



# Secretary Stephanie Pollack's Report

Monday, May 20, 2019

# Bay State Bike Week



*The Annual Bike to Work Breakfast was held on Wednesday, May 15, to encourage MassDOT and MBTA employees to bike to work.*

# Chapter 90 for 2019

- Chapter 90 bill for \$200 million has passed House and Senate action is expected soon
- Highway Administrator Jonathan Gulliver testified on May 15th at a State House hearing in support of legislation funding our FY 2020 Chapter 90 program at \$200 million
  - Bill also authorizes bonding to meet our financial obligations on federal highway projects through the fall of calendar year 2020 and \$200 million for our statewide rail system.

# Safe Routes to School Program

- Program helps municipalities provide safe and healthy transportation options for students.
- MassDOT selected 14 communities:
  - Agawam
  - Harwich
  - Arlington
  - Leominster
  - Boston
  - Longmeadow
  - Dracut
  - Medway
  - Fairhaven
  - Nantucket
  - Gardner
  - North Adams
  - Grafton
  - Northampton

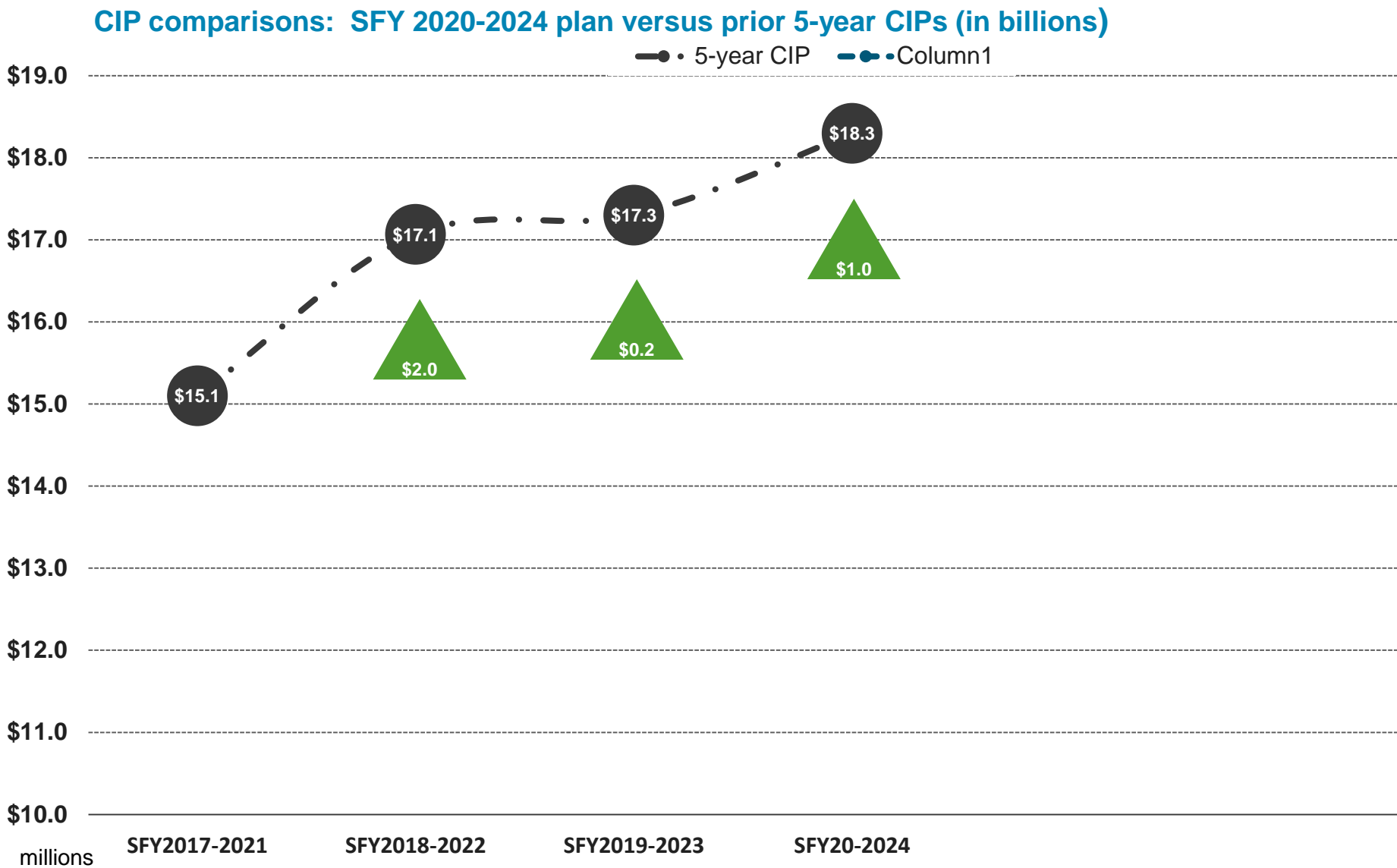
# Re-Inventing Transportation Demand Management

- Workforce grants a new MassDOT initiative and the first of several MassDOT workshops for the business community was recently held with members of the 495 Partnership.
- More than \$1.5 million total available each year in federal CMAQ funds that will be granted for financially sustainable transportation options for workers.
- Goal: get more workers to their jobs without using personal vehicles, reducing greenhouse gases and traffic congestion.

# MassDOT and MBTA Capital Investment Plan for FY2020-2024

- Asking both boards today to send out for public input a capital investment plan that enables MassDOT and the MBTA to continue to focus on maintaining and modernizing the Commonwealth's transportation assets by investing more than \$18 billion over the next 5 years
- Draft CIP will be the subject of public meetings now through June 6.
- For draft CIP information: [www.mass.gov/cip](http://www.mass.gov/cip)
- To email comments: [MassCIP@state.ma.us](mailto:MassCIP@state.ma.us)

# MassDOT/MBTA Capital Investment Plan Continues to Grow



# Board-Adopted Capital Investment Plan priorities

1

## *Reliability*

**Maintain and improve the overall condition and reliability of the transportation system**

- ▶ Necessary routine and capital maintenance
- ▶ State of Good Repair projects designed primarily to bring asset condition up to an acceptable level
- ▶ Asset management and system preservation projects

2

## *Modernization*

**Modernize the transportation system to make it safer and more accessible and to accommodate growth**

- ▶ Compliance with federal mandates or other statutory requirements for safety and/or accessibility improvements
- ▶ Projects that go beyond State of Good Repair and substantially modernize existing assets
- ▶ Projects that provide expanded capacity to accommodate current or anticipated demand on existing transportation systems

3

## *Expansion*

**Expand diverse transportation options for communities throughout the Commonwealth**

- ▶ Projects that expand highway, transit and rail networks and/or services
- ▶ Projects that expand bicycle and pedestrian networks to provide more transportation options and address health and sustainability objectives

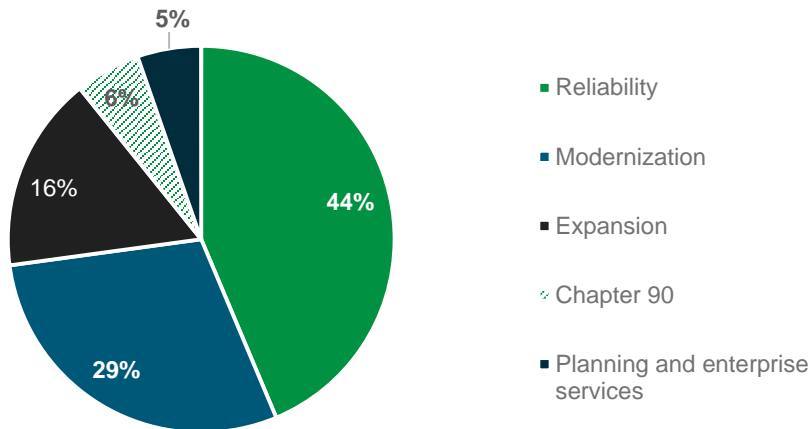




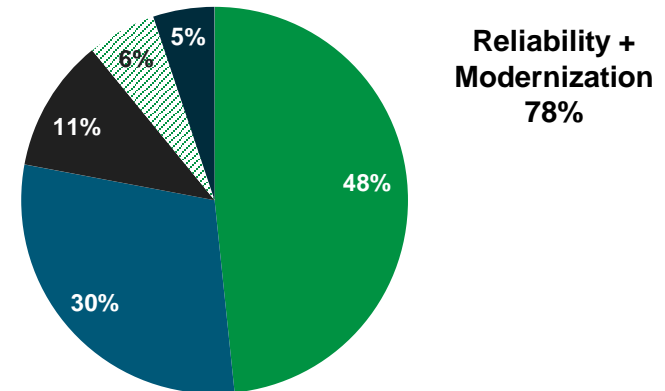
# 2020-2024 CIP continues to invest in reliability and modernization

- The FY2020-2024 Capital Plan continues to strongly emphasize investments in reliability and modernization
  - ~73% of our FY 2020-2024 plan is focused on funding reliability and modernization programs (consistent with prior CIPs)

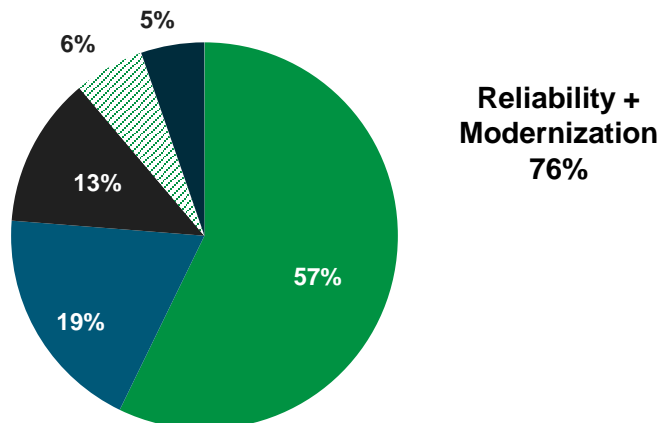
2020-2024



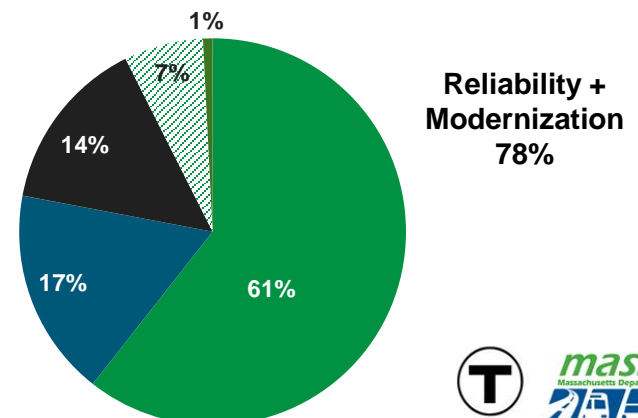
2019-2023



2018-2022



2017-2021



# Proposed CIP is strategically focused

- The plan, including new federal, state and toll revenue, is focused on
  - Highway assets in need of increased investment levels
  - MBTA capital needs for reliability/modernization, balanced with expansion investments
  - Investing in municipal road and bridge assets
- Highway investments are focused on improving the condition of
  - Roadways/pavement, specifically on non-Interstate portions of the National Highway System: Investment increased from \$611.9 in last plan to \$776.9, adding \$155M
  - Bridges, with \$2.1 billion programmed over next five years even as the Accelerated Bridge Program ends
  - Metropolitan Highway System, with nearly \$800 million programmed to invest toward eliminating the \$1.2 billion, 10 year State of Good Repair backlog identified in the 2018 Triennial report
- For the MBTA focus additional funds is on:
  - Capital Needs (reliability/modernization), including Green Line Transformation
  - Completion of Green Line Extension and South Coast Rail Phase One, while being project development on three key “next priorities” from Focus40
- Municipal needs are addressed by
  - Chapter 90 (programmed at \$200M/year but FY19 reimbursement likely to come in at \$230M)
  - Complete Streets (106 municipal construction grants totaling \$33 million since 2016)
  - Municipal Small Bridges (92 small grants totaling \$42.5 million since 2016)
  - Programming larger municipal projects into the STIP through the MPOs



# Delivering Nearly \$20 billion In Capital Investment Involves More Than Just Capital

- Need to address capacity constraints, both internal and external
  - Internal = human capital, process improvement
  - External = details, flaggers
- Need to coordinate dozens of projects throughout metropolitan Boston to ensure that both transit users and drivers can still get around
  - Including not only MassDOT and MBTA but also DCR, municipal and private development projects
- Need to conduct work in an already congested transportation system, particularly in greater Boston