



THE MBTA
ADVISORY BOARD

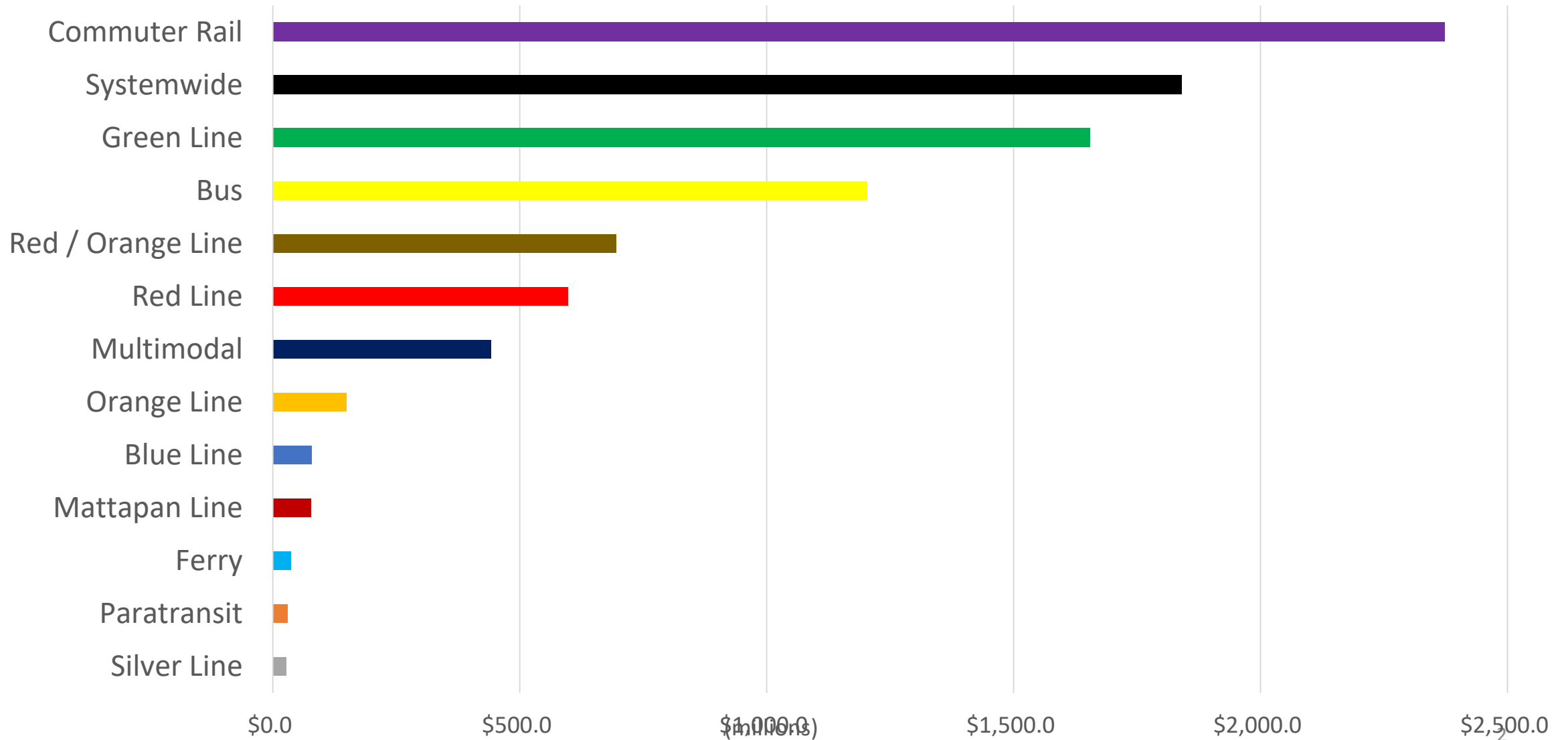
FY24-28 Capital Improvement Plan Review

Board of Directors Meeting

May 25, 2023

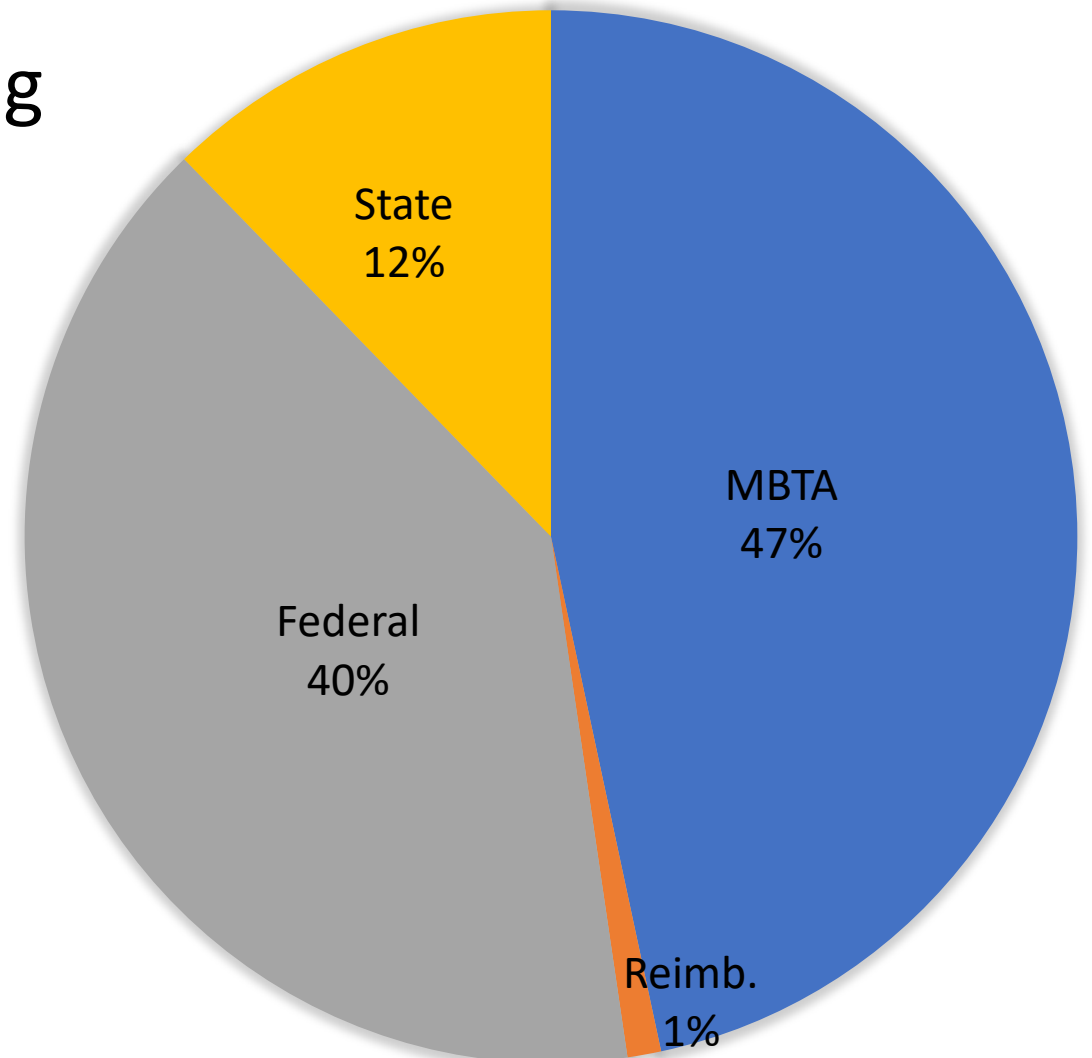


FY24-28 Relative CIP investment by mode



FY24-28 CIP Funding

- MBTA borrowing is largest funding source- repaid by operating budget
- Federal: \$3.9 billion over 5 years
- State: \$1.2 billion; ends after FY28



MBTA Debt 2024

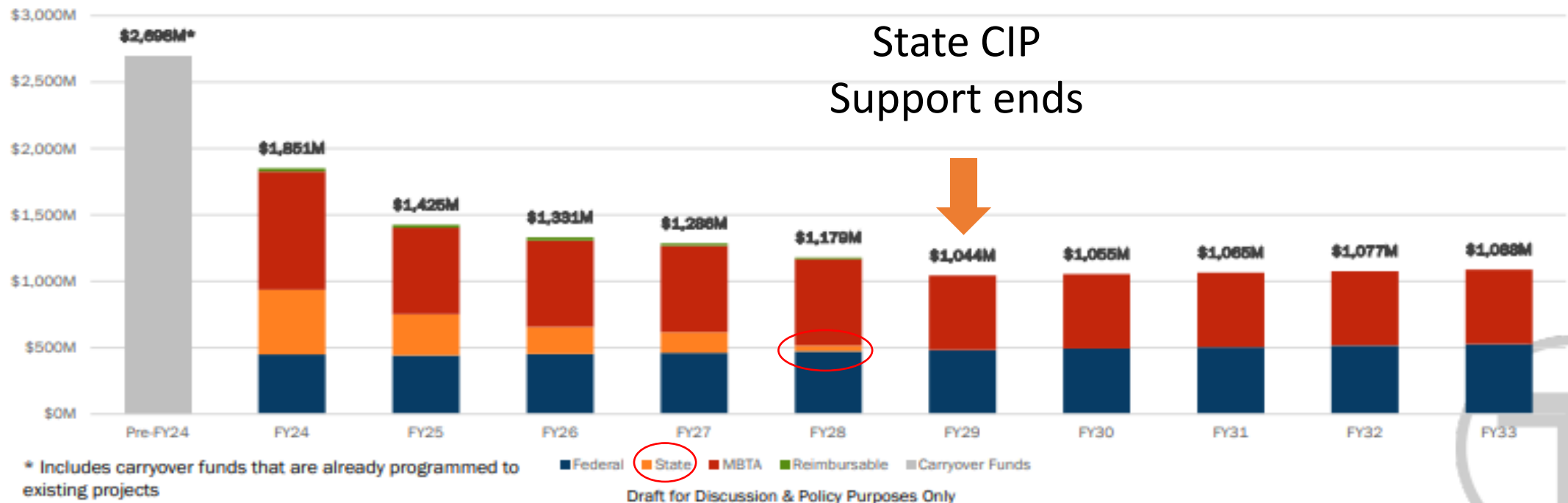
- Total Principal: \$5.36 billion
- Proj. Interest: \$2.62 billion
- Total Liability: \$7.62 billion



MBTA DEBT

Capital Source Assumptions | 10 Year Outlook

- Out-year source assumptions reflect a continued downward trend driven by an absence of state funds (as existing sources, which are tied to specific projects, primarily SCR and GLX, are expected to wrap up spending by FY28), and a flat level of MBTA revenue bond issuance (\$500 annually from FY29 on).
- While the MBTA's FY24-28 CIP is expected to include roughly \$9.7B in sources, without additional sources, future 5-year capital plans may be roughly half this size.



Committee Focus

1. Safety
2. Electrification
3. Service Improvements
4. Resiliency

When do CIP investments yield a safer, cleaner, better, stronger public transportation in Massachusetts?

CONCERNS

- Reliance on MBTA borrowing, end of state CIP support after FY28
- Major investments in diesel, especially on Commuter Rail
- Budgeting \neq built and operated
- No local infrastructure fund



Positives

- Major investment in safety management
- Hundreds of million for new vehicles across system
- New bus facilities
- Some advances in electrification

