



**Massachusetts Bay
Transportation Authority**

CIP Update: Sources and Program Previews

Fiscal and Management Control Board

March 8, 2021

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Key Milestones for CIP Development

December

- CIP Kicked off, CIP Information Sessions held to detail the process and requirements
- Project proposals due via CIP intake process

January

- Develop initial estimates of capital funding sources
- Begin evaluation and scoring process for new project proposals (scoring using PSAC criteria)

February

- Set initial program sizes based on capital and asset needs
- Prioritization of project proposals, based on scoring and evaluation

March

- Develop initial project list – combine existing and new projects
- Refine sources and sequencing for draft project list

April

- Continue to refine sources and sequencing of draft project list
- Release 5-year TIP to the Boston Metropolitan Planning Organization (MPO)

May

- Finalize draft CIP and present to the FMCB, CPC and Joint Board; Vote to release draft CIP
- Post draft CIP for public comment; engage public through multiple avenues

June

- Public meetings and comment period; incorporate public comment into the CIP
- Joint Board vote to approve final CIP

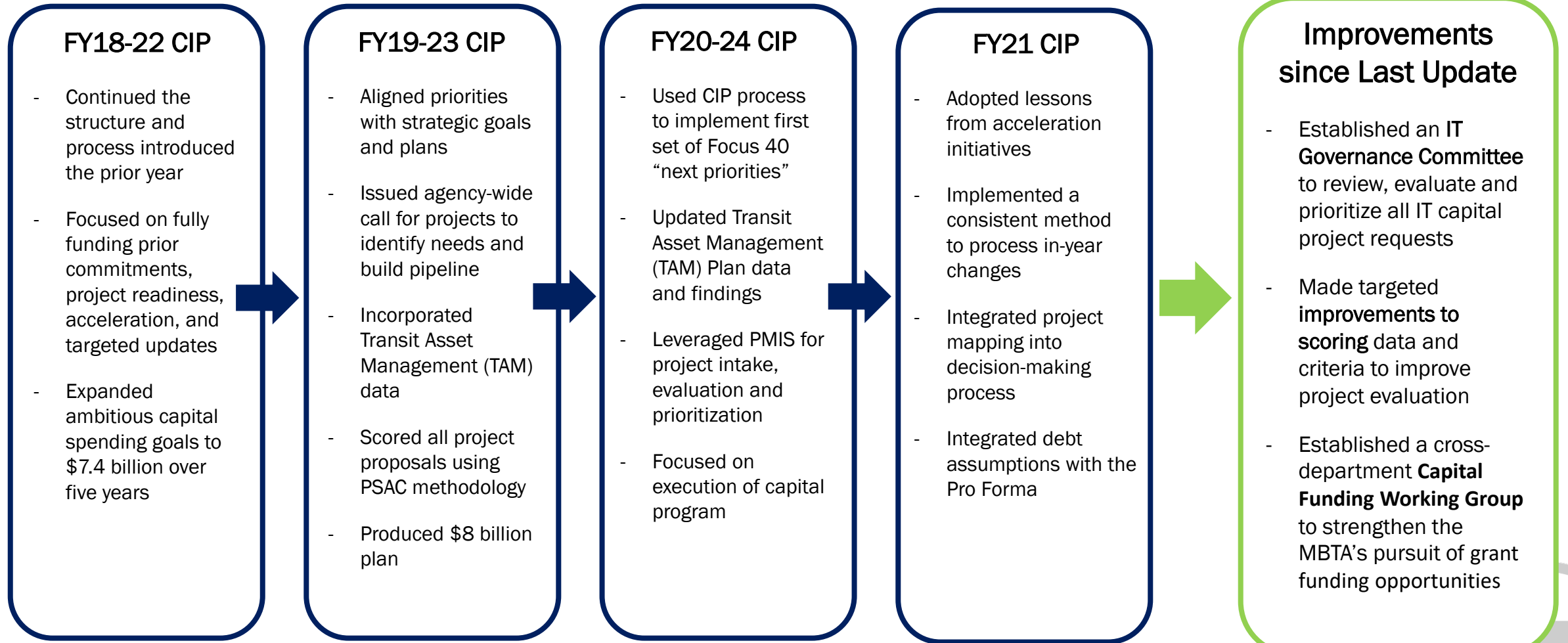


CIP Development Overview

- Continued impacts and challenges due to COVID
 - Unknown future of travel patterns post-COVID and impacts to the transit system
 - Uncertainty over Federal legislation impacting future funding availability
- Consistent with state capital planning guidance, the MBTA will again focus on a “maintenance of effort” capital program
- Focus is on continuing projects already underway, with targeted investments for the future



MBTA CIP: Continuous Improvement

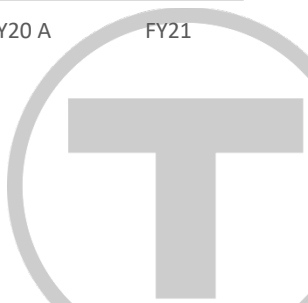
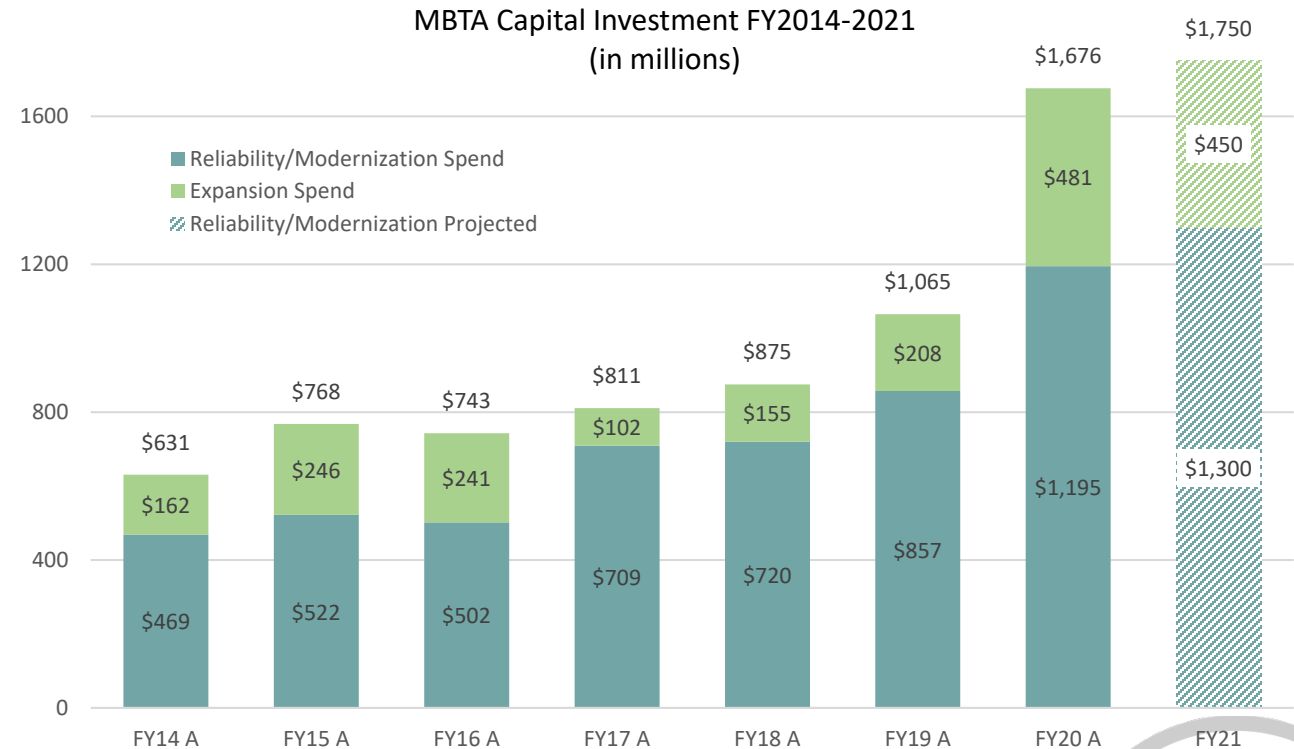


CIP Source Assumptions



MBTA Capital Program Overview: Annual Spend

- MBTA’s capital investment has dramatically increased – FY20 output was 2.5x FY14 – and reflects a much more mature program and organization.
- A number of major capital projects and major transformation programs are in flight
- The MBTA debt program is strong, solvent, and we are focused on pursuing external funding and financing.



MBTA Capital Program Overview: Cumulative Spend

- During the five year period from FY16-FY20 the MBTA spent \$5.2 billion
 - \$4.0 billion for reliability and modernization projects
 - \$1.2 billion for expansion projects (primarily GLX and SCR)
- Major accomplishments
 - Red Line/Orange Line improvements– vehicle replacement, signal upgrades, infrastructure, and facility projects all underway
 - Green Line Extension under construction and proceeding on budget
 - South Coast Rail under construction
 - Fare Transformation program underway
 - Reconstructed Wollaston Station made Red Line fully accessible
 - Positive Train Control completed ahead of statutory deadline
 - Commissioning over 250 new buses to replace aging diesel fleet with hybrids and purchased five battery electric buses to pilot new technologies



CIP Sources: Overall Assumptions

Federal Programs

- Reflects actual FFY21 Federal apportionments, including a 1.7% annual increase in formula funds
- Does not include any discretionary funds not yet awarded to the MBTA

State funds

- Reflects current ISAs for GLX, RL/OL, SCR, funds available align with anticipated spending
- Assumptions reflect continued annual deposit of \$60M of bond cap per year
- \$140M in State Bond cap received in FY21 had to be expended in FY21 and is not included in these source assumptions
 - Using state bond cap in FY21 did minimize the impact of the formula fund reallocation on the capital program

MBTA Debt

- Revenue bond issuance is shown at \$590M/year (up from \$500M/year to account for previously programmed lockbox funds)

Pay-Go/Lockbox

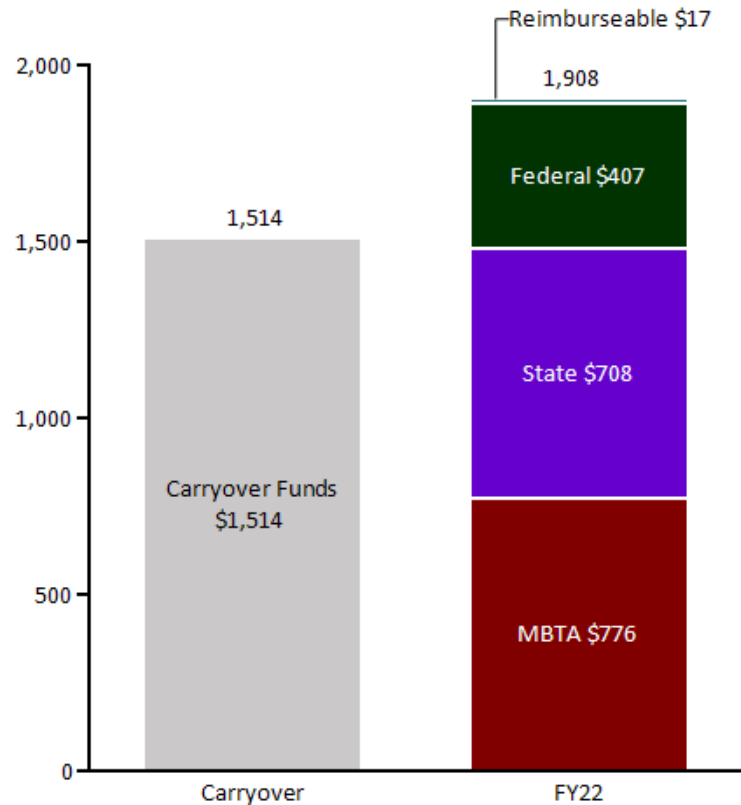
- Contributions are no longer reflected in the CIP, \$60M/year in state assistance via bond cap included under state funds

Forging Ahead

- Reflects the reallocation of \$281M in preventative maintenance funds (reduced from \$460M) to support the operating budget shortfall
 - With CRRSSA funds available to underwrite Operating costs, \$179M has been restored to the Capital plan



Initial Estimate: FY22 CIP Funding Sources



Sources highlights:

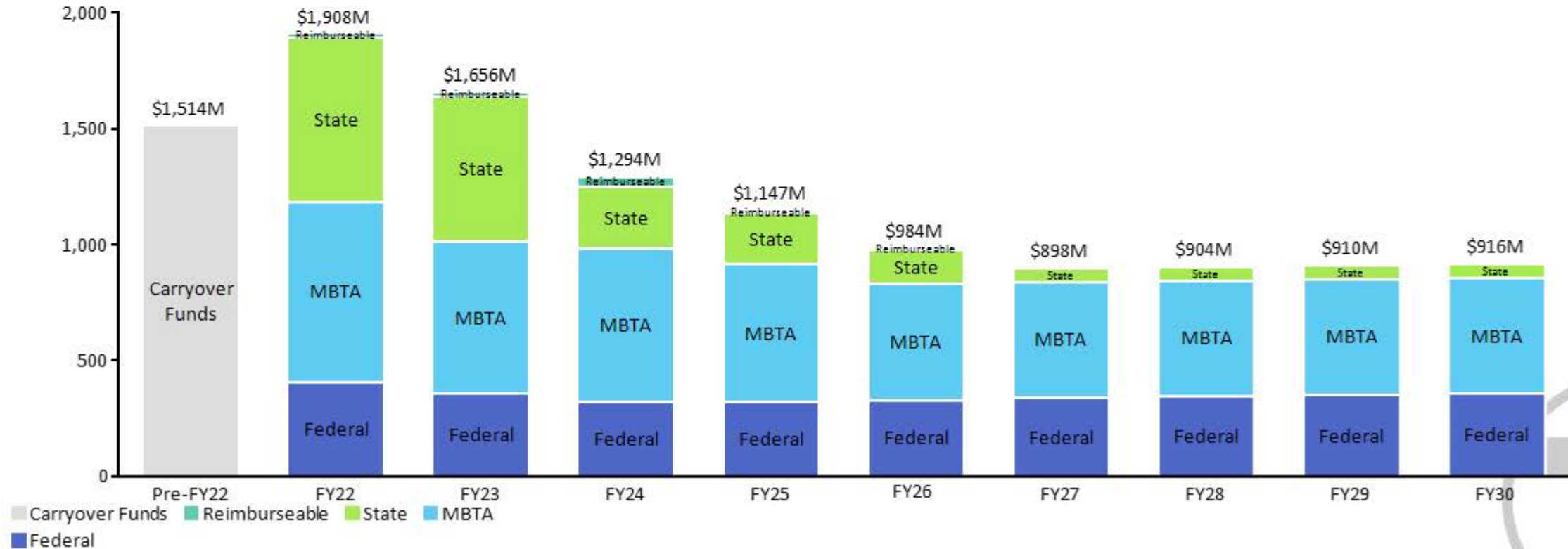
- **Federal** funds include FTA Formula Funds and assumes split between MBTA and other recipients is the same as in prior years
 - Anticipated funds driven by transfer of formula funds to preventative maintenance and progress on Green Line Extension
- **MBTA** sources includes \$590M in planned new money (bonds and commercial paper) and existing USDOT loans (RRIF)
 - MBTA sources support the 20% match for Federal projects, as well as MBTA-only funded or financed projects
- **State** funds include Bond Cap and Rail Enhancement Program special obligation bonds for GLX, Red Line/Orange Line improvements, South Coast Rail, and other projects
- **Reimbursable** funding sources include project costs funded in part by Amtrak, RIDOT and other third parties
- **Carryover Balance** includes estimated balance of funds authorized and available but unexpended as of July 1, 2021
 - Funds are programmed to existing projects in FY22 and beyond.



Out-Year Source Assumptions

Out-year source assumptions:

- Federal Programs – Annual growth rate of 1.71% (full authorized amount)
- MBTA – Assumes an annual issuance of \$590M FY22-25 (up from \$500M/year to account for previously programmed lockbox funds) of MBTA Revenue Bonds and \$500M/year in FY26 and beyond
 - Exploring opportunities for alternative financing through US DOT programs
- State – Reflects current REP and Bond Cap commitment, including \$60M/year in bond cap
 - Does not account for possible future state sources such as TCI



Preparing for Future Federal Funds

The MBTA is actively preparing to capitalize on the prospect of additional federal investment by identifying potential projects in advance and organizing internal resources to efficiently and effectively pursue grant opportunities

Guiding Principle:

- Projects selected for grant funding should be drawn from the existing capital program, with relatively few exceptions for high priority unfunded projects that are well aligned with the grant selection criteria

Capital Funding Working Group:

- A cross-departmental Capital Funding Working Group currently meets on a bi-weekly basis
- Working group, led by Capital Planning, will continue to facilitate decision-making on project recommendations as grant and funding opportunities become available
- The working group will also coordinate necessary resources for grant writing/development and submission

Staff Capacity:

- Build out staff capacity:
 - Capital Planning - Capital Planning - 1 new Federal Program Planning position and 1 position to support grant development
 - Capital Program Oversight – Fill vacant Federal Compliance position
- Secure expert resources for cost benefit analysis and other supporting documentation



CIP Programs

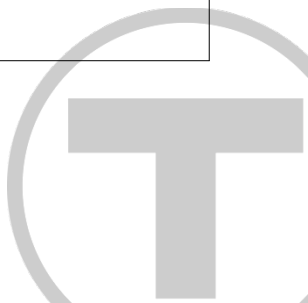


FY22-26 CIP Priorities and Programs

1. **Reliability:** Maintain and improve the overall condition and reliability of the transportation system
2. **Modernization:** Modernize the transportation system to make it safer and more accessible and to accommodate growth
3. **Expansion:** Expand diverse transportation options for communities throughout the Commonwealth



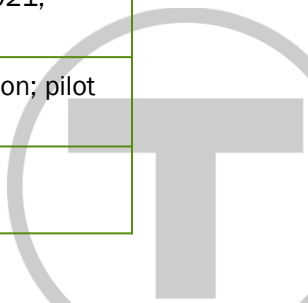
Reliability Programs	
<ul style="list-style-type: none"> • Bridge and Tunnel • Facilities • Revenue Vehicles 	<ul style="list-style-type: none"> • Stations • System Upgrades • Track, Signals, and Power
Modernization Programs	
<ul style="list-style-type: none"> • Accessibility • Bus Transformation • Commuter Rail Safety and Resiliency • Fare Transformation 	<ul style="list-style-type: none"> • Green Line Transformation • Commuter Rail Transformation • Red / Orange Line Transformation • Risk Management • Technology and Innovation
Expansion Programs	
<ul style="list-style-type: none"> • Green Line Extension • Expansion Projects 	<ul style="list-style-type: none"> • South Coast Rail









CIP Programs: Reliability

The existing portfolio of in-flight capital projects is robust and diverse

CIP Program	Notable In-Flight Projects	Current Project Phase
Bridge & Tunnel	Longfellow Approach (P0551)	Rehabilitation of viaduct, Charles/MGH station platform, and portion of Longfellow Bridge span. Design is underway.
	Dorchester Avenue Bridge (P0552)	Replaces three contiguous bridges that impact both rail and transit operations. Project is planning to bid by the end of FY21.
	North Station Draw 1 (P0018)	Replacement of bridge over the Charles River carrying north-side Commuter Rail and Amtrak trains to North Station. Design is nearing completion.
	Gloucester Drawbridge Replacement (P0006)	Full replacement of drawbridge carrying the Rockport line. Bridge closure was extended through summer 2021 to accelerate construction, completion is expected in 2022.
	Bridge Bundling Contract (P0495)	Rehabilitation of 4 bridges, all entering construction in Spring 2021.
Facilities	Bus Maintenance Facility / Bus Facility Modernization (P0671)	Program to renovate or replace bus facilities to improve workforce conditions and prepare for future electric fleets. Includes planning and 0-30% design underway for North Cambridge, and a system wide prioritization plan for bus facilities that incorporates condition, environmental justice impacts, ridership, fleet retirements and access to electrical power. Program is evaluating a range of battery charging optimization strategies to minimize capital and operating costs, and support transition to this new technology.
	Bus Facility Interim Improvements (P0942)	Ongoing procurement and construction for lighting, drainage, paving, locker and break rooms, and other facility upgrades as part of the MBTA's commitment to Local 264. Includes replacement of overhead doors to increase height clearance at Albany Garage.
Revenue Vehicles	Delivery of 460 40ft Buses (P0618)	Procurement of Enhanced Electric Hybrid (EEH) buses. RFP released in January 2021; award and NTP expected July 2021.
	DMA Replacement (P0619)	Procurement of hybrid electric fleet for Silver Line. Design review nearing completion; pilot bus production expected to begin May 2021.
	Procure 64 Bi-Level CR Coaches (P0893)	Replacement of bi-level coaches to support SCR. Currently in design review.







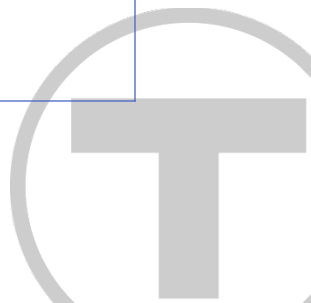
CIP Programs: Reliability

CIP Program	Notable In-Flight Projects	Current Project Phase
Stations	 Court House Station Leaks (P0404)	Resiliency and infrastructure improvements at the Silver Line Station, includes remediation from water damage. Currently in Design.
	Worcester Union Station Accessibility and Infrastructure Improvements (P0395)	Creates new high-level platforms, new elevators, and other infrastructure upgrades at Worcester Union Station. Currently in Design.
	 Back Bay Station Ventilation (P0106)	Replaces ventilation and air pressurization systems at the multimodal Back Bay station. Currently in Design.
	Winchester Center Station (P0179)	Reconstruction of the commuter rail station to be fully accessible by reconstructing access ramps and elevators. Currently in Design.
System Upgrades / Other	Systemwide Radio (P0301)	Rehabilitation of MBTA radio infrastructure to provide critical communications for MBTA Transit Police, planning currently underway with implementation scheduled to begin later this year
	 Workforce Modernization (R0128)	Update of scheduling software and quarterly pick process for operators, Phase I implementation near completion
	Systemwide Asset Management Program Phase 3 (P0904)	Continued implementation of updates to the MBTA's asset inventory for the National Transit Database (NTD) and Transit Asset Management Plan (TAMP)
Track, Signal, and Power	 Tower 1 Interlocking Early Action Project (P0889)	Early action project to support the South Station Expansion. Currently in construction.
	 Blue Line Harbor Tunnel Infrastructure Improvements (P0631)	Ongoing assessment and rehabilitation of Blue Line tunnel infrastructure.
	 Mattapan High Speed Line Transformation (P0199)	State of good repair and accessibility improvements, power infrastructure upgrades, and other infrastructure investments. Currently in preliminary design.



CIP Programs: Modernization







CIP Program	Notable In-Flight Projects	Current Project Phase
Accessibility	 Elevator Program (P0075, P0066)	Funds design and construction for elevators system wide. Harvard Square station recently re-opened new elevators, and the replacement of Central Square escalators is currently in design.
	 Natick Center Station Accessibility Project (P0174)	Full accessibility upgrade at Natick Center commuter rail station. After completion, the station will include 2 new elevators, 2 accessible ramps, 6 stairways, new platform, pedestrian bridge, drainage improvements and bicycle parking. Construction began February 2020.
Bus Transformation	 Bus Priority and Accessibility Improvements (P0613)	Funding for accessibility improvements at 300-500 high-priority bus stops identified in PATI, as well as route and corridor improvements including bus lanes, transit signal priority, and bus stop consolidation
	Bus Facility Modernization – Quincy Bus Facility (P0671a)	Real estate acquisition and design for the new Quincy Bus Facility; project is currently in design, with 30% design complete
Commuter Rail Safety and Resiliency	 ATC Implementation on the MBTA North Side Commuter Rail Lines (P0606)	Funds the implementation of federally mandated Automatic Train Control. Currently in Construction.
	Bury 100 Miles of Fiber Annually - Strategic Locations (P0612)	Buries fiber optic cables across commuter rail lines, promoting resiliency and redundancy across the system. Currently in design.



CIP Programs: Modernization

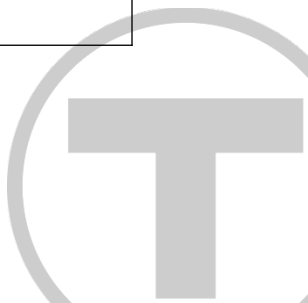
CIP Program	Notable In-Flight Projects	Current Project Phase
Commuter Rail Transformation <div style="text-align: center; margin-top: 10px;"> CR </div>	Rail Transformation Planning Studies (P0934)	Planning and technical studies that build upon the findings of Rail Vision and the SOGR needs future operator procurement. Operator re-procurement strategy in development. Traction technology study including Providence line EMU pilot feasibility underway. Fleet and Facilities planning and an update of the Rail Vision service plan are about to commence.
	Worcester Line Track and Station Accessibility Improvements Project (P0261)	Construction of third track and full reconstruction of four stations along the Worcester Line between Weston and Framingham, project is in beginning stages of design
	Procurement of Passenger Locomotives – Future Fleet (P0918)	Procurement of 25 new diesel electric Commuter Rail locomotives by 2025, currently in the planning and specification development phase
Fare Transformation <div style="text-align: center; margin-top: 10px;"> SW </div>	Fare Transformation (P0265)	Early action items completed, including eliminating the differential between CharlieCard and CharlieTicket/cash fares
Green Line Transformation <div style="text-align: center; margin-top: 10px;"> GL </div>	Type 10 Light Rail Fleet Replacement (P0369)	Procurement of fully-accessible fleet to allow retirement of Types 7 and 8 fleets that have surpassed their ULB.
	Green Line Train Protection (P0370)	Funds a train monitoring system that monitors tracks and vehicle speed to promote rider safety and reduce vehicle collisions. Currently in construction.
	Green Line Central Tunnel Track and Signal Replacement (P0591)	Replaces critical track infrastructure across the central trunk of the Green Line, replacing signals, track and power systems. Currently in Design.

CIP Programs: Modernization

CIP Program	Notable In-Flight Projects	Current Project Phase
Red / Orange Line Transformation	 Red/ Orange Line Vehicles (P0582)	Fund the procurement of the new fleet of Red and Orange Line Vehicles. Full acceptance of 252 new Red Line Vehicles and 152 new Orange Line Vehicles is expected by 2024.
	 Signal Program - Red/Orange Line (P0285)	Replaces aging analog signal systems on the Red and Orange Line with new, digital infrastructure. Currently in construction, with completion expected in 2022.
	Cabot Yard Complete Upgrade (P0512)	Replaces the storage and maintenance facility for Red Line vehicles, including track replacement to service red line vehicles. Currently in Construction.
Risk Management and Mitigation	Safety Management System Implementation (P0931)	Implementation of a new Safety Management System (SMS), with multiple activities and modules currently in planning
	 Systemwide Security Upgrades (P0676)	Funding for a variety of projects led by the security department, including camera replacement and access control upgrades; projects are at various stages of development ranging from planning to implementation
	OHS Program Development and Implementation (P0645)	Development and implementation of a Systemwide Occupational Health and Safety (OHS) Program, multiple components currently underway
Technology and Innovation	 FMIS Upgrade and Business Process Re-Design (P0683)	Upgrade of current financials information system; initial upgrade complete, additional modules and integration with Capital Management System (CMS) in planning stages
	 The Digital Ride (P0689m)	Creation of a unified “back-end” content management system for all rider-facing digital screens, including screens at stations, screens within vehicles, and e-ink signs at bus stops and Green Line stations
	 Bus Dispatching Technologies (P0689d)	Improvements of tools used by bus operations team to manage service, including the development and implementation of a web-based dispatching tool called Skate

CIP Programs: Expansion

CIP Program	Notable In-Flight Projects	Current Project Phase
Green Line Extension	Green Line Extension (P0095)	40% of new Green Line track placed, vehicle maintenance facility nearing completion
	Green Line Extension – Vehicles (P0095a)	Procurement of Type 9 vehicles to support GLX. Majority of vehicles have been delivered, and all 24 are expected to go into revenue service by July 2021.
South Coast Rail	South Coast Rail Expansion (P0160)	Fall River Secondary, Middleborough Secondary, and New Bedford Mainline all currently under construction.
	South Coast Rail – Procurement of 16 Commuter Rail Coaches (P0160a)	Car-body and sub-assemblies in progress. First pilot coaches are scheduled to arrive on property in Spring 2022.
Expansion Projects	Silver Line Gateway – Phase 2 (P0496)	Extension of Silver Line to Chelsea Commuter Rail. Currently in Construction.
	Red-Blue Connector (P0866)	Planning funds for extension of the Blue Line and construction of direct connection to Red Line at Charles/MGH. Project is currently in the concept planning stage, with coordination with MGH on new headhouse location ongoing.



Capital Investment Initial Priorities and Goals

With a “maintenance of effort” CIP, the MBTA will focus on continuing projects already underway, with targeted investments for the future

1. Continue to prioritize and invest in steady-state asset replacement and modernization

2. Continue to invest in and support through completion, a number of in-flight capital programs
 - South Coast Rail and Green Line Extension
 - Fare Transformation
 - RL/OL Transformation (to achieve headway reduction goals)

3. Make targeted investments in the next round of transformation programs and establish a strong foundation for future funding opportunities



Next Steps

Board Engagement

- Capital Programs Committee (subcommittee of MassDOT Board) is the forum for monthly MassDOT CIP updates and decisions; FMCB will be updated concurrently and upon request
- Next Capital Programs Committee meeting is scheduled for March 17
 - MassDOT and the MBTA will present preliminary sources and prior CIP comparisons
- The next CIP update to the Joint Board is planned for April 26
 - MassDOT and the MBTA plan to present final draft sources and uses, initial project lists and changes from the FY21 CIP

Internal Engagement

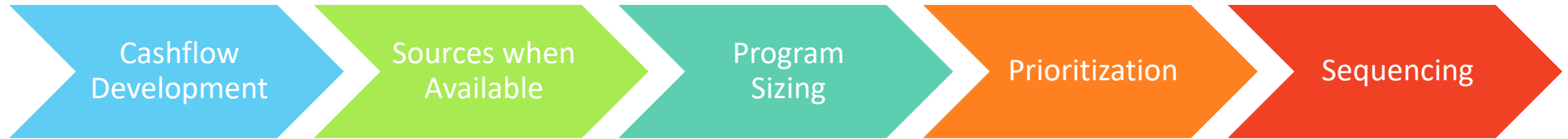
- **Project Selection:** Continue to facilitate senior leadership meetings to prioritize projects based on scoring results, project readiness and other factors
- **Program Sequencing:** Sequence projects and programs to align projected cashflows with available sources and delivery capacity
- **TIP Development:** Update the MBTA's fiscally constrained 5-year Transportation Improvement Program (TIP) in preparation for presentation to the Boston Region Metropolitan Planning Organization (MPO)



Appendix



Overview of CIP Development Process



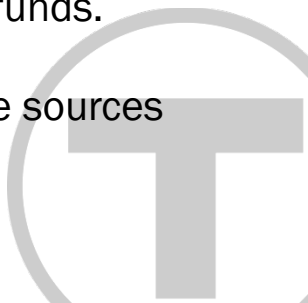
Cashflow Development – Updated cashflows are collected from project managers, providing updated projections of when authorized funding is anticipated to be spent. For all existing projects, updated cashflow projections form the basis of the upcoming CIP

Sources when Available - Using updated project cashflows, CPO, in coordination with Treasury and Capital Planning, develops a projection of anticipated available sources. Certain sources move with project schedules, others are made available in a certain amount each year

Program Sizing - Program sizing allows the MBTA to set clear priorities for investment at the program level. If there are higher sources than uses in the 5-year CIP window, funds can be designated to a specific program, indicating an agency priority for investment.

Prioritization - Once programs are sized at a five-year level, new needs are prioritized for inclusion using any available funds.

Sequencing - Sequencing projects and programs is the process of constraining projected annual cashflows to available sources and delivery capacity by year.



Forging Ahead - Federal Fund Reallocation Update

- Reallocating Federal formula funds for preventative maintenance costs was a short term solution to replace lost revenue
- During the Capital reallocation exercise we paused existing projects to achieve a transfer of \$380M over three years in Federal Formula funds to the Operating Budget to support preventative maintenance activities
- The approved Transportation Improvement Program (TIP) amendment reflected the initial \$380M with the assumption that the remaining \$80M will be identified during the CIP process
- With CRRSSA funds available to underwrite Operating costs, the MBTA was able to restore \$179M FFY21 to the Capital plan

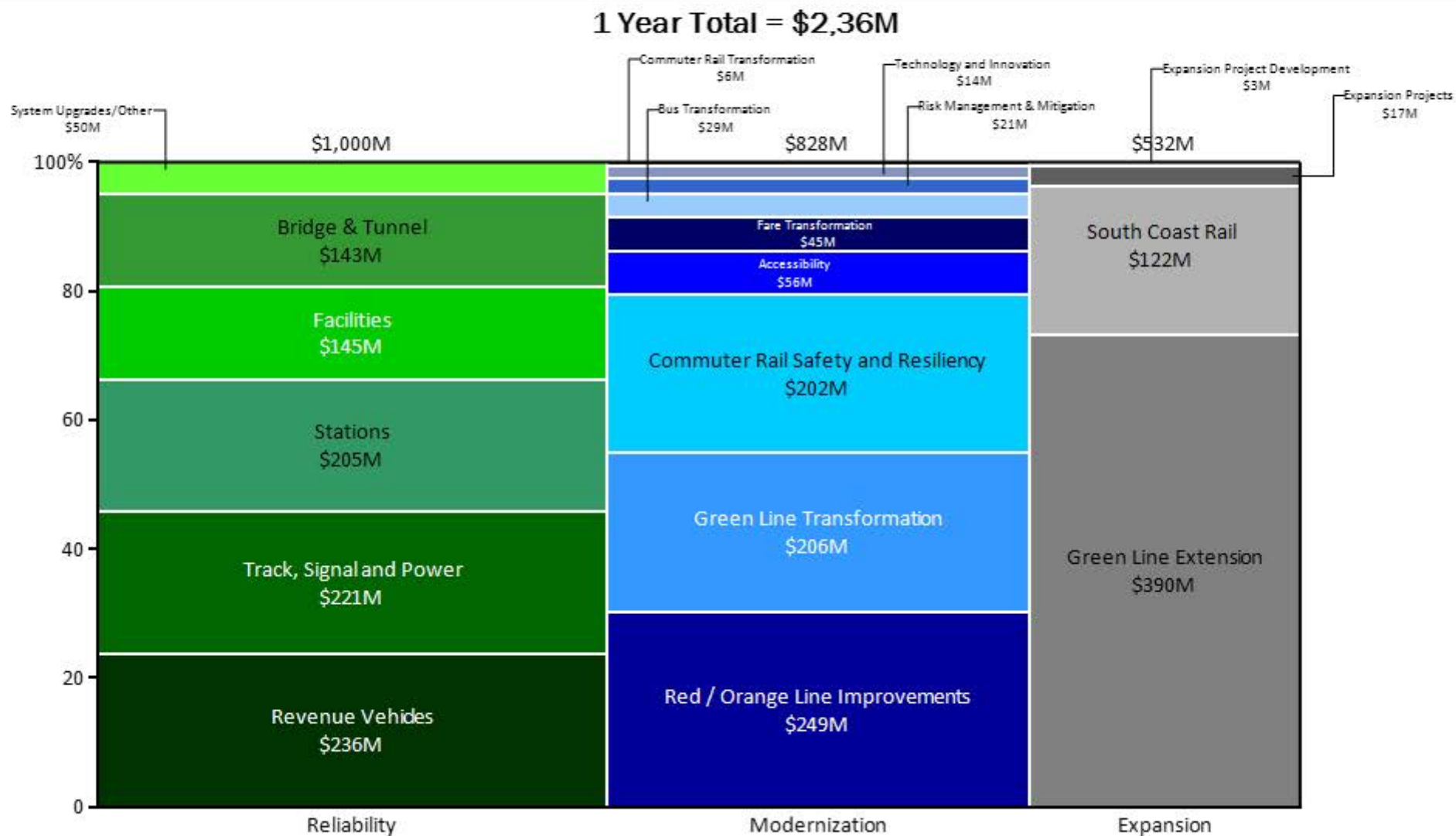
TIP Amendment – ORIGINAL Proposed Reallocation to Preventative Maintenance			
Federal Fiscal Year	Section 5307 Funds	Section 5337 Funds	Total
FFY20	\$80M	\$91M	\$171M
FFY21	\$51M	\$128M	\$179M
FFY22	\$0M	\$30M	\$30M
FFY23	\$80M		\$80M*
TOTAL	\$211M	\$249M	\$460M

*Planned to come back, as part of the FY22-26 CIP and TIP process, with the next round of 5307/5337 reallocation, consistent with the \$460M targets set by the FMCB.

Updated Reallocation – Reflects return of \$179M to Capital Program			
Federal Fiscal Year	Section 5307 Funds	Section 5337 Funds	Total
FFY20	\$80M	\$91M	\$171M
FFY21	\$0M	\$0M	\$0M
FFY22	\$0M	\$30M	\$30M
FFY23	\$80M		\$80M*
TOTAL	\$160M	\$121M	\$281M

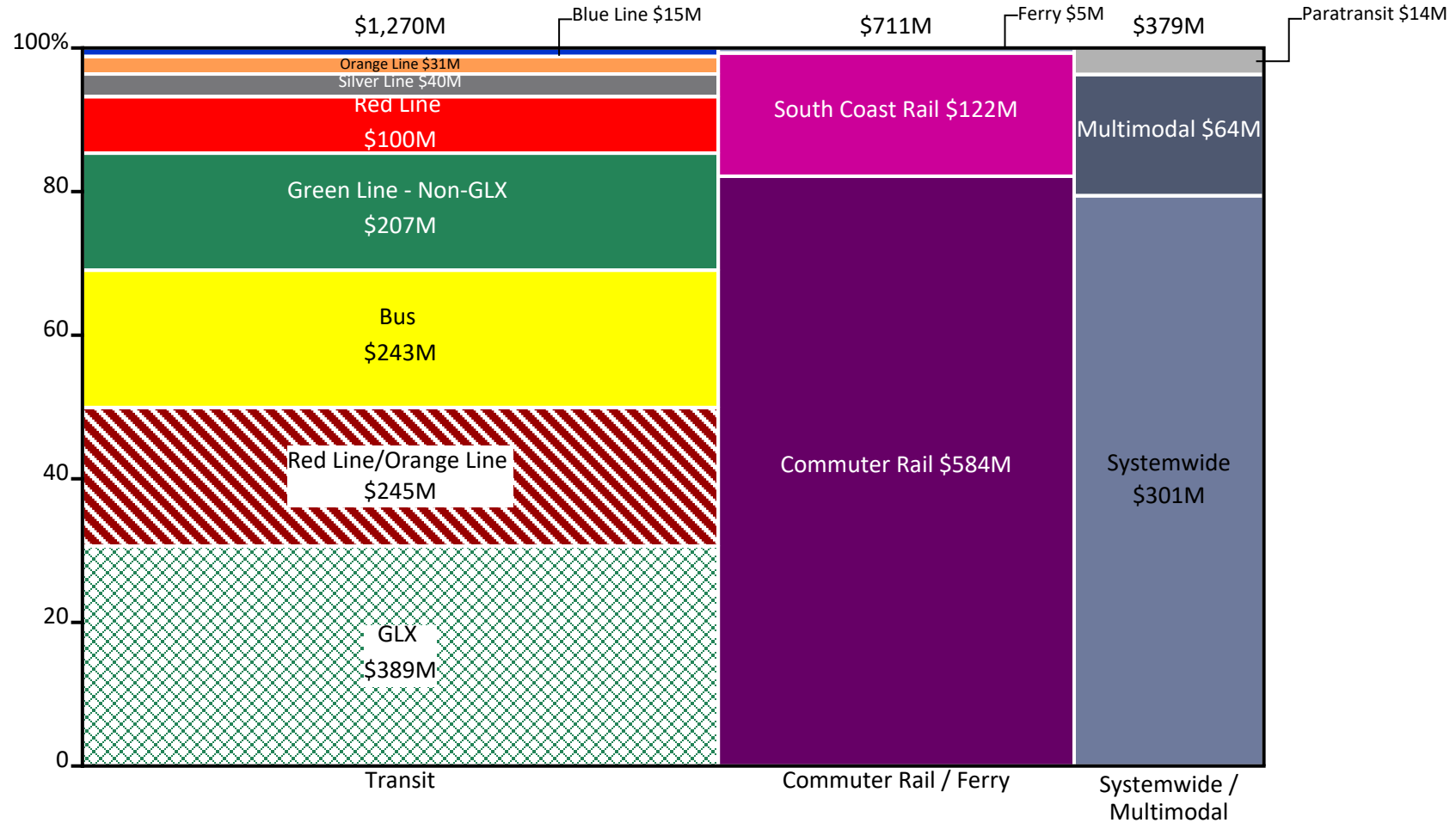
*Planned to come back, as part of the FY22-26 CIP and TIP process, with the next round of 5307/5337 reallocation, consistent with the \$460M targets set by the FMCB.

FY21 CIP programs reflect \$2.36 billion organized by Priority and Program



FY21 CIP Committed Funds by Mode/Line

FY21 CIP Committed Funds by Mode/Line (\$2,36M)



FY22-26 CIP Programs: Reliability Programs:

Priority 1/Reliability		
FY21-25 CIP Programs	Purpose and Need Statement	Measure
Bridge & Tunnel	This program repairs, reconstructs and replaces MBTA commuter rail and transit bridges and tunnels system-wide to ensure safe and reliable service for commuter rail and heavy rail riders.	Asset condition: structural deficiency and load rating
Facilities	This program rehabilitates and upgrades maintenance and administrative facilities that support MBTA operations.	Asset condition: FTA TERM Scale (1-5)
Revenue Vehicles	This program rehabilitates and replaces the MBTA revenue fleet, which includes commuter rail, heavy rail, light rail, bus and ferry units to allow the MBTA to improve service reliability and ensure safety for riders.	Asset age: Useful life benchmark
Stations	This program rehabilitates and upgrades MBTA stations and parking facilities (e.g., commuter rail, commuter boat, subway and bus stations) to help make it easier for visitors and riders to navigate the MBTA system.	Asset condition: FTA TERM Scale (1-5)
System Upgrades	This program upgrades a wide range of MBTA systems including communications, security, computer technology, fare collection, asset management and environmental remediation systems. Program includes the rehabilitation of non-revenue vehicles and equipment.	Asset age: Useful life benchmark (for non-revenue vehicles)
Track, Signal and Power	This program rehabilitates, replaces and upgrades track, signal and power assets across the commuter rail and transit system to ensure safe and reliable service for commuter rail and heavy rail riders.	Asset condition, age, and performance restrictions



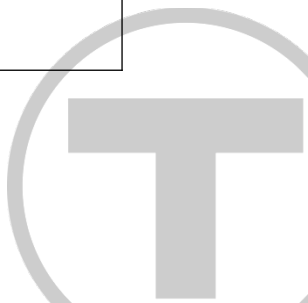
FY22-26 CIP Programs: Modernization

Priority 2/Modernization		
FY21-25 CIP Programs	Purpose and Need Statement	Measure
Accessibility	This program improves accessibility at MBTA commuter rail, subway and bus stations. This program is necessary to meet the goals of the Authority's Plan for Accessible Transit Infrastructure ("PATI"). Investments will help ensure the vast majority of customers can use the MBTA.	PATI Implementation; increased number of accessible stations
Bus Transformation	This program aims to support a range of investments that strive to achieve better, faster, lower-emission bus service that is more aligned with where riders live, work and travel.	TBD
Commuter Rail Safety and Resiliency	This program includes projects that improve the safety and resiliency of the Commuter Rail network, including the implementation of Positive Train Control (PTC) and related investments.	PTC/ATC Project Milestones
Fare Transformation	The Fare Transformation program will implement a new reliable and convenient fare payment and collection system, integrated across all modes, to replace CharlieCards/Tickets and their supporting hardware and software.	Fare Transformation Project Milestones
Green Line Transformation	Green Line Transformation (GLT) improves the quality of service on the Green Line through fleet modernization and infrastructure/facilities upgrades, as well as improved capacity, accessibility and state-of-the-art technology. GLT is a multi-phase, multi-faceted effort to make the Green Line more reliable, robust, and resilient.	Capacity, accessibility, resiliency



FY22-26 CIP Programs: Modernization continued

Priority 2/Modernization		
FY21-25 CIP Programs	Purpose and Need Statement	Measure
Commuter Rail Transformation	This program incorporate options for improving service on the Commuter Rail, which are the first steps identified in a larger Commuter Rail transformation as outlined in Rail Vision.	TBD
Red / Orange Line Transformation	The Red Line and Orange Line Improvements program includes the set of vehicle and infrastructure investments needed to fully modernize the fleet and achieve the service goal of three minute headways on the Red Line and three and a half minute headways on the Orange Line. These investments will help better meet the needs and connect residents to growing job centers.	Project milestones; Three min headways on the RL and four min headways on the OL
Risk Management	Implements risk management initiatives as well as proactive efforts to improve workplace safety and system security.	OHSA implementation and SMS implementation
Technology and Innovation	This program includes investments in technology and innovations that enhance productivity, modernize the system and improve the quality of MBTA services.	



FY22-26 CIP Programs: Expansion

Priority 3/Expansion		
FY21-25 CIP Programs	Purpose and Need Statement	Measure
Green Line Extension	The Green Line Extension program includes the vehicles, stations and infrastructure to extend the Green Line from a relocated Lechmere Station in East Cambridge to Union Square in Somerville and College Avenue in Medford. The project's six new stations will put 80 percent of all Somerville residents within walking distance of rapid transit.	GLX Project Milestones
Expansion Projects (now includes the Expansion Projects Development program)	This program makes targeted expansions in order to improve access to transit and supports planning and design for expansion projects identified as "Next Priorities" within Focus40.	Project Milestones
Expansion Projects Development	Support planning and design for expansion projects identified as "Next Priorities" within Focus40.	Project Milestones
South Coast Rail	The South Coast Rail project will restore commuter rail service between Boston and southeastern Massachusetts.	SCR Project Milestones

