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HD 5589  
1-23-26  
10:45 AM

MAURA T. HEALEY  
GOVERNOR

KIMBERLEY DRISCOLL  
LIEUTENANT GOVERNOR

January 23, 2026

To the Honorable Senate and House of Representatives,

I am filing for your consideration a bill entitled "*An Act Financing Long-Term Improvements to Municipal Roads and Bridges*." As part of our administration's plan to partner effectively with local government and to invest in long-term improvements to our state's transportation infrastructure, this bill authorizes the Commonwealth to borrow \$1.2 billion to fund improvements to municipally-owned roads and bridges through the Chapter 90 program over the next four years.

The Chapter 90 local roadways program has provided vital funding for all 351 cities and towns for over 50 years. However, when my Administration took office, state support for Chapter 90 had stagnated. That is why, starting last year and again this year, I am recommending an enhanced Chapter 90 program with additional funds to help cities and towns face challenges in infrastructure funding, including inflation, rising construction costs, accessibility needs of their residents, and the impacts of storms and climate change. These added state resources have enabled our municipal partners to improve pavement quality, repair roads, build sidewalks, and more. My Administration has added \$100 million of annual funding for Chapter 90, allocated on the basis of lane miles, which increases resources available to every city and town in the state, especially rural and small communities.

Through this legislation, my Administration is also supplementing the capital funding for MassDOT's Bridge and Pavement Lifecycle Asset Management Programs (LAMP) and Rail Reliability Program (RRP), which will contribute to improved conditions of bridges and pavement across the state and advance state of good repair for MBTA vehicles and locomotives. These expanded Chapter 90, LAMP and RRP programs are all made possible by leveraging Fair Share surtax revenues that are dedicated to the Commonwealth Transportation Fund (CTF), which unlocks capital for an historic \$8 billion comprehensive transportation investment plan over the

next 10 years. This strategy of optimizing Fair Share resources to expand the CTF credit is a cornerstone of this Administration's approach, using innovative financing tools to accelerate capital projects and put construction crews to work on needed infrastructure across the state.

This year, we are building on the Administration's comprehensive transportation infrastructure investment strategy to accelerate deferred maintenance by establishing a new \$200 million Parkway Resilience Improvement and Safety Modernization (PRISM) investment program to stabilize and enhance another segment of critical transportation infrastructure in Massachusetts. The Department of Conservation and Recreation within the Executive Office of Energy and Environmental Affairs is the steward of over 100 lane miles spanning 30 communities, including roads, bridges, culverts, bicycle paths and pedestrian paths that serve as important multi-modal transportation corridors for their users. DCR's transportation assets have a dual role: they provide access to recreation and enjoyment for Massachusetts residents and visitors, while many also serve as major arterials for people on their way to jobs, business opportunities, health care, homes and families. Many DCR roads and bridges have significant deferred maintenance needs, are vulnerable to climate change, and in need of upgrades to improve safety and ease congestion. Highlighting collaboration between MassDOT and DCR, PRISM will provide much needed funding to invest in better infrastructure, ease congestion, improve resilience, and modernize the extensive transportation infrastructure in the DCR system. For users, this will provide an opportunity to connect a world class multi-modal network across the state, resulting in better reliability, safety, resilience, and upgraded asset conditions that the public expects and deserves. These investments are consistent with the recommendations of the Transportation Funding Task Force to evaluate critical aspects of the state's core transportation infrastructure which are in poor condition, vulnerable to climate change, and in need of repair and modernization.

Through this legislation, we will also deploy \$200 million for transportation improvements that directly support new housing development. The Transportation Funding Task Force called on the Commonwealth to enhance transportation infrastructure that supports connections to housing, economic opportunities, and workforce mobility, to ensure that Massachusetts communities and our state economy continue to grow and thrive. Massachusetts is experiencing a housing shortage, and my Administration is pursuing a 'whole-of-government approach' to speed up housing production and support the state's economic competitiveness. All too often, one barrier to housing development is a lack of adequate infrastructure. We are committed to removing that barrier through funding that will accelerate transportation projects to directly support new housing development. These investments will pay off by unlocking needed housing for Massachusetts families, connecting them with economic opportunities, improving workforce mobility for our economy, and supporting our communities and neighborhoods as they grow and evolve.

The investments in this bill are part of our Administration's multi-year, \$8 billion infrastructure investment plan that leverages Fair Share surtax dedicated to the Commonwealth

Transportation Fund to stabilize and enhance the state's transportation system. This plan is unlocking new financing capacity for significant infrastructure and resilience improvements across Massachusetts. This plan is reducing deferred maintenance backlogs, boosting funding for every city and town, delivering tangible benefits to residents today, while also investing in a long-term vision for the future that is affordable, competitive, resilient, safe, and supports a strong quality of life in vibrant, connected communities throughout our state.

In addition, this bill reauthorizes several successful investment programs in the 2022 Transportation Bond Bill, including the federal-aid and non-federal aid highway programs, the Municipal Pavement Program, and the Shared Streets and Spaces municipal grant program, adding \$3.2 billion for transportation projects and grants to be issued through fiscal year 2028, which will finance long-term infrastructure improvements in roads, bridges, pavement, municipal projects, and other transportation assets throughout the state for years to come. Of this amount, approximately \$1.8 billion will ultimately come from federal sources.

In summary, this legislation proposes the following from CTF expansion capital resources leveraging dedicated Fair Share revenues:

- **Enhanced Chapter 90 program funding to address local needs.** This bill maintains an elevated spending level of \$300 million in annual Chapter 90 local road aid funds, including an additional \$100 million per year based on lane miles.
- **A multi-year authorization that enables effective capital planning and more timely deployment of funds.** The four-year authorization provides certainty to cities and towns, reduces delays related to funding, and supports long-term capital planning and strategic investment in municipal transportation infrastructure over a four-year period.
- **Statewide Acceleration of Road and Bridge Improvements.** This bill offers an additional \$500 million for MassDOT's road and bridge lifecycle asset management programs (LAMP) to improve bridges and pavement statewide on an accelerated schedule, including programs that assist rural communities with deferred maintenance. LAMP programs include a rapid repair initiative to reopen closed bridges, remove bridge restrictions, and preserve local bridges from falling into either category.
- **Rail Reliability Program.** This bill provides the MBTA with an additional \$200 million for vehicle renewal, including new cleaner, quieter locomotives for commuter rail.
- **Unlocking Housing with Transportation Investments.** This bill adds \$200 million for transportation infrastructure that directly supports new housing development, including but not limited to road upgrades, sidewalks, intersection improvements, signals and safety features, bicycle racks, landscape design and traffic management improvements. It is a flexible tool to unlock housing around the state, which will make Massachusetts more affordable and competitive.
- **PRISM Investment Program.** This bill adds \$200 million to repair, improve safety, and enhance resilience of transportation infrastructure under the care and control of the Department of Conservation and Recreation, including but not limited to roads, parkways,

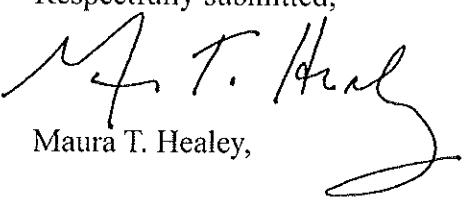
bridges, culverts, and multi-use paths. These investments will help address deferred maintenance backlogs and modernize critical infrastructure.

This bill will also reauthorize critically important infrastructure investments from the 2022 Transportation Bond Bill with additional financing capacity from traditional capital sources:

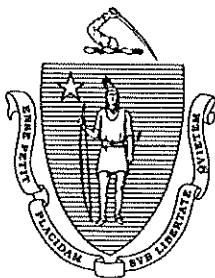
- **Federal-Aid Highways.** This bill will provide \$2.3 billion of additional spending authority, including approximately \$460 million of state capital resources for federally eligible construction projects. The remainder, approximately 80%, is expected to be from federal sources, including: major highway repairs, roads, bridges, pavement, intersections, Safe Routes to School programs, grade crossings and other similar projects.
- **Non-federal Aid Highways.** This program is for non-federally eligible highway projects including: design and construction for roads, bridges, bicycle and pedestrian infrastructure, heavy equipment, and safety improvements. The reauthorization will increase available capital resources for these infrastructure investments by \$800 million.
- **Municipal Pavement Program.** This program invests in municipally owned state numbered routes around Massachusetts. Projects include pavement and related utility infrastructure, and pedestrian and bicycle infrastructure. The reauthorization will increase available capital resources for municipal pavement improvements by \$65 million.
- **Shared Streets and Spaces Municipal Grants.** This popular program provides capital grants to cities and towns around the state to reimagine and repurpose spaces that will support safe mobility and economic opportunities, making places for residents and small businesses to thrive and grow. The reauthorization will increase available capital resources by \$12 million.

This bill is informed by the recommendations of the Transportation Funding Task Force and reflects my Administration's long-term plan to leverage available transportation resources for significant infrastructure investments throughout the state, including deferred maintenance. Many of these programs provide needed resources directly to our cities and towns for significant improvements that affect the daily lives of local residents. We have directed resources where they are needed most, including rural communities. The infrastructure improvements unlocked by this bill will enhance our competitiveness, improve mobility, boost resilience to climate change, put people to work on construction projects, benefit our economy, and support Massachusetts residents in every city and town. I urge you to enact this legislation promptly.

Respectfully submitted,

  
Maura T. Healey,

*Governor*



# The Commonwealth of Massachusetts

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IN THE YEAR TWO THOUSAND AND TWENTY SIX

## AN ACT FINANCING LONG-TERM IMPROVEMENTS TO MUNICIPAL ROADS AND BRIDGES

*Whereas*, The deferred operation of this act would tend to defeat its purpose, which is to finance improvements to the commonwealth's transportation system, therefore it is hereby declared to be an emergency law, necessary for the immediate preservation of the public convenience.

*Be it enacted by the Senate and House of Representatives in General Court assembled, and by the authority of the same, as follows:*

SECTION 1. To provide for a program of transportation development and improvements, the sums set forth in sections 2 through 2B, inclusive, for the several purposes, and subject to the conditions specified in this act, are hereby made available, subject to the laws regulating the disbursement of public funds. The sums made available in this act shall be in addition to any amounts previously appropriated or made available for these purposes.

SECTION 2.

MASSACHUSETTS DEPARTMENT OF TRANSPORTATION

*Highway Division*

6122-2730 For the construction and reconstruction of municipal ways as described in clause (b) of the second paragraph of section 4 of chapter 6C of the General Laws; provided, that a city or town shall comply with the procedures established by the Massachusetts Department of Transportation; provided further, that a city or town may expend, without further appropriation, for these projects amounts not in excess of the amount provided to the city or town under this item upon preliminary notice of such amount, which shall be provided by the department to the city or town not later than March 1 of each year; and provided further, that the commonwealth shall reimburse funds to a city or town under this item, subject to the availability of funds as provided in section 9G of chapter 29 of the General Laws, within 30 days after receipt by the department of a request for reimbursement from the city or town; provided further, that the department shall expend up to \$400,000,000 for construction and reconstruction of municipal ways which shall be allocated to municipalities based on local road mileage under procedures established by the department; provided further, that the department shall encourage long-term capital plans to be developed by a city or town describing how they will use this funding; and provided further, that the city or town shall provide to the department its certification by the city or town that actual expenses have been incurred on projects eligible for funding under this item and that the work has been completed to the satisfaction of the city or town according to the specifications of the project plan, and in compliance with applicable laws and procedures established by the department.....\$1,200,000,000

## SECTION 2A.

### MASSACHUSETTS DEPARTMENT OF TRANSPORTATION

*Highway Division*

6121-2717 For the bridge and pavement lifecycle asset management program, including, but not limited to, design, construction and repair of, or improvements to, non-federally aided roadway and bridge projects and for the nonparticipating portion of federally-aided projects and for the construction, reconstruction, resurfacing, repair and improvement of pavement and surface conditions on non-federally aided roadways, including, but not limited to, state numbered routes and municipal roadways; provided, that expenditures from this item may include the costs of engineering, design, permitting, climate change adaptation and resilience and other services essential to projects under this item; provided further, that funds may be expended from this item for matching grants to municipalities related to repair of surface conditions on paved and unpaved public ways; provided further, that the department may expend funds from this item to improve the condition of bicycle and pedestrian accommodations related to such roadway, bridge, pavement and resurfacing projects; and provided further, that the department shall consider lifecycle asset management and resilient design with respect to projects under this item..... \$500,000,000

6121-2768 For a program of transportation capital projects to support development of housing, including but not limited to, the costs of planning, design and engineering and other services for those projects rendered by commonwealth employees and consultants; construction and reconstruction of roadways, bridges, pavements, culverts, bicycle and pedestrian infrastructure, safety and accessibility improvements, landscape improvements, lighting, climate resilience, and stormwater management improvements; provided, further, that the secretary of transportation shall consult with the secretary of housing and livable communities and the secretary for administration and finance on prioritization, selection and implementation of transportation capital projects to be funded from this item; provided, further, that this item may be used by the

secretary of transportation to provide grants to municipalities for transportation capital projects to support development of housing in those municipalities, in consultation with the secretary of housing and livable communities and the secretary for administration and finance

.....\$200,000,000

6121-2737 For the Parkway Resilience Improvement and Safety Modernization (PRISM) investment program, an accelerated deferred maintenance, modernization, and safety program for multi-modal transportation infrastructure under the care and control of the department of conservation and recreation, including but not limited to the planning, design, construction, reconstruction, repair, improvement, and rehabilitation of transportation infrastructure; the costs of planning, design and engineering and other services for those projects rendered by commonwealth employees and by consultants; provided, that funds may be expended for roadways, bridges, culverts, pavements, multi-modal transportation infrastructure, bicycle and pedestrian infrastructure, safety and accessibility improvements, intersection and landscape improvements, lighting, traffic signals and signage, and climate resilience and stormwater management improvements associated with transportation capital projects on transportation infrastructure under the care and control of the department; provided, further, that the secretary of transportation shall consult with the secretary of energy and environment and the secretary for administration and finance on coordination of transportation capital projects to be funded from this item, and the design of any project funded by this item shall be consistent with applicable historic parkways preservation treatment guidelines and parkways master plan to the extent practicable.....\$200,000,000

## SECTION 2B.

MASSACHUSETTS DEPARTMENT OF TRANSPORTATION

*Office of the Secretary*

6622-2747 For the purpose of implementing rail improvements pursuant to chapter 161A of the General Laws, including upgrading and modernizing vehicles, new vehicle procurements, planning, design and acquisition of commuter rail locomotives.....\$200,000,000

SECTION 3. Item 6121-2214 of section 2 of chapter 176 of the acts of 2022 is hereby amended by striking out the figure “2,812,457,157” and inserting in place thereof the following figure:- 5,112,457,157.

SECTION 4. Item 6121-2217 of section 2A of said chapter 176 is hereby amended by striking out the figure “1,270,000,000” and inserting in place thereof the following figure:- 2,070,000,000.

SECTION 5. Item 6121-2228 of section 2B of said chapter 176 is hereby amended by striking out the figure “25,000,000” and inserting in place thereof the following figure:- 90,000,000.

SECTION 6. Item 6720-2258 of section 2F of said chapter 176 is hereby amended by striking out the figure “10,000,000” and inserting in place thereof the following figure:- 22,000,000.

SECTION 7. Section 41 of said chapter 176 is hereby amended by striking out the figure “611,800,000” and inserting in place thereof the following figure:- 1,071,800,000.

SECTION 8. Section 42 of said chapter 176 is hereby amended by striking out the figure “1,425,000,000” and inserting in place thereof the following figure:- 2,290,000,000.

SECTION 9. Section 46 of said chapter 176 is hereby amended by striking out the figure “1,750,860,795” and inserting in place thereof the following figure:- 1,762,860,795.

SECTION 10. To meet the expenditures necessary in carrying out sections 2 through 2B, inclusive, the state treasurer shall, upon request of the governor, issue and sell bonds of the commonwealth in an amount to be specified by the governor from time to time but not exceeding, in the aggregate, \$2,300,000,000. All bonds issued by the commonwealth as aforesaid shall be designated on their face, Commonwealth Transportation Improvement Act of 2026, and shall be issued for a maximum term of years, not exceeding 30 years, as the governor may recommend to the general court under section 3 of Article LXII of the Amendments to the Constitution. All such bonds shall be payable not later than June 30, 2066, pursuant to said section 3 of said Article LXII. All interest and payments on account of principal on these obligations shall be payable from the General Fund or the Commonwealth Transportation Fund.

SECTION 11. Notwithstanding any general or special law to the contrary, bonds and interest thereon issued under sections 2 through 2B, inclusive, shall be general obligations of the commonwealth; provided, however, that any bonds issued by the state treasurer under said sections, shall, upon the request of the governor, be issued as special obligation bonds pursuant to section 2O of chapter 29 of the General Laws; provided further, that in deciding whether to request the issuance of particular bonds as special obligations, the governor shall take into account: (i) generally prevailing financial market conditions; (ii) the impact of each approach on the overall capital financing plans and needs of the commonwealth; (iii) any ratings assigned to outstanding bonds of the commonwealth and any ratings expected to be assigned by any nationally-recognized credit rating agency to the bonds proposed to be issued; and (iv) any applicable provisions of a trust agreement or credit enhancement agreement entered into pursuant to said section 2O of said chapter 29. All interest and payments on account of obligations issued under this section as special obligation bonds pursuant to said section 2O of said chapter 29 shall

be payable from the Commonwealth Transportation Fund, established in section 2ZZZ of said chapter 29, solely in accordance with said section 2O of said chapter 29, and such bonds shall not be included in the computation of outstanding bonds for purposes of the limit imposed by the second paragraph of section 60A of said chapter 29, nor shall debt service with respect to such bonds be included in the computation of the limit imposed by section 60B of said chapter 29.