

A photograph of a city street scene, likely in Boston, featuring a white MBTA bus with yellow and blue accents. The bus is labeled '1 NUBIAN STA' and has a 'RTT' logo. It is driving on a street lined with brick buildings and cherry blossom trees. A black metal fence is in the foreground. The image is overlaid with a semi-transparent dark blue rectangle containing white text.

**Delivering Results
Today.
Building for the
Future.**

FY26-30 CIP

**MBTA Board of Directors
May 20, 2025**



Agenda

Today's presentation will cover

- Updates made between the Proposed FY26-30 CIP, published in March, and the final FY26-30 CIP
- Results of the FY26-30 CIP Public Engagement efforts
- FY26-30 CIP in the context of the T's Capital Program Strategy
- Vote to adopt the FY26-30 CIP



Timeline of the FY26-30 CIP

March

20th: MBTA's Finance and Audit Subcommittee: Presentation on Proposed FY26-30 CIP

27th: MBTA's Full Board: Presentation on Proposed FY26-30 CIP

Public comment period begins, and the CIP Book and project list are posted online

April

2nd: MBTA Advisory Board: Presentation on Proposed FY26-30 CIP

3rd: Boston MPO: Presentation on Proposed FY26-30 CIP
CIP Public Meeting #1 (Virtual)

10th: CIP Public Meeting #2 (In-person)

17th: Public comment period ends

May

15th: MBTA's Finance and Audit Subcommittee: Presentation of final FY26-30 CIP

20th: MBTA Full Board: Presentation on final FY26-30 CIP and release of final CIP

June

High-level responses to public comments published on mbta.com/cip with final CIP

CIP 21-day
public comment
period

Today

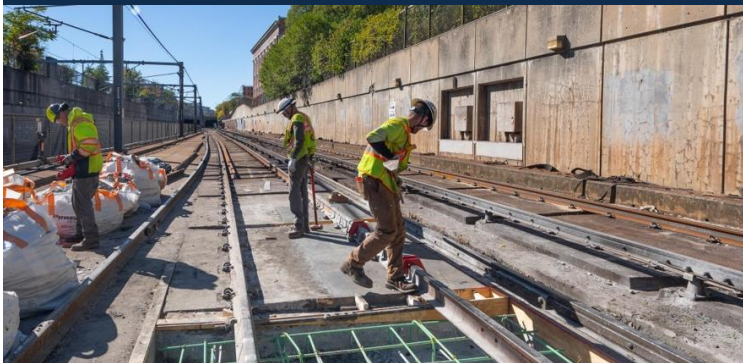


The CIP and Full T Ahead: Aligning Our Investments

In accordance with Gov. Healey, Lt. Gov. Driscoll, Sec. Tibbits-Nutt and GM Eng, the MBTA FY26-30 CIP delivers meaningful results for the needs of today as we lay the groundwork for tomorrow.

Our CIP is driven by three key objectives:

Timely Maintenance Now



Maintenance work on the OL Southwest Corridor

Ensuring that the MBTA continues to build upon recent progress in delivering for our riders, both now and in the future

Building for the Future



Government Center at dusk

Ensuring that investments today set a strong foundation for future infrastructure, while seeking additional funding

Improving Service for Riders



New OL vehicle departing North Station

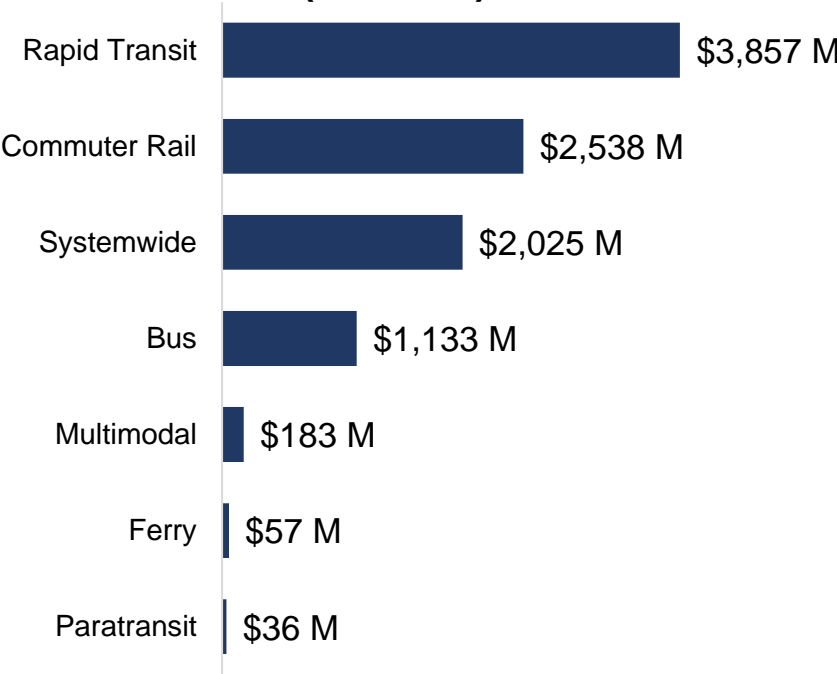
Ensuring improved service, in the near- and long-term, by improving frequency, reliability, decarbonization, and rider enhancements as outlined in *Full T Ahead*



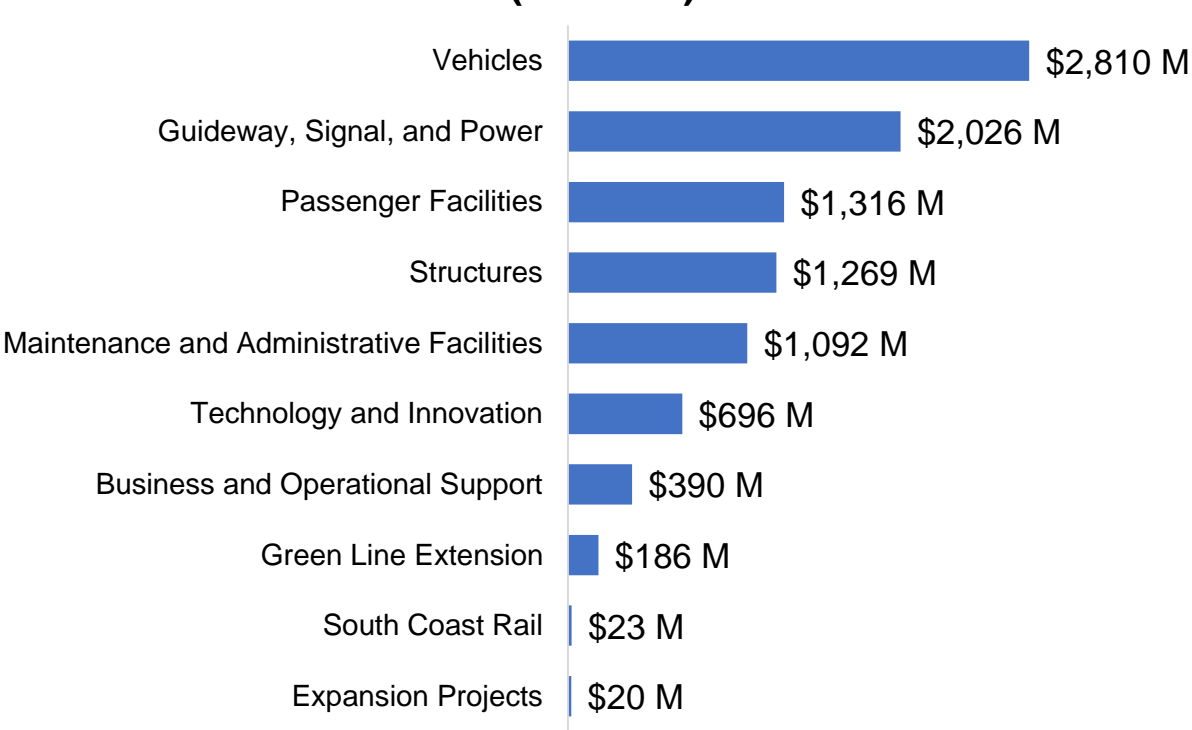
FY26-30 CIP: Summary

The CIP includes over 660 projects for a programmed spend of **\$9.8B** over the next five fiscal years, including approx. \$1.1B in new funding:

FY26-30 Programmed Spend by Mode
(millions)



FY26-30 Programmed Spend by CIP Program
(millions)



Updates to the Proposed FY26-30 CIP

Since the release of the Proposed FY26-30 CIP in March, we have incorporated changes to the final FY26-30 CIP, resulting in a net increase of \$40 million, to reflect the following updates and to put the CIP into alignment with the Boston Region MPO's Transportation Improvement Program (TIP):

- New federal funding awarded to the MBTA by the Boston Region MPO
- Federal funding transfers from other public entities (MassDOT, RTAs, etc.)
- Recently-awarded Federal discretionary grants and earmarks
- New projects and project budget changes incorporated into the FY25-29 CIP via the MBTA's in-year CIP Change Process
- Other minor changes to existing project budgets to reflect updates since the release of the proposed CIP

New Federal Funding – Flexed Funding

The MBTA sought **excess FFY25 and FFY26 federal funding** from the Boston Region MPO and MassDOT, ultimately receiving **\$53.1M** in flexed Federal Highway funding for the following projects:

CIP ID	Project Name	New Federal Funds	MBTA match	Total funding
P1315	Fairmount Line Decarbonization	\$22.0 M	\$5.5 M	\$27.5 M
P0671a	Quincy Bus Maintenance Facility	\$4.7 M	\$1.2 M	\$5.9 M
P0912	Systemwide Flood Mitigation	\$4.0 M	\$1.0 M	\$5.0 M
P1438	Wellesley Station Upgrades	\$4.0 M	\$1.0 M	\$5.0 M
P0653	Procurement of 40ft BEBs	\$2.9 M	\$0.7 M	\$3.6 M
P0633	MBTA Catamaran Overhaul	\$2.1 M	\$0.5 M	\$2.6 M
P0174	Natick Center Station Accessibility	\$2.0 M	\$0.5 M	\$2.5 M
P0613	Bus Priority and Accessibility - PATI	\$0.8 M	\$0.2 M	\$1.0 M
Total		\$42.5 M	\$10.6 M	\$53.1M



Blue Hill Avenue Station on the Fairmount Line



MBTA ferry "Flying Cloud" docked

FY26-30 Proposed CIP Public Engagement | Participation

FY26-30 CIP public comment period:
March 27 to April 17, 2025

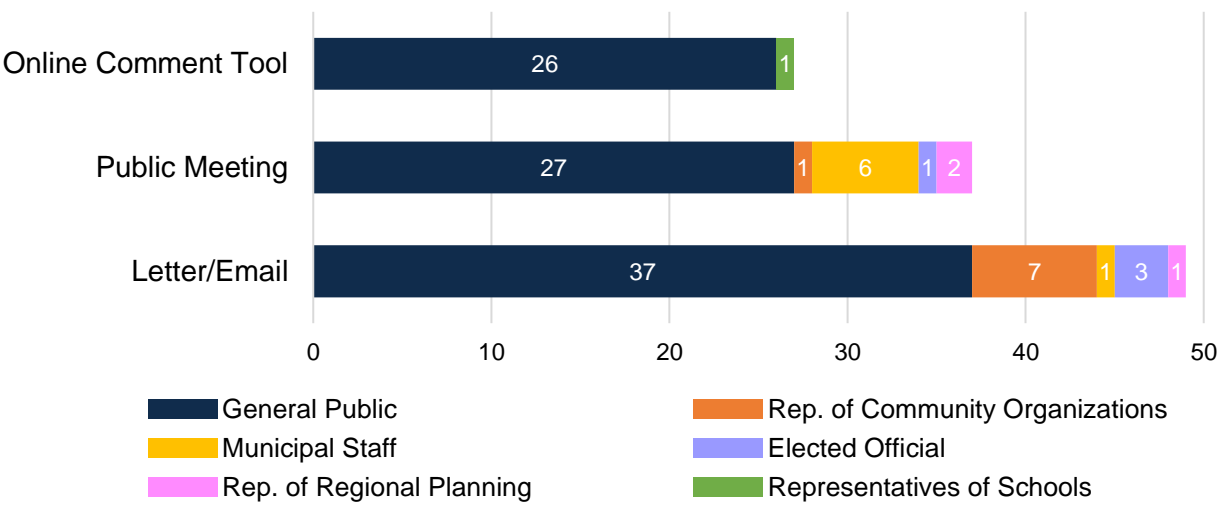
- 368 individual commenters
- 113 unique comments
- 2 public meetings

Comments were analyzed as follows:

- Each unique message received is considered a separate **comment**.
- Each person(s) sending or co-signing a comment is considered an **individual** commenter.
- Each comment is tagged to one or more **mentions** of a particular topic, such as *Commuter Rail Electrification*.



Number of Comments Received, by Comment Format and Type of Commenter



Number of Individuals Submitting Comments, by Type of Commenter



Key Mentions* in the FY26-30 CIP



Columbus Ave Bus Lane

Bus Priority and Bus Network Redesign

Support for continued investments in bus priority projects, including Transit Signal Priority (TSP) projects, and support for Phase 2 of the Bus Network Redesign

Examples of Funding in FY26-30 CIP:

- 3.3 mi center-running bus lane on Blue Hill Ave from Mattapan to Grove Hall (P1005b)
- Transit Signal Priority (TSP) on Lynn Broad St (P1330) and Regional TSP Program (P1331)
- Bus Network Redesign Implementation (P0916)



Worcester Station Construction

Commuter Rail Electrification and Regional Rail

Support for investments in Commuter Rail electrification and Regional Rail implementation, including more frequent service, decarbonization, and double-tracking

Examples of Funding in FY26-30 CIP:

- Fairmount Line Infrastructure for Decarbonized Service (P1315) and 20-minute headways
- Rail Modernization Early Actions – Boston to Beverly 20-minute Service (P1432) and Old Colony Double Track (P1209)



Red Line signals work at Harvard

Rapid Transit Frequency and Reliability

Support for efforts like the Track Improvement Program (TIP) that address State of Good Repair and deliver improved frequency and reliability to rapid transit service

Examples of Funding in FY26-30 CIP:

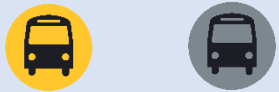
- Red/Orange Line Signal Program (P0285)
- Critical upgrades to traction power substations supporting rapid transit service (P0143)
- New signalized Kendall Station crossover to reduce impacts to service on the Red Line (P1419)

* “Key mentions” are topics mentioned in at least 5 comments. The three most mentioned topics are summarized above.

Additional Key Mentions*

In total, there were 26 key mentions in the FY26-30 CIP public comment period. The remaining topics that met the key mention threshold are summarized below:

Bus



- Support for **bus electrification** and requests to accelerate work
- Requests for additional funding for **bus maintenance facilities** to support electrification, including **Quincy, N. Cambridge, and Arborway**
- Support for enhanced **bus lane enforcement**
- Concerns about **viability and cost of battery electric buses (BEBs)**

Commuter Rail



- Support for continuing to **eliminate Commuter Rail grade crossings**
- Support for prioritizing **Commuter Rail electrification** on the **Providence/Stoughton Line**
- Concerns about **environmental impacts of diesel locomotives** and **viability of battery electric locomotives**
- Support for a **North-South Rail Link**

Rapid Transit



- Support for **Red-Blue Connector** and requests for construction funding
- Support for additional **Green Line Extensions**
 - **Extension of Green Line North** to Route 16/West Medford
 - **E Branch Extension South** to Hyde Square
- Support for a **Red Line extension** to Arlington

Systemwide / Other



- Support for investments that **encourage mode shift** in the region
- Support for **continued communication of funding needs**
- Support for **safety, sustainability and resiliency, and environmental justice** CIP investment objectives
- Support for **accessibility improvements** at Commuter Rail and Rapid Transit stations systemwide



* “Key mentions” are topics mentioned in at least 5 comments.

Our Capital Strategy and the FY26-30 CIP

Making Progress on State of Good Repair

The 2023 Capital Needs Assessment (CNAI) identified \$24.5B in baseline capital needs to bring our system into a State of Good Repair.

With over \$9.5B programmed in the CIP to Reliability and Modernization efforts, the MBTA is focusing on our asset condition.

Pursuing Full T Ahead Service Goals

In January 2025, GM Eng announced modal service priorities, as part of Full T Ahead.

The CIP delivers meaningful results supporting each mode's vision.

Our capital projects support robust, reliable, and frequent service and an accessible, safe, modernized, and multimodal system.

Advancing our Capital Program Strategy

The MBTA continues to develop a capital strategy to deliver for riders and build for the future.

By restructuring how we plan, prioritize, and deliver projects, we will address today's needs while laying the groundwork for tomorrow.

Monitoring Federal Funding Uncertainty

Federal funding increased to over 40% of our available sources for the FY26-30 CIP.

Currently, approximately 70% of our Federal funds, or \$2.8B, in the CIP is unobligated.

Executive and Congressional actions could bring risk to this and future CIPs. However, we have not yet changed source assumptions from the Proposed CIP.



Board Vote

Board Vote:

To approve the Fiscal Year 2026-2030 Capital Investment Program (“CIP”), as presented at the May 20, 2025 meeting of the MBTA Board of Directors, and to authorize the General Manager, in the name of and on behalf of the Massachusetts Bay Transportation Authority, to take any steps he deems necessary and appropriate to provide notice to the Legislature and the public of the CIP, pursuant to M.G.L. c. 161A, §5.

Appendix



FY26-30 CIP Modal Overview

Rapid Transit



Interior of a Type 10 vehicle mock-up at City Hall Plaza

\$3,857M* in Rapid Transit investments

- GL upgrades for Type 10 vehicles
- Power systems upgrades
- New Red Line vehicles
- RL and OL signal upgrades

**Includes \$290M in new funding*

Commuter Rail



Existing North Station Draw 1 Bridge, built in 1931

\$2,538M* in Commuter Rail investments

- North Station Draw 1 Bridge
- Replacing our oldest locomotives
- Regional Rail early action items
- Fairmount Line 20-minute service

**Includes \$360M in new funding*

Systemwide/Other



Orange Line tunnel repairs near Forest Hills Station

\$2,335M* in Systemwide/Other investments

- Structural inspection and repair
- Track and facilities SGR
- Countdown clock and PA upgrades
- Ferry terminal and vessel upgrades

**Includes \$277M in new funding*

Rapid Transit

128

Miles of Revenue Track

718

Revenue Vehicles

424K

Avg. Weekday Ridership
(Oct. '24)

Green Line Infrastructure, Vehicles, and Accessibility



Interior of a Type 10 vehicle mock-up at City Hall Plaza

\$1.7B* in Green Line infrastructure and accessibility upgrades and introduce new Type 10 trains by 2027

**Includes \$94M in new funding*

Rapid Transit Power Systems Upgrades



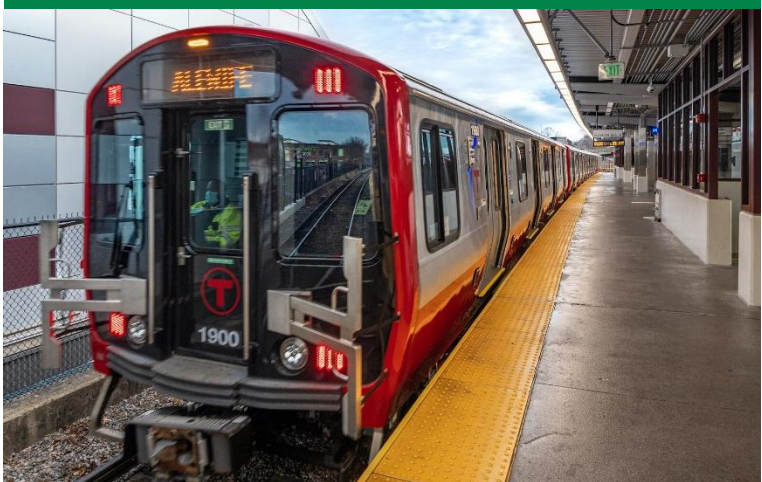
South Boston Power Switching Station

\$404M* for upgrades to power systems on our rapid transit lines that will increase efficiency, reduce maintenance, and improve reliability

**Includes \$126M in new funding*

Project Highlight

Red and Orange Line Vehicles (P0362) and Signals (P0285)



A new Red Line train bound for Alewife Station

\$777M* to deliver new vehicles and modernized signal equipment on the Red and Orange Lines, improving safety, reliability, and efficiency

**Includes \$49M in new funding*



Bus

331K

Weekly Miles of
Weekday Service

1,448

Revenue Vehicles

334K

Avg. Weekday Ridership
(Oct. '24)

Bus Modernization and Electrification



Plans for an expanded Quincy Bus Maintenance Facility

\$496M* to construct new and retrofitted bus facilities and prepare for a larger, more efficient fleet of battery-electric buses with more frequent service

**Includes \$14.5M in new funding*

Bus Network Redesign and Transit Priority



The 66 using Brookline's Washington St transit priority lane

\$180M* to continue implementation of our Bus Network Redesign and improve transit priority infrastructure, including Transit Signal Priority technology

**Includes \$33M in new funding*

Project Highlight

Hybrid Bus Overhauls (P1155)



MBTA buses in Charlestown Bus Maintenance Facility

\$47.4M* for critical midlife overhauls of 45 sixty-foot hybrid buses, improving the state of our fleet and ensuring safe and reliable service

**Includes \$46.4M in new funding*

Investing in Bus

The Proposed FY26-30 CIP includes \$1,133M for our bus network (\$104M in new funding)

Bus Priority and Network Redesign

A photograph showing construction workers in high-visibility gear working on a bus lane at night. A truck is parked nearby, and city lights are visible in the background.

Everett Bus Lane Installation

\$181M for bus priority projects, including entry into the CIG-Small Starts program for Blue Hill Ave, and continued investments in Bus Network Redesign

Building for the Future

Improving Service for Riders

Bus Stops/Shelters and Accessibility

A photograph of a modern bus shelter with a yellow e-ink display showing bus routes and arrival times. A bus is stopped at the shelter, and a person is walking nearby.

Bus shelter with e-ink display

\$42M for bus stops, shelters, and accessibility projects, not including \$15M of new Fair Share funding for the new Bus Stop Amenities Program

Timely Maintenance Now

Improving Service for Riders

Bus Facilities

A 3D architectural rendering of a large, modern bus garage with high ceilings, industrial equipment, and several buses parked inside.

Quincy Bus Garage rendering

\$330M for bus facility improvements, including \$231M for Quincy Bus Facility Modernization and \$8.3M for Arborway Bus Facility design

Timely Maintenance Now

Building for the Future

Vehicles

A photograph showing the interior of a new Battery Electric Bus (BEB) with blue seats, yellow handrails, and a digital display above the door.

Interior of new BEB

\$539M for vehicle overhaul and procurement projects, including \$287M to procure electric hybrid buses and \$189M to procure Battery Electric Buses (BEBs)

Timely Maintenance Now

Building for the Future



Commuter Rail

720+
Miles of Revenue Track

557
Revenue Vehicles

110K
Avg. Weekday Ridership
(Oct. '24)

Commuter Rail Vehicle Investments



Commuter Rail train at Mansfield Station

\$710M* for investments in our rail fleet

- Replacing our oldest locomotives
- Adding more bi-level coaches

**Includes \$189M in new funding*

Regional Rail Modernization



Commuter Rail train at new Worcester Station platforms

\$223M* for further investments in regional rail modernization, such as Fairmount Line upgrades to support 20-minute decarbonized service by 2028

**Includes \$49M in new funding*

Project Highlight

North Station Draw 1 Bridge Replacement (P0018)



Existing North Station Draw 1 Bridge, built in 1931

\$679M* in FY26-30 (\$1.2B total) to replace and expand the North Station Draw 1 Bridge, which will increase network capacity

**Includes \$472M in MEGA grant funding*



Ferry

13

Ferry Terminals

5K

Avg. Weekday Ridership (Oct. '24)

Systemwide Ferry Improvements



View of Boston Harbor from an MBTA Ferry deck

\$50M* for ferry terminal accessibility upgrades and fleet overhauls to support a consistent network of water transportation services

**Includes \$5M in new funding*

Paratransit

711

Revenue Vehicles

4K

Avg. Weekday Ridership (Oct. '24)

The RIDE Vehicle Investments



RIDE vehicles ready for service on Huntington Avenue

Continued investments in The RIDE's vehicle fleet as we strive for seamless transitions between paratransit and fixed-route services

Systemwide/Multimodal

Structural Inspection and Repair



Orange Line tunnel repairs near Forest Hills Station

\$488M* for investments in structural inspection and repair that support a more proactive approach to maintenance

**Includes \$35M in new funding*

Track and Facility State of Good Repair Programs



Red Line track work between Alewife and Porter Stations

\$265M* for SGR programs for Track and Facilities Assets such as stairs, escalators, elevators, emergency fire systems, roofs, and station inspections

**Includes \$80M in new funding*

Project Highlight

Countdown Clock and PA System Upgrades (P0972)



Countdown clocks at Airport Station

\$33M* to upgrade rider-facing audio and visual communication equipment in our stations, including countdown clocks and public address systems

**Includes \$23M in new funding*

Additional FY26-30 CIP Highlights

Other Major Investments

New Funding for CIP Programs

Vehicles:



\$16M to overhaul auxiliary power systems on BL vehicles

\$12.5M to upgrade maintenance-of-way vehicle fleet

Passenger Facilities:



\$15M for accessible mini-high platforms at CR stations

\$15M for new bus shelter installations and improvements

Business and Operational Support:



\$2M to implement our Safety Management System (SMS)

\$3.9M for Rail Modernization Planning

Structures:



\$15.5M for our systemwide tunnel inspection program

\$6M to improve bridge safety walkways systemwide

Guideway, Signal, and Power:



\$21.2M for improved maintenance access on the OL

\$10M for early actions to electrify Newburyport/Rockport Line

Maintenance and Administrative Facilities:



\$11.5M for a new Operations Control Center

\$9.2M for improvements to CR facilities

Technology and Innovation:



\$3.2M for heavy rail dispatch software improvements

\$20.8M for systemwide radio system upgrades



Significant Unfunded Needs

With only \$1.1B in new funding available to program, many large project requests could not be accommodated in the FY26-30 \$9.8B CIP, despite their importance to the MBTA's strategic goals. The projects below represent *a small sample* of the over \$12.4B in vital work that could not be funded in the proposed CIP:

Project Name	Total Requested Funding ²
Arborway Bus Maintenance Facility	\$438.6M
Wellington Bus Maintenance Facility	\$375.0M
Cabot Yard Complete Upgrade	\$299.4M
Red Line Traction Power Substation Upgrades	\$99.2M
Rail Modernization Early Actions - Old Colony Lines Double Track	\$160.0M
Waverley Station Accessibility Improvements	\$79.5M



New Red Line train at Cabot Yard



A rendering of the future Arborway bus maintenance facility.

¹Includes new discretionary grants and flexed funding from MPO and MassDOT



²New funding requested by MBTA staff as part of FY26-30 CIP development process. Funding requested does not necessarily represent total project cost.