



# MBTA FY 2026-2030 Capital Investment Plan Oversight Report

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MBTA Advisory Board

May 16, 2025

# Massachusetts General Law Chapter 161a, Section 5

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“ The [MBTA] shall conduct a series of public meetings within 30 days of issuance of an initial draft of the capital investment program and shall submit a final capital investment program to the advisory board, for its review, no later than May 15 of each year.”

# Oversight Report: Executive Summary

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*The 178 cities and towns in the MBTA service district broadly support the Massachusetts Bay Transportation Authority's ("MBTA" or "Authority") Fiscal Years ("FY") 2026-2030 Capital Investment Program ("CIP"), and recommend its approval by the MBTA Board of Directors.*

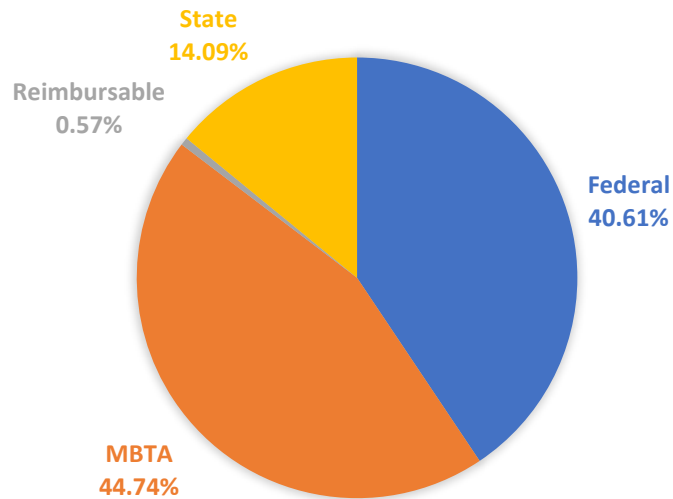
## Key Takeaways:

- A “nuts and bolts” CIP
- The plan builds on the success of 2024’s track improvement program, and funds a number of State of Good Repair programs
- Emphasis on accessibility and resiliency

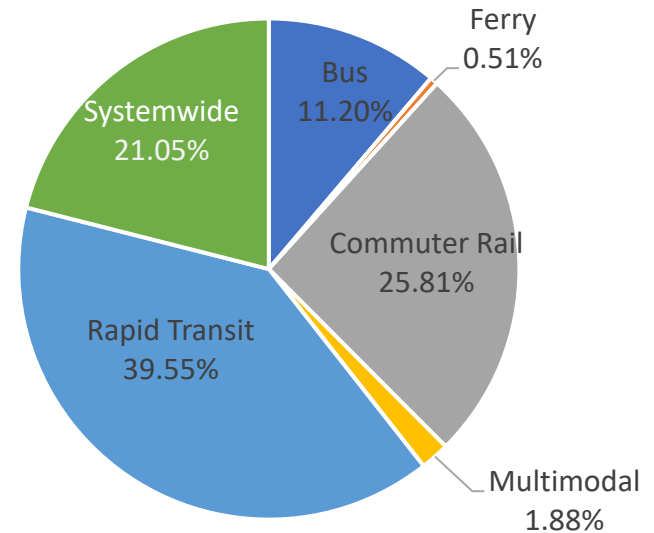
# Funding Breakdown:

- \$9.8 billion
- 670 discrete capital projects
- 108 new projects

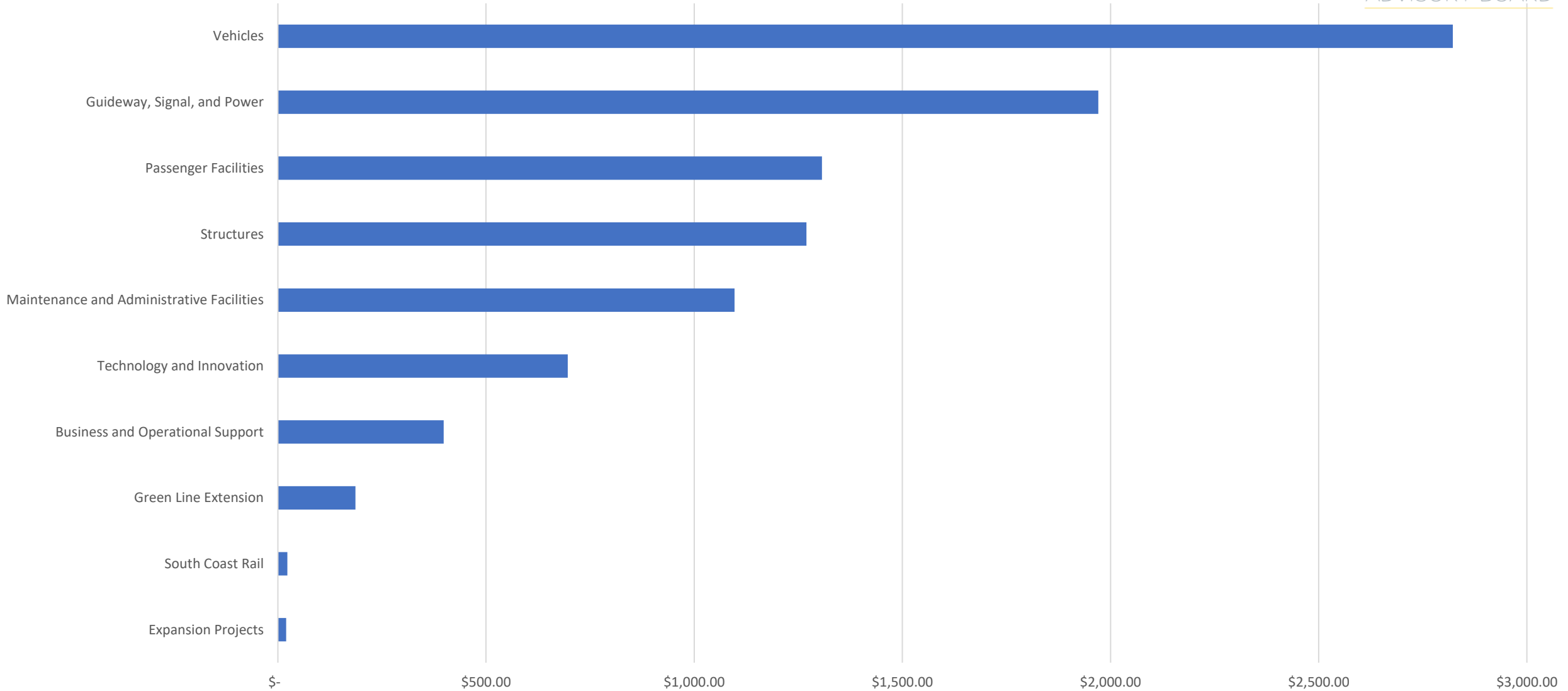
26-30 CIP REVENUE SOURCES



FY26-30 CIP Spending by Mode



CIP Spending by type (\$ millions)



# Oversight Report: Conclusions

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- The MBTA has done commendable work with insufficient resources
  - The MBTA's funding structure is fundamentally incapable of supporting the Authority's capital needs, and structural reform is imperative
- The CIP planning process lacks strategic vision for our public transportation system
  - The CIP is supposed to be based on the Program for Mass Transportation (PMT), which itself is meant to be based on a strategic vision for the region's public transportation network. The PMT was due March 18, 2024, but Mass. DOT will not complete it until at least December 2025