

Planning 101

Office of Transportation

Who we are and what we do

Office of Transportation Planning

- Org Chart has 40 positions – currently staffed with 34 employees
 - Vacancies are subject to an agency-wide FTE cap and prioritized through MassDOT's internal Position Justification Process
 - Currently authorized to fill one vacancy – Manager of Transit Planning
- Comprises eight groups
 - Research
 - Transit Planning
 - Multimodal Planning
 - Sustainable Transportation
 - Capital Planning
 - MPO Activities
 - GIS Services
 - Public/Private Development

Interaction with the Consultant Community

- Four groups – Research, Transit Planning, Multimodal Planning and Sustainable Transportation - procure consultant services on an ongoing basis
- Two groups – Capital Planning and MPO Activities – procure consultant services on an ad hoc basis, but primarily interact with the consultant community through capital planning and budgeting for specific construction projects
- One group – Public/Private Development – performs MassDOT/MBTA MEPA reviews and interacts with the consultant community through that process
- One group – GIS Services – has little direct interaction with the consultant community

Planning Studies

- We manage a multi-million dollar portfolio of planning studies, all of which are contracted out to consulting firms
 - Corridors – East-West Rail, Route 107 in Salem, etc.
 - Location specific – Blandford Interchange, Lynn Transit Action Plan, etc.
 - Modal – Bicycle Plan, Bus Network Redesign, etc.
 - Other – Future of Telework, Congestion Study, etc.
- Two funding sources – federal-aid and non-federal aid
 - Federal-aid is programmed in the Statewide Planning and Research (SPR) Work Program – issued annually in October
 - Non-federal aid projects are funded on an ad hoc basis, often in response to budget or Bond Bill earmarks

Feeding the Pipeline

- OTP schedules our procurements on a rolling basis in order to manage our internal workload and maximize consultant participation in our procurements
 - Contracts recently awarded include Wellington Circle (McMahon), Silver Line to Everett (Nelson/Nygaard), Shared Travel Network (Cambridge Systematics) and Future of Telework (TBA)
 - Ongoing procurements include Route 1A Study and Route 128 Study
 - Upcoming procurements expected in the next 2-3 months include Northern Tie Commuter Rail, Statewide Transportation Plan, and. . .

Continuing to Improve Our Relationship

- My Three Asks

- Ensure sufficient time is scheduled for drafting, editing, and rewriting documents
- Take the time to fully vet expectations and deliverables on the front end - we know we can be a difficult and demanding client
- Submit your invoices in a timely manner

- My Gives

- OTP procurements will no longer impose overhead or salary caps
- To the extent a procurement inadvertently includes a cap, a waiver can and will be provided

Capital Planning

The STIP, the CIP and the Bond Bill

State Transportation Improvement Program

- The STIP is the capital planning document that commits federal funds to specific construction projects
 - Five-year document covering the upcoming federal fiscal year and four successive years
 - Updated annually in February to April for final approval by the feds prior to the start of the fiscal year on October 1st
 - Financially constrained to available resources
 - Commitment – not cash flow – a federal-aid project cannot be advertised unless it is programmed for the correct amount in the STIP
- Consistent problem – cost increases and project readiness

Capital Investment Plan

- The CIP is the capital planning document that documents MassDOT's capital expenditures
 - **Typically**, a five-year document covering the upcoming state fiscal year and four successive years
 - Updated annually in December to June for final approval by the MassDOT Board and FMCB prior to the start of the fiscal year on July 1st
 - Financially constrained to available resources
 - It's a cash flow – not a commitment – document, so it reflects upcoming projects as well as expenditures on previously awarded projects
- Developed in close coordination with ANF based upon bond cap amounts

Transportation Bond Bill

- Signed into law on January 15, 2021
- Authorizes **\$16 billion** in funding across all modes
- Includes sufficient funding for five years +/-
- Funds existing programs, creates new programs and funds specific projects

Existing Programs

- Federal-Aid Highway Program = **\$4.4 billion**
- MBTA System Modernization = **\$3.3 billion**
- Non-Federal Aid Highway Program = **\$1.25 billion**
- MassDOT Rail & Transit (including RTAs) = **\$760 million**
- Multimodal Planning and Programming = **\$450 million**
- Rail Expansion = **\$175 million**
- Aeronautics = **\$89 million**
- Small Bridge Program = **\$70 million**
- Complete Streets Program = **\$50 million**

New Programs

- Next Generation Bridge = \$1.25 billion [GANs]
- Municipal Pavement [TOD proviso] = \$100 million
- NHS Non-Interstate Pavement = \$100 million
- Local Bottleneck Reduction [TOD proviso] = \$25 million
- Transit Supportive Infrastructure [TOD proviso] = \$25 million
- Bus Enhancement = \$25 million
- Transit and Commuter Rail Access = \$25 million
- Transit Access Enhancement = \$25 million
- Electric Vehicle = \$25 million
- Water Transportation = \$25 million
- Public Realm (Shared Streets and Spaces) = \$20 million

Significant Projects

- Cape Cod Bridges = \$350 million
- South Coast Rail = \$825 million
- Green Line Extension = \$595 million
- South Station = \$200 million

Earmarks

- Legislative Earmarks occur within many programs, most with specified funding amounts
- In addition, there is a section wholly dedicated to legislative earmarks amounting to \$2.0 billion

And now, for a Commercial. . .

massDOT
Transportation
Innovation
CONFERENCE

May 25-27, 2021

- ◆ Solicitation for presentation abstracts emailed weekly starting February 12
- ◆ Presentation abstracts due March 2, 2021
- ◆ Categories include:
 - ◆ Practices in Municipal and Regional Transportation
 - ◆ Mobility, Accessibility, and Transportation Equity
 - ◆ Techniques in Design, Materials and Construction
 - ◆ Promoting a Culture of Safe Transportation
 - ◆ Shaping Transportation in a Post Covid World