



Summary of MassDOT's Capital Investment Plan

In January 2014, MassDOT released their Capital Investment Plan (CIP), a fiscally-constrained plan allocating \$12.4 billion in federal and state transportation funds for FY14-FY18. Highway, public transportation, local road, bike and pedestrian projects are all included in the plan.

How Transportation Money is Spent

The CIP spends 80% of funds on maintenance projects, to invest in our existing transportation network and bring the transportation system up to a state of good repair. Other projects that will enhance our transportation network are also included in the plan. Funds are drawn from existing sources, federal reimbursements and grants and state borrowing. The Transportation Finance Act, passed in 2013 by the legislature, made funding for some of the projects possible.

Roads and Bridges	Bridges across the commonwealth	Rehabilitation and maintenance (\$3.3B)
	Springfield	Rehabilitation of the I-90 viaduct (\$200M)
	Canton	Reconstruction of the I-93/I-95 interchange (\$240M)
	Allston	Realignment of the I-90 turnpike (\$161M)
	Turnpike and Harbor Tunnels	Conversion to All-Electronic Tolling (AET) (\$160M)
Public Transportation and Rail	Regional Transit Authorities	Capital assistance and investments in regional bus service (\$191M)
	Red and Orange Line	Replacement of 43-year old red line vehicles and 31-year old orange line vehicles (\$835M)
	South Coast Rail	Continued design, permitting and freight improvements (\$254M)
	Green Line Extension	Vehicle procurement, station construction and improvements to the system (\$1.34B)
	Existing Green Line	Replacement of cars (\$2.6M)
	Fairmount Line	Diesel Multiple Unit service (\$190M)
	Silver Line	Expansion to Chelsea (\$62M)
	Cape Flyer	Permanent expansion (\$31M)
	Housatonic Rail	Rehabilitating tunnels, tracks and signals connecting North Adams, Pittsfield and Springfield to New York (\$35M)
	Vermonter	Improving service connecting Springfield, Northampton, Amherst and South Vermont (\$25M)
Local Roads and Paths	Bike and pedestrian paths	Construction across the commonwealth (\$130M)
	Local Roads	Level-fund Chapter 90 (\$200M/year)

Projects That Are Omitted

In January 2013, the Patrick Administration unveiled a plan known as *The Way Forward*, outlining critical spending priorities to make statewide transportation investments over the next 10 years. While the CIP is a five-year plan, and so is necessarily different than the spending plan outlined last year, it is worth noting the investments that the MBTA and MassDOT have not prioritized within the next five years:

MBTA Bus Replacement: The MBTA Capital Plan unveiled in 2013 set aside \$272 million over the next five years and an additional \$178 million after FY18 to procure new MBTA buses. This year's CIP has no funding for bus replacement within the next five years and pushes the \$450 million investment to sometime after 2019. The MBTA has one thousand vehicles that are currently within active use and 10% of those vehicles are in operation beyond their useful life of twelve years. By the time the MBTA sets aside funds to invest in these buses, about 85% will be beyond their useful life and the remaining 15% will be eleven years old.

Overhaul of #3 Red Line Cars: The youngest cars in the MBTA's Red Line fleet are 20 years old and due for an overhaul, but an overhaul is not funded in the CIP. These cars make up about 40% of the Red Line's active fleet.

Chapter 90 Funding: In 2013, the legislature set aside \$300 million in the Transportation Bond Bill to invest in local roads. Known as Chapter 90 funding, this was an increase of \$100 million from prior years. With the passage of the Transportation Financing Act, the Governor released \$200 million in Chapter 90 money, though he had previously identified a \$300 million need. The CIP continues to level-fund Chapter 90 at \$200 million for the next five years.

MBTA Power and Signal Projects: In order to ensure on-time service, the MBTA constantly works to upgrade its power and signal systems. The CIP funds this work at \$25 million, but MassDOT identified \$300 million was needed for this work.