



Maura Healey, Governor
Kimberley Driscoll, Lieutenant Governor
Monica Tibbitts-Nutt, Secretary & CEO



MINUTES

Meeting of the Massachusetts Department of Transportation Capital Programs Committee

June 11, 2025 AT 10:30 A.M.

**10 Park Plaza, 2nd Floor Board Room, Suite 2890
Boston, MA 02116**

***Public participation and comment was available via written
communication, voice message and in-person public comment.***

This meeting was broadcast live online.

**MASSDOT BOARD
MEMBERS
PARTICIPATING:**

Chairman Joseph Beggan, Director Timothy
King, Director Ilyas Bhatti, Director Thomas
Koch

**OTHERS
PARTICIPATING:**

Manager of Capital Planning Michelle Scott,
Director of Major Projects Michael O'Dowd,
Deputy Chief Engineer John Bechard, Chief
Development Officer Scott Bosworth, Deputy
General Counsel Susan Snyder

OTHERS PRESENT:

Deputy General Counsel Owen Kane

Chairman Beggan called to order the meeting of the Capital

Programs Committee at 10:30 a.m. Owen Kane called the roll of the

members participating, being a quorum of the Committee:

Chair Beggan	Present
Director King	Present
Director Koch	Present
Director Bhatti	Present

Public Comment

There was no public comment.

Minutes

The Chair asked for a motion to approve the minutes of the May 14, 2025, Capital Programs Committee Meeting.

On motion duly made and seconded, it was by roll call:

VOTED: To approve the minutes of the Capital Programs Committee Meeting held on May 14, 2025.

Chair Beggan	Yes
Director King	Yes
Director Koch	Yes
Director Bhatti	Yes

Manager of Capital Planning Michelle Scott presented Item #2, a request for a recommendation from the Committee for the full Board to adopt the FY 2026–2030 Capital Investment Plan (“CIP”).

The CIP is a rolling five-year plan that funds the planning, construction, and capital maintenance of the transportation system.

The CIP is fiscally constrained and reflects planned spending/cash flows and includes investments in roads and bridges, bicycle and pedestrian facilities, state-funded transit items, state rail network, public use airports, MassDOT-wide enterprise services and the Registry of Motor Vehicles.

Ms. Scott discussed the various CIP funding sources, including Federal Funding, State Funding, MassDOT Sources (i.e. tolls), and other sources such as municipal and local funding.

Beyond Mobility, MassDOT's statewide long-range transportation plan, serves as a blueprint for guiding transportation decision making. MassDOT's FY26-30 CIP will make connections between *Beyond Mobility* and capital investments by Identifying how current CIP programs support Beyond Mobility priority areas and address action items, continuing existing or advancing new investments that address priority areas and action items.

The Healey-Driscoll Administration has announced a plan to invest \$8 billion in transportation over the next 10 years. The CIP will advance recommendations from the Transportation Funding Task Force. MassDOT will

follow related policy developments and work to reflect enacted legislation and finalized spending plans in the CIP.

Discussion ensued.

Chair Beggan, while recognizing that the CIP is a snapshot, asked if it was possible to compare or contrast over time. Ms. Scott stated that the Department was looking into the trends it is seeing in the development and implementation of the CIP.

On motion duly made and seconded, it was by roll call:

VOTED: To recommend that the MassDOT Board of Directors approve the Fiscal Year 2026–2030 Capital Investment Plan (“CIP”), and to authorize the Secretary/CEO, in the name of and on behalf of the Massachusetts Department of Transportation, to take any steps deemed necessary and appropriate to provide notice to the Legislature and public of the CIP.

Chair Beggan	Yes
Director King	Yes
Director Koch	Yes
Director Bhatti	Yes

Director of Major Projects, Mike O’Dowd, then presented Item #3, a request for the Committee to recommend that the Board of Directors authorize and approve the Secretary/CEO, or her designee, to execute

MassDOT Contract No. 608514-129544 titled BEVERLY- TEMPORARY BRIDGE CONSTRUCTION, B-11-001, BRIDGE STREET OVER BASS RIVER (HALL-WHITAKER DRAWBRIDGE), for Temporary Bridge Construction and Demolition of existing bridge, with MAS Building & Bridge Inc., for the amount of \$21,954,371.31.

The work under this Contract consists of the construction of a fixed temporary bridge structure and associated roadway approaches located to the south of the existing Hall-Whitaker bridge. Following the opening of the temporary bridge, the work also includes the demolition of the existing Hall-Whitaker bridge over the Bass River in Beverly, Massachusetts. The project begins at Folger Avenue to the west and extends approximately 1,345' east to River Street.

The existing Hall-Whitaker bridge was closed to vehicular traffic in June 2022 following an updated bridge inspection and rating and will remain closed to vehicular traffic throughout construction. The existing bridge is open to pedestrian and bicycle traffic. The Contractor shall maintain existing bridge allowing for pedestrian and bicycle access until the temporary bridge is opened. The existing bridge movable span is operational and shall remain operational until in-water construction of the temporary bridge piers prohibits

access. The contractor shall ensure the navigational channel access is maintained throughout construction. While there may be some disruptions in access during certain construction phases, efforts shall be made to avoid interruptions during busy times of the boating season and Holiday periods, to the extent possible.

In response to questions from Director Koch, Mr. O'Dowd explained that because the project to install a permanent bridge will likely be funded using federal funds, this temporary bridge project would be built with state funds.

Director Bhatti was pleased to see that the Department was able to secure this project for an amount lower than the Engineer's Estimate.

On motion duly made and seconded, it was by roll call:

VOTED: To recommend that the Board of Directors authorize the Secretary, or her designee, to award and execute MassDOT Contract No. 129544 entitled BEVERLY- TEMPORARY BRIDGE CONSTRUCTION, B-11-001, BRIDGE STREET OVER BASS RIVER (HALL-WHITAKER DRAWBRIDGE), with MAS Building & Bridge Inc. in a form approved by the General Counsel, in the amount of \$21,954,371.31.

Chair Beggan	Yes
Director King	Yes
Director Koch	Yes
Director Bhatti	Yes

Deputy Chief Engineer presented Item #4, a request for a recommendation related to MassDOT Contract No. 129715 titled Burlington to Tyngsborough – Pavement Preservation on Route 3, for Highway Construction, with HOLCIM-NER Inc, for the amount of \$17,676,110.60.

The work to be done consists primarily of milling and resurfacing the existing Route 3 mainline, the Exit 72B SB offramp, and bridges within the project limits.

Additional work consists of removing and disposing of substandard guardrail end treatments and replacement with MASH-compliant w-beam guardrail end treatments; adjusting and cleaning drainage structures; replacing damaged or non-lockdown frames, covers, and grates; upgrading ITS and TDC equipment; placement of new pavement markings; tree trimming; and incidental work as required by the Engineer.

Discussion ensued.

On motion duly made and seconded, it was by roll call:

VOTED: To recommend that the Board of Directors authorize the Secretary, or her designee, to award and execute MassDOT Contract No. 129715 entitled Burlington to Tyngsborough – Pavement Preservation on Route 3, with HOLCIM-NER Inc, in a form approved by the General Counsel, in the amount of / for a sum not to exceed

\$17,676,110.60.

Chair Beggan	Yes
Director King	Yes
Director Koch	Yes
Director Bhatti	Yes

Mr. Bechard also presented Item #5, a request for recommendation related to MassDOT Contract No. 129855 titled Bourne – Median Installation on Route 6 (Scenic Highway) with LAWRENCE LYNCH CORP, for the amount of \$30,015,931.60.

The award of Contract No. 129855 titled Bourne – Median Installation on Route 6 (Scenic Highway), from Nightingale Pond Road to Edgehill Road, serves as Phase 1 of an overall master plan for the Route 6 corridor that targets roadway safety improvements and increased multi-modal connectivity between Edgehill Road and points west of the project limits.

The roadway work is comprised of milling and pavement overlay, full depth pavement construction, driveway reconstruction, sloped granite edging and curbing installation, an HMA shared-use path and sidewalks, cement concrete pedestrian curb ramps, guardrail, retaining wall construction, new stormwater structures and pipes, overhead and

underground utility relocations by others, traffic signal installation, pavement markings and signage, traffic control management, and related work. Two lanes of traffic will be maintained in each direction on Route 6 EB & WB, except during Stage 1 where the WB direction will be reduced to 1 lane at night to install temporary pavement and barrier.

Director King asked if we intended to keep all lanes of traffic open during construction and was told that, as there is sufficient room in the right of way that is used for the multi-use path, there will be no need to shut down any lanes.

On motion duly made and seconded, it was by roll call:

VOTED: To recommend that the Board of Directors authorize the Secretary, or their designee, to award and execute MassDOT Contract No. 129855 entitled Bourne – Median Installation on Route 6 (Scenic Highway), with LAWRENCE LYNCH CORP, in a form approved by the General Counsel, in the amount of \$30,015,931.60.

Chair Beggan	Yes
Director King	Yes
Director Koch	Yes
Director Bhatti	Yes

Chief Development Officer Scott Bosworth presented the final item on the agenda, Item #6, a request for recommendation for the Board of Directors

to authorize and approve the Secretary/CEO, or her designee, to execute a Transition Agreement (MassDOT Contract No. SPO-1-2025) and Lease and Concessions Agreement (MassDOT Contract No. SPO-2-2026) for the on-going operations and maintenance and revitalization of MassDOT's 18 Service Plazas, with Applegreen MA Investments LLC, for a total duration, not to exceed, a six-month Transition Period and 35 1/3 years plus a 10-year option to extend from Notice to Proceed (NTP).

MassDOT owns 18 Service Plazas, for which 14 existing leases expire on December 31, 2025, and the remaining four existing leases expire on June 30, 2027.

MassDOT issued a Request for Proposals ("RFP") on September 30, 2024, to procure a new single Operator for all 18 Services Plazas under a Lease and Concessions Agreement with a 35 1/3-year term, plus a 10-year option to renew. Prior to the new Operator beginning operations and maintenance of the existing Service Plazas on January 1, 2026, it will enter into a Transition Agreement for a six-month Transition Period in order to ensure a seamless transition from the existing tenants to the new Operator.

Applegreen MA Investment LLC (“Applegreen”) has proposed to raze and re-build nine of the Service Plazas with significant renovation of the remaining nine Service Plazas.

Director Koch stated that he was bothered that, despite the fact that the procurement for this project began at least eighteen months ago, the Directors haven’t received any substantial information on the project before today. He indicated that he is unable to vote to recommend this proposal at this time. He noted that if there is a vote to recommend, he would like his vote to be recorded as “Present.”

Director King agreed with Director Koch and voiced his displeasure at not receiving adequate information on either the process or the project prior to today.

Extensive discussion ensued.

The Chair asked Mr. Bosworth to discuss the proposed ongoing audit process for the project. Mr. Bosworth responded that the vendor would be self-reporting on a monthly basis. In addition, the Department would be conducting site visits, developing checklists and will use various asset management measures to ensure compliance.

After much discussion it was determined that the only way the Committee could recommend the selection of any winning bidder would be if the vote was amended to require that sufficient information be made available to the Directors prior to the next Board meeting, including the opportunity for individual briefings for the Directors.

After further discussion:

On motion duly made and seconded, it was by roll call:

VOTED: To amend the proposed vote to:

That the Capital Programs Committee recommend that the Board of Directors authorize the Secretary, or her designee, to award and execute the Transition Agreement (MassDOT Contract No. SPO-1-2025) and Lease and Concessions Agreement (MassDOT Contract No. SPO-2-2026), entitled Service Plaza Operator, with, Applegreen MA Investments LLC, in a form approved by the General Counsel, and to execute any necessary or ancillary documents in the name and on behalf of the Massachusetts Department of Transportation to effectuate this Agreement; such recommendation, however, is contingent upon sufficient information be made available to the Directors, by the Secretary, prior to the next Board meeting, including the opportunity for individual briefings for the Directors.

Chair Beggan	Yes
Director King	Yes
Director Koch	Yes
Director Bhatti	Yes

As the amended vote relies on a condition that cannot be met prior to the next Board Meeting, i.e, the provision of sufficient information, including individual meetings with Directors, no vote on a recommendation was taken.

The Chair asked for a motion to adjourn.

On a motion duly made and seconded, it was by roll call:

VOTED: To adjourn at 12:16 p.m.

Chair Beggan	Yes
Director King	Yes
Director Koch	Yes
Director Bhatti	Yes