
2019-2023 CIP update process

March 7, 2019

Updating the CIP

- Like last year, this process is not a top-to-bottom creation of a 5-year Capital Investment Plan (CIP), but an annual update to the five year plan
 - The 2020-2024 CIP is the fourth rollover of the combined MassDOT/MBTA 5-year capital plan
 - Funding in the CIP covers 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
- Process is focused on:
 - Confirming / adjusting program sizes
 - Proposing changes to projects within programs
 - Aligning CIP schedule with the State Transportation Improvement Program (STIP) schedule

MassDOT / MBTA: CIP Process Improvements

CIP Storyboard

- New storyboard format to be used to create fully accessible CIP document

Asset Management

- Integration with Transportation Asset Management Plan (TAMP): 10 year forecast of bridge and pavement projects on the National Highway System (NHS) and Transit Asset Management (TAM): MBTA's/RTAs' reports on Performance Targets for Rolling Stock; Facilities; Infrastructure and Equipment. Program sizing also to include 2018 Tracker targets and Focus40 recommendations.

Engagement

- Focus continues to be on *process* and involves more education on CIP process for underrepresented groups early in the CIP development.

Equity

- Developing an improved methodology to allow for a year-over-year and multi-year comparisons and consistent metrics based on analysis of past equity determinations.

Scoring Improvements: Economic Impact

- EDR report issued with proposed new economic impact methodology for scoring developed for use by Divisions; partial implementation for 2020-2024 CIP

CIP/STIP Alignment Improvements

- Development of e-STIP underway for potential use in the 2021-2025 STIP/CIP (pending completion)

MassDOT / MBTA: CIP Process Improvements

Next evolution of the MBTA CIP: Continuous improvement

FY17-21 CIP

- Introduced a new strategic approach to produce a balanced portfolio of projects
- Represented the first fully integrated MassDOT-MBTA CIP
- After years of underinvestment, challenged the agency to spend \$6.6 billion over the five year window

FY18-22 CIP

- Continued the structure and process introduced the prior year
- Focused on fully funding prior commitments, project readiness, acceleration, and targeted updates
- Expanded ambitious capital spending goals to \$7.4 billion over five years

FY19-23 CIP

- Aligned priorities with strategic goals and plans
- Issued agency-wide call for projects to identify needs and build pipeline
- Incorporated Transit Asset Management (TAM) data
- Scored all project proposals using PSAC methodology
- Produced \$8 billion plan

FY20-24 CIP

- Incorporate **Transit Asset Management (TAM)*** Plan data and findings
- Use CIP process to implement first set of **Focus40** “next priorities”
- Leverage **PMIS** for project intake, eval, and prioritization
- Focus on **execution and optimization** of capital program



*A TAM which covers the RTAs and statewide Transit group efforts was also submitted.

Overview: CIP update through June

- Each month has a general task plan:
 - **January** = Project scoring / Program sizing / Project selection
 - **February** = Project readiness / External engagement commences
 - **March** = Initial drafting / Obligations / Cash flows
 - **April** = Quality Controls / Obligations / Cash flows
 - **May** = Draft CIP update released / External engagement on draft CIP
 - **June** = Final CIP update approved

2020-
2023

Update
first four
years

2024

Add “new”
5th year

Overview of CIP Calendar

December

- Initial program sizing
- Number of programs and program definitions (purpose and need) are finalized

January

- Finalize CIP program sizes
- Project scoring
- Develop preliminary estimate of sources
- Federal OA /targets (MARPA) distributed to MPOs & Highway Division

February

- MassDOT Divisions and MBTA conduct "Readiness Days"
- Public & Stakeholder engagement (Phase 1)
- Draft project selection completed by Divisions
- Final draft of sources & uses

March

- Fiscal constraints analysis
- Lockdown CIP program sizes/draft project lists
- MPOs preferred projects selected
- Assess proposed programs within context of fiscal constraint
- Initial drafting of CIP document

April

- Sources & uses QA/QC
- Final fiscal constraint analysis
- Draft TIPs released for 21 day public comment period

May

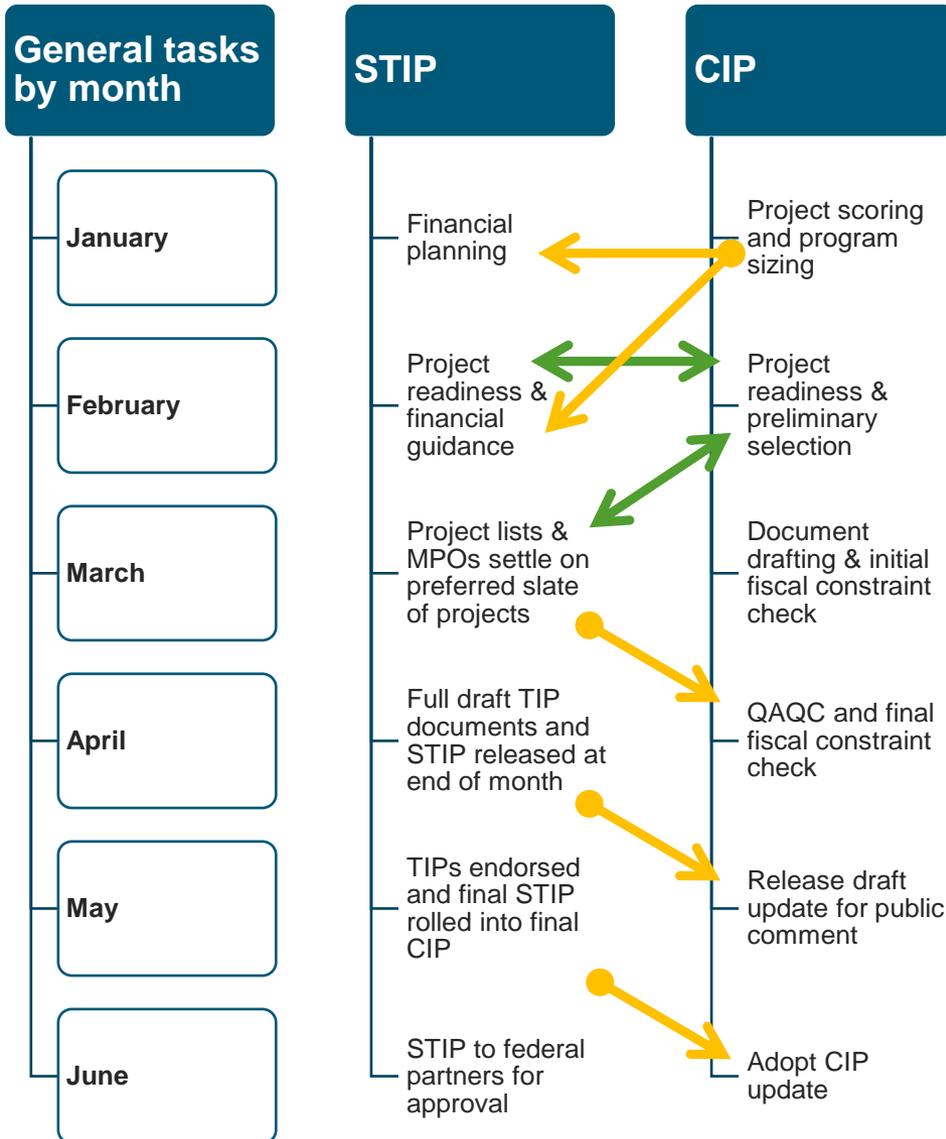
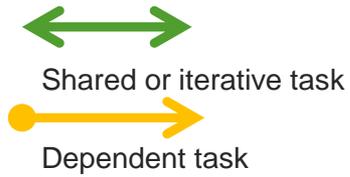
- **Boards approve the Draft CIP**
- Draft CIP and STIP released for public comment
- Public & Stakeholder engagement (Phase 2)

June

- **Boards approve the final CIP**
- TIPs and STIP are endorsed after public comment period
- Draft LRTPs released for 21 day public comment period
- Final STIP sent to FHWA, FTA, DEP and EPA



Aligning CIP and STIP



The Planning Pyramid



Connecting the Planning Processes to the CIP

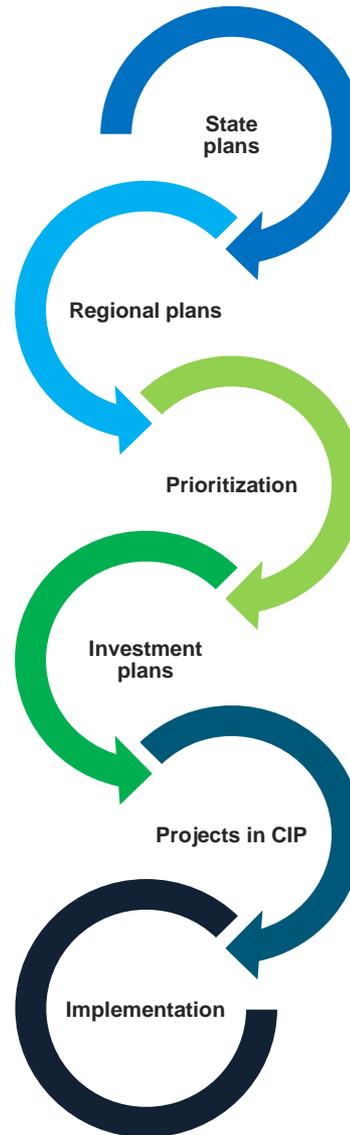
Opportunities for public input

Public participation at the local level to identify needs in their communities and participate in planning exercises

Public can weigh in at MPO meetings where regional priorities are set

Public participation at project specific planning to help shape project concepts or plans

Public can weigh in at CIP public meetings as draft plans are presented



State/Regional Modal/Project Planning

Modal Planning/Corridor Studies

- Commuter Rail Vision
- Bicycle and Pedestrian Plans
- Freight and Rail Plans
- Water Transportation Study
- I-91 Viaduct Study
- Cape Cod Canal Study

Regional Transportation Plans

- Long Range Transportation Plan
- Commuter Rail Vision

Project Specific Planning

- Lynn Transit Action Plan
- Better Bus Project
- Green Line Capacity
- Mattapan High Speed Line

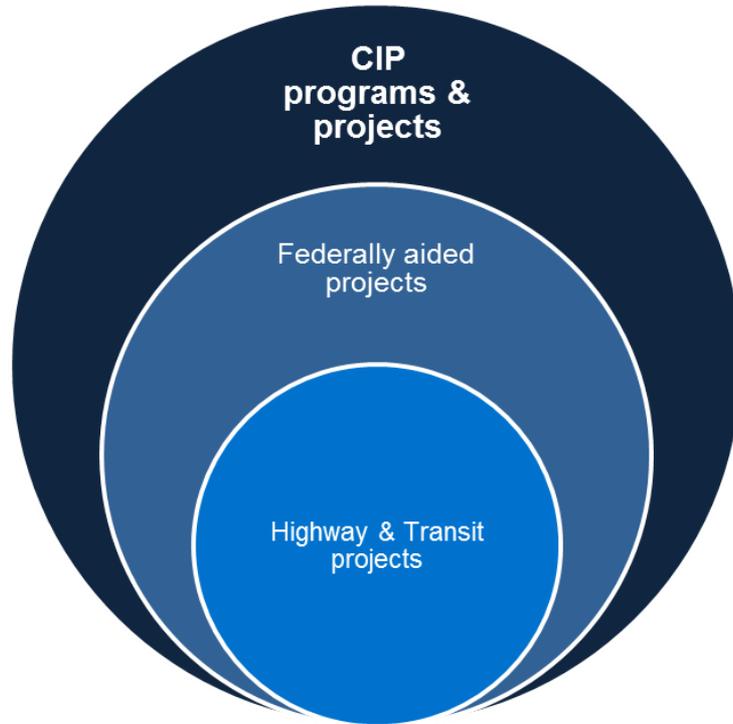
Investment Plans

- Capital Investment Plan
- State Transportation Improvement Plan

CIP Investments

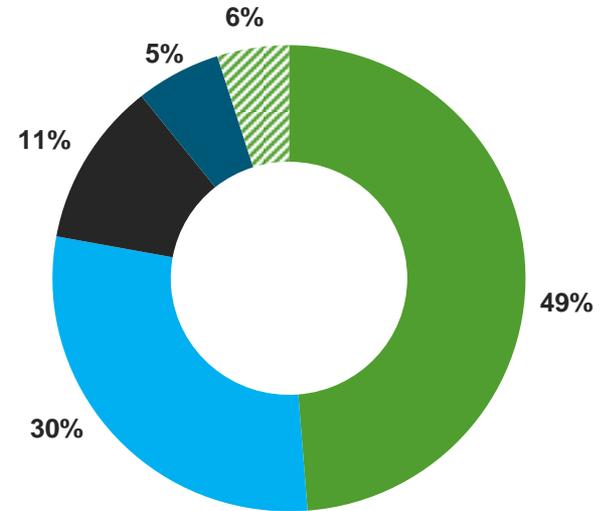
- List of prioritized projects for each Division
- Included for funding over the five years

How the CIP Fits in with Other Funding Processes



- Includes all MassDOT Divisions and the MBTA

Overall program spending breakdown



<i>millions</i>	SFY 2018- 22	SFY 2019- 23	Differences
Reliability	\$9,647.0	\$8,376.6	-\$1,270.4
Modernization	\$3,247.1	\$5,122.9	\$1,875.9
Expansion	\$2,148.1	\$1,926.5	-\$221.6
Chapter 90	\$1,000.0	\$1,000.0	-
Planning, Enterprises Services, & Other	\$902.1	\$848.1	-\$54.0
<i>Five-year total</i>	\$16,944.2	\$17,274.1	\$329.9

Public Engagement Strategy

Phase 1: Focus on stakeholder education

- Focus on stakeholders – both established and newly identified, across all divisions and modes
- Frame focuses on explaining the process and why participating in the CIP is relevant to the given group
- Direct outreach and meetings - in person and electronically
- Social media strategy focuses on highlighting previous projects constructed through the CIP to show successes and request future ideas

Phase 2: Focus on input from general public

- Outreach will comply with MassDOT and MBTA Public Participation Plans
- Online commenting tool, consistent with past years
- 12 public meetings across the Commonwealth, consistent with past years
- Social media strategy will build off of Phase 1 strategy and advertise public meetings
- Explore 1000Minds survey: “Would you rather prioritize this or that?”

Final Analysis: How we use what we hear

- Comments analyzed using qualitative data analysis software
- Relevant comments distributed to divisions and project managers
- Major themes will be documented and published as part of final draft
- Letters and comments will be responded to directly, as appropriate

Questions?

