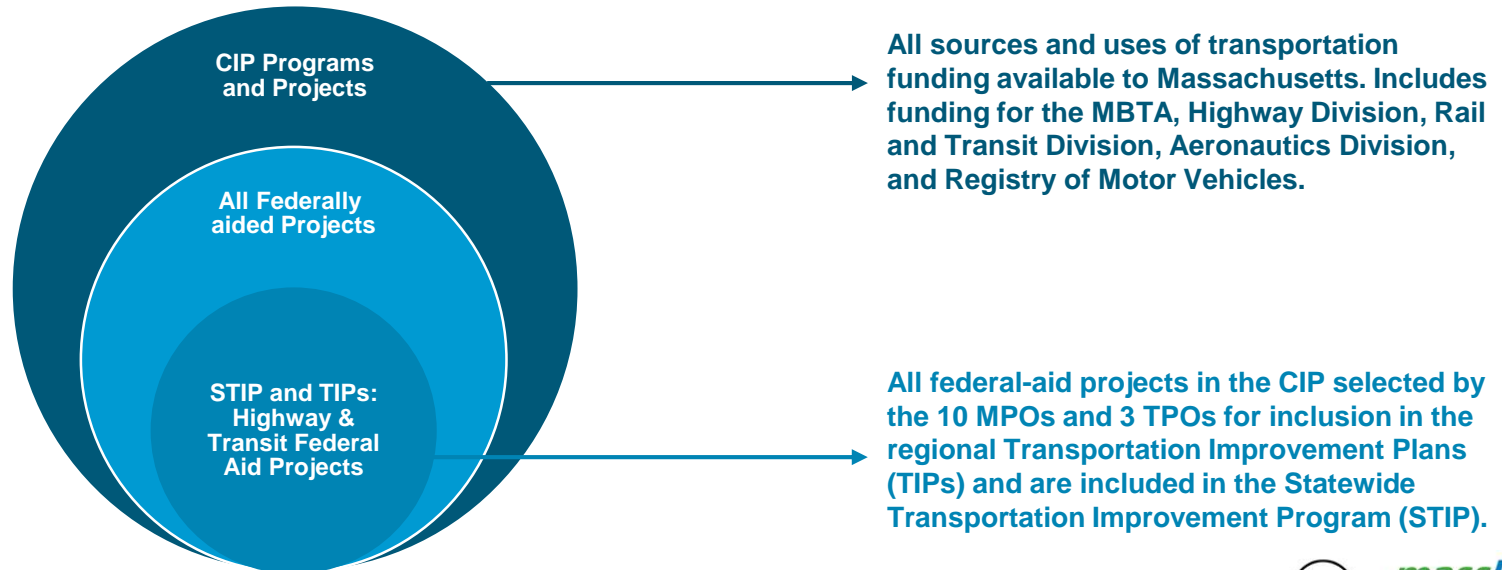
New Transportation Bond Bill – New Funding

- **TBB authorized \$1.25 billion in new grant anticipation notes (GANs) authorization**
 - The new federally-eligible funds provided will be used by MassDOT Highway Division to improve the condition of the National Highway System (NHS) bridges across the Commonwealth
 - A list of eligible projects to be funded with GANs is under development
 - All identified and programmed bridge projects will be added into the State Transportation Improvement Program (STIP) as required when funded with our federal highway funds
 - Approximately \$490 million is programmed in 2022 to improve the conditions of the bridge network including \$15 million in new GANs funding



SFY 2022 CIP and FFY 2022-2026 STIP

- The Statewide Transportation Improvement Program (STIP) is a federally required plan that governs projected FHWA investments and FTA awards over the next five years. It is dedicated to federally funded roadway and transit projects, subject to federal approval, and financially constrained by Federal Fiscal Year (October 1 – September 30)
- Includes all federal-aid projects programmed by the 10 MPOs and 3 TPOs in Massachusetts
- While the STIP is an obligation-based document, the CIP is a cash flow document that depicts expenditures over time. All STIP projects are included in the CIP, and the STIP comprises a large subset of the CIP.
- The FFY 2022 – 2026 STIP is being developed concurrently with the SFY 2022 CIP. The FFY 2021 – 2025 STIP programmed approximately \$8.1B in federal funds for transportation projects included in the overall CIP



Role of MPOs and TPOs

- Metropolitan Planning Organizations (MPOs) and rural Transportation Planning Organizations (TPOs) are transportation policy and decision-making bodies composed of local and state officials that play a critical role in developing the STIP.
- MPOs and TPOs annually review and select eligible projects for funding with their allocation of federal funds for inclusion into a region's 5-year Transportation Improvement Program (TIP). Collectively, the TIPs of all thirteen MPOs and TPOs in Massachusetts comprise the federally funded portion of the CIP.
- Every Spring between April and May, all thirteen MPOs and TPOs in Massachusetts release their draft TIPs for public comment. When these documents are released for public review, the dates for the public comment period are provided on the MPO's or TPO's webpages at the link below.

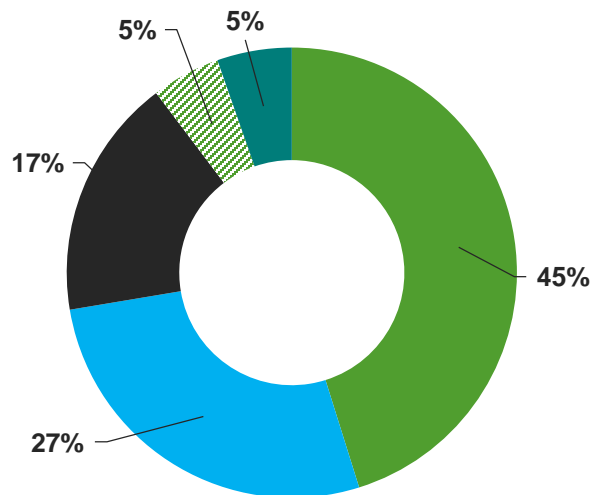


MPO and TPO websites and meeting schedules can be found at Mass.gov/CIP under *Engaging Local and Regional Officials*.

SFY 2022 Programmed Investments

Reliability	Aeronautics	Highway	IT	MBTA	Rail	RMV	Transit	OTP	Total SFY22
	\$47.3 (millions)	\$989.0	\$12.0	\$695.0	\$53.0	\$0.5	\$32.3	\$-	\$1,829.2
Modernization	Aeronautics	Highway	IT	MBTA	Rail	RMV	Transit	OTP	Total SFY22
	\$4.8 (millions)	\$297.0	\$9.0	\$757.2	\$11.1	\$8.3	\$19.3	\$0	\$1,106.8
Expansion	Aeronautics	Highway	IT	MBTA	Rail	RMV	Transit	Highway / OTP	Total SFY22
	\$0.0 (millions)	\$147.6	\$0.0	\$547.8	\$1.7	\$0.0	\$0.0	\$5.2	\$702.2

Overall spending breakdown*



<i>millions</i>	SFY 2021	SFY 2022	Difference
Reliability	\$1,751.7	\$1,829.2	+\$77.6
Modernization	\$944.4	\$1,106.8	+\$162.4
Expansion	\$578.3	\$702.2	+\$123.9
Chapter 90	\$200	\$200.0	\$ -
Planning, Enterprises Services, & Other	\$213.4	\$217.1	+\$3.7
<i>One Year total</i>	\$3,687.7	\$4,055.4	+\$367.6



SFY 2022 Programmed Funds – MassDOT Projects in Western Region














These projects account for \$75.4M in anticipated FY22 spend, the remaining projects total \$1.8B in anticipated spend in FY22

Division	Location	Investment Details	FY22 Funding	Total Cost
Aeronautics	Westfield Barnes Regional Airport	Acquire Land for Noise Compatibility within vicinity of airport	\$3.3M	\$9.9M
		Noise Mitigation Measures for Residences within 70-74 DNL	\$6.6M	\$2.2M
Highway	Buckland	Reconstruction & Minor Widening on Conway, Summer, South Streets & Conway Road	\$2.1M	\$8.2M
	Lee	Resurfacing and Related Work on I-90	\$6.0M	\$11.9M
	Chicopee	Traffic Signal Improvements & Ramp Resurfacing @ I-90	\$8.7M	\$10.0M
	Greenfield	Bridge Replacement I-91 (NB&SB) over BM railroad	\$6.2M	\$19.4M
	Northampton	Bridge Replacement I-91 over Route and B&M railroad, Bridge Replacement I-91 over Hockanum Rod and Improvements to I-91/Interchange 18	\$15.7M	\$49.1M
	Northfield	Bike/Ped Bridge Construction Schell Bridge over the Connecticut River	\$2.9M	\$25.5M
	Orange	Bridge Replacement Route 2 over Route 202	\$5.2M	\$16.8M
Rail & Transit	Deerfield	East Deerfield Yard Intermodal Project	\$3.1M	\$5.6M
	Franklin Regional Transit Authority*	Replacement of buses/support vehicles and preventive maintenance/maintenance facility replacement	\$5.0M	\$8.2M
	Pioneer Valley Transit Authority*	Replacement of buses/support vehicles/procurement of electric buses and preventive maintenance/maintenance facility renovations	\$10.6M	\$45.9M
Total			\$75.4M	\$212.7M

*Represents state match only to the federal funding programmed by the RTAs for their respective capital projects

SFY 2022 Programmed Funds – Top 10 MBTA Projects

The top 10 projects account for \$1.18B in anticipated FY22 spend, the remaining 471 projects total \$1.47B in anticipated spend in FY22

Project Name	Mode	Investment Details	FY22 Funding	Total Auth. Budget
Green Line Extension (P0095)		Extension of the Green Line to Union Square in Somerville and College Avenue in Medford.	\$284.4M	\$2,118.6M
South Coast Rail Expansion (P0160)		Expansion of the Commuter Rail system to southeastern Massachusetts, including Taunton, Fall River ,and New Bedford.	\$263.4M	\$918.2M
ATC Implementation on the MBTA North Side Commuter Rail Lines (P0606)		Funds the implementation of federally mandated Automatic Train Control. Currently in Construction.	\$154.0M	\$368.8M
Signal Program - Red/Orange Line (P0285)	 	Replaces aging analog signal systems on the Red and Orange Line with new, digital infrastructure. Currently in construction, with completion expected in 2022.	\$88.5M	\$267.6M
Procure 64 Bi-Level CR Coaches (P0893)		Replacement of bi-level coaches to support South Coast Rail.	\$75.5M	\$276.1M
Red/ Orange Line Vehicles (P0362)	 	Fund the procurement of the new fleet of Red and Orange Line Vehicles. Full acceptance of 252 new Red Line Vehicles and 152 new Orange Line Vehicles is expected by 2024.	\$75.5M	\$1,073.5M
Red Line / Orange Line Infrastructure Improvements (P0157)	 	Improvements and expansion of maintenance facilities, carhouses, and supporting infrastructure needed for the acceptance of new vehicles.	\$74.1M	\$475.4M
Fare Transformation (P0265)		Upcoming project initiatives include expansion of CharlieCard access, implementation of contactless payment, and rear-door boarding capabilities.	\$68.7M	\$783.4M
Cabot Yard Complete Upgrade (P0512)		Replaces the storage and maintenance facility for Red Line vehicles, including track replacement to service red line vehicles. Currently in Construction.	\$48.3M	\$174.0M
DMA Replacement (P0619)		Procurement of hybrid electric fleet for the Silver Line. Design review is nearing completion and pilot bus production begins in May 2021.	\$44.0M	\$89.4M
Total			\$1,176.4M	\$6,545.0M

SFY 2022 CIP Public Engagement

- The CIP is published both as a PDF and as a virtual “story map,” providing users the opportunity to interact with the CIP content and comment on specific projects
- In lieu of in-person public meetings, MassDOT/MBTA has organized six virtual regional public meetings to be held with participation of the Metropolitan Planning Organizations (MPOs)
- Each meeting will provide a brief overview of the CIP and focus on 2022 investments
 - Public comment will be accepted as part of the virtual public meeting and is also encouraged via the online public comment tool
 - While each meeting will focus on a specific region, comments will be accepted on any aspect of the CIP
 - Two ways to advance projects in the CIP:
 - MassDOT/MBTA local planning & prioritization processes
 - MPO/TPO planning & prioritization processes



SFY 2022 CIP Public Engagement

Virtual Public Meeting Schedule

MassDOT will host 6 public meetings across the Commonwealth with participation from the Metropolitan Planning Organizations. Zoom details for public meetings are available at mass.gov/cip.

May 25th at 6pm – Western Mass/Berkshires

Berkshire Regional Planning Commission / Pioneer Valley Metropolitan Planning Organization / Franklin Regional Council of Governments

May 26th at 6pm – Northern Middlesex/Merrimack Valley*

Northern Middlesex Planning Commission / Merrimack Valley Planning Commission

May 27th at 6pm – Central Mass*

Central Massachusetts Regional Planning Commission / Montachusett Regional Planning Commission

June 1st at 6pm – Boston*

Boston MPO / Central Transportation Planning

June 2nd at 6pm – Southeastern Mass*

Old Colony Planning Council / Southeastern Regional Planning & Economic Development District

June 3rd at 6pm – Cape and the Islands

Cape Cod Commission / Nantucket Planning and Economic Development Commission / Martha's Vineyard Commission

** Region includes the MBTA service area*

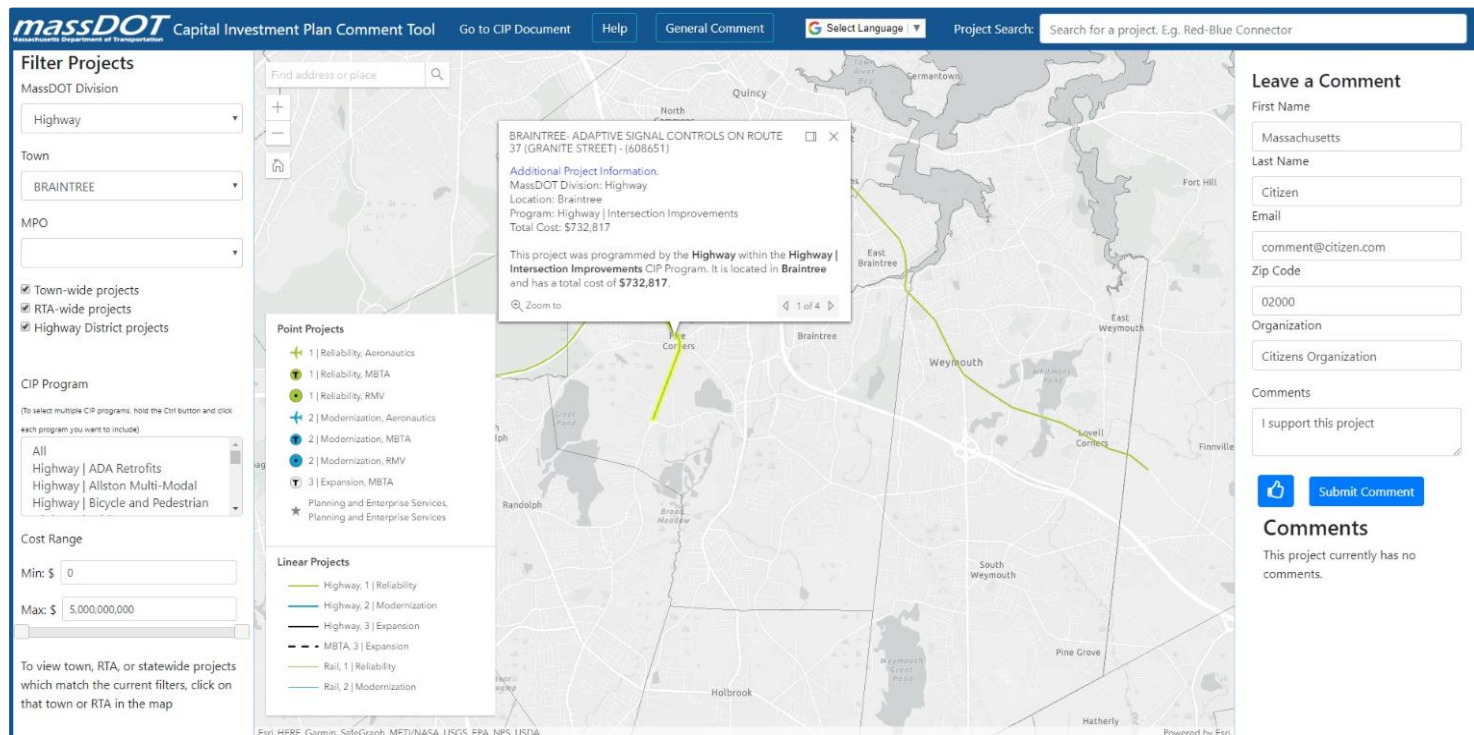
Other Opportunities for Public Participation

- **CIP Comment Tool:** Comments will be accepted directly through the [CIP Online Comment Tool](#). Members of the public can add general comments or project-specific comments.
- **Email:** Comments can be emailed to massCIP@state.ma.us
- **Letters:** Physical letters will be accepted from stakeholders and members of the public wishing to use non-virtual means to participate.
- MassDOT also encourages the public to engage with your municipal leaders about your priorities for transportation projects.



CIP Comment Tool

- The CIP online comment tool and interactive map allows users to view and comment on CIP projects.
- Users can filter projects by MassDOT Division, municipality, MPO region, CIP program, and cost. Users can also search for projects by name and enter their address to view nearby projects.
- General, non-project specific comments may also be submitted using the tool.
- The SFY 2022 comment tool will go live on May 25th at: <https://gis.massdot.state.ma.us/cipcommenttool/>



How We Use Public Comments

Public participation is critical to helping us meet the transportation needs of Massachusetts. Make your voice heard by sharing comments on specific projects, programs, or the overall CIP process. Your feedback will help guide our short- and long-term capital priorities.

Projects (Existing and New)

- Comments on existing projects are shared with project managers and taken into consideration as the project is developed and/or implemented.
- Comments in support of future projects not currently programmed in the CIP are shared with internal stakeholders to note the level of public interest in the project.

Programs and Priorities

- Comments in support of specific CIP programs are used to help drive next year's investments and set five-year priorities

CIP Development Process

- General public comments help shape the way we set investment priorities, select projects for inclusion in the CIP, and communicate the progress of our capital investments to the public.



Thank You

Please go to
mass.gov/massdot/cip
to find the
Draft FY 2022
Capital Investment Plan

Please comment at
masscip@state.ma.us or
the [Online Comment Tool](#)

MassDOT
Legislative and Public Affairs
10 Park Plaza Rm. 4160
Boston, MA 02116

