

Delivering Results Today. Building For The Future.

**Massachusetts Bay Transportation Authority
FY26-30 Capital Investment Plan (CIP)**

Final - May 2025



Table of Contents

Nondiscrimination Statement	4
List of Common MBTA Acronyms	6
The FY26-30 Capital Investment Plan (CIP)	8
Roadmap to the Final CIP	9
About the Capital Investment Plan (CIP)	10
What is the Capital Investment Plan (CIP)?	11
How is the MBTA's Capital Investment Plan Structured?	12
How is the MBTA's Capital Investment Plan Funded?	13
FY26-30 CIP: Overview	15
The Vision for the MBTA's FY26-30 CIP	16
The CIP and Ongoing MBTA Priorities	17
A Strategic Approach to Deliver for Riders and Build for the Future	18
Navigating Funding Source Uncertainty	20
Navigating Significant Unfunded Needs	21
FY26-30 CIP By Mode and By Program	22
The CIP and Full T Ahead: Aligning Our Investments	23
Timely Maintenance	24
Building for the Future	25
Improving Service for Riders	26





FY26-30 CIP: Modal Initiatives	27
Rapid Transit Overview	28
Rapid Transit Key Initiatives	29
Bus Overview	30
Bus Key Initiatives	31
Commuter Rail Overview	32
Commuter Rail Key Initiatives	33
Ferry and Paratransit Overview	34
Ferry and Paratransit Key Initiatives	35
Systemwide and Multimodal Overview	36
Systemwide and Multimodal Key Initiatives	37
 FY26-30 CIP: Public Engagement and Resources	 38
Additional Resources	39
CIP Public Engagement Summary	40
CIP Public Engagement: Key Mentions	41
 FY26-30 CIP: Project List	 53



Nondiscrimination Statement

Federal Title VI Rights and Protections

The Massachusetts Bay Transportation Authority (MBTA) operates its programs, services, and activities in compliance with federal nondiscrimination laws, including Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and related statutes and regulations. Title VI prohibits discrimination in federally assisted programs and requires that no person in the United States shall, on the grounds of race, color, or national origin (including limited English proficiency), be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal assistance. Related federal nondiscrimination laws administered by the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), or both prohibit discrimination on the basis of age, sex, and disability. These protected categories are included within the MBTA's Title VI Program consistent with federal interpretation and administration. Additionally, the MBTA provides meaningful access to its programs, services, and activities to individuals with limited English

proficiency, in compliance with U.S. Department of Transportation policy and guidance on pursuant to federal Executive Order 13166.

State Nondiscrimination Protections

The MBTA also complies with the Massachusetts Public Accommodation Law, M.G.L. c 272 §§ 92a, 98, 98a, prohibiting making any distinction, discrimination, or restriction in admission to or treatment in a place of public accommodation based on race, color, religious creed, national origin, sex, sexual orientation, disability, or ancestry. Likewise, the MBTA complies with the Governor's Executive Order 526, section 4, which requires all programs, activities, and services provided, performed, licensed, chartered, funded, regulated, or contracted for by the state to be conducted without unlawful discrimination based on race, color, age, gender, ethnicity, sexual orientation, gender identity or expression, religion, creed, ancestry, national origin, disability, veteran's status (including Vietnam-era veterans), or background.





ADA / 504 Notice of Nondiscrimination

The MBTA does not discriminate on the basis of disability in admission to its programs, services, or activities; in access to them; in treatment of individuals with disabilities; or in any aspect of their operations. The MBTA also does not discriminate on the basis of disability in its hiring or employment practices. This notice is provided as required by Title II of the Americans with Disabilities Act of 1990 (ADA) and Section 504 of the Rehabilitation Act of 1973.

Request Information

To request information regarding Title VI and related federal and state nondiscrimination obligations, please contact:

MBTA Office of Diversity and Civil Rights, Title VI Unit
10 Park Plaza, Suite 3800, Boston, MA 02116
Phone: 857-368-8580
Fax: 617-222-3263
TTY: 711
Email: MBTACivilRights@mbta.com

Language Services

The MBTA offers various services (such as translation assistance and interpretation) to customers in a range of languages. If this information is needed in another language, please contact the MBTA Title VI Unit at 857-368-8580. Learn more about our language services at [mbta.com/languageservices](https://www.mbta.com/languageservices).

File a Discrimination Complaint

If your civil rights have been violated, you can file a complaint with the MBTA Office of Diversity and Civil Rights. Title VI prohibits discrimination on the basis of race, color, or national origin. File a complaint alleging violation of Title VI no later than 180 days from the date of the alleged violation.

To speak with our Customer Support team, call 617-222-3200. Learn more about filing a discrimination complaint at [mbta.com/policies/file-discrimination-complaint](https://www.mbta.com/policies/file-discrimination-complaint).



List of Common MBTA Acronyms

A&F - Executive Office for Administration and Finance

ACE - Agile Carrier Ethernet

ADA - Americans with Disabilities Act of 1990

AFC - Automated Fare Collection

APC - Automated Passenger Counters

APS - Adaptive Power System

ATC - Automated Train Control

BCIL - Boston Center for Independent Living

BEB - Battery Electric Bus

BET - Boston Engine Terminal

BIL - Bipartisan Infrastructure Law

BLITS - Bus Location Instant Tracking Solution

BTC - Blind Trailer Coach

CNAI - Capital Needs Assessment and Inventory

CIP - Capital Investment Plan

CMF - Capital Maintenance Fund

CNG - Compressed Natural Gas

CRMF - Commuter Rail Maintenance Facility

CTC - Control Trailer Coach

CTF - Commonwealth Transportation Fund

CWR - Continuously Welded Rail

DMA - Dual Mode Articulated

DPU - Distributed Power Unit

DTX - Downtown Crossing Station

E&M - Engineering and Maintenance

EEH - Enhanced Electric Hybrid

EJ - Environmental Justice

ESS - Electronic Signage System

ETB - Electric Trolleybus

FHWA - Federal Highway Administration

FRP - Fiber Reinforced Polymer

FTA - Federal Transit Administration

GATRA - Greater Attleboro Taunton Regional Transit Authority

GLTPS - Green Line Train Protection System

GLTS - Green Line Tracking System

HSL - High Speed Line

HVAC - Heating, Ventilation, and Air Conditioning

IT - Information Technology

LRV - Light Rail Vehicle

MAAB - Massachusetts Architectural Access Board

MassDOT - Massachusetts Department of Transportation

MOW - Maintenance of Way





MPO - Metropolitan Planning Organization

NEC - Northeast Corridor

NNEPRA - Northern New England Passenger Rail Authority

NTD - National Transit Database

OCC - Operations Control Center

OCS - Overhead Contact System

OHS - Occupational Health and Safety

PA - Public Announcement

PATI - Plan for Accessible Infrastructure

PCB - Polychlorinated Biphenyl

PCC - Presidents' Conference Committee

PLC - Programmable Logic Controller

PM/CM - Project Management/Construction Management

PPE - Personal Protective Equipment

PRIIA - Passenger Rail Investment and Improvement Act of 2008

PSAC - Project Selection Advisory Council

PTC - Positive Train Control

PTIS - Passenger Train Information System

PVC - Polyvinyl Chloride

RCM - Reliability-Centered Maintenance

REP - Rail Enhancement Program

RRP - Rail Reliability Program

RFID - Radio Frequency Identification Detection

RGS - Rigid Galvanized Steel

RIDOT - Rhode Island Department of Transportation

ROW - Right of Way

RRIF - Railroad Rehabilitation and Improvement Financing

RTAG - Riders' Transportation Access Group

S&I - Service and Inspection

SCADA - Supervisory Control and Data Acquisition

SGR - State of Good Repair

SMS - Safety Management System

SONET - Synchronous Optical Network

STAR - Station Accessibility and Resiliency

STIP - State Transportation Improvement Program

SWAN - Security Wide Area Network

TAMP - Transit Asset Management Plan

TIFIA - Transportation Infrastructure Finance and Innovation Act

TIP - Track Improvement Program

TPSS - Traction Power Substation

VMF - Vehicle Maintenance Facility

WILD - Wheel Impact Load Detector



The FY26-30 Capital Investment Plan (CIP)

Address the changing needs of today as we lay the groundwork for tomorrow's MBTA. That is the vision of the MBTA's CIP. The FY26-30 CIP includes investments that address critical asset needs, maintain our existing infrastructure, and deliver meaningful results to improve the rider experience.

The State Fiscal Year 2026-2030 (FY26-30) Capital Investment Plan (CIP) of the Massachusetts Bay Transportation Authority (MBTA, T, or Authority) is divided into four sections:

- **About the Capital Investment Plan (CIP)**
Includes information about the CIP, the development process, and the funding sources that support our capital expenditures.
- **FY26-30 CIP: Overview**
Overview of the vision, priorities, and investment objectives guiding the FY26-30 CIP, including the challenges the Authority faces and how our capital strategy addresses these challenges.
- **FY26-30 CIP: Modal Initiatives**
Summarizes proposed program goals, investment levels, and key initiatives for each of our modes in the FY26-30 window, encompassing Rapid Transit (Red, Orange, Blue, Green, and Mattapan Lines), Bus (Bus

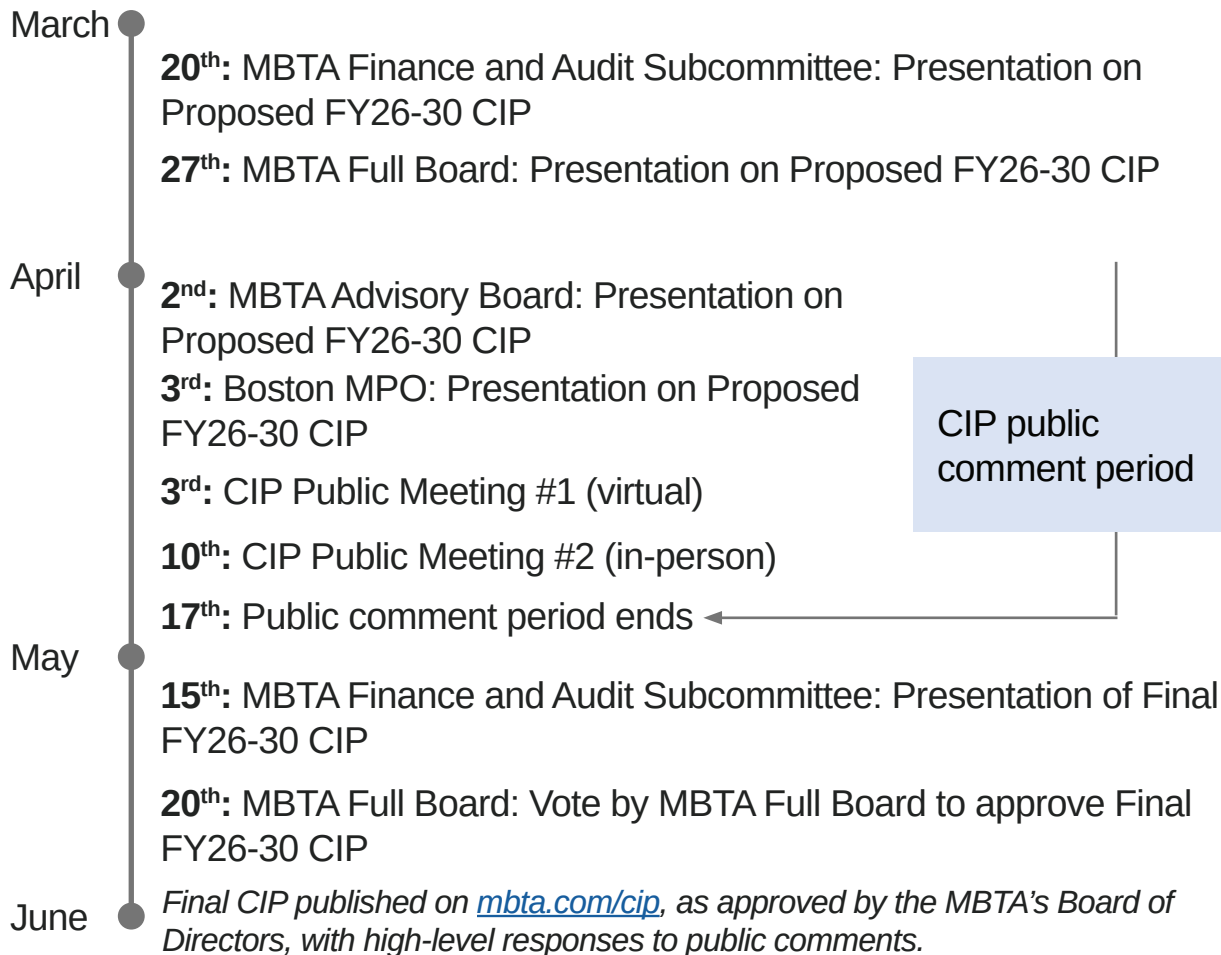
and Silver Line), Commuter Rail, Ferry, Paratransit, Systemwide, and Multimodal.

- **FY26-30 CIP: Public Engagement and Resources**
Details the public engagement process for the Proposed FY26-30 CIP and highlights additional resources to learn more about this year's CIP.



Roadmap to the Final CIP

The Proposed FY26-30 CIP was released for public comment on March 27, 2025. It was further refined before being submitted to the MBTA Board of Directors for approval in May to go into effect in July.





About the Capital Investment Plan (CIP)



What is the Capital Investment Plan (CIP)?

The Massachusetts Bay Transportation Authority's CIP includes all capital expenditures planned in the next five years.

The MBTA's CIP is a short-term, financially constrained document that funds the planning, construction, and capital maintenance of assets across the MBTA. It accounts for the T's available sources and committed uses in the next five years to fund our capital projects. These projects help us maintain, acquire, renew, construct, or improve our capital assets.

The five-year CIP is updated annually, as required by state legislation. Therefore, it is considered a "rolling" plan. The CIP's yearly update provides the T with the opportunity to allocate new funding towards ongoing and/or new projects, solicit public feedback, and respond to needs and challenges as they arise. The yearly update is done in coordination with the Massachusetts Department of Transportation (MassDOT) and the Boston Region Metropolitan Planning Organization (MPO).

The CIP development cycle runs from September to May. The cycle begins with a call for projects to MBTA departments, which are then evaluated and scored so that funding can be prioritized in alignment with our strategic plan and vision, with asset condition, and with our service priorities. An internal review of existing projects helps ensure that our limited financial resources are programmed effectively and efficiently. A proposed CIP, including all in-flight projects and new funding allocated to existing and new projects, is posted for public comment and refined before it is submitted for Board approval.



CIP development process:

1. Identify capital needs

Funding requests for new and existing projects are collected.

2. Evaluate project requests

Projects requesting new funding are scored and evaluated.

3. Determine funds available

Available sources and committed uses are determined.

4. Prioritize projects

New funding is prioritized based on project scores, strategic priorities, readiness, and financial constraint.

5. Sequence investments

Funds are allocated in the five-year CIP window based on project priority, readiness and project delivery capacity.

6. Release CIP annual update

Proposed CIP is released for public comment, refined, and presented for Board approval.

How is the MBTA's CIP Structured?

The CIP is structured in two overarching priorities: **Reliability and Modernization** and **Expansion**. These priorities are further broken out into **CIP Programs** that include asset-based capital projects or targeted expansion efforts. These programs are sized annually to align with the MBTA's needs and strategic goals.

Reliability and Modernization: focus on State of Good Repair (SGR), service reliability, and asset modernization.



Structures

Repairs, reconstructs, and replaces Commuter Rail and transit bridges, tunnels, culverts, and dams.



Guideway, Signal, and Power

Rehabilitates, replaces, and upgrades guideway, signal, and power assets across Commuter Rail and transit.



Maintenance and Administrative Facilities

Rehabilitates and upgrades maintenance and administrative facilities.



Passenger Facilities

Rehabilitates and upgrades stations, stops, and parking facilities to improve accessibility and customer experience.



Vehicles

Rehabilitates and replaces the revenue and non-revenue fleet and equipment for reliable and safe operations.



Business and Operational Support

Investments in asset management, safety and security, communications, and other systems.



Technology and Innovation

Investments in technology to enhance productivity, modernize the system, and improve the quality of service.

Expansion: target investments to increase system capacity or multimodal options.



Green Line Extension (GLX)

Extension of Green Line service from Lechmere to Somerville and Medford.



South Coast Rail (SCR)

Extension of Commuter Rail service to Fall River, New Bedford, and Taunton on the South Coast of Massachusetts.



Expansion Projects

Planning and design of targeted expansion projects identified as next priorities.



How is the MBTA's CIP Funded?

The CIP is funded by a mix of four primary funding types: Federal, State, and MBTA sources, as well as third-party reimbursements. Within each funding type, there are multiple funding sources that support the CIP. Some funding sources may only be used to fund specific scopes of work, while others are not limited to specific uses.

Federal FTA Formula funds - Urbanized Area Program (Section 5307) - State of Good Repair (Section 5337) - Buses and Bus Facilities (Section 5339) Discretionary funds Competitive processes run by federal agencies. Funds included in the CIP after award.	State Bonds - General obligation bonds and special obligation/revenue bonds - Programs supported by special obligation bonds include the Rail Enhancement Program (REP), the Rail Reliability Program (RRP), and the Station Accessibility and Resilience Program (STAR) Commonwealth Match Fund Supports pursuit of federal funding Fair Share Funding State revenue designated for specific categories of transit investments FTA Directive Response Funding Funding to support the MBTA's response to the FTA Safety Management Inspection	MBTA Bonds Taxable, tax-exempt, and sustainability bonds Loans Build America Bureau (BAB) loans through TIFIA and RRIF Operating Budget Transfer Funds transferred from MBTA's operating budget to the capital program Capital Maintenance Fund (CMF) Authority's fund to be used at the discretion of the CFO
Other	Reimbursables: Outside funds through partnerships and formal agreements	

How is the MBTA's CIP Funded?

The table below shows all programmed funding sources for the FY26-30 CIP.

	Source	Total (FY26-30) (\$M)	%
Federal	Future 5307 Formula Funds (Urbanized Area)	1,086	11.05
	Future 5337 Formula Funds (State of Good Repair)	1,232	12.53
	Future 5339 Formula Funds (Bus and Bus Facilities)	51	0.52
	Obligated FTA Funding (Formula and Discretionary)	1,096	11.15
	Obligated FHWA Funding	2	0.02
	Obligated FRA Funding	49	0.50
	Full Funding Grant Agreement for GLX	149	1.51
	Transit Security Grant Program	3	0.03
	Other Unobligated Federal Funding	380	3.87
	Total Federal	4,047	41.18
State	Commonwealth Transportation Fund - RRP & STAR	518	5.27
	Fair Share	206	2.10
	FTA Directive Response	19	0.20
	Other State	630	6.41
	Total State	1,374	13.98
MBTA	Bonds	4,101	41.72
	Loans	177	1.80
	Pay-Go (Cash on hand)	54	0.55
	Total MBTA	4,331	44.06
Other	Amtrak Funds	35	0.36
	Other Reimbursable	41	0.42
	Total Reimbursable	77	0.78
	Grand Total	9,829	100.00





FY26-30 CIP: Overview



The Vision for the MBTA's FY26-30 CIP

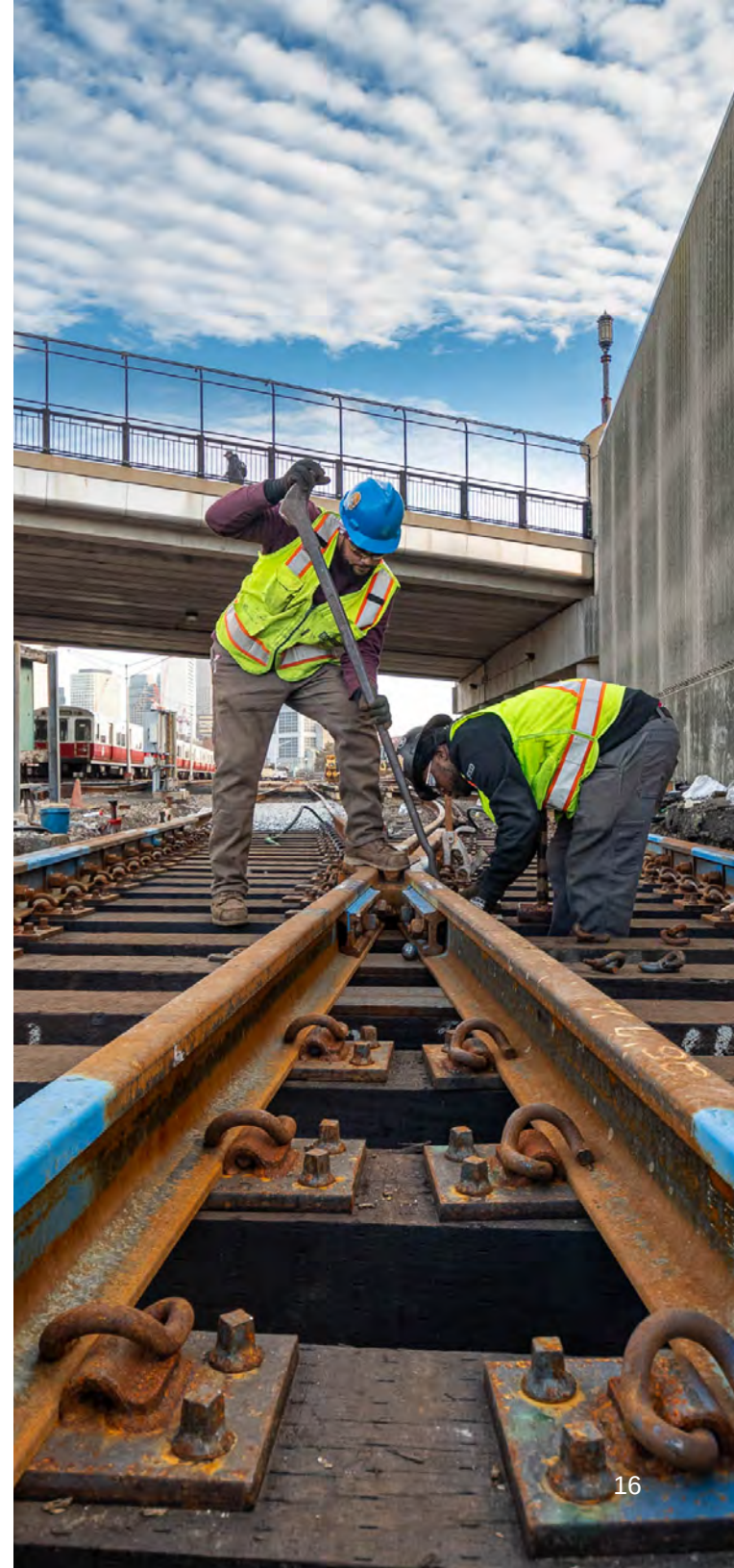
In accordance with Gov. Healey, Lt. Gov. Driscoll, Sec. Tibbits-Nutt, and GM Eng, the MBTA's FY26-30 CIP advances our transit system while delivering meaningful results to improve the rider experience today.

The FY26-30 CIP serves the changing needs of today as we lay the groundwork for tomorrow's MBTA.

To move Full T Ahead and fulfill the expectations of our riders, the FY26-30 CIP includes investments that address critical asset needs, maintain our existing infrastructure, and deliver meaningful results to improve the rider experience. To support these goals, the capital projects in the FY26-30 CIP are focused on the objectives listed below:

- **Timely Maintenance:** 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:** Ensuring that investments today set a strong foundation for future infrastructure, while seeking additional funding
- **Improving Service for our Riders:** Ensuring improved service, in the near- and long-term, by improving frequency, reliability, decarbonization, and rider enhancements as outlined in Full T Ahead

Additional MBTA strategic priorities help us target our investments to meet these objectives and revitalize our transit system.



The CIP and Ongoing MBTA Priorities

In addition to the Healey-Driscoll Administration's FY25 H.1 budget recommendation, the development of the FY26-30 CIP is informed by the MBTA's mission, values, and goals, as well as the condition of our assets, derived from the 2023 Capital Needs Assessment and Inventory (CNAI).

Our Values

The MBTA Strategic Plan sets forth values of safety, service, equity, sustainability, and culture that guide our work at the T. The FY26-30 CIP incorporates this framework into project scoring and prioritization to ensure that capital investments help the MBTA meet the demands required to best serve our riders.

Asset Condition

The CNAI, updated approximately every three to four years, is a tool to help the MBTA identify the assets in need of replacement and to inform our strategy for prioritizing the MBTA's most critical needs. The MBTA system is large, complex, and supported by more than 75,000 individual assets, some dating back more than 50 years. The 2023 CNAI demonstrated that many of our assets are out of a State of Good Repair. Since then, we've already made progress on addressing these needs. Asset condition and criticality data from the 2023 CNAI remain a key input into the FY26-30 CIP and support the effective allocation of resources to assets most in need.

Ongoing Efforts

The CIP is informed by, and/or contributes to other short- and long-term planning, including, but not limited to:

- Choose Transit: Full T Ahead, the MBTA General Manager's vision to make transit the first choice of travel
- The Program for Mass Transportation, a periodic long-term capital plan for the MBTA that will be renewed in the coming years
- The Transit Asset Management Plan and planning efforts at the asset-class level
- Safety documents, such as the 2022 FTA Safety Management Inspection and 2023 Safety Improvement Plan
- Plan for Accessible Transit Infrastructure (PATI)
- Climate, sustainability, and vulnerability assessments
- Modal plans, such as Bus Network Redesign and Rail Modernization

These and other priorities guide us as we deliver meaningful results for our riders.



A Strategic Approach to Deliver for Riders and Build for the Future

Under the leadership of GM Eng, we are taking a strategic approach to deliver a CIP that is data-driven, efficient, aligned with our strategic goals, and focused on the rider experience. The MBTA is restructuring how we plan, prioritize, and deliver capital projects to ensure that we address our asset condition while laying the groundwork for tomorrow.

Our goal is to deliver a system that makes public transit the preferred choice of travel that our riders are proud of and want to use. To deliver on that vision, we are working on strategic changes to:

- **Improve Asset Information**

By improving asset data and developing asset class plans, we can better inform our investment priorities. Our asset class planning efforts are supporting the development of project scopes that address our most critical needs.

- **Right-Size Workforce and Streamline ROW Access**

We are growing our maintenance workforce capacity and improving Right of Way access for employees and contractors. These actions will reduce costs and disruptions while improving service and ensuring more effective communication with riders.

- **Pursue Funding Opportunities**

Aggressively pursuing grant opportunities increases available funding for key capital projects and programs, allowing us to deliver more improvements, sooner. This approach has yielded over \$830M in funding since the passage of the Bipartisan Infrastructure Law (BIL).





- **Advance Organizational Delivery**

We continue to improve our internal coordination with operations teams to ensure a comprehensive, agency-wide approach to capital investments that emphasizes efficient project delivery and minimizes rider impact. We have instituted an annual review of existing projects in the CIP to assess continued progress towards our long-term goals and needs.

- **Enhance Maintenance Capacity**

Performing regular one-time and programmatic maintenance to build on the progress made during the Track Improvement Program (TIP). Additional maintenance and inspection work is planned in 2025 across multiple asset classes.

- **Build for the Future**

We are taking a balanced approach to address our immediate needs while incorporating long-range planning to continue building for the future.

Moving forward, the MBTA will continue to advance a capital strategy that:

- Prioritizes the interests of our riders by delivering reliable, on-time service
- Ensures the safety of our workforce
- Maintains our critical assets in a State of Good Repair
- Lays the groundwork for improved service to meet the needs and expectations of our region
- Reflects strong collaboration within and outside the MBTA
- Sets a course for future improvements
- Clearly identifies the costs associated with capital investment, and
- Ensures on-time and on-budget project delivery to meet the needs of today and lay the groundwork for tomorrow.

The FY26-30 CIP is an important milestone in our commitment to continuous improvement.

Navigating Funding Source Uncertainty

The T continues to sustain an unprecedented level of capital investment, reaching \$1.76B in FY24. However, funding source uncertainty in the out years of the CIP leads to a projected decline in future funding availability.

Federal funding assumptions increased in the FY26-30 CIP in large part due to discretionary grant awards, such as the \$472M North Station Draw 1 MEGA Grant. However, FTA Formula Funding assumptions remain level beyond FY26 to account for uncertainty in Federal funding levels once the Bipartisan Infrastructure Law (BIL) expires in September 2026.

Compared to previous five-year windows, available State source assumptions increased substantially in the FY26-30 CIP thanks to \$601M in new Rail Reliability Program (RRP) and Station Accessibility and Resiliency (STAR) Program funding, made possible by the injection of Fair Share revenue into the Commonwealth Transportation Fund (CTF). An additional \$60M in Fair Share funding for physical infrastructure improvements was also dedicated to the MBTA in FY25. The State's commitment of recurring funding to the CTF has unlocked borrowing capacity to support \$1.25B worth of projects at the MBTA and MassDOT over the next five years.

Strong state support is also underlined by funding for MBTA capital projects in the Governor's proposed FY26 budget. While additional state funding could become available to the MBTA in FY26 and beyond, our current State source estimates do not assume additional State funding beyond what has already been approved. As prior State funding tied to specific projects continues to be drawn down, additional support will be necessary to maintain our current level of investment.

Even with new commitments, uncertainty around source availability in the out years of the CIP, combined with decreased MBTA bonding capacity beginning in FY29, leads to a projected decline in future funding availability beginning in the out years of the CIP window.

Navigating Significant Unfunded Needs

As the MBTA CIP is a fiscally constrained plan, addressing the breadth of critical needs with our available funding sources is a key challenge the T faces when investments are prioritized in the annual CIP update process. This year, the MBTA was only able to allocate \$1,106M of funding to projects - only 8% of the total funding requested.

While new funding opportunities are improving the outlook of future CIPs, the MBTA still faces significant capital funding challenges. The 2023 CNAI identified \$24.5B in baseline capital needs to bring our system into a State of Good Repair. Even so, we're already making considerable progress in addressing our assets, especially our track and signals, and we're committed to building for the future.

This year, in alignment with the 2023 CNAI, strategic planning documents, and state requirements, staff across the Authority identified and requested over \$13B in funding. These capital requests span all CIP Programs and support both existing and newly proposed capital projects addressing SGR and modernizing the T.

With only \$1,106M available to program, all requested projects were vetted by project delivery leadership, evaluated based on standardized criteria, and prioritized for funding. Readiness for implementation and critical interdependencies were also considered to ensure that multi-year initiatives move forward without delay.

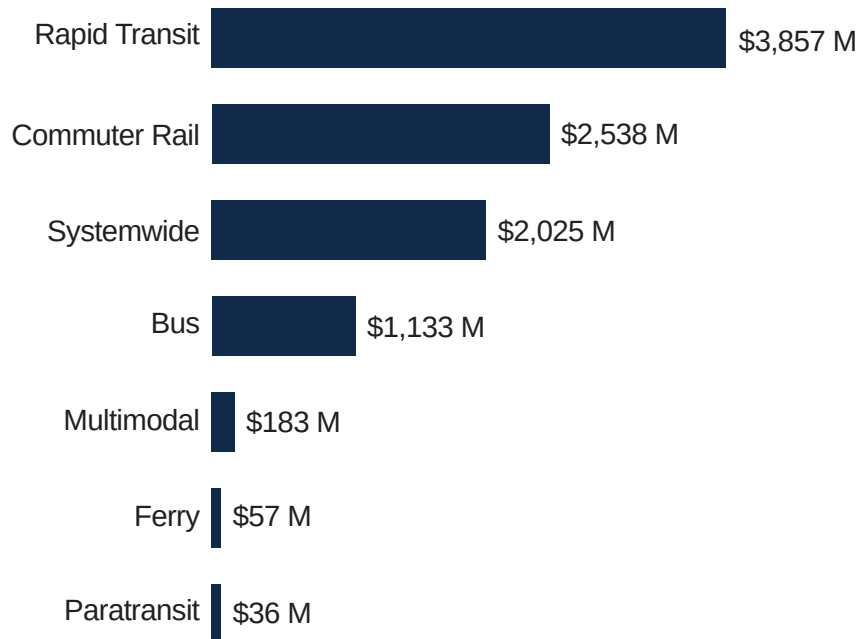
Our unfunded priority needs in the FY26-30 CIP cycle will continue to inform upcoming CIP development cycles as we prioritize limited financial resources. For projects critical to our vision that could not be fully accommodated in the FY26-30 CIP, we are advancing work now with available resources to deliver meaningful results in the future.



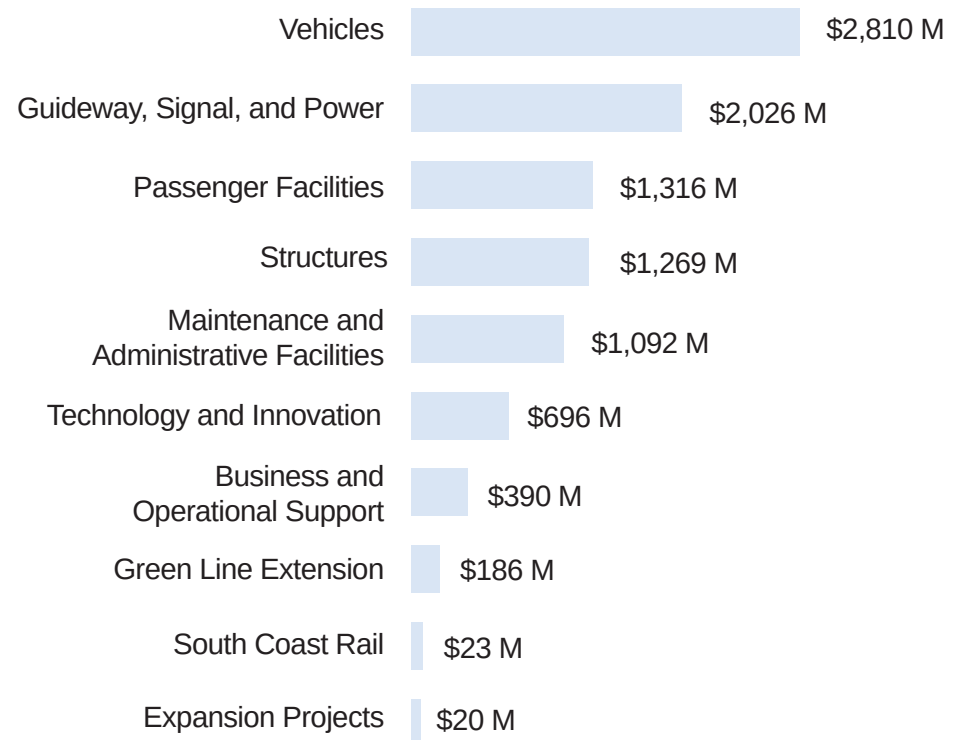
FY26-30 CIP By Mode and By Program

The FY26-30 CIP includes over 660 capital projects. These projects account for a programmed spend of \$9.8B over the next five fiscal years, which includes \$1,106M in new funding assigned to both existing and new projects. Our investments improve assets across our modes and programs, delivering meaningful results for riders.

FY26-30 Programmed Spend by Mode (Millions)



FY26-30 Programmed Spend by CIP Program (Millions)



The CIP and Full T Ahead: Aligning our Investments

As laid out in Full T Ahead, our vision for the MBTA includes robust, reliable, and frequent service for our riders, along with an accessible, safe, modernized, and multimodal system. To advance this vision, the FY26-30 CIP allocates funding to capital projects and programs primarily aimed at three key objectives.

Timely Maintenance

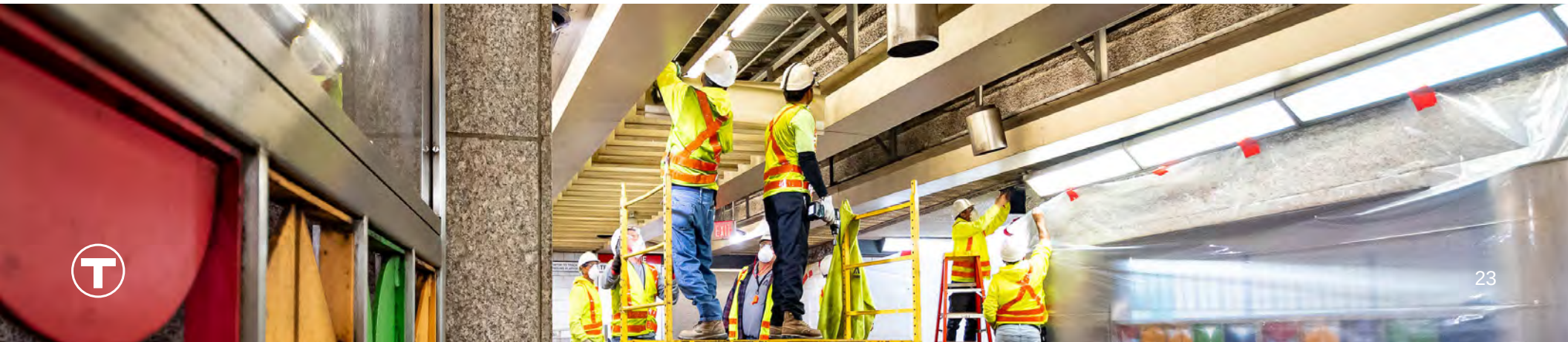
Ensuring that the MBTA continues to build upon recent progress in delivering for our riders, both now and in the future

Building for the Future

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

Improving Service for Riders

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



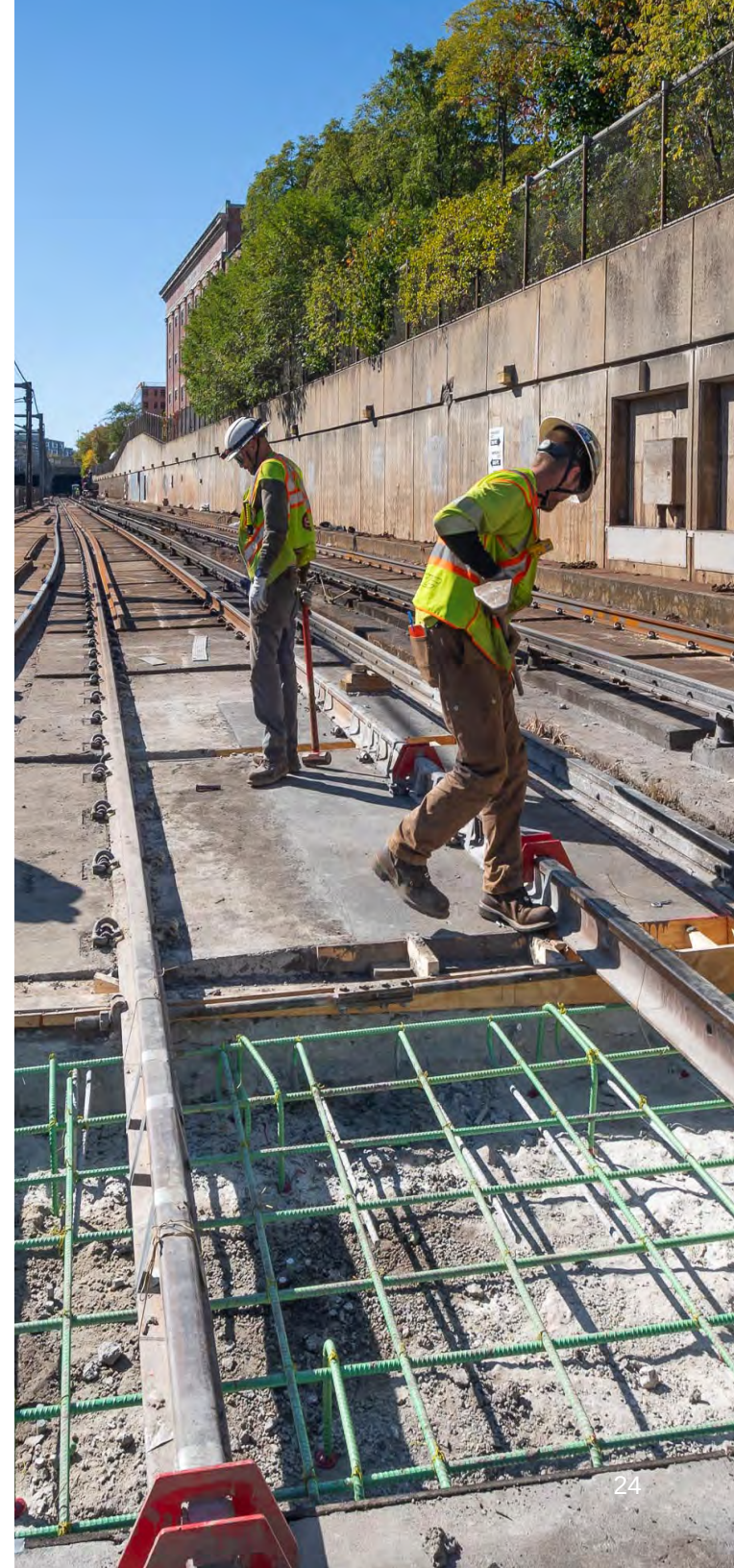
Timely Maintenance

We are committed to addressing our asset needs, prioritizing safety, and bringing our system into a State of Good Repair. Our capital projects are focused on providing improvements to service reliability for our riders.

New FY26-30 CIP funding allows the MBTA to:

- **Maintain stations and maintenance facilities** through programs addressing repair and replacement of roofs, fire suppression systems, stairs, and escalators and elevators to improve accessibility
- **Upgrade power infrastructure** across the system, including substation upgrades and replacement of cables, generators, and ductbanks
- **Increase Right of Way access points** on the Red and Orange Lines to improve efficiency of project delivery and limit diversions
- **Improve employee safety** at maintenance facilities and in the field with fall protection measures, safety walkways, and trailer replacements, addressing FTA directives and supporting our right-sized workforce

The MBTA made significant progress in maintaining existing infrastructure in 2024, especially through the Track Improvement Program. This CIP includes the necessary funding to continue moving forward. By focusing on timely State of Good Repair work aligned with the results of the CNAI, we will extend the longevity of our assets and minimize emergency replacements that are expensive and disrupt service.



Building for the Future

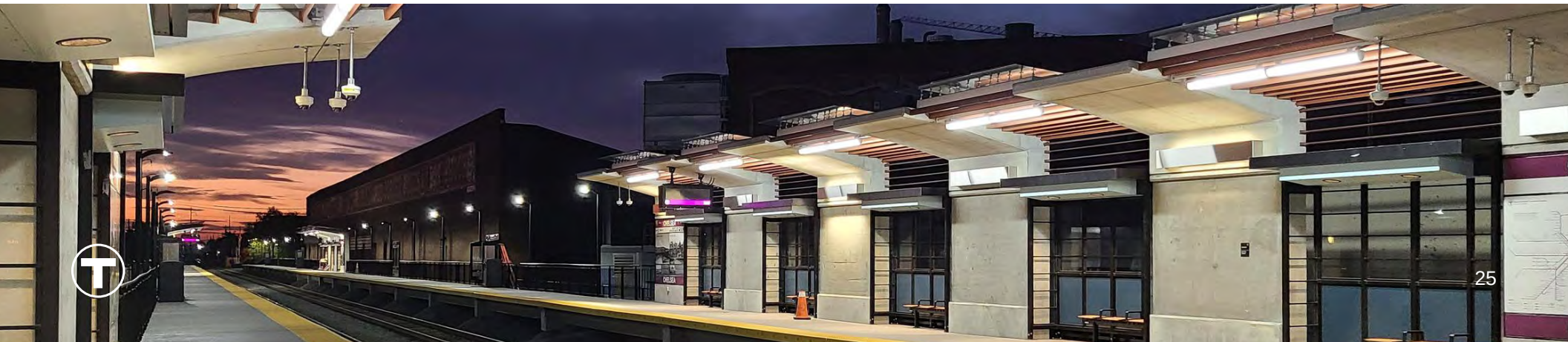
The FY26-30 CIP helps us lay the groundwork now for tomorrow's MBTA. Even with our funding constraints, programmed investments in the FY26-30 CIP are advancing our commitment to a fully accessible, safe, modernized, and multimodal system. Where we can't yet fully fund a project, we are advancing work with the resources we have today to ensure we are ready for the future.

FY26-30 CIP funding allows the MBTA to:

- **Continue upgrading signal technology** with new systems on the Red and Orange Lines, as well as PTC and ATC systems on the Commuter Rail system
- **Install further system accessibility upgrades** with ADA-compliant, free-standing mini-high platforms in Commuter Rail stations, as well as shelter installations at key bus stops systemwide
- **Enhance flood protection** with drainage improvements and pump room upgrades to mitigate the effects of extreme weather

While the FY26-30 CIP does not include full funding for some initiatives critical to future service goals, FY26-30 CIP funding allows the MBTA to advance work on:

- Continued design of Arborway Bus Maintenance Facility to proceed once funding is identified
- Demolition at the Widett Circle site and preliminary design of a layover facility
- Critical power upgrades necessary for electrification of the Newburyport/Rockport line
- Design of the Silver Line Extension



Improving Service for Riders

We are improving our service and delivering meaningful results for our riders. In alignment with Full T Ahead, our capital projects are focused on the near- and long-term actions that will get our riders where they need to go reliably and efficiently.

New FY26-30 CIP funding allows the MBTA to:

- **Procure new Commuter Rail locomotives** to replace the oldest vehicles in our fleet
- **Overhaul hybrid and CNG buses** to upgrade all major systems and components and increase reliability
- **Rebuild key infrastructure across the Green Line**, including track, signals, power systems, and maintenance facilities, to prepare for the introduction of new Type 10 vehicles
- **Upgrade rider communication systems** at over 30 priority rapid transit stations
- **Overhaul ferry vessels** to ensure reliable and accessible service on a consistent ferry network

The MBTA is working to bring our riders the system they expect, across all of our modes. Our capital projects lay the foundation for a modernized system carrying frequent and reliable all-day service.





FY26-30 CIP: Modal Initiatives



Rapid Transit | Overview

The MBTA's transit rail, or rapid transit, system covers 128 miles of revenue track and consists of five rail lines (Red, Orange, Blue, Green, and Mattapan) connecting riders across the Boston region.

The rapid transit system is the core of the MBTA transit network. It is a legacy of early streetcar systems that were built in the 19th century and includes some of our oldest infrastructure. The first subway tunnels built in the United States are still in use today connecting Government Center, Park Street, and Boylston stations on the Green Line.

Due to the age of this part of the network, our capital needs for rapid transit are significant. Power assets, signals, and many of our vehicles are in need of replacement, and our stations and facilities require upgrades to make them more reliable, energy efficient, and accessible.

The FY26-30 CIP includes a variety of capital projects that will address pressing needs and modernize legacy infrastructure on our rapid transit network. We are upgrading our power and signal systems and repairing our track, tunnel, and bridge infrastructure to deliver improved service today and in the future. In addition to infrastructure, we are also investing in our vehicle fleet with overhauls that keep our trains running and procurements that bring more new trains into service.



3

heavy rail lines

2

light rail lines

128

miles of revenue track

153

stations

424K

**average weekday rides
(Oct-24)**

\$3,857M

FY26-30 CIP investment

Rapid Transit | Key Initiatives

Building on the Track Improvement Program (TIP)

In December 2024, the MBTA completed the TIP, which removed more than 220 speed restrictions and replaced 250,000 feet of rail across the system. Now, the Annual Programmed Maintenance (APM) track program will further enhance track condition. Additionally, projects like the Red Line Hi-Rail Access Tunnel and Kendall Universal Crossover will enable shorter and less frequent Red Line shutdowns and deliver faster and more reliable trips for riders.

Green Line Upgrades and Type 10 Vehicles

When fully accessible Type 10 vehicles begin to go into service in 2027, they will operate on a safer, more accessible Green Line. Investments include a new Green Line Train Protection System (GLTPS), which will prevent train-to-train collisions, upgraded track, signal, and power infrastructure in the Central Tunnel, and station accessibility improvements.

Red and Orange Line Vehicles and Signals

New vehicles on the Red and Orange Lines feature more spacious interiors, modern audio/visual communication systems, and improved accessibility. As we continue to bring additional new vehicles into service, we are also modernizing Red and Orange Line signal equipment, maximizing safety, reliability, efficiency, and operational flexibility of our new vehicle fleet.

Rapid Transit Power Systems Upgrades

Power system upgrades will increase efficiency, reduce maintenance times, and improve reliability for riders. Investments include upgrades to traction power substations, replacement of aging cables and equipment, and exploration of re-sectionalization of core power sections to reduce the impacts of construction and maintenance work on riders.



Bus | Overview

The MBTA bus system covers over 170 routes across Greater Boston, five of which operate as Silver Line bus rapid transit routes. There are also 17 frequent bus routes, providing increased service and frequency to areas that experience high ridership.

The MBTA bus system is essential to regional mobility in the transit network. Buses began to replace streetcars on some routes in the 1950s and have grown to represent the largest portion of the revenue vehicle fleet.

The bus network relies on a variety of capital assets including vehicles, support facilities, passenger facilities, and transit priority infrastructure such as bus lanes. Much of this infrastructure is at or nearing the end of its useful life and requires replacement or rehabilitation. Additionally, many of our bus stops lack shelters and real-time customer communications.

The FY26-30 CIP includes investments in the modernization of our bus facilities, customer-facing upgrades to our bus stop and transit priority infrastructure, and the ongoing replacement and electrification of our bus fleets. We are investing in overhauls to bring our fleets into SGR and extend asset longevity until replacement, including new funding for overhauls on over 40 hybrid buses.



170+

bus routes

5

Silver Line routes

6,500+

bus stops

331K

**weekly miles of
weekday service**

334K

**average weekday rides
(Oct-24)**

\$1,133M

FY26-30 CIP investment

Bus | Key Initiatives

Bus Network Redesign (BNR)

Many MBTA bus routes follow historic trolley corridors that no longer reflect how people travel today. In 2022, the MBTA adopted BNR system changes to be implemented over the next five years. To implement these changes, the CIP continues to fund BNR's capital needs to add more frequent and all-day service to busy neighborhoods, improve connections to more places in our service area, and make the T's bus network easier for riders to use.

Bus Transit Priority

Focusing on areas with chronic delays and high ridership, the MBTA is implementing additional dedicated bus lanes, shared bus/bike lanes, and transit signal priority at key intersections. In partnership with municipalities, the MBTA is advancing quick-build and major corridor projects to reduce delays and improve bus reliability.

Bus Facility Modernization and Fleet Electrification

Most of our legacy bus maintenance facilities are not properly designed or equipped to service modern transit buses, including battery electric buses. As these facilities approach obsolescence, we are replacing or retrofitting them to ensure reliable service and enable us to transition to a fully electrified fleet.

Bus Shelter Accessibility Improvements

The MBTA is committed to improving the experience for bus riders. We are deploying solar-powered E-ink signs with real-time arrival predictions, installing new accessible bus shelters, and upgrading existing shelters throughout our bus network. Concurrently, we are continuing to implement our Plan for Accessible Transit Infrastructure (PATI) by delivering additional accessibility and safety improvements at hundreds of high-priority bus stops.



Commuter Rail | Overview

The MBTA Commuter Rail provides Regional Rail style, all day service over 428 route miles from Boston into eastern and central Massachusetts, as well as Rhode Island. The system consists of 15 lines - five from North Station and ten from South Station.

The MBTA Commuter Rail system is a critical transit connection between Boston and its surrounding region in eastern Massachusetts and Rhode Island. It is a legacy of the region's robust railroad network built in the 19th and 20th centuries which started as a Regional Rail style service linking towns and cities.

All of the MBTA's Commuter Rail vehicle fleet will be in need of overhaul or replacement in the coming years. Additionally, many of our bridges, stations, and facilities require upgrades to make them more reliable, efficient, and accessible and support modernized service.

The FY26-30 CIP includes a variety of capital projects aimed at improving the Commuter Rail system to better serve our riders. We are investing in vehicle overhauls and replacements, track renewal, station renovations and accessibility upgrades, bridge rehabilitations, and power and signal replacements.



5

north-side lines

10

south-side lines

650

miles of revenue track

146

stations and stops

110K

**average weekday rides
(Oct-24)**

\$2,538M

FY26-30 CIP investment

Commuter Rail | Key Initiatives

Rail Modernization

Our Regional Rail Modernization efforts include targeted investments on the North and South Sides of the Commuter Rail that support future electrified, all-day, bidirectional regional rail service, high-frequency urban rail service, and a decarbonized fleet.

Fairmount Line Infrastructure for Decarbonized Service

Along with facility and layover improvements, the MBTA is upgrading signal and power infrastructure required to operate decarbonized 20-minute service along the Fairmount Line.

Newburyport/Rockport Line Decarbonized Service

Planning and design activities necessary for 20 minute frequency decarbonized service are ongoing, including power upgrades, maintenance facilities, track upgrades, and platform improvements.

Investments in Coaches and Locomotives

Replacing and overhauling our aging rail fleet is critical to our Regional Rail service goals and advancing decarbonization on the system. The MBTA is replacing the oldest locomotives in our fleet, enhancing capacity and rider experience by procuring new bi-level coaches to replace all remaining single-level coaches, and targeting overhauls that address critical SGR vehicle needs.

North Station Draw One Bridge Replacement

The MBTA is replacing the deficient 1930's drawbridge to ensure continuity of all service on the North Side of the Commuter Rail, supporting reliability, on-time performance, and added capacity at North Station.



Ferry and Paratransit | Overview

The MBTA ferry system provides service through the Boston Harbor, with connections to Boston, Charlestown Navy Yard, East Boston, Logan Airport, Seaport, Winthrop, Lynn, Hull, Hingham, and Quincy.

Ferry

Water transportation has long been a part of Boston's transportation history, with the area's first ferry opening in 1631 supporting service between the Shawmut Peninsula and Charlestown. Today, the ferry remains a popular option for commuting and for scenic routes into the city.

The FY26-30 CIP includes investments to recenter on ongoing, timely capital maintenance of our ferry vessel fleet, docks, and ferry terminals as well as funding to support accessibility improvements and the procurement of additional vessels.

Paratransit

The RIDE paratransit service provides door-to-door, shared-ride public transportation to people who can't use the subway, bus, or trolley all or some of the time due to temporary or permanent disability. It complements the fixed-route network and operates in compliance with the Federal Americans with Disabilities Act (ADA).

The FY26-30 CIP includes funding to support the ongoing replacement of RIDE vans and sedans that have reached the end of their useful life, as well as investment in a new software solution to better serve our customers.



Ferry

13
terminals

5K
average weekday rides
(Oct-24)

\$57M
FY26-30 CIP investment

Paratransit

711
revenue vehicles

4K
average weekday rides
(Oct-24)

\$36M
FY26-30 CIP investment

Ferry and Paratransit | Key Initiatives

Ferry Accessibility Improvements

Existing ferry docks across the MBTA system are being upgraded with accessibility improvements, including low-boarding apparatuses, ADA-compliant gangways, and more effective transition plates, as directed from the recent comprehensive accessibility assessment of the MBTA ferry system.

Ferry System Improvements

Additional upgrades include ferry engine replacements, dock improvements, lighting enhancements, emergency repairs, and ongoing planning to advance reliability and safety for riders and the sustainability and consistency of our ferry system.

The RIDE Vehicles

The MBTA replaces The RIDE paratransit service vehicles on an ongoing basis to ensure the full fleet remains in a State of Good Repair with reliable in-vehicle technology. Our ongoing vehicle procurement improves safety, reliability, and overall customer experience.

The RIDE Operations Facility Upgrade

The MBTA is moving RIDE services into an MBTA-owned building to save costs and improve stability. Phase 1 will relocate key operations, including customer services, dispatch, and vehicle storage, reducing reliance on rented spaces for long-term efficiency.



Systemwide and Multimodal | Overview

Systemwide initiatives are projects with impacts across all modes, or which cannot be attributed to a particular mode. **Multimodal** initiatives are those projects that can be equally attributed to more than one specific mode.

The MBTA has a broad service area, encompassing over 175 cities and towns across eastern Massachusetts and parts of Rhode Island. Aimed at ensuring safety, reliability, and a State of Good Repair, systemwide and multimodal initiatives target inspection, repair, and upgrade of assets (e.g., facilities, bridges, tunnels, track, power, and fleet) throughout the system.

The FY26-30 CIP supports a range of systemwide and multimodal initiatives, including flood mitigation and other resilience measures to harden the system against extreme weather events, as well as our asset management and stormwater management programs.

We are also investing in the procurement of new non-revenue vehicles across the system, consisting of crucial equipment for system maintenance and future reliability.

We are continuing to invest in our riders with upgrades to rider-facing features at stations across the system. Investments include new funding for countdown clocks, public address systems providing real-time service updates, and streamlined fare collection technologies.



Systemwide

Over 175
towns and cities in
service area

\$2,025M
FY26-30 CIP investment

Multimodal

\$183M
FY26-30 CIP investment

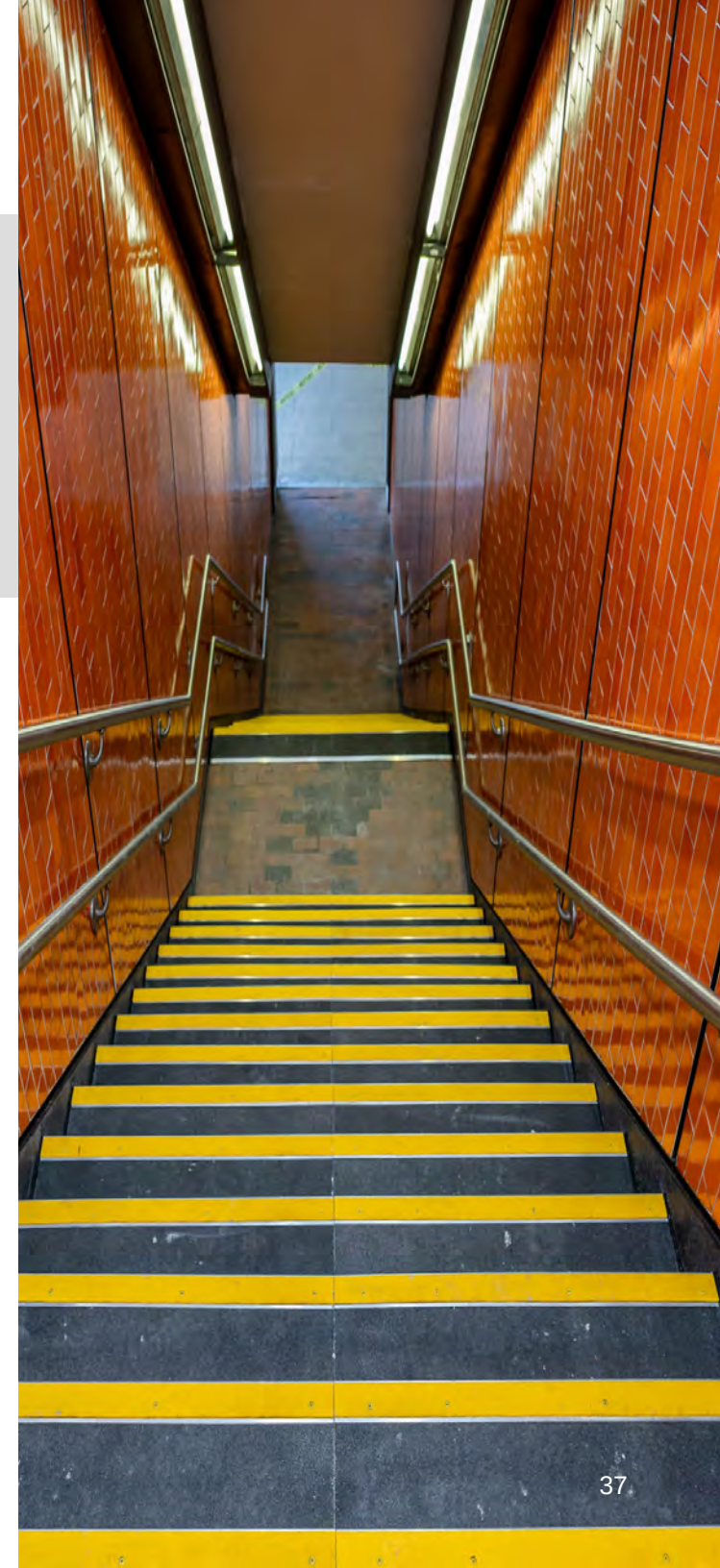
Systemwide and Multimodal | Key Initiatives

Structural Inspections and Repairs

The MBTA maintains a large portfolio of structural assets, and is moving towards a more proactive approach to structural rehabilitation through systemwide bridge rehabilitation and repair programs. Our rigorous and growing structural inspection program, which includes bridges, tunnels, retaining walls, and culverts, is integral not only to meeting our regulatory requirements but also to our commitment to timely maintenance leading to material improvements.

Facility State of Good Repair Programs

SGR and inspection programs for assets in our stations and maintenance facilities support our push for thoughtful, cost-effective measures to maintain our infrastructure and improve the rider experience. We are increasing our investment in repairs of stairs, escalators and elevators, emergency fire systems, lighting, and roofs to bring our riders a safer, more reliable system.





FY26-30 CIP: Public Engagement and Resources



Additional Resources

In addition to the MBTA FY26-30 CIP, other resources are available to learn more about projects included in the proposed plan as well as key milestones in the CIP development process.

MBTA's Capital Investment Plan website

To learn more about the CIP, review the currently approved CIP, or access prior CIPs, please visit mbta.com/cip.

MBTA's Capital Needs Assessment website

To learn more about the 2023 Capital Needs Assessment and Inventory, please visit mbta.com/cnai.

MBTA's Projects website

If you are seeking information on specific projects, please refer to mbta.com/projects. This website provides project details, updates, and a filtering option by mode. Not all projects included in the CIP's project list may be available for review on this website.

MBTA's Board of Directors materials and presentations

A key aspect of the CIP development process is our engagement with the MBTA's Board of Directors and the Audit and Finance Subcommittee. All board materials and meeting recordings are available at mbta.com/events.

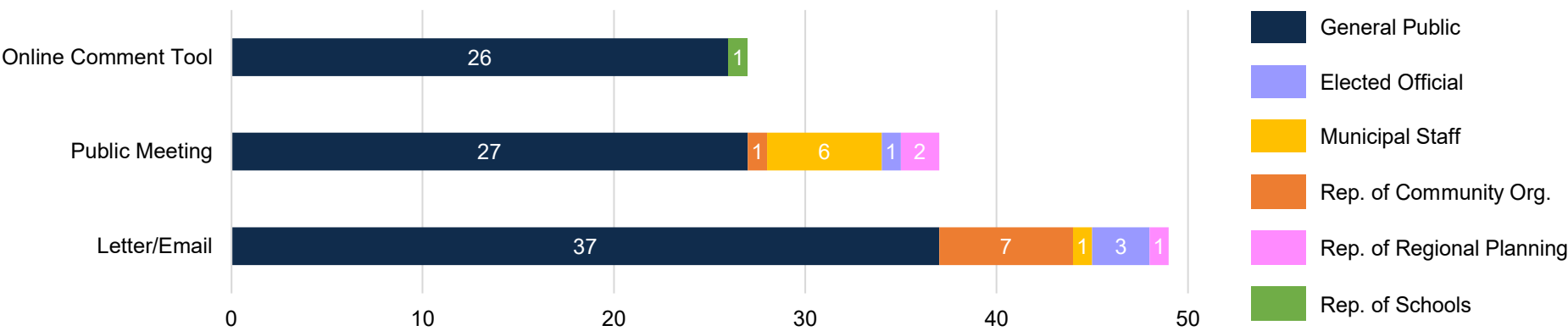
Below are selected engagements we had with the MBTA's Board of Directors and the Audit and Finance Subcommittee as part of the FY26-30 CIP development process:

- **[FY26-30 CIP Intro](#)**: overview of the CIP development process and funding sources. Presented to the MBTA's Board of Directors in [February 2025](#).
- **[Final FY25-29 CIP](#)**: overview of the FY25-29 CIP as approved by the MBTA's Board of Directors. Presented in [June 2024](#).
- **[FY26-30 Proposed CIP](#)**: overview of the FY26-30 CIP as approved by the MBTA's Board of Directors. Presented in [March 2025](#).

CIP Public Engagement Summary

The FY26-30 CIP public comment period took place from March 27 to April 17, 2025. The MBTA received a total of **113 comments** from **368 individuals** via our online comment tool, letter/email submissions, and two public meetings. This level of engagement is roughly in line with the FY25-29 CIP public comment period. We appreciate your feedback.

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



Number of Individuals Submitting Comments, by Type of Commenter



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**.
- Each comment is tagged to one or more **mentions** of a particular topic, such as *Commuter Rail Electrification*.



CIP Public Engagement: Key Mentions

A **key mention** is any mention or topic receiving 5 or more comments. A summary of key mentions received during the public engagement period are provided in the following pages. The three key mentions below received the highest engagement.

Bus Priority and Bus Network Redesign

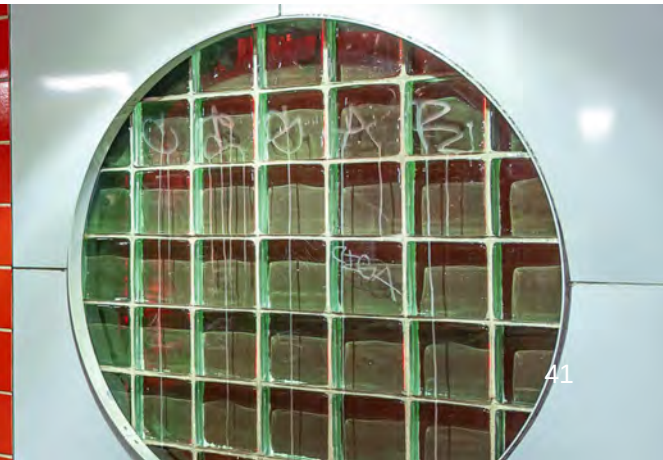
Support for continued investments in **bus priority projects**, including Transit Signal Priority (TSP) projects, and support for **Phase 2 of Bus Network Redesign**

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

Rapid Transit Frequency and Reliability

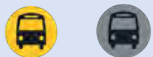
Support for efforts like the Track Improvement Program (TIP) that address State of Good Repair and deliver improved frequency and reliability to rapid transit service



CIP Public Engagement: Key Mentions

A **key mention** is any mention or topic receiving 5 or more comments. In addition to the top three key mentions on the previous page, there were 26 topics that met the key mention threshold. These topics 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

Bus | Key Mentions and Responses

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

Thank you for your interest in investments that support improved bus service. The MBTA continues to sustain an unprecedented level of capital investment that is aligned with our strategic goals and focused on rider experience, improving the safety and reliability of our existing infrastructure, and modernizing our assets. The FY26-30 CIP supports the widespread implementation of transit-supportive infrastructure, including dedicated bus lanes, shared bus/bike lanes, and transit signal priority on bus routes across the system. The MBTA adopted a [Transit Priority Vision](#) in 2023 to plan investments in areas with chronic delays and high ridership. We are working closely with municipal partners to advance both major corridor improvements and quick-build, location-specific projects such as bus stop upgrades that improve the reliability and accessibility of bus service across the system. Over the next several years, Bus Network Redesign, a plan adopted by the MBTA in 2022, will implement service changes that better match the MBTA bus network to our growing region. In addition to capital investments, the MBTA is hiring operators and support staff and working with municipal partners to deliver this service increase and additional service changes.

The FY26-30 CIP includes a combined \$213 million in investments for bus priority projects, including Transit Signal Priority (TSP) projects, as well as the implementation of the Better Bus Project and future phases of Bus Network Redesign. Specifically, the FY26-30 CIP includes:

- \$33 million (\$13 million in new funding) for Bus Network Redesign Implementation (P0916)
- \$32 million (\$15 million in new funding) for Bus Priority Project Construction (P1113) to support the MBTA's [Transit Priority Vision](#)
- \$41 million for the Blue Hill Ave Transit Priority Corridor (P1005b)
- \$3 million for a new Regional TSP Program (P1331), in addition to other targeted TSP projects

The CIP is a rolling plan, updated annually. We appreciate your feedback and will continue to use the comments we received to help guide the development of future capital plans.

Bus | Key Mentions and Responses

Requests for additional funding for bus maintenance facilities to support electrification, including Quincy, N. Cambridge, and Arborway

Thank you for your interest regarding investments in our bus maintenance facilities that support electrification. The FY26-30 CIP advances the MBTA's [Bus Electrification Strategy](#), which seeks to achieve full bus fleet electrification by 2040, as mandated by the [Massachusetts clean energy law](#). To provide operational support for an electrified bus fleet, we also need to improve our bus facilities. The [Bus Facility Modernization](#) program will allow us to provide our riders and employees with major benefits, including:

- Quieter, cleaner modern vehicles
- Larger, roomier buses on some routes
- Lower tailpipe emissions along bus routes and in maintenance facility neighborhoods
- More modern and efficient work environments for our employees
- More sustainable, resilient, and environmentally friendly infrastructure

The FY26-30 CIP includes \$267 million for BEB facilities and supportive infrastructure. This comprises several projects across bus facilities, including \$231 million for Quincy Bus Facility Modernization (P0671a) and \$16 million to finish the renovation of the North Cambridge Bus Facility (P0671c). Despite these substantial investments, there remain unfunded needs in the FY26-30 CIP which must be addressed to fully electrify our bus network. For example, the estimated project cost to complete construction of a new Arborway Bus Maintenance Facility is over \$440 million; while this could not be fully funded in the FY26-30 CIP due to funding constraints, we are advancing this project to 30% design so that work can proceed once a path to full funding is identified.

Please note that the CIP is a rolling plan, updated annually. The MBTA will welcome public input on long-range capital planning related to future MBTA projects and the MBTA's 25-year vision through the upcoming Program for Mass Transportation (PMT) in 2025-2026.

Support for bus electrification and requests to accelerate work

Thank you for your interest in bus electrification. The FY26-30 CIP advances the MBTA's [Bus Electrification Strategy](#), which seeks to achieve full bus fleet electrification by 2040, as mandated by the [Massachusetts clean energy law](#). The FY26-30 CIP features significant investments aligned with the goals of the Bus Electrification Strategy, including \$189 million for the procurement of battery electric buses (BEBs). As the MBTA adds to the BEB fleet, we must also invest in our bus maintenance facilities so that they have the equipment and space required to safely and efficiently service modern buses that will reduce tailpipe emissions in Boston-area communities.

The FY26-30 CIP includes \$267 million for BEB facilities and supportive infrastructure. Despite these substantial investments, there remain unfunded needs in the FY26-30 CIP which must be addressed to fully electrify our bus network. For example, the estimated project cost to complete construction of a new Arborway Bus Maintenance Facility is over \$440 million; while this could not be fully funded in the FY26-30 CIP due to funding constraints, we are advancing this project to 30% design so that work can proceed once a path to full funding is identified. Additionally, there are challenges being experienced by the battery-electric bus industry as a whole, with only two manufacturers remaining in North America. Despite these challenges, the MBTA continues to introduce battery-electric buses into the fleet, with deliveries continuing to occur.

Please note that the CIP is a rolling plan, updated annually. The MBTA will welcome public input on long-range capital planning related to future MBTA projects and the MBTA's 25-year vision through the upcoming Program for Mass Transportation (PMT) in 2025-2026.

Bus | Key Mentions and Responses

Concerns about viability and cost of battery electric buses (BEBs)

Thank you for your concerns regarding the viability and cost of battery electric buses (BEBs). Under the [Massachusetts clean energy law](#), the MBTA is required to procure only buses which are zero-emission by the end of 2030, and all buses operated by the MBTA must be exclusively zero-emission vehicles by the end of 2040. As the MBTA adds to the BEB fleet, we must also invest in our bus maintenance facilities so that they have the equipment and space required to safely and efficiently service modern buses that will reduce tailpipe emissions in Boston-area communities. The FY26-30 CIP includes \$267 million for BEB facilities and supportive infrastructure.

While facilities will be the largest line item in the fleet transition, there are other significant capital costs. The FY26-30 CIP includes \$189 million for the procurement of BEBs. Converting our bus fleet to zero-emission vehicles will reduce our carbon footprint in alignment with our policy of managing our energy resources efficiently and responsibly. Additionally, electricity may be a more affordable source of energy than diesel or CNG, especially as new renewable energy sources become available. The MBTA is continuously assessing the performance of new buses and facilities as part of the [Bus Electrification Plan](#). Evaluation methods and challenges include the following:

- Testing BEB technology in cold weather to identify potential performance issues and solutions, such as outfitting buses with auxiliary heaters to retain battery range
- Monitoring changes in the rapidly evolving bus market and determining how they affect our plan
- Evaluating ways to implement charging and backup plans for use during facility power outages

Thank you for voicing your concerns on this matter. We appreciate your feedback as we work to advance critical projects that address regulatory requirements and align with our long-term vision.

Support for enhanced bus lane enforcement

Thank you for your interest in enhanced bus lane enforcement. The FY26-30 CIP continues to support the widespread implementation of transit-supportive infrastructure that facilitates robust, reliable, all-day, frequent service on an accessible, safe, modernized, and multimodal system. These service priorities, outlined in [Full T Ahead](#), are reflected in the FY26-30 CIP with a combined \$213 million in investments for bus priority projects including Transit Signal Priority (TSP) projects, as well as the implementation of the Better Bus Project (BBP) and future phases of Bus Network Redesign.

In January 2025, Governor Healey signed [Bill S.2884](#), which will allow for the deployment of “bus mounted camera systems to enforce the priority of buses on roadways in lanes designated for the exclusive use of buses.” The MBTA is working closely with public and private partners to pursue the use of bus-mounted or bus stop camera systems to address public safety, service, and other related issues associated with the unauthorized use of MBTA bus lanes and bus stops; more details are available in an initial [April 2025 presentation](#) to the MBTA Board.

The CIP is a rolling plan, updated annually. We appreciate your feedback and will continue to use the comments we received to help guide the development of future capital plans.

Commuter Rail | Key Mentions and Responses

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

Thank you for your interest in Commuter Rail electrification and Regional Rail implementation. MBTA Rail Modernization is a service-focused program that will transform the existing Commuter Rail into a significantly more productive, equitable, and decarbonized regional rail service. This program will increase service on all Commuter Rail lines, improve scheduling, and shift our diesel rail system to electric power. Drawing on several years of stakeholder outreach and feedback, these changes will provide a better rider experience, support economic growth, and advance social and environmental goals.

The FY26-30 CIP includes \$114 million for Rail Modernization projects and an additional \$50 million for the introduction of battery-electric trains on the Fairmount Line (P1343). Other ongoing efforts that will benefit Rail Modernization include Commuter Rail double-tracking, accessibility projects, fare system changes, and grade crossing elimination. Together, these efforts will continue to advance the Commuter Rail system along a pathway towards decarbonized regional rail service in alignment with our Regional Rail Service Priorities outlined in [Full T Ahead](#). These priorities include expanded service hours across all lines and increased all day and weekend frequencies with headways of 30 minutes or less in the inner core and on key corridors with high ridership. We appreciate your feedback as we work to advance critical projects to deliver on our long-term vision.

Please note that the FY26-30 CIP is a fiscally constrained plan. The MBTA will welcome public input on long-range capital planning related to future MBTA projects and the MBTA's 25-year vision through the upcoming Program for Mass Transportation (PMT) in 2025-2026.

Support for prioritizing Commuter Rail electrification on the Providence/Stoughton Line

Thank you for your interest in prioritizing Commuter Rail electrification on the Providence/Stoughton Line. MBTA Rail Modernization is a service-focused program that will transform the existing Commuter Rail into a significantly more productive, equitable, and decarbonized regional rail service. This program will increase service on all Commuter Rail lines, improve scheduling, and shift our diesel rail system to electric power. Drawing on several years of stakeholder outreach and feedback, these changes will provide a better rider experience, support economic growth, and advance social and environmental goals.

The FY26-30 CIP includes \$114 million for Rail Modernization projects. One such project, Rail Modernization – Early Action Items (P0940), features more than \$35 million of FY26-30 programmed spend for the design and construction of early action upgrades for power, track, stations, and accessibility on several Commuter Rail lines, including the Providence/Stoughton Line. Specifically, this project will fund planning and design to support power upgrades that will allow the MBTA to deliver safe and reliable 30-minute headway bidirectional service for urban sections of the Providence/Stoughton Line. Although there are currently no plans to prioritize electrified service on the Providence/Stoughton Line over other Commuter Rail Lines, the 2020 [MBTA Rail Vision Final Report](#) found that electrified service on the line could provide significant benefits in travel time savings, frequency, connectivity, and ridership, albeit with high operating and capital costs. Due to the fiscal constraints of the FY26-30 CIP, we must continue to seek additional funding to enable further improvements such as Commuter Rail electrification.

The MBTA will welcome public input on long-range capital planning related to future MBTA projects and the MBTA's 25-year vision through the upcoming Program for Mass Transportation (PMT) in 2025-2026.

Commuter Rail | Key Mentions and Responses

Support for continuing to eliminate Commuter Rail grade crossings

Thank you for your interest in the elimination of Commuter Rail grade crossings. The Federal Railroad Administration's Railroad Crossing Elimination (RCE) Grant Program provides funding for grade crossing improvement projects that focus on improving safety and mobility. The MBTA has programmed \$15 million for Commuter Rail grade crossing improvement projects in the FY26-30 CIP. This includes a \$4 million RCE grant recently awarded for the [MBTA's High-Risk Grade Crossing Elimination Master Plan initiative](#), through which we will evaluate 52 high-risk, high-priority pedestrian and roadway grade crossings throughout the Commuter Rail system. This funding was programmed under our Railroad Crossing Elimination Program (P1437) in the FY26-30 CIP. A similar but distinct program, Commuter Rail Pedestrian Crossing Elimination (P1432), includes \$5 million of new funding for the elimination of pedestrian grade crossings. The highest priority crossings currently scheduled for elimination under this program are at Beverley Station. Grade crossing elimination projects are not only a safety priority – they also align with our Regional Rail Service Priorities outlined in [Full T Ahead](#). We appreciate your feedback as we work to advance critical projects to improve safety and deliver on our long-term vision.

Please note that the FY26-30 CIP is a fiscally constrained plan. The MBTA will welcome public input on long-range capital planning related to future MBTA projects and the MBTA's 25-year vision through the upcoming Program for Mass Transportation (PMT) in 2025-2026.

Support for a North-South Rail Link

Thank you for your interest in a rail link between North Station and South Station, commonly known as North-South Rail Link (NSRL). [MassDOT's 2019 NSRL Feasibility Reassessment](#) investigated peer projects from around the world to understand best practices and value opportunities, and to provide thorough analysis and comparison. Ultimately, the report found that the full benefits of NSRL could not be realized without systemwide electrification, and MassDOT did not support adding the full cost of system electrification to a potential NSRL project. At the time, there was no funded commitment to electrify the MBTA Commuter Rail system.

Now, the MBTA is committed to advancing priorities outlined in the [2020 MBTA Rail Vision Final Report](#), and the FY26-30 CIP includes \$114 million for Rail Modernization projects and an additional \$50 million for the introduction of battery-electric trains on the Fairmount Line (P1343). Other ongoing efforts that will benefit Rail Modernization include Commuter Rail double-tracking, accessibility projects, fare system changes, and grade crossing elimination. Together, these efforts will continue to advance the Commuter Rail system along a pathway towards decarbonized regional rail service in alignment with our Regional Rail Service Priorities outlined in [Full T Ahead](#).

These priorities include expanded service hours across all lines and increased all day and weekend frequencies of 30 minutes or less in the inner core and on key corridors with high ridership. Although we cannot currently advance plans for a North-South Rail Link, we appreciate your feedback as we work to advance critical projects to deliver on our long-term vision. Please note that the FY26-30 CIP is a fiscally constrained plan. The MBTA will welcome public input on long-range capital planning related to future MBTA projects and the MBTA's 25-year vision through the upcoming Program for Mass Transportation (PMT) in 2025-2026.

Rapid Transit | Key Mentions and Responses

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

Thank you for your interest in our efforts to address State of Good Repair (SGR) and deliver improved frequency and reliability to rapid transit service. The FY26-30 CIP includes almost \$3.9 billion of programmed spend for our rapid transit network, with more than \$290 million of new funding as we continue to build upon efforts such as the Track Improvement Program (TIP), which delivered improved frequency and reliability for rapid transit riders. About \$2.3 billion across almost 90 capital projects can be tied back to specific scope that addresses rapid transit SGR, frequency, or reliability. These investments comprise a variety of critical improvements to rapid transit power and signal systems, track infrastructure, and rolling stock. For example, the FY26-30 CIP includes:

- \$404 million (\$126 million in new funding) for rapid transit power systems upgrades
- \$125 million (\$49 million in new funding) for the Red/Orange Line Signal Program (P0285)
- \$87 million (\$15 million in new funding) for the Track SGR Program (P1309b)
- \$651 million programmed in previous CIP cycles for new Red/Orange Line Vehicles (P0362)
- \$1.7 billion (\$94 million in new funding) for Green Line infrastructure and accessibility upgrades to prepare for the introduction of new Type 10 trains by 2027

The CIP is a rolling plan, updated annually. We appreciate your feedback and will continue to use the comments we received to help guide the development of future capital plans.

Support for additional Green Line extensions, including extension of Green Line north to Route 16/West Medford and E Branch extension south to Hyde Square

Thank you for your interest in additional Green Line extensions, such as the extension of the Green Line north to Route 16/West Medford or the extension of the E Branch south to Hyde Square. Unfortunately, the FY26-30 CIP does not include funding to support additional Green Line extensions.

The FY26-30 CIP focuses on delivering meaningful results for the needs of today as we lay the groundwork for tomorrow. Our three key objectives include Timely Maintenance Now – ensuring that the MBTA continues to build upon recent progress in delivering for our riders – and Improving Service for Riders – improving frequency and reliability, decarbonizing our system, and implementing rider enhancements as outlined in [Full T Ahead](#). Our third key objective, Building for the Future, will ensure that investments today set a strong foundation for future infrastructure. Due to funding constraints, we must continue to seek additional funding to enable further improvements and expansions of service.

The MBTA will welcome public input on long-range capital planning related to future MBTA projects and the MBTA's 25-year vision through the upcoming Program for Mass Transportation (PMT) in 2025-2026.

Rapid Transit | Key Mentions and Responses

Support for Red-Blue Connector and requests for construction funding

Thank you for supporting the Red-Blue Connector (P0866) project, which is the extension of the Blue Line from its current terminus at Bowdoin Station to Charles/MGH Station on the Red Line, providing a connection between the Red and Blue Lines. While additional funding for full design and construction of this project was not included in the FY26-30 CIP due to the limits of our available funding sources, the \$15 million in new CIP funding that this project received in the FY24-28 cycle is sufficient to cover all current project activities and will allow the project to advance to 30% design with procurement support. In total, the MBTA has programmed \$30 million to advance this project.

The FY26-30 CIP focuses on delivering meaningful results for the needs of today as we lay the groundwork for tomorrow. Our three key objectives include Timely Maintenance Now – ensuring that the MBTA continues to build upon recent progress in delivering for our riders – and Improving Service for Riders – improving frequency and reliability, decarbonizing our system, and implementing rider enhancements as outlined in [Full T Ahead](#). Our third key objective, Building for the Future, will ensure that investments today set a strong foundation for future infrastructure. Due to our funding constraints, we must continue to seek additional funding to enable further improvements and expansions of service.

The MBTA will welcome public input on long-range capital planning related to future MBTA projects and the MBTA's 25-year vision through the upcoming Program for Mass Transportation (PMT) in 2025-2026.

Support for a Red Line extension to Arlington

Thank you for your interest in a Red Line extension to Arlington. The FY26-30 CIP includes more than \$440 million in targeted investments for the Red Line, as well as several systemwide efforts that will benefit Red Line service. For example, we have programmed \$777 million across two programs to revitalize our Red and Orange Line signal infrastructure (P0285) and procure an all-new fleet of Red and Orange Line vehicles (P0362). Unfortunately, the FY26-30 CIP does not include funding to support a Red Line extension to Arlington, or any other heavy rail expansion projects.

The FY26-30 CIP focuses on delivering meaningful results for the needs of today as we lay the groundwork for tomorrow. Our three key objectives include Timely Maintenance Now – ensuring that the MBTA continues to build upon recent progress in delivering for our riders – and Improving Service for Riders – improving frequency and reliability, decarbonizing our system, and implementing rider enhancements as outlined in [Full T Ahead](#). Our third key objective, Building for the Future, will ensure that investments today set a strong foundation for future infrastructure. Due to our funding constraints, we must continue to seek additional funding to enable further improvements and expansions of service. T

The MBTA will welcome public input on long-range capital planning related to future MBTA projects and the MBTA's 25-year vision through the upcoming Program for Mass Transportation (PMT) in 2025-2026.

Systemwide / Other | Key Mentions and Responses

Support for investments that encourage mode shift in the region

Thank you for your interest in encouraging mode shift in the region. As described in [Full T Ahead](#), the MBTA is committed to building a system that makes public transit the preferred choice of travel. This is also reflected in the [MBTA Strategic Plan](#), where we outline our mission, vision, values, and goals. Our mode shift-specific goals include attracting new riders, retaining existing riders, and increasing the percentage of transit trips in the region.

To support these goals, the FY26-30 CIP includes \$9.8 billion of programmed spending over the next five fiscal years, including approximately \$1.1 billion in new funding. Funding decisions for the FY26-30 CIP were driven by three key objectives: Timely Maintenance Now, Building for the Future, and Improving Service for Riders. These objectives aim to deliver meaningful results for the needs of today as we lay the groundwork for tomorrow, and they are in alignment with our mode shift vision outlined in [Full T Ahead](#).

The CIP is a rolling plan, updated annually. We appreciate your feedback and will continue to use the comments we received to help guide the development of future capital plans.

Support for continued communication of funding needs

Thank you for your interest in understanding our funding needs. The MBTA has significantly increased capital spend over the past decade, culminating in a record \$1.5 billion spent on reliability/modernization projects in FY24 followed by a similar level of spending in FY25. However, there are risks to future capital source assumptions, such as the expiration of the Bipartisan Infrastructure Law (BIL) on September 30, 2026. After expiration, Federal funding levels for both formula funding and discretionary grants will be dependent on Congress' passage of a new surface transportation authorization act. Currently, the MBTA has 128 federally funded projects with \$1.2 billion in planned federal drawdowns of executed grants.

Compared to previous 5-year windows, available State sources will increase substantially in the FY26-30 CIP thanks to an injection of \$601M in new Rail Reliability Program (RRP) and Station Accessibility and Resilience program (STAR) funding and an additional \$60M in Fair Share funding added in FY25. Additionally, the Commonwealth's commitment of recurring funding to the Commonwealth Transportation Funds (CTF) has unlocked borrowing capacity to support \$1.3 billion worth of projects at the MBTA and MassDOT over the next five years. These funding injections, as well as the more than \$500 million in Federal discretionary grant awards received by the MBTA in FY25, help close the capital funding gap and deliver critical improvements. However, substantial needs remain, and the MBTA was only able to allocate \$1.1 billion of new funding in the FY26-30 CIP despite receiving more than \$13.5 billion in funding requests. These requests represent important work that would address critical asset needs over the next five years and beyond. Unfortunately, due to fiscal constraints, we must continue to seek additional sources to fund this work. The MBTA will welcome public input on long-range capital planning related to future MBTA projects and the MBTA's 25-year vision through the upcoming Program for Mass Transportation (PMT) in 2025-2026.

Systemwide / Other | Key Mentions and Responses

Support for safety, sustainability and resilience, and environmental justice CIP investment objectives.

Thank you for your interest in safety, sustainability and resilience, and environmental justice CIP investment objectives. Although these were not listed as our key investment objectives as in past development cycles, they remained central to the CIP's development and are consistent with the FY26-30 CIP's key investment objectives of Timely Maintenance Now, Building for the Future, and Improving Service for Riders.

Investments in safety are difficult to quantify as most of our capital projects deliver some safety benefits. Safety-focused investments include a combined \$188 million for Green Line Train Protection (P0370/P0370a), which will mitigate red signal violations, train-to-train collisions, derailments, and intrusions into work zones. The Fairmount Line Infrastructure for Decarbonized Service (P1315) project will deliver both sustainability and resiliency benefits with infrastructure upgrades to support decarbonized 20-minute service on the Fairmount Line. As an urban rail electrification project, this project will also deliver considerable environmental justice benefits. Other electrification investments that will deliver similar benefits include \$189 million for the Procurement of 40ft Battery Electric Buses (P0653), \$231 million for the Quincy Bus Facility Modernization project (P0671a), and \$16 million to complete the renovation of the North Cambridge Bus Facility (P0671c) to support battery electric buses (BEBs).

There remain significant unfunded needs that would address environmental justice objectives, such as an estimated need of over \$440 million to complete construction of a new Arborway Bus Maintenance Facility to support operations for further BEB procurements. Unfortunately, funding for the construction of the Arborway facility could not be included in the FY26-30 CIP. Please note that the CIP is a fiscally constrained, rolling plan, updated annually. The MBTA will welcome public input on long-range capital planning related to future MBTA projects and the MBTA's 25-year vision through the upcoming Program for Mass Transportation (PMT) in 2025-2026.

Support for accessibility improvements at Commuter Rail and rapid transit stations systemwide

Thank you for your interest in accessibility improvements at Commuter Rail and rapid transit stations systemwide. As outlined in [Full T Ahead](#), the MBTA is committed to making 100% of our stations accessible. In alignment with this commitment, the FY26-30 CIP includes over \$500 million for accessibility-related projects on our rapid transit and Commuter Rail networks. This includes \$315 million to upgrade nearly all currently inaccessible stations and platforms on the Green Line.

Additionally, funding is included to support accessibility improvements at currently inaccessible stations on the Commuter Rail network. This includes \$12 million to complete Natick Center Station Accessibility Improvements (P0174), \$15 million to complete Worcester Union Station Accessibility Improvements (P0395), and \$41 million for the High Priority Stations Accessibility Improvements Program (P1150). While the FY26-30 CIP funds these accessibility improvements on the MBTA Commuter Rail system, there are many inaccessible stations that are not possible to bring to full accessibility within the constraints of available funding, and which will require significant additional funding to design and construct to achieve full accessibility.

Please note that the CIP is a fiscally constrained, rolling plan, updated annually. The MBTA will welcome public input on long-range capital planning related to future MBTA projects and the MBTA's 25-year vision through the upcoming Program for Mass Transportation (PMT) in 2025-2026.



**Massachusetts Bay Transportation Authority
FY26-30 Capital Investment Plan (CIP)
Final - May 2025**



FY26-30 Capital Investment Plan (CIP) Project List

The project list provides detailed information about the projects included in the FY26-30 CIP. Organized by CIP Program and Mode, and ordered by FY26-30 Programmed Spend, the list includes:

- **Project Name** and **CIP ID** number, the two unique identifiers that indicate a specific capital project.
- A short **Description** of the project's scope and purpose.
- The **Mode** associated with this project. Mode refers to the transit mode most impacted by a given capital project.
- The **Current Phase**, indicating the current stage of development or implementation of a project:
 - **New Projects** are in the early stages of development.
 - **Planning** or **Pre-Design** may refer to assessments, feasibility studies, and other preliminary work.
 - Many projects require a **Design** stage to develop specifications and fully define the project scope.
 - Some projects involve a brief stage of **Procurement** for materials, services, or assets, such as vehicles.
 - **Construction** indicates a project is physically being built.
 - **Implementation** indicates a project is being implemented/advanced. This typically applies to projects that do not have a traditional construction phase, such as technology upgrades.
 - The **Closeout** phase is an administrative period after a project's construction or implementation is complete.
- Project funding information, including the **FY26-30 Programmed Spend** and current **Total Authorized Budget**. **FY26-30 Programmed Spend** refers to the amount of spending anticipated within the five-year window. Some CIP projects may show \$0 programmed spend in FY26-30 as they are expected to complete in FY25 but are not yet formally finalized or closed out. The **Total Authorized Budget** refers to the total amount of funding programmed to a project to date, and may include funding programmed before FY26 or beyond FY30.

Structures Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Longfellow Approach (P0551)	Rehabilitation of Longfellow Approach viaduct, Span 1 of the Longfellow Bridge, and station platforms at Charles/MGH Station. Includes new track, power, communication and signal systems, and additional emergency egress and redundant elevators.	Rapid Transit	Design	\$42.4 M	\$52.4 M
Red Line Hi-Rail Access Tunnel (P1265)*	Construction of a new hi-rail vehicle access tunnel at Alewife Station to improve right-of-way access on the north side of the Red Line.	Rapid Transit	Design	\$37.3 M	\$39.4 M
Tunnel Inspection Systemwide (R0074)*	Ongoing inspection and rating of Commuter Rail, Red Line, Orange Line, Green Line, and Blue Line tunnels.	Rapid Transit	Implementation	\$30.7 M	\$46.1 M
Airport Tunnel Portal Flood Protection (P0912a)	This project provides floodgates to the entrance of the Blue Line tunnel at the Airport portal to prevent flooding and includes upgrades to pump rooms and traction power systems.	Rapid Transit	Pre-Design	\$21.3 M	\$21.5 M
Fenway Portal Flood Protection (P0117)	Addition of floodgates and large steel doors to the entrance of the Green Line tunnel near Fenway Station to prevent flooding. Includes updated pumping station and new cameras to monitor rising water levels.	Rapid Transit	Closeout	\$2.3 M	\$32.3 M
Rapid Transit Tunnel Lighting Upgrades (P1200)	Assessment and design of tunnel LED lighting in 12 areas where interlockings and switches are located across the Red, Orange, and Blue Lines, in support of easier maintenance and safer emergency egress.	Rapid Transit	Pre-Design	\$2.2 M	\$2.2 M
Systemwide Bridge Safety Walkway Improvements Program (P1350)	Critical repairs to bridge safety walkways across the system, including restoration of existing walkways and incorporation of additional safety features to reduce occupational hazards for MBTA employees.	Rapid Transit	Pre-Design	\$1.9 M	\$2.3 M
Blue Line Infrastructure Improvements (P0631)	Includes rebuilding of the Long Wharf Emergency Egress; track and tunnel infrastructure improvements between Bowdoin and Airport Stations; communication rooms improvements; and Suffolk Downs station reconstruction.	Rapid Transit	Design	\$1.6 M	\$30.3 M

* Project received new funding or is new in the FY26-30 CIP

Note: Projects may show \$0 programmed spend in FY26-30, as they are expected to complete in FY25 but are not yet formally finalized or closed out.

Structures Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Lechmere Viaduct Rehabilitation Project (P0850)	Rehabilitation of Lechmere viaduct to support increased train frequency and heavier loads associated with the Green Line Extension. This work includes reconstruction of the track, signals, and traction power on the viaduct.	Rapid Transit	Closeout	\$0.3 M	\$99.6 M
Ashmont Branch Bridge Safety Walkway Replacements (P1350a)	Critical repairs to safety walkways on the Geneva Avenue Bridge, Adams Street Bridge, and Dorchester Avenue Bridge on the Red Line. This project will restore the safety brige walkways and safety railings to reduce occupational hazards for MBTA employees.	Rapid Transit	Implementation	-	\$3.7 M
Silver Line Tunnel Flood Mitigation (P0912c)	Flood mitigation to protect identified vulnerabilities along the Silver Line agaisnt future flood events.	Bus	Planning	\$7.0 M	\$7.0 M
North Station Draw 1 Bridge Replacement (P0018)	Replacement of North Station Draw 1 moveable bridge structures and control tower. Includes construction of three new vertical lift bridges, extending an existing station platform to accommodate new station tracks 11 and 12, and track & signal improvements extending 1.5 miles from North Station.	Commuter Rail	Design	\$679.0 M	\$1,200.0 M
Rapid Transit and Commuter Rail Bridge Replacement (P1253)	Design and construction funding to bring structurally deficient bridges in the rail network into a state of good repair. Funds allocated through the Governor's FFY24 H.1 budget recommendation.	Commuter Rail	Pre-Design	\$50.0 M	\$50.0 M
East Street Bridge Replacement (Dedham) (P0907)	Replacement of East Street bridge carrying the Franklin Line in Dedham. The new bridge will feature improved vertical and horizontal clearance, improved roadway features, and improved pedestrian and vehicle access to East Street.	Commuter Rail	Construction	\$17.8 M	\$24.3 M
Saugus Drawbridge Replacement (P0892)	Rehabilitation and maintenance of Saugus Drawbridge on the Newburyport/Rockport Line.	Commuter Rail	Design	\$9.9 M	\$19.7 M
Repairs and Rehabilitation of MBTA-Owned Dams (P0909)	Repairs, rehabilitation and/or decommissioning of the Spillway Dam on the Providence/Stoughton Line in Canton and the Cordaville Pond Dam on the Framingham/Worcester Line in Southborough.	Commuter Rail	Pre-Design	\$8.7 M	\$10.0 M

* Project received new funding or is new in the FY26-30 CIP

Note: Projects may show \$0 programmed spend in FY26-30, as they are expected to complete in FY25 but are not yet formally finalized or closed out.

Structures Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
South Elm Street Bridge Replacement (P1115)	Replacement of South Elm Street bridge on the Haverhill Line serving Commuter Rail, Downeaster, and CSX freight trains.	Commuter Rail	Construction	\$8.3 M	\$22.5 M
Gloucester Drawbridge Replacement (P0006)	Replacement of Gloucester Drawbridge on the Rockport Line. The new bridge will consist of a moveable bascule span with two independent barrels, two spans of precast concrete box beams, a new steel superstructure, and a new micro-pile abutment.	Commuter Rail	Closeout	\$3.1 M	\$100.4 M
Norfolk Ave and East Cottage St Bridges (P0851)	Replacement and repair of Norfolk Ave. and East Cottage St. bridges on the Fairmount line.	Commuter Rail	Closeout	\$2.4 M	\$20.6 M
Beverly Drawbridge Rehabilitation (P0027)	Rehabilitation of the Beverly Drawbridge carrying the Newburyport/Rockport Line over the Danvers River. Includes upgrade of the approach spans and movable swing span, as well as repairs to concrete support piles and equipment.	Commuter Rail	Closeout	\$1.8 M	\$36.7 M
Boyd Street Pedestrian Bridge Demolition (P1240)	Demolition and reconstruction of the Boyd Street pedestrian bridge in Lawrence to eliminate trespassing and reduce safety risks to Commuter Rail operations on the Haverhill Line.	Commuter Rail	Design	\$1.8 M	\$2.3 M
Dorchester Avenue Bridge (P0552)	Replacement of Dorchester Avenue Bridge and installation of a new tunnel roof beneath the bridge.	Multimodal	Closeout	\$2.7 M	\$47.1 M
Systemwide Pump Room Upgrades (P0912b)	This project provides design services for improvements to rapid transit and Silver Line tunnel pump rooms, including State of Good Repair and control system upgrades.	Multimodal	Design	\$2.3 M	\$2.4 M
Structural Repairs Systemwide (P0852)*	Funding to support systemwide structural repairs to bridges, tunnels, retaining walls and other structures on an on-call basis.	Systemwide	Construction	\$79.5 M	\$125.0 M

* Project received new funding or is new in the FY26-30 CIP

Note: Projects may show \$0 programmed spend in FY26-30, as they are expected to complete in FY25 but are not yet formally finalized or closed out.

Structures Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Systemwide Bridge Inspection and Rating (P0627)	Program to support in-depth inspection and load rating of MBTA-owned bridges at regular intervals.	Systemwide	Implementation	\$57.3 M	\$105.2 M
Bridge Program Pipeline - Rehabilitation, Repair and Replacement (P1107)	This program uses information provided through the bridge inspection and load rating program to design and construct, prioritized bridge rehabilitation, repair, or replacement projects.	Systemwide	Pre-Design	\$52.0 M	\$110.3 M
Systemwide Tunnel Flood Mitigation Program (P0912)*	This project provides planning, training, and infrastructure improvements for MBTA tunnels to improve their resiliency to flooding.	Systemwide	Pre-Design	\$36.5 M	\$116.2 M
Physical Infrastructure Improvements - FY25 State Fair Share (P1347)	FY25 State Fair Share funds supporting physical infrastructure improvements. Work will include improvements to bus shelters, power infrastructure, structural assets, and facility roofs.	Systemwide	Planning	\$34.0 M	\$34.0 M
Bridge Bundling Contract (P0495)	Replacement of six Commuter Rail bridges at Intervale Rd. in Weston; Bacon St. in Wellesley; High Line Bridge in Somerville; Lynn Fells Parkway in Melrose; Parker St. in Lawrence; and Commercial St. in Lynn.	Systemwide	Construction	\$14.3 M	\$144.2 M
Tunnel Emergency Ventilation Program (P0704)	This project will provide inspection, monitoring, design, and necessary construction to improve emergency ventilation in MBTA tunnels.	Systemwide	Pre-Design	\$13.0 M	\$14.7 M
Systemwide Retaining Wall Inspection and Rating (P1119)*	Routine inspection and rating of approximately 214 retaining walls. The MBTA's extensive network of retaining walls is an integral element of our bridges, railroad embankments, and other infrastructure.	Systemwide	Implementation	\$9.1 M	\$10.5 M
Systemwide Culvert Inspection and Load Rating (P1116)	Inventory, inspection, and load rating of the MBTA's approx. 1,300 culverts supporting in-service structures systemwide.	Systemwide	Implementation	\$8.0 M	\$12.5 M

* Project received new funding or is new in the FY26-30 CIP

Note: Projects may show \$0 programmed spend in FY26-30, as they are expected to complete in FY25 but are not yet formally finalized or closed out.

Structures Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Urgent Structural Design Support (P1000)	This project addresses emergency structural or safety-related infrastructure deficiencies that require immediate follow-up inspection or action.	Systemwide	Design	\$6.9 M	\$11.5 M
Bridges - Design (P0009)	Design funding to support the repair, rehabilitation, and replacement of bridges across the system.	Systemwide	Design	\$6.4 M	\$33.2 M
Bridge & Tunnel Structural Repair (P1123)	Non-routine structural repairs of bridges, tunnels, stairways, and platforms systemwide. This project focuses on relatively minor repairs that fall outside the scope of routine maintenance.	Systemwide	Construction	\$6.2 M	\$7.5 M
352 General Engineering Services for Transit Facilities Maintenance (P1124)	Engineering support services for repair and replacement projects. This includes the design of various repairs throughout the system, as well as the production of stamped drawings and plans.	Systemwide	Closeout	\$3.0 M	\$3.8 M
Emergency Bridge Repair (P0037)	Funding to support emergency bridge repairs on an on-call basis.	Systemwide	Closeout	\$2.4 M	\$27.0 M
Systemwide Tunnel Dewatering Pump System Upgrades (P1125)	Upgrade of approximately 52 dewatering pump systems, which are required to pump out rainwater from low points in the track and tunnel systems.	Systemwide	Closeout	\$1.9 M	\$2.5 M
Emergency Bridge Design / Inspection & Rating (P0008)	Funding to support as-needed emergency design, inspection, and rating of bridges.	Systemwide	Closeout	\$1.5 M	\$27.8 M
Tunnel Repairs (On-Call) (P0466)	Construction services to perform steel and concrete tunnel repairs throughout the system on an on-call basis.	Systemwide	Closeout	\$1.0 M	\$22.1 M

* Project received new funding or is new in the FY26-30 CIP

Note: Projects may show \$0 programmed spend in FY26-30, as they are expected to complete in FY25 but are not yet formally finalized or closed out.

Structures Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Emergency Generators, Egress Lighting, and Ventilation (P1001)	This project includes the design of life-safety system improvements (emergency egress lighting, backup generators, ventilation, fire hydrants, partitions) at Cabot, Fellsway, Lynn, Charlestown, Albany, and Southampton bus garages and Reservoir and Riverside car houses.	Systemwide	Design	\$0.7 M	\$1.0 M
Bridge Repairs Systemwide (Contracts 4 and 5) (P0611)	Construction services to perform structural repairs on bridges, retaining walls, buildings, stairs, and other structures throughout the system on an on-call basis.	Systemwide	Closeout	\$0.6 M	\$12.3 M
Underground Structure Design/Repair & Geotechnical Engineering Services (P0667)	Engineering services for the repair and rehabilitation of underground structures systemwide.	Systemwide	Closeout	-	\$1.8 M

* Project received new funding or is new in the FY26-30 CIP

Note: Projects may show \$0 programmed spend in FY26-30, as they are expected to complete in FY25 but are not yet formally finalized or closed out.

Guideway, Signal, and Power Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Signal Program - Red/Orange Line (P0285)*	Replacement and upgrade of signal equipment on the Red and Orange Lines. Includes renewal of track circuit modules using latest digital audio frequency technology and replacement of wayside equipment.	Rapid Transit	Construction	\$125.3 M	\$347.6 M
Green Line Train Protection (P0370)	Installation of equipment for a train protection and information system across the whole Green Line system. These improvements will enhance safety and reliability by mitigating red signal violations, train-to-train collisions, derailments, and intrusions into work zones.	Rapid Transit	Construction	\$114.1 M	\$180.3 M
Green Line Central Tunnel Track, Power, and Signal Replacement (P0591)*	Rehabilitation and upgrades to signal, track and power infrastructure within the Green Line Central Tunnel. Includes central instrumentation houses and signal, track, and power systems at Copley, Park Street, and Government Center.	Rapid Transit	Design	\$111.0 M	\$119.2 M
Mattapan High-Speed Line Transformation (P0857)	This project provides repairs, accessibility improvements, power upgrades, and other infrastructure investments on the Mattapan Line.	Rapid Transit	Pre-Design	\$100.4 M	\$114.5 M
Track State of Good Repair Program (P1309b)*	Contractor support to further the State of Good Repair Program.	Rapid Transit	Planning	\$87.0 M	\$135.0 M
Green Line Train Protection 2 (GLTPS2) (P0370a)	Implementation of a Train Protection System that will provide an auditable alarm and indicator light for collision avoidance, red signal violation protection, and speed enforcement for all Green Line cars. Type 9 and Type 10 cars will also include brake activation in the event of a violation.	Rapid Transit	Design	\$74.2 M	\$82.1 M
E Branch Accessibility & Capacity Improvements (P0923)	Accessibility improvements to stations and right-of-way upgrades on the E Branch of the Green Line from Brigham Circle to Heath Street Station. These improvements are needed to support future Type 10 trains.	Rapid Transit	Design	\$54.2 M	\$56.0 M
Orange Line Southwest Corridor Modernization (P0675)*	This project will design and reconstruct track and support systems on the Southwest Corridor of the Orange Line between Chinatown and Forest Hills Stations. Initial work will include construction of truck pads at Cedar Street and Green Street.	Rapid Transit	Design	\$38.8 M	\$44.3 M

* Project received new funding or is new in the FY26-30 CIP

Note: Projects may show \$0 programmed spend in FY26-30, as they are expected to complete in FY25 but are not yet formally finalized or closed out.

Guideway, Signal, and Power Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
On-Call Track III (P0516)	Construction-related services to support urgent track repair needs on an on-call basis across the MBTA's system. Includes tie replacement, concrete work, signal bonding, and other related work.	Rapid Transit	Construction	\$33.1 M	\$54.2 M
B Branch Accessibility & Infrastructure Improvements (P0924)	This project will upgrade B Branch stations to accommodate 2-car Type 10 vehicles by adjusting track alignment, building accessible platforms, and enhancing traction power from Blandford Portal to Boston College.	Rapid Transit	Design	\$30.8 M	\$200.2 M
Blue Line Comm Rooms & Suffolk Downs Platform-Stair Repair (P0631b)	Rehabilitation of communications rooms along the Blue Line to bring them into a state of good repair and support the implementation of Fare Transformation.	Rapid Transit	Design	\$27.2 M	\$29.2 M
Orange Line Traction Power Upgrade (P0139)*	Major renovation of four aging Orange Line traction power substations at Oak Grove, Malden Center, Sullivan and Wellington. Work includes total replacement of the traction power electrical systems, as well as minor repairs to other systems.	Rapid Transit	Construction	\$24.2 M	\$78.1 M
On-Call Contracts to Support Track SGR – FTA Dir 22-4 CAP 8 (P2204c)	On-call track rehabilitation and construction to support heavy and light rail maintenance and replacement of deficient track assets and the reduction of track assets under a speed restriction.	Rapid Transit	Closeout	\$23.7 M	\$100.7 M
Systemwide 15kV Feeder and Duct Bank Replacement (P1212)*	This project provides for the design and systemwide replacement of paper insulated lead-covered (PILC) power feeder cables with new cables containing Ethylene Propylene Rubber (EPR) to increase employee safety and power system resiliency.	Rapid Transit	Design	\$23.7 M	\$28.5 M
Midlife Overhaul of Traction Power Substations (TPSS) (P1424)*	Midlife overhauls to extend the useful lives and improve the reliability of five traction power substations (TPSS) that provide power to vehicles on the MBTA's rapid transit network.	Rapid Transit	New Project	\$19.5 M	\$19.5 M
Overhead Contact System Relocation for Type 10 Vehicles (P1102)	Assessment of the overhead contact system (OCS) on the Green Line to identify areas out of compliance with the future Type 10 trains. This project will also establish systemwide standards for the location of the OCS and realign the OCS as necessary.	Rapid Transit	Design	\$17.8 M	\$18.7 M

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Guideway, Signal, and Power Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Special Maintenance Repair Plan (Materials and Labor) - FTA Dir 22-4 CAP 8 (P2204d)	Funding to implement a special maintenance repair plan to reduce the percentage of system track under a speed restriction, in response to the FTA's directives.	Rapid Transit	Construction	\$14.9 M	\$61.3 M
PILC-EPR Medium Voltage Cable Replacement Program (P1210)	Replacement of medium voltage AC cables that are beyond their useful life between traction power substations to maintain a state of good repair and reduce lead exposure risk to employees.	Rapid Transit	Pre-Design	\$14.8 M	\$14.8 M
Green Line Tunnel - Electrical Wooden Trough Replacement (P1435)*	Replacement of all wooden troughs in the Green Line tunnel system between North Station and Copley Station to address fire resiliency requirements.	Rapid Transit	New Project	\$13.5 M	\$13.5 M
Traction Power Substation Replacement (P1104)	This project will provide for the complete replacement of electrical systems and structural, mechanical, and plumbing improvements for aging Traction Power Substations (TPSS). This scope also includes a TPSS Design Guide to standardize future improvements.	Rapid Transit	Design	\$12.2 M	\$12.2 M
Track Improvement Program - Red Line (P1263)	Implementation of the MBTA Track Improvement Plan to remove speed restrictions on the Red Line.	Rapid Transit	Closeout	\$12.0 M	\$185.2 M
MOW Track Material and Equipment Procurement (P1309a)	Procurement for replacement of track maintenance materials in support of current upgrades and renewal efforts.	Rapid Transit	Planning	\$10.4 M	\$17.7 M
Green Line Type 10 Dedicated High-Speed Test Track (P0921)	Design and construction of signal controlled crossovers on the Green Line D Branch between Chestnut Hill and Newton Centre Stations. These changes will accelerate the high-speed testing and limit impacts to revenue service.	Rapid Transit	Design	\$8.8 M	\$11.1 M
Red Line Interlock Upgrades (P0654)	Replacement of all track and signal assets at the following Red Line Interlockings: Park Street, Harvard, Kendall, Ashmont Section 16, and Broadway. Includes tools, equipment, and a spot tamping machine to support capital improvements.	Rapid Transit	Construction	\$8.6 M	\$12.0 M

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Guideway, Signal, and Power Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Alewife Crossover Improvements (R0117)	Replacement and upsizing of track crossover near Alewife Station on the Red Line.	Rapid Transit	Construction	\$7.8 M	\$12.6 M
Red Line Floating Slabs (Alewife-Harvard) (P0273)	Replacement of concrete slabs that "float" underneath the tracks and rubber disks that absorb sound and vibration from trains. This work involves demolishing old slabs, placing new rebar, and pouring new concrete.	Rapid Transit	Construction	\$7.7 M	\$42.7 M
Overhead Catenary Systems Upgrades (P1319)	This project replaces Overhead Catenary Systems (OCS) across the rapid transit system that are in poor condition.	Rapid Transit	Planning	\$7.0 M	\$7.0 M
Green Line Traction Power Upgrades for Increased Capacity (D Branch) (P0922)	Traction power upgrades on Green Line D-Branch to address DC power system requirements for the future Type 10 trains.	Rapid Transit	Design	\$6.6 M	\$10.0 M
Power Systems Resiliency Program (P0705)	Replacement of damaged power cable duct banks that energize areas of the Red, Orange, Blue, and Green Lines. Includes excavation, demolition, conduit replacement, manhole replacement, surface restoration, and power-cable installation.	Rapid Transit	Closeout	\$6.5 M	\$41.8 M
Kendall Crossover (P1419)*	Replacement of the existing hand-throw crossover north of Kendall Station with a fully signalized universal crossover south of Kendall Station to improve operational flexibility, shorten diversion limits, and reduce construction costs on the northern Red Line right-of-way.	Rapid Transit	New Project	\$6.0 M	\$6.0 M
Long Wharf Egress & Maverick Com Rm (P0631d)	Reconstruction of stairs within Long Wharf emergency egress shaft east of Aquarium Station on the Blue Line. Project also includes the relocation of the existing Maverick communications room.	Rapid Transit	Construction	\$5.5 M	\$19.1 M
Orange Line DC Cable (P0279)	Improvements to cable infrastructure between Back Bay and North Station on the Orange Line. Includes asset investigation, quantification of needs, implementation design, and replacement of approx. 27,500ft of cables, duct banks, and manholes.	Rapid Transit	Construction	\$5.4 M	\$21.7 M

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Guideway, Signal, and Power Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Blue line DC Cable Renewals (P1423)*	This project will replace aging DC cables in Blue Line tunnels, enhancing the safety and reliability of operations.	Rapid Transit	New Project	\$5.0 M	\$5.0 M
Ashmont Branch Track Replacement (P1132)	Design and construction for partial reconstruction of track and track support systems on the Ashmont Branch of the Red Line.	Rapid Transit	Design	\$4.0 M	\$5.0 M
Red Line DC Cable (P0281)	Improvements to cable infrastructure between Andrew and Kendall on the Red Line. Includes asset investigation, quantification of needs, implementation design, and replacement of approximately 27,500ft of cables, duct banks, and manholes.	Rapid Transit	Construction	\$2.8 M	\$28.5 M
Orange Line Surge - Track Rehabilitation (Capital Transformation scope) (P1167a)	Track reconstruction and rehabilitation to reduce the amount of track that is deficient or under a speed restriction following the FTA's findings on the Orange Line.	Rapid Transit	Closeout	\$2.8 M	\$12.3 M
Red Line Cable Replacement (P0286)	Cable replacement to improve power infrastructure reliability on the Red Line.	Rapid Transit	Construction	\$2.5 M	\$29.0 M
Orient Heights Carhouse Switch (P0900d)	Design and construction of new switch box system at the Orient Heights car house on the Blue Line, including new switch boxes, magnetic locking, and upgraded signaling.	Rapid Transit	Design	\$2.5 M	\$2.5 M
Green Line (Non-GLX) Grade Crossings (On-Call) (P0468)	Reconstruction and replacement of 27 roadway grade crossings on the Green Line's B, C, and E branches and the Mattapan High-Speed Line. Includes track work, road work, pedestrian ramps, and traffic management during construction.	Rapid Transit	Construction	\$2.1 M	\$28.5 M
On-Call Track II (P0648)	On-call construction services to support repair and reconstruction needs on the light and heavy rail systems.	Rapid Transit	Closeout	\$1.8 M	\$54.2 M

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Guideway, Signal, and Power Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Green Line D Branch Track and Signal Replacement (R9593)	Replacement of track (Brookline Hills to Riverside) and signal system (Reservoir to Riverside) on the Green Line D branch. Includes new switches, signals, cables, cable-hanging system, power supply, crossovers, pedestrian crossings, and truck pads.	Rapid Transit	Closeout	\$1.8 M	\$107.2 M
Diversion Service and Right-of-Way Access Improvements (P1323)	New infrastructure and upgrades to existing assets, including crossovers and signal systems, to increase flexibility for work limits and improve access to the right-of-way for construction and maintenance.	Rapid Transit	Planning	\$1.7 M	\$2.0 M
Systemwide Train Signal Design Circuit Plans (P1141)	This project will develop new signal design circuit plans for all wayside and control point locations on all rapid transit and light rail lines.	Rapid Transit	Design	\$1.5 M	\$2.5 M
Systemwide Power Re-Sectionalization (P1429)*	Identification and early planning of power system improvements on the Green, Red, Orange, and Blue lines, reducing section lengths, enabling smaller work zones, and placing section breaks to support rail service during diversions.	Rapid Transit	New Project	\$1.5 M	\$1.5 M
MOW Systemwide CWR Replacement Project (P0642)	Replacement of selective jointed and continuously welded rail (CWR) on the Commuter Rail system to reduce rail breaks, track maintenance, signal issues, noise, vibration, and impacts to the rolling stock lifespan.	Rapid Transit	Construction	\$1.5 M	\$10.0 M
Green Line Track Upgrades (P0879)	Full-depth track replacement and other track work on all branches of the Green Line.	Rapid Transit	Closeout	\$1.3 M	\$64.5 M
Track Improvement Program – Orange Line (P1260)	Implementation of the MBTA Track Improvement Plan to remove speed restrictions on the Orange Line.	Rapid Transit	Closeout	\$1.2 M	\$90.2 M
Signal Infrastructure Right-of-Way Hazards and Safety Cleanup (P1208)	This project will remove obsolete signal infrastructure inside tunnels along the MBTA right-of-way.	Rapid Transit	Construction	\$1.0 M	\$1.0 M

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Guideway, Signal, and Power Program

Reliability / Modernization

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Track Improvement Program - Miscellaneous Funding (P1267)	Miscellaneous costs related to implementation of the MBTA Track Improvement Plan to remove speed restrictions.	Rapid Transit	Closeout	\$0.9 M	\$0.9 M
Copley to Arlington Track Replacement (P0917)	Procurement and design of track switches at Copley Junction. Assessment of the Green Line Type 10 vehicle interfaces with the existing Overhead Contact System within the Central Tunnel.	Rapid Transit	Design	\$0.8 M	\$2.2 M
Green Line Signal System Modernization (P1211)	This project upgrades the signal system and related infrastructure between Reservoir Station and Fenway Station on the Green Line.	Rapid Transit	Pre-Design	\$0.8 M	\$1.0 M
South Boston to Forest Hills Duct Bank Replacement (P0688)	Replacement of duct banks and cables carrying AC power from the South Boston power complex to Forest Hills.	Rapid Transit	Design	\$0.7 M	\$1.5 M
Red Line Rehabilitation (P0184)	Rehabilitation of the Red Line tunnel infrastructure.	Rapid Transit	Closeout	\$0.7 M	\$11.7 M
Green Line Central Tunnel Signal - 25 Cycle (P0283)	Replacement of 25Hz track circuits with 100Hz track circuits in the Green Line central tunnel. Includes replacement of track circuit cable, trough, messenger, cases, relays, rectifiers, and signal power equipment.	Rapid Transit	Closeout	\$0.6 M	\$16.8 M
Track Improvement Plan - Green and Blue Lines (P1255)	Implementation of the MBTA Track Improvement Plan to remove speed restrictions on the Green and Blue Lines.	Rapid Transit	Closeout	\$0.6 M	\$83.9 M
Capital Maintenance Expenses - Power (P0687)	Funding to support a variety of power-related capital maintenance expenses systemwide.	Rapid Transit	Closeout	\$0.6 M	\$4.0 M

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Guideway, Signal, and Power Program

Reliability / Modernization

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Blue Line Mechanical Trip Stop Systems - Baseline Analysis (P0558)	This project will analyze mechanical trip stop systems for potential implementation on the Blue Line.	Rapid Transit	Closeout	\$0.5 M	\$2.0 M
Systemwide Manual Signal Switch Heater Replacement (P1214)	This project replaces manually operated switch heaters with switch heaters that can be remotely operated by the Operations Control Center.	Rapid Transit	Pre-Design	\$0.5 M	\$0.5 M
Signal Control HVAC Rehabilitation and Modernization (P1241)	This project provides for the rehabilitation and modernization of HVAC systems for signal control points and the establishment of remote-viewing capabilities to improve the safety and reliability of signaling equipment operations.	Rapid Transit	Pre-Design	\$0.5 M	\$0.8 M
Oak Grove Utility Feeders and Wellington XFMR Cable (P0900b)	Replacement of deteriorated AC power cables that supply power to the substation with a new duct bank and cable system. Also includes replacement of cable connections at Wellington Rectifier Transformer.	Rapid Transit	Design	\$0.4 M	\$3.6 M
Red Line Substation, Traction Power Upgrades (P0144)	Replacement of DC electrical equipment at five traction power stations along the Red Line and improvements to control systems to add automation technology known as System Automation System (SAS).	Rapid Transit	Closeout	\$0.3 M	\$21.7 M
Braintree Line Track Replacement (P1133)	This project provides for the design and partial reconstruction of track and track support systems on the Braintree Branch of the Red Line and is part of a series of Red Line track replacement projects.	Rapid Transit	Pre-Design	\$0.2 M	\$1.5 M
Tufts Curve Rail Fasteners Replacement – FTA Dir 22-4 CAP 3 (P2204a)	Repair or replacement of rail fasteners (cologne eggs) at the Orange Line's Tufts Curve area on both northbound and southbound tracks in response to FTA's directives.	Rapid Transit	Closeout	\$0.2 M	\$5.4 M
Blue Line Master Plan (P0610)	Assessment of tunnels, drainage, structures, traction power, track, signals, vehicles, stations, and other elements to identify infrastructure upgrades necessary to prepare the Blue Line for the transition to the Type 6 fleet.	Rapid Transit	Closeout	\$0.1 M	\$1.4 M

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Guideway, Signal, and Power Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
E&M MOW Green Line Track Rehabilitation (P0686)	Rehabilitation of track elements on the Green Line to support continued reliability of the system.	Rapid Transit	Construction	\$0.1 M	\$6.1 M
D Branch Pedestrian Crossing Speed Restriction Removal (P0926)	Evaluation and design of pedestrian crossing solutions for the Green Line's D branch between Webster and Houghton Conservation Areas. This comprises a crossing gate and a pedestrian underpass/overpass to increase pedestrian safety and vehicle speeds.	Rapid Transit	Pre-Design	\$0.0 M	\$0.0 M
Signal Program - Green Line (P0284)	Construction of new signals room at Copley Station to support Green Line operations.	Rapid Transit	Closeout	-	\$6.2 M
Systemwide Switch Renewal (P0840)	Procurement of switch machines, rods, headblocks, and fastening hardware to be installed on the Orange, Blue, and Green Lines with a focus on major junctions, terminus locations, emergency interlockings, and yard entrance control.	Rapid Transit	Closeout	-	\$2.1 M
OL Surge FTA-Directive Work - E&M (P1167b)	Track reconstruction and rehabilitation to reduce the percentage of track that is deficient or under a speed restriction following the FTA's findings on the Orange Line.	Rapid Transit	Construction	-	\$2.8 M
Rapid Transit Rail Fastener Upgrades Assessment (P1207)	Evaluation and assessment of existing rail fastener infrastructure for improved alternative fastening methods.	Rapid Transit	Pre-Design	-	\$2.7 M
Blue Hill Ave Transit Priority Corridor (P1005b)	Design and Construction of 3.3 mile Blue Hill Avenue center-running bus lane in Boston. The project extends from Mattapan Sq. to Grove Hall.	Bus	Design	\$40.9 M	\$45.3 M
Bus Priority Project Construction (P1113)*	Build bus priority infrastructure like bus lanes, signal priority, and stop upgrades to support the Bus Network Redesign High Frequency Network.	Bus	Pre-Design	\$32.3 M	\$32.4 M

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Guideway, Signal, and Power Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Columbus Ave Bus Lane Phase 2 (P1005a)	Design and Construction of the Columbus Avenue Phase 2 center-running bus lane in Boston. The project extends the bus lane north from Jackson Square to Ruggles Station.	Bus	Design	\$30.9 M	\$34.1 M
Lower Broadway Everett Corridor (P1440)*	Construction of fully separated bus-only lanes, transit signal priority, bus stops, and improved pedestrian and bicycle facilities along the Lower Broadway corridor in Everett and Boston.	Bus	Planning	\$28.0 M	\$28.0 M
Lynnway Multimodal Corridor (P1332)	Design and install center-running bus lanes, transit signal priority, upgraded stops, separated bicycle lanes, and reconstructed sidewalks, crosswalks, and ramps to bring them into compliance with ADA standards on the Lynnway in Lynn.	Bus	Pre-Design	\$26.7 M	\$27.0 M
Bus Lanes and Other Bus Priority (P1005)	This program provides local match funding for potential bus lane projects.	Bus	Planning	\$10.0 M	\$15.7 M
Regional TSP Program (P1331)	Installation, monitoring, and evaluation of transit signal priority at intersections in Chelsea, Everett, Revere and nearby communities. This program also includes the development of a regional evaluation dashboard.	Bus	Planning	\$2.8 M	\$3.9 M
Shared Streets/ Washington St Boston Washington St Somerville and Western Ave Lynn (P0953c)	Design and construction of three bus lane corridors on Washington St. (Somerville), North Washington St. (Boston), and Western Ave. (Lynn). Includes lane pavement markings, flex posts, signage, traffic signals, and transit signal priority.	Bus	Construction	\$1.1 M	\$0.7 M
Lynn Broad Street Corridor TSP (P1330)*	Design and implement transit signal priority (TSP) on Broad Street in Lynn.	Bus	Planning	\$0.5 M	\$0.5 M
Shared Streets/ Washington St. Roslinda (P0953a)	Enhancements to peak-only shared bus/bike lane southbound on Washington St. and northbound around Adams Park in Roslindale Village. Includes new curb-extended bus stops, shelters, sidewalks, and curb ramps on Poplar and Corinth Streets.	Bus	Closeout	\$0.5 M	\$0.5 M

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Guideway, Signal, and Power Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Shared Streets/ Park Drive (P0953b)	Construction of signalized pedestrian crossing on Park Drive to provide a safe and accessible connection between bus service and Green Line. Includes curb ramps, median refuge, signage, pavement markings, and three rectangular rapid flashing beacons.	Bus	Closeout	\$0.2 M	\$0.2 M
Ashmont Station BEB Charger (P1329)	Design and construction of an on-route battery-electric bus charging station in the Ashmont busway to support bus electrification.	Bus	Planning	\$0.2 M	\$0.2 M
Malden/Everett Main Street Transit Signal Priority (P1006)	Local match funding for a Community Connections project funded through the Boston Region MPO. This project will install transit priority infrastructure along Main Street in Malden and Everett.	Bus	Planning	\$0.1 M	\$0.2 M
Massachusetts Ave (Arlington) Outbound Bus Lane (P0953h)	New dedicated bus and bike lanes on Massachusetts Ave. from Alewife Brook Parkway to opposite Lafayette St. Includes extension of existing inbound shared bus/bike lane from Boulevard Rd. to Alewife Brook Parkway in the town of Arlington.	Bus	Closeout	\$0.0 M	\$0.1 M
Shared Streets/ Chelsea-Revere (P0953d)	New painted bus lane on Broadway in the southbound direction from City Hall towards Chelsea city line.	Bus	Closeout	-	\$0.2 M
Shared Streets/ Bus Shelters and Bus Boxes (P0953e)	Procurement and installation of five bus shelters at designated bus stops in Boston and Medford, as well as the installation of pavement markings that designate bus stop zones at multiple bus stops systemwide.	Bus	Closeout	-	\$0.2 M
Shared Streets/ Brookline Gateway East (P0953f)	Conversion of one parking lane in each direction to bus-only lanes at Brookline Gateway East. Includes bus lane painting, signage, and traffic signal priority equipment.	Bus	Closeout	-	\$0.4 M
Shared Streets/ Malden Centre Street (P0953g)	New dedicated bus and bike lanes on Centre St. between Main St. and Malden Center Station, as well as protected bike lanes on Eastern Ave. between Main St. and Franklin St in the City of Malden.	Bus	Closeout	-	\$0.4 M

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Reliability / Modernization

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Concord Ave. Transit Signal Priority (P1027)	Installation of transit signal priority technology along Concord Ave. in Cambridge from the Harvard Busway to the Cambridge-Belmont municipal boundary.	Bus	Construction	-	\$0.3 M
Tower 1 Interlocking Early Action Project (P0889)	Upgrade of interlocking components outside South Station to support Commuter Rail and Amtrak operations. This includes new signals, switches, track, and generators and is considered early action work for the South Station Expansion project.	Commuter Rail	Construction	\$122.7 M	\$177.8 M
ATC Implementation - North Side Commuter Rail Lines (P0606)	Implementation of Automatic Train Control (ATC, also known as cab signals) on the North Side Commuter Rail Lines to support full implementation of federally mandated Positive Train Control (PTC).	Commuter Rail	Closeout	\$60.7 M	\$496.8 M
Fairmount Line Infrastructure for Decarbonized Service (P1315)*	Infrastructure upgrades to support decarbonized 20-minute service on the Fairmount Line, enhancing sustainability, frequency, and reliability.	Commuter Rail	Design	\$49.7 M	\$59.9 M
Commuter Rail Fiber Optic Resiliency (P0612)*	Installation of a buried fiber-optic cable network for railroad vital systems, including signals, communications, and Positive Train Control (PTC) on the Fitchburg and Lowell Lines.	Commuter Rail	Construction	\$36.8 M	\$126.9 M
Commuter Rail Signal State of Good Repair and Resilience Program (P0861)*	Programmatic signal renewal work across the Commuter Rail network to enhance operational resiliency and performance, including grade crossing signal upgrades, interlocking enhancements, signal bungalow improvements, signal safety upgrades, and other critical signal improvements.	Commuter Rail	Construction	\$35.9 M	\$43.4 M
Rail Modernization - Early Action Items (P0940)	Design and construction of early action upgrades for power, track, stations, and accessibility on the Fairmount, Providence/Stoughton, Newburyport/Rockport, Haverhill, Fitchburg, and Lowell Lines to enhance service reliability, capacity, and accessibility.	Commuter Rail	Planning	\$35.2 M	\$48.3 M
Commuter Rail Track State of Good Repair and Resilience Program (P0862)*	Programmatic track renewal work across the Commuter Rail network to enhance operational resilience and performance, including interlocking upgrades, rock ledge cutting, and replacement of aging rail, ties, and switches, along with other critical track improvements.	Commuter Rail	Construction	\$23.7 M	\$48.9 M

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Reliability / Modernization

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Commuter Rail Positive Train Control (P0148)	Installation of Positive Train Control (PTC) train monitoring system to prevent unauthorized speeds and unexpected movement and reduce the risk of collision.	Commuter Rail	Closeout	\$23.4 M	\$444.2 M
NEC - Providence Line Capitalization Initiatives (P0769)*	Contractually required and legislatively mandated capital renewal work on the Providence Line (Northeast Corridor) per PRIIA Section 212 (2008) and the Attleboro Line Agreement, including track, communication, signal, and power work in coordination with Amtrak and the Northeast Corridor Commission.	Commuter Rail	Construction	\$22.3 M	\$118.8 M
Keolis Capitalization Initiatives and Extra Work (P0553)*	Contractually required annual capital maintenance costs included in the Commuter Rail operating and maintenance agreement with Keolis, including work on switches, ties, track, rail grinding, timbers, and fencing to ensure system reliability and safety.	Commuter Rail	Construction	\$21.5 M	\$143.8 M
Worcester Line Track and Station Accessibility Improvements (P0261)	New third track and realignment of existing tracks on the Framingham and Worcester Commuter Rail lines between Weston and Framingham. Includes upgrades to Wellesley Farms, Wellesley Hills, Wellesley Square, and West Natick Stations.	Commuter Rail	Design	\$20.4 M	\$30.2 M
Franklin Double Track and Signal (P0214)	Construction of double track segments between Franklin and Norwood Central Stations to create a continuous second track, enhancing capacity and service reliability.	Commuter Rail	Construction	\$15.7 M	\$67.8 M
Commuter Rail Infrastructure Improvements (P1257)	Upgrades to track and signal infrastructure on the Framingham/Worcester Line to reduce journey times and enable 30-minute service frequency. Includes new interlocking construction, crossover installation, and track modifications at CP-16 to support increased train speeds and operational efficiency.	Commuter Rail	Construction	\$13.5 M	\$13.5 M
NEC - Providence Line Extra Capital Work (P0692)*	Essential capital renewal work on the Providence Line (Northeast Corridor) above and beyond contractually required and legislatively mandated levels (established under PRIIA Section 212) to address more complex track, communication, signal, and power needs and associated upgrades with Amtrak.	Commuter Rail	Construction	\$13.2 M	\$54.7 M
North Station Terminal Signal (P0212)	Upgrade of signal system at North Station, including new microprocessor technology, nine new signal houses, two new crossovers, and the relocation of critical signal equipment above the 500-year floodplain.	Commuter Rail	Construction	\$13.0 M	\$45.2 M

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Guideway, Signal, and Power Program

Reliability / Modernization

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PTC Startup After Implementation (P0913)*	Ongoing capital costs associated with operations and maintenance of the Positive Train Control (PTC) system to ensure continued operation and compliance, including training, software, vehicles, and support systems.	Commuter Rail	Implementation	\$10.1 M	\$15.6 M
Rail Modernization - Newburyport/Rockport Line Electrification (P1433)*	Develop infrastructure for new battery-electric twenty-minute service on the Newburyport/Rockport Line, including a Traction Power Substation (TPSS) at North Station to provide a redundant subway feed and power a new electric ferry.	Commuter Rail	New Project	\$10.0 M	\$10.0 M
Commuter Rail Washout Prevention Program (P1326)	Implementation of a climate resilience program to address track and retaining wall washouts, rock and tree falls, and HVAC system replacements for power and signal assets, ensuring infrastructure durability and reliability.	Commuter Rail	Planning	\$7.8 M	\$8.0 M
Keolis General & Administrative Contract (P1004)	Contractually required general and administrative fees paid annually to Keolis for the maintenance and operation of the Commuter Rail system.	Commuter Rail	Implementation	\$7.5 M	\$31.2 M
Rail Modernization Early Actions - Old Colony Double Track (P1209)	Implementation of track improvements to support hourly, all-day, bi-directional service on the Old Colony Line and South Coast Rail. Includes design for double-tracking on portions of the Greenbush/Middleboro Lines and track modifications at Middleboro Station.	Commuter Rail	Pre-Design	\$5.0 M	\$10.0 M
Commuter Rail Pedestrian Crossing Elimination (P1432)*	Elimination of pedestrian crossings across the Commuter Rail system, beginning with an existing crossing at Bevelry Station.	Commuter Rail	New Project	\$5.0 M	\$5.0 M
Railroad Crossing Elimination Program (P1437)*	Evaluation of the potential elimination of high-risk, high-priority pedestrian and roadway grade crossings across the Commuter Rail system, including feasibility and infrastructure assessments.	Commuter Rail	Planning	\$5.0 M	\$5.0 M
Framingham Grade Crossing (P1268)	Replacement of the Framingham/Worcester Line's Bishop Street grade crossing in Framingham.	Commuter Rail	Construction	\$3.8 M	\$3.8 M

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Guideway, Signal, and Power Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Commuter Rail Systemwide Tree Removal (P0235)*	Removal of overgrown and aging trees and vegetation along the Commuter Rail right-of-way to maintain a clear line of sight for operators and reduce weather-induced safety risks.	Commuter Rail	Construction	\$3.6 M	\$36.5 M
Commuter Rail Culverts, Bridges & ROW Improvements (On-Call) (P0465)	Funding to support urgent repair and reconstruction needs on the Commuter Rail system.	Commuter Rail	Construction	\$3.4 M	\$16.5 M
Worcester Line Rail Corridor Improvements (P0262)	Implementation of various track, signal, communication, and power improvements along the Worcester Line of the Commuter Rail system to improve reliability and maintain a State-of-Good-Repair.	Commuter Rail	Construction	\$1.6 M	\$11.2 M
Commuter Rail - Replace CP3 Crossover (P0224)	Replacement of the rail crossover at CP3 Interlocking west of Lansdowne Station on the Framingham/Worcester Line to improve reliability and performance.	Commuter Rail	Closeout	\$1.6 M	\$2.7 M
Commuter Rail Gas Switch Heater Conversions (P0827)	Procurement and installation of sixty-five track switch heaters systemwide to prevent switch failures, reduce delays, and improve reliability and on-time performance during ice and snow conditions.	Commuter Rail	Construction	\$1.0 M	\$5.0 M
Rail Crossing Safety Upgrades (P1146)	Assessment, procurement, and testing of non-signalized protective devices to enhance safety at open pedestrian crossings on the Commuter Rail system.	Commuter Rail	Pre-Design	\$0.8 M	\$1.0 M
Brighton Fencing and ROW Improvements (P1349)	Removal of unwanted vegetation, installation of fencing, and support for maintenance-free landscaping and erosion controls along a section of Vineland Street in Brighton, enhancing safety, aesthetics, and environmental stability, while discouraging trespassing on MBTA property.	Commuter Rail	Pre-Design	\$0.7 M	\$0.7 M
On-call Commuter Rail Track 2 (P0211)	On-call construction services to support track and rail repair, replacement, and upgrades.	Commuter Rail	Closeout	\$0.6 M	\$19.8 M

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Guideway, Signal, and Power Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Wayside Bearing Acoustic Monitoring/Defect Detection (P0839)	Procurement and installation of wheel bearing acoustic monitoring and defect detection equipment on the Commuter Rail network to enhance preventive maintenance, safety, and reliability.	Commuter Rail	Construction	\$0.4 M	\$4.0 M
CSX ROW Property Acquisition (P0869)	Acquisition of the Milford Secondary right-of-way from CSX to ensure the continued operation of the Franklin Line to Forge Park and support long-term service reliability.	Commuter Rail	Closeout	\$0.2 M	\$13.2 M
NNEPRA- Haverhill Line Improvements (P0421)	Rail replacement along the Haverhill Line in collaboration with the Northern New England Passenger Rail Authority to support Downeaster service.	Commuter Rail	Closed	\$0.2 M	\$11.4 M
Fitchburg Line Small Starts - Track / Signal / Stations (P0083)	Track, signal, and station improvements on the Fitchburg Line supported by federal Small Starts grant funding.	Commuter Rail	Closeout	-	\$142.4 M
Walpole Lewis Wye Signal Improvements (P0206)	Reconstruction of track and signal elements at the Lewis Wye triangle junction near Walpole Station to support pilot service on the Foxboro Line.	Commuter Rail	Closeout	-	\$7.5 M
CPF-CAMP Property Taking for Access Road (P0209)	Acquisition of property at CPF-CAMP on the Fitchburg Line in Ayer to establish an access road for capital maintenance.	Commuter Rail	Closeout	-	\$0.4 M
Commuter Rail Slippery Rail Mitigation Project (P0617)	Upgrades at Commuter Rail layover locations to enhance sanding capability to mitigate slippery track conditions, improve traction and braking, and reduce delays in revenue service during fall and winter months.	Commuter Rail	Planning	-	\$0.6 M
Lynn Station Direct Fixation Repairs Track 1 & Station Amenities (P0632)	Removal of existing tracks and concrete base to install two new tracks on wooden ties at Lynn Commuter Rail Station. Includes land purchase in Lynn to support project development and station improvements.	Commuter Rail	Closeout	-	\$1.8 M

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Guideway, Signal, and Power Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Auburndale Fiber Optic Cable (P0821)	Installation of a new fiber optic connection between Cobble Hill dispatching center in Somerville and Auburndale Station on the Worcester Line to enhance communication reliability and operational efficiency.	Commuter Rail	Closeout	-	\$1.7 M
Haverhill Interlocking Improvements (P0880)	Installation of a new universal crossover at Franklin Street on the Haverhill Line to enhance operational flexibility, efficiency, and service reliability.	Commuter Rail	Planning	-	\$6.0 M
Traction Power Substation Phase 3 & 4 (P0143)	Funding to support a number of upgrades to traction power substations supporting MBTA transit service.	Systemwide	Planning	\$27.4 M	\$33.1 M
Power Systems Capital Maintenance (P0674)	Renewal and/or extension of the useful life of MBTA power assets identified as capital expenses outside of regular preventative or predictive maintenance activities.	Systemwide	Construction	\$18.8 M	\$25.0 M
Systemwide Power Systems Reliability Program (P0900)*	This project repairs and replaces electrical distribution infrastructure on facilities systemwide, including power cables, generators, transformers, traction power unit substations (TPSS), conductors, and manholes.	Systemwide	Design	\$18.1 M	\$24.9 M
Systemwide Electrical Unit Substation Upgrade/Replacement (P1149)*	This project will replace existing power and electrical equipment at unit substation (USS) locations, including AC feeder disconnect switches, and also includes the development of a USS design guide.	Systemwide	Planning	\$17.0 M	\$17.0 M
Systemwide Power Control Equipment Upgrade (P1213)	This project will provide equipment and fiber optic network upgrades to the MBTA power control system.	Systemwide	Pre-Design	\$15.0 M	\$15.0 M
Systemwide DC and AC Cable and Ductbank Replacement Program (P1318)*	Program addressing and replacing aging AC and DC cables and ductbanks out of a State of Good Repair systemwide.	Systemwide	Planning	\$12.0 M	\$12.0 M

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Guideway, Signal, and Power Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Transformer Replacements Phase 3 (P1430)*	This program continues upgrades to aging traction power substation (TPSS) transformers at key locations to enhance reliability, reduce maintenance costs, improve safety, and support system service.	Systemwide	New Project	\$9.0 M	\$9.0 M
E&M MOW Systemwide Initiatives (P0555)	Renewal of assets in addition to preventative or predictive maintenance associated with approximately 4,000ft of full depth track replacement and 3,000 tie replacements on the Blue, Red, and Orange Lines. Includes materials and support services.	Systemwide	Construction	\$8.2 M	\$39.2 M
Systemwide Transformer Replacement, Phase 2 (P0147)	Replacement of 15 transformers at 7 MBTA power substations: Bennett (3 units), Shawmut (2 units), Quincy Adams (2 units), Reservoir (2 units), Riverside (2 units), Braintree (2 units), and Airport (2 units).	Systemwide	Construction	\$7.9 M	\$27.9 M
Systemwide DC Power Protection Study and Protective Relay Upgrade (P1428)*	This project will create a systemwide DC power model to study protective relay coordination. Upgrading the existing relays will improve system performance and reliability.	Systemwide	New Project	\$6.5 M	\$6.5 M
South Boston - West Broadway Electrical Ductbank Replacement (P1431)*	This project will upgrade deteriorating electrical ductbanks and power cables. New ductbanks and cables will be installed to ensure reliable AC power distribution.	Systemwide	New Project	\$5.0 M	\$5.0 M
Ductbank Relocation Acceleration (P0705c)	Urgent repair, replacement, and relocation of collapsed AC and DC cable duct banks and manholes to ensure safe working conditions at Copley Square (Boston), Comm. Ave. and Hospital Road (Brighton), and Mount Auburn St. and Aberdeen Ave. (Cambridge).	Systemwide	Construction	\$4.9 M	\$12.7 M
115kV Breaker Replacement (P0900c)	This project replaces 30+ year-old breakers at South Boston Power Complex. In addition, breaker controls, interlockings and other protective devices will be replaced with modern equipment.	Systemwide	Construction	\$4.8 M	\$4.8 M
SCADA Upgrades (P0146)	Upgrades to the Power Supervisory Control and Data Acquisition (SCADA) communication network from leased lines to the Security Wide Area Network (SWAN) to provide high-speed ethernet connection at 24 traction power substations and unit substations.	Systemwide	Construction	\$4.2 M	\$10.9 M

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Guideway, Signal, and Power Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Power Systems Capital Maintenance Phase II (P0674d)	Replacement, rebuilding, and renewal of AC/DC distribution cables, pumping motors, air compressors, evacuation fans, transit line overhead contact systems, standby power generation equipment, and fire and CNG alarm systems.	Systemwide	Construction	\$4.1 M	\$28.8 M
Systemwide Generators Program - Emergency and Standby Power Systems (P1320)	Program accelerating the addition, repair, or replacement of generators, life safety emergency and standby power systems.	Systemwide	Planning	\$3.5 M	\$3.5 M
Power and System Reliability Projects - CTF (P1346)	State funding through the Rail Reliability Program which will be allocated to power infrastructure projects as needed.	Systemwide	Pre-Design	\$3.0 M	\$3.0 M
South Boston Power Complex Upgrade (P1427)*	This project will evaluate assets that have exceeded their useful service life at the South Boston Power Complex and develop a master plan for the future upgrades that are critical for maintaining the safety, reliability, and operation of the power system.	Systemwide	New Project	\$3.0 M	\$3.0 M
Track Capital Program (P1309)	Systemwide program to support the planning, design, and delivery of track upgrade projects.	Systemwide	Planning	\$2.6 M	\$4.0 M
Forest Hills to Roxbury Cable Replacement (P0843)	Replacement of medium voltage AC cable between the Forest Hills and Roxbury traction power substations.	Systemwide	Closeout	\$2.1 M	\$2.8 M
115KV Electro-Mechanical to Digital Relay Replacement (P0845)	Replacement of existing electro-mechanical relays with digital delays at 50 traction power substations systemwide.	Systemwide	Construction	\$1.5 M	\$2.4 M
Traction Power Substation FPE Circuit Breaker Replacement (P0842)	Replacement of 103 existing circuit breakers at 13 traction power substations throughout the system.	Systemwide	Construction	\$0.4 M	\$2.1 M

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Guideway, Signal, and Power Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
115KV Transformer Replacement Project (P0846)	Replacement of 3 transformers at the South Boston Power Complex which have reached the end of their useful life.	Systemwide	Construction	\$0.4 M	\$5.8 M
Power Systems Capital Maintenance - Distribution Cable Improvements (P0674a)	Replacement of out-of-service AC/DC distribution cables and associated infrastructure, including asbestos abatement and services to locate underground utility.	Systemwide	Construction	\$0.2 M	\$6.5 M
115KV Primary and Back-up Relay Replacement (P0847)	Replacement of outdated primary and backup relays at the MBTA's bulk power complex.	Systemwide	Construction	\$0.1 M	\$0.8 M
Short-Term Power Investments (P0280)	Short-term priority investments in the MBTA power infrastructure.	Systemwide	Construction	\$0.1 M	\$9.5 M
Traction Power Substation Control Battery Replacement (P0844)	Replacement of existing batteries at 50 traction power substations which have reached the end of their useful life.	Systemwide	Closeout	-	\$0.9 M
FTA Findings Program - ROW Access and Alternative Service Analysis (P1029)	Identification of infrastructure upgrades to improve right of way access; development of alternative service plans for diversions and work zone requests	Systemwide	Closeout	-	\$9.6 M
E&M Capital Maintenance Improvements (R0132)	Support for a variety of capital maintenance efforts systemwide.	Systemwide	Construction	-	\$2.5 M

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Maintenance and Administrative Facilities Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Cabot Yard Complete Upgrade (P0512)	Full rebuild of Cabot Yard, including upgrades to track, power, signal, communications, drainage, and other yard elements. This project includes upgrading track components to enable new Red Line trains to be stored in the yard.	Rapid Transit	Construction	\$142.4 M	\$317.7 M
Riverside Vehicle Maintenance Facility Modifications and Upgrades (P1010)*	Upgrading of the Riverside Vehicle Maintenance Facility to support the future Type 10 trains. This project will improve maintenance efficiency, safety, and reliability.	Rapid Transit	Design	\$66.3 M	\$67.4 M
Codman Yard Expansion and Improvements (P0679)	Improvements to Codman Yard, including in-kind replacement of existing infrastructure and the expansion of storage capacity to support the new Red Line trains.	Rapid Transit	Construction	\$37.8 M	\$116.7 M
Reservoir Yard and Non-Revenue Track Optimization and Reconfiguration (P1103)	Reconfiguration of various track elements in the vicinity of Reservoir Yard, including the lower West yard, East/West Wye, Chestnut Hill Avenue connection, B Branch connection, and the non-revenue track around Cleveland Circle.	Rapid Transit	Design	\$29.3 M	\$30.5 M
Lake Street Complex Demolition and Reconfiguration (P1101)	Demolition of the Lake Street facility and reconfiguration into an expanded yard. The site will be designed to maximize train storage, streamline yard operations, and eliminate a sharp curve in anticipation of the larger Type 10 light rail trains.	Rapid Transit	Design	\$27.6 M	\$29.3 M
Codman Yard Storage and Office Facility (P1222)	This project provides for the design of an office and dedicated facility to store, repair, and maintain critical signal equipment at the Codman Yard.	Rapid Transit	Design	\$9.5 M	\$9.6 M
Inner Belt Yard Expansion (P1336)*	Expansion of the Green Line Extension (GLX) Yard and adjacent construction of a new yard and Engineering & Maintenance building.	Rapid Transit	Design	\$8.9 M	\$8.9 M
Green Line Maintenance Facilities and Yards (P0920)	Assessment and design of improvements to the Reservoir, Riverside, Lake Street, and Inner Belt maintenance facilities and yards. These are needed to support the future Type 10 trains.	Rapid Transit	Pre-Design	\$6.7 M	\$10.0 M

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Maintenance and Administrative Facilities Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Wellington Yard Complete Upgrade (P0514)	Full rebuild of Wellington Yard, including upgrades to track, power, signal, communications, drainage, and other yard elements.	Rapid Transit	Closeout	\$6.5 M	\$291.2 M
Inner Belt Vehicle Maintenance Facility Modifications & Upgrades (P1011)	Design and installation of a new hoist at the Inner Belt Vehicle Maintenance Facility to accommodate the future Type 10 trains. This upgrade will enhance the facility's maintenance capabilities and improve efficiency.	Rapid Transit	Design	\$4.7 M	\$12.4 M
Cabot Signal Relay Shop Upgrades (P1134)	This project provides improvements to the signal repair facility located at Cabot Yard, including HVAC and safety systems, as well as concrete walkways and stairs.	Rapid Transit	Design	\$4.1 M	\$4.1 M
Red and Orange Line Facilities Wi-Fi (P1322)	Addition of Wireless Access Points to rail maintenance facilities and storage yards in support of the new Red and Orange Line fleets.	Rapid Transit	Planning	\$3.0 M	\$3.0 M
Cabot Facility Flood Mitigation (P0950)	Emergency repairs due to flooding at Cabot Maintenance Facility. Includes clean-up and restoration of Cabot Yard and replacement of the substation transformer, compressors, and related equipment due to a flooded manhole.	Rapid Transit	Closeout	\$2.5 M	\$4.1 M
Riverside Overhead Cranes (P1414)*	Replacement of obsolete overhead cranes at Riverside Vehicle Maintenance Facility with new cranes that will be compatible with new Type 10 Green Line vehicles.	Rapid Transit	New Project	\$2.4 M	\$2.4 M
Orient Heights Storage and Office Facility (P1221)	This project provides for the design of an office and dedicated facility to store, repair, and maintain critical signal equipment at the Orient Heights Yard.	Rapid Transit	Pre-Design	\$2.0 M	\$2.0 M
Von Hillern Yard Storage Facility (P1223)	This project provides for the design of a dedicated facility to store, repair, and maintain critical signal equipment at the Codman Yard.	Rapid Transit	Design	\$1.9 M	\$2.0 M

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Maintenance and Administrative Facilities Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Riverside Yard Optimization Design (P1334)	Reconfiguration of Riverside Yard to optimize storage capacity to accommodate the new Type 10 trains.	Rapid Transit	Design	\$1.6 M	\$4.0 M
Cabot Training Facility (P0942a)	Renovation of the existing remediation building at Cabot to provide space for Transit Facilities Maintenance machinists and heavy rail training	Rapid Transit	Design	\$1.2 M	\$2.8 M
Green Line Yards - Track Upgrades (P0925)	On-call services for assessment and maintenance of trackwork (demolition, repairs, and installation of new tracks and components) to ensure a state of good repair at the Green Line's Reservoir, Riverside, and Lake Street Yards.	Rapid Transit	Pre-Design	\$1.0 M	\$2.3 M
Green Line and Blue Line Wheel Scanners (P0624)	Assessment of specifications and locations to install a Wheel Scanner System on the Green and Blue Lines to verify accuracy of wheel profiles and streamline maintenance efforts. Includes system procurement, installation, and testing.	Rapid Transit	Construction	\$1.0 M	\$2.1 M
Wellington Maintenance Facility IT/Communications Upgrade (P1106)	Rehabilitation of the communications rooms at Wellington Maintenance Facility in an effort to provide streamlined, uninterrupted service and optimize the communications network.	Rapid Transit	Construction	\$0.5 M	\$1.2 M
Braintree and Codman Yard Security Upgrades (P0390)	Implementation of security improvements at Braintree Station and Codman Yard on the Red Line.	Rapid Transit	Closeout	-	\$1.2 M
Quincy Bus Facility Modernization (P0671a)*	Relocation and replacement of the Quincy Bus Maintenance Facility. The new, modernized facility will expand capacity and includes the infrastructure necessary to support the MBTA's first battery-electric bus (BEB) fleet.	Bus	Construction	\$230.9 M	\$476.2 M
Bus Facility Improvements (P0942)*	Upgrades to lighting, drainage, pavement, locker and break rooms, flooring, windows, doors, HVAC, and other components at bus maintenance facilities as part of the MBTA's commitment to IAM Local 264.	Bus	Construction	\$38.8 M	\$98.6 M

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Maintenance and Administrative Facilities Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
North Cambridge Bus Facility Retrofits (P0671c)	Renovation of North Cambridge facility to support conversion to battery electric bus (BEB) fleets and bus electrification.	Bus	Construction	\$16.2 M	\$44.1 M
Bus Facility Modernization Program (P0671)	Strategy development and initial planning and design for the replacement or rehabilitation of MBTA bus facilities to improve workforce conditions and efficiency while supporting the transition to battery electric bus (BEB) infrastructure.	Bus	Pre-Design	\$10.1 M	\$71.0 M
Arborway Bus Facility - Design Funding (P0671b)	Design funding to support the construction of a new Arborway bus facility to accommodate battery electric bus (BEB) infrastructure and bus electrification.	Bus	Design	\$8.3 M	\$8.5 M
Facility Circulation Safety Improvements (P1003)	This project will assess vehicular and pedestrian circulation at MBTA bus facilities and implement necessary improvements to enhance employee safety.	Bus	Construction	\$7.1 M	\$15.5 M
Charlestown Campus State of Good Repair (P1136)	This project provides improvements to address code compliance, occupant safety, and State of Good Repair in 12 buildings at the Charlestown campus.	Bus	Design	\$6.2 M	\$9.0 M
Bus Wi-Fi (P0673r)*	Addition of wireless access points to bus maintenance facilities and storage yards to support better tracking of maintenance issues and activities and allow maintenance staff to use tablets for tracking and inspection.	Bus	Design	\$5.1 M	\$6.0 M
Rail and Bus Lift Upgrade Program (P0494)	Procurement of lifts for bus and rail cars to enable preventive maintenance work and associated repairs to revenue fleet vehicles.	Bus	Construction	\$1.5 M	\$10.0 M
Wellington Bus Maintenance Facility (P0671d)	Construction of a new bus maintenance facility near Wellington Station in Medford to replace capacity at two facilities not in a State of Good Repair and support the transition to a battery electric bus fleet.	Bus	Planning	\$1.4 M	\$55.3 M

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Maintenance and Administrative Facilities Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Enterprise Fuel Management System (P0634)	Enterprise fuel management solution (FMS) for automated and controlled fuel issuances to systemwide fleet and equipment and management of central fueling infrastructure. Includes upgrades, improvements, and repairs to existing fuel sites.	Bus	Construction	\$1.3 M	\$7.5 M
Everett Bus - Flowfill Repairs (P0106)	Floor slab maintenance to support undermined foundations by filling crawl space with air-entrained cellular concrete and performing required environmental remediation by capping contaminated soil below floor slab.	Bus	Closeout	\$1.2 M	\$13.9 M
Permanent Building Space for Arborway Bus Operators (P1002)	This project provides permanent building space for bus operators at Arborway.	Bus	Planning	\$0.6 M	\$1.5 M
Charlestown Bus - Seawall Rehabilitation (P0104)	Stabilization of the Mystic River shoreline and replacement of existing seawall to protect Charlestown Bus Facility from flooding. Includes a collaboration with Massachusetts DCR to build a multi-use public path along the seawall.	Bus	Closeout	\$0.3 M	\$46.2 M
Charlestown Facade Investigation & Repairs (P1018)	Assessment and renovation of brick façade at the Charlestown bus garage.	Bus	Construction	\$0.2 M	\$0.6 M
Commuter Rail Facilities State of Good Repair (P1144)*	Critical facilities improvements across the Commuter Rail network to enhance operational resilience and performance. Includes replacement of the car wash building, overhead cranes, HVAC units, and other infrastructure at Boston Engine Terminal (BET), and additional facility upgrades systemwide.	Commuter Rail	Design	\$48.7 M	\$72.5 M
Widett Layover and Maintenance Facility (P0952)*	Preliminary design for a Commuter Rail layover facility at Widett Circle in South Boston.	Commuter Rail	Design	\$39.1 M	\$41.9 M
BET Fluid Systems Replacement (P1144a)	Replacement of fuel and lube oil lines from exterior tank locations to the Boston Engine Terminal (BET) maintenance facility in Somerville to support Commuter Rail operations, ensuring safety, reliability, and compliance.	Commuter Rail	Design	\$19.1 M	\$19.8 M

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Maintenance and Administrative Facilities Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Energy Efficiency (P0290)	Evaluation and installation of energy conservation measures across the MBTA system. This includes but is not limited to high performance windows/doors, HVAC systems and controls, compressor/leak fixes, envelope improvements, and renewable energy.	Commuter Rail	Implementation	\$10.6 M	\$30.4 M
BET Roof and HVAC Replacement (P1144b)	Replacement of a 400-square-foot roof at the Boston Engine Terminal (BET) maintenance facility in Somerville with a new 25-year roofing system to ensure long-term durability and protection.	Commuter Rail	Design	\$7.8 M	\$7.8 M
Billerica Maintenance-of-Way Repair Facility (P0609)*	Design and construction of a new maintenance-of-way equipment repair facility with equipment storage tracks, material laydown storage, and other capabilities to support right-of-way maintenance needs and to vacate currently used property in Cambridge and Somerville.	Commuter Rail	Design	\$7.5 M	\$12.5 M
Commuter Rail Employee Facility Replacement and State of Good Repair Program (P1305)*	Replacement of outdated staff accommodations for Commuter Rail maintenance-of-way staff, rolling stock maintenance staff, and train crews. Upgrades include new trailers, permanent bathrooms, and showers to improve working conditions and facility infrastructure.	Commuter Rail	Design	\$3.6 M	\$3.8 M
Commuter Rail Environmental Compliance Program (P0955)*	Support for ongoing environmental compliance programs at Boston Engine Terminal (BET) in Somerville, implementation of a phosphorus reduction program at North Station, and tank removal and stormwater drainage improvements systemwide to enhance environmental sustainability and regulatory compliance.	Commuter Rail	Implementation	\$2.9 M	\$7.2 M
Commuter Rail Maintenance Facility Improvements (P1258)	Implementation of critical State-of-Good-Repair facility improvements at Boston Engine Terminal (BET) and other facilities, including HVAC unit replacement, fire suppression system reconstruction, lighting replacement, and additional upgrades to enhance safety, efficiency, and reliability.	Commuter Rail	Construction	\$2.5 M	\$4.4 M
South-Side Commuter Rail Maintenance Facility (P0863)	Assessment and design for a new Commuter Rail maintenance and layover facility at Readville. Includes design for future construction of multiple maintenance bays within Yard 1 and Upper Yard 2.	Commuter Rail	Design	\$2.3 M	\$9.6 M
Haverhill Layover Facility Relocation (P0865)	Relocation of the Bradford Layover Facility on the Haverhill Line to improve operational efficiency, capacity, and service reliability.	Commuter Rail	Design	\$1.1 M	\$5.2 M

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Maintenance and Administrative Facilities Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Billerica MOW Repair and Storage Facility (P1171)	Funds to design and construct a new, fully accessible Commuter Rail maintenance facility, storage yards, and tracks in Billerica, with eight service bays, wash bay, overhead bridge crane, office space, and employee amenities.	Commuter Rail	Design	\$1.0 M	\$7.2 M
Widett Layover and Maintenance Facility - Site Securement (P0952b)	Construction of temporary safety and security infrastructure at Widett Circle in South Boston to secure the site, prevent trespassing, and address safety and security concerns following recent acquisition.	Commuter Rail	Design	\$0.8 M	\$1.5 M
Fluid Dispensing System Upgrades (P0622)	Replacement and upgrade of fluid and fuel filling/dispensing equipment at Boston Engine Terminal (Somerville) and Widett Service and Inspection Facility (Boston) to enhance maintenance efficiency at key locomotive servicing and fueling locations.	Commuter Rail	Construction	\$0.7 M	\$4.0 M
Iron Horse Operations Control Center (P0472)	Construction of new operations control center in Billerica to support up to 38 dispatchers for north-side Commuter Rail and Pan Am freight operations.	Commuter Rail	Closeout	\$0.5 M	\$44.4 M
Pawtucket Layover Improvements (P0515)	Improvements to the Pawtucket Layover Facility, including additional roof clearance for catenary installation, an additional track pit on Track 5, sanitary facilities, and welding equipment for repairs.	Commuter Rail	Construction	\$0.1 M	\$10.9 M
Retrofit Building for HVAC Shop at BET (P0231)	Replacement of the existing roof, siding, and roll-up doors and installation of new interior/exterior shelving for the HVAC Shop at Boston Engine Terminal.	Commuter Rail	Closeout	\$0.1 M	\$4.4 M
Neponset Midday Layover Electric Plug-ins (P0258)	Installation of electric plug-ins at the Neponset Layover Facility to provide power to Commuter Rail fleets during midday layover periods, improving efficiency and sustainability.	Commuter Rail	Closeout	-	\$3.9 M
Wheel Truing Machine Replacement Project (P0407)	Replacement of wheel truing machine at the Boston Engine Terminal (BET) maintenance facility to improve efficiency, resource availability, and maintain a State-of-Good-Repair.	Commuter Rail	Closeout	-	\$4.2 M

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Maintenance and Administrative Facilities Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Southside Service & Inspection Facility Train Wash System (P0640)	Upgrades to Commuter Rail washing systems at Widett Service and Inspection (S&I) Facility in Boston to enhance the filter wash system and improve water drainage disposal, ensuring more efficient and environmentally compliant operations.	Commuter Rail	Design	-	\$1.7 M
Rochester Improvements (P0657)	Upgrades to the Rochester Commuter Rail Facility in Wareham, including wheel truing machine installation, track and layover modifications, inspection pit construction, lighting upgrades, fire suppression systems, and HVAC improvements to enhance maintenance efficiency and safety.	Commuter Rail	Construction	-	\$6.0 M
Upgrade HVAC & Exhaust Systems at Widett Circle (P0668)	Upgrades and replacements of HVAC and exhaust systems at Boston Engine Terminal (BET) in Somerville and Widett Service and Inspection (S&I) Facility in Boston to enhance air quality, safety, and operational efficiency.	Commuter Rail	Construction	-	\$2.5 M
South Station Office Space Restoration (P0838)	Restoration of administrative MBTA office space at South Station following damage from a pipe leak and water infiltration, ensuring a functional and secure workspace.	Commuter Rail	Construction	-	\$0.2 M
Rochester Facility Vehicle Acceptance Support (P1163)	Upgrades to the Rochester Commuter Rail Facility in Wareham to support the testing and commissioning of new South Coast Rail coaches, enhancing infrastructure and operational readiness.	Commuter Rail	Construction	-	\$14.0 M
Ferry Facilities - Capital Renewal (P1416)*	Programmatic capital support required to maintain State of Good Repair at the primary ferry vessel layover facility in Quincy, ensuring long-term reliability and operational efficiency.	Ferry	New Project	\$2.0 M	\$2.0 M
RIDE Facility Improvements (P1344)	This project will relocate and consolidate The RIDE's operations control and call center (TRAC), the MBTA's Mobility Center, and a vehicle pull-out facility to MBTA-owned property at 200 Newport Avenue in Quincy.	Paratransit	Design	\$1.4 M	\$3.0 M
Everett Building Floor Repairs (P1216)	Floor repairs in the Everett Commuter Rail Maintenance Facility building.	Multimodal	Pre-Design	\$18.7 M	\$18.8 M

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Maintenance and Administrative Facilities Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Fall Protection - Cabot and Mattapan Maintenance Facilities (P1402)*	Installation of fall protection platforms at Cabot and Mattapan Vehicle Maintenance Facilities to improve worker safety and support the maintenance of new vehicles with rooftop-mounted equipment.	Multimodal	New Project	\$3.1 M	\$3.1 M
Everett Main Repair Equipment Upgrade (P0673zb)	Procurement of industry-specific equipment and machinery intended to increase production capacity and efficiency of departments within the Everett Main Repair facility.	Multimodal	Construction	\$2.6 M	\$3.3 M
Systemwide Fire Suppression Systems Repairs (P1117)*	Replacement and upgrade of fire-suppression systems. Includes replacement of standpipe system at Braintree Station, and replacement of sprinkler systems at Albany Bus garage, Andrew Station and Charlestown Building No. 14.	Systemwide	Construction	\$28.3 M	\$31.0 M
Facility Roof Replacement (P0126)*	Replacement and repair of roofs at MBTA facilities. This project also includes verification of structural capacity and code review to provide modifications if needed.	Systemwide	Construction	\$26.0 M	\$74.8 M
Systemwide Trailer Replacement Program (P1224)*	This project provides for the systemwide replacement of employee-occupied trailers with permanent structures.	Systemwide	Construction	\$18.6 M	\$20.4 M
Systemwide Replacement of Lifts and Cranes (P1215)*	Systemwide renewal, replacement, and overhaul of vehicle lifts and cranes. This effort supports bus and train maintenance to help those groups ensure maximum uptime for passenger service.	Systemwide	Construction	\$17.2 M	\$17.5 M
200 Newport Ave Operations Control Center (OCC) Construction (P2206a)*	Design and construction to relocate the existing Operations Control Center (OCC) from 45 High St, Boston to the 8th floor of 200 Newport Ave, Quincy. Additional MBTA personnel, such as vehicle maintenance dispatchers, will also relocate to the new space. 45 High St will be retained as a backup OCC.	Systemwide	Design	\$15.2 M	\$16.0 M
Facilities Improvements On-Call (P1111)	Small- to medium-sized facility repairs and improvements on an on-call basis. Work takes place at facilities across the system and is prioritized based on safety and operation needs.	Systemwide	Construction	\$14.9 M	\$19.1 M

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Maintenance and Administrative Facilities Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Systemwide Employee Breakroom and Bathroom Improvement Program (P1220)	This project provides systemwide renovations and improvements to MBTA employee breakrooms and bathrooms.	Systemwide	Design	\$14.9 M	\$15.0 M
Capital Spares Warehouse (P1135)	Lease of a warehouse in West Bridgewater to serve as a central repository for capital spares.	Systemwide	Closeout	\$10.2 M	\$15.0 M
Climate Adaptation/ Readiness - FY25 State Fair Share (P1348)	FY25 State Fair Share funds for Climate Resilience, which will support pump room upgrades along the Blue Line.	Systemwide	Planning	\$10.0 M	\$10.0 M
45 High St. Master Plan, Systems Resiliency, and Tenant Fit-Out (P0603)	This project will develop a master plan for increasing systems resiliency (power, communications) at the Operation Control Center located at 45 High Street.	Systemwide	Construction	\$8.1 M	\$9.3 M
Sprinkler & Fire Life Safety Systems - Transit Facilities (P0564)	This project will implement improvements to sprinkler and fire systems at transit facilities.	Systemwide	Design	\$7.4 M	\$18.4 M
Systemwide Storage Tank Compliance Program (P0663)	Upgrade and replacement of fluid storage tanks and associated infrastructure across the MBTA system. Immediate priority work includes permanent closure of existing steel underground tanks and replacement of such tanks at select locations.	Systemwide	Construction	\$5.2 M	\$7.0 M
Everett Office Fit Out/Construction (P1256)	Reconfiguration and reconstruction of office space for MBTA staff at Building 2 of the MBTA's Everett facility.	Systemwide	Construction	\$5.0 M	\$9.0 M
Rail WiFi (P1156)	Addition of wireless access points to rail maintenance facilities and storage yards to support better tracking of maintenance issues and activities and allow maintenance staff to use tablets for tracking and inspection.	Systemwide	Construction	\$4.9 M	\$5.6 M

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Maintenance and Administrative Facilities Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Quincy Newport Ave. Property Acquisition (P1264)	Purchase of property in Quincy, MA with the intent to use as MBTA administrative office space.	Systemwide	Pre-Design	\$4.6 M	\$19.5 M
Various Remediation Projects (P0297)*	Funding to support environmental remediation efforts at various maintenance and operational facilities.	Systemwide	Implementation	\$4.5 M	\$5.6 M
Transit Facilities Maintenance Capital Expenses (P1218)	Renewal and extension of the useful life of assets across transit facilities. These assets include, but are not limited to, heating, ventilation, air-conditioning systems, pump systems, compressed air systems, and exhaust systems.	Systemwide	Pre-Design	\$4.4 M	\$5.0 M
Systemwide Pavement Repairs (P1118)	Asphalt and concrete repairs to yards, busways and sidewalks systemwide. Sites include Everett Maintenance Facility, North Quincy busway, Arlington Heights busway, Clarendon Hil busway, Lebanon Loop busway, and numerous manhole and asphalt patch repairs across the system.	Systemwide	Construction	\$3.4 M	\$5.0 M
Facility Safety Improvements (P1219)	Funds to ensure that facilities and buildings are compliant with safety regulations. This includes, but is not limited to, fall-hazard elimination, upgrades to bus entry doorways, maintenance of exhaust fans, and other safety related initiatives.	Systemwide	Pre-Design	\$3.2 M	\$4.0 M
Storage Building at South Boston Power Facility (P1217)	This project provides a new dedicated storage facility at the South Boston Power Facility to improve safety.	Systemwide	Pre-Design	\$2.5 M	\$2.5 M
Exterior Vehicle Inspection Yard Improvements (P1410)*	This project will upgrade vehicle maintenance and storage yards to ensure the safe and efficient inspection of vehicles by MBTA motorpersons.	Systemwide	New Project	\$2.5 M	\$2.5 M
Industrial Wastewater Improvements (P0670)*	Systemwide program to inventory, assess, and plan for the rehabilitation of the MBTA's underground pump infrastructure.	Systemwide	Planning	\$1.9 M	\$4.4 M

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Maintenance and Administrative Facilities Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
E&M Facilities Standpipe Capital Expenses (P1127)	Upgrade of fire suppression systems through the replacement of existing hydrants and installation of a dry fire standpipe system at Cabot Yard, Wellington Carhouse, and Orient Heights Carhouse.	Systemwide	Construction	\$1.8 M	\$2.2 M
Facility Masterplan (P1303)	Development of a masterplan to strategically prioritize State of Good Repair and modernization needs at passenger and workforce-facing facilities, including follow-on campus plans.	Systemwide	Planning	\$1.7 M	\$2.0 M
MBTA Electric Vehicle Charging Stations Program (P1302)	Installation of Electric Vehicle Charging Stations for MBTA non-revenue vehicles and customers at MBTA maintenance facilities and stations.	Systemwide	Planning	\$1.7 M	\$2.1 M
E&M Facilities Safety and Reliability Capital Expenses (P1128)	Support for a variety of improvements to facilities to be carried out by Transit Facilities Maintenance. Includes replacement of compressed air systems, pump systems, crane and hoist systems, HVAC, exhaust systems, and others.	Systemwide	Construction	\$1.4 M	\$2.3 M
Job Order Contracting (P1112)	On-call repair work at stations and facilities to be performed by several small contractors as needed. Improvements include Albany Bus Garage, Everett Maintenance Facility, Transit Police Headquarters, and numerous staircases systemwide.	Systemwide	Construction	\$1.3 M	\$3.0 M
Systemwide Water and Drainage System Repairs (P1301)	Updates and repairs to extend the useful life of water and drainage systems, including drain unblocking, piping replacement and repair, and drain maintenance at facilities across the system.	Systemwide	Planning	\$1.0 M	\$2.0 M
South Boston Power Complex Fence Replacement (P1425)*	This project will replace the existing non-serviceable security fence at the South Boston Power Complex.	Systemwide	New Project	\$1.0 M	\$1.0 M
Charlestown Master Plan (P0616)	Development of a master plan for the MBTA's Charlestown campus. Reassessments based on staffing growth and need for new training and crew space; ongoing SGR challenges.	Systemwide	Pre-Design	\$0.9 M	\$3.0 M

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Maintenance and Administrative Facilities Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Systemwide Facility Needs and Programming Study (P0661)	This study will provide a comprehensive analysis of MBTA facilities to prioritize improvements and is part of a broader systemwide facility improvement program for MBTA maintenance and operations facilities.	Systemwide	Planning	\$0.6 M	\$1.0 M
10 Park Plaza Leasehold Improvements (P1015)	This project will support leasehold improvements of the MBTA administrative offices at 10 Park Plaza.	Systemwide	Construction	\$0.6 M	\$9.0 M
HVAC Assessment and Upgrade Program (P1412)*	This project will update and extend the useful life of the HVAC systems at MBTA facilities identified during inspections and maintenance programs.	Systemwide	New Project	\$0.5 M	\$0.5 M
45 High Street - Data Center Upgrades (P0097)*	Upgrades to data servers and renovations of the 4th floor at 45 High St. and the fire command center located in the building's lobby, including additional life-safety improvements.	Systemwide	Construction	\$0.5 M	\$13.7 M
Facilities - Future of Work Fit-Out/Construction (P1110)	Retrofitting of existing MBTA office space to align with the future of work/hybrid work environment at 10 Park Plaza.	Systemwide	Construction	\$0.4 M	\$5.5 M
Facility On-Call (P0112)	Facilities improvements related to asphalt repairs, general engineering services, and the reconstruction of the Reservoir Station Busway.	Systemwide	Closeout	\$0.2 M	\$27.2 M
Transit Facilities Capital Maintenance (P0914)	Systemwide replacement or improvement of bus lifts, cranes, boilers, HVAC components, leaks, cracks, and air, sewer, and exhaust systems, as well as other facility elements that support revenue service and vehicle maintenance.	Systemwide	Closeout	\$0.2 M	\$2.5 M
Warehouse & Garage Stockroom Security (P0764)	Security improvements to warehouse and garage stockroom facilities.	Systemwide	Closeout	\$0.1 M	\$0.8 M

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Maintenance and Administrative Facilities Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Lactation Pod Pilot (P1335)	Construction of pilot lactation rooms for MBTA staff.	Systemwide	Construction	\$0.0 M	\$0.1 M
10 Park Plaza - Data Center Upgrades (P0096)	Upgrades to data center at 10 Park Plaza administrative offices.	Systemwide	Closeout	\$0.0 M	\$0.8 M
Transit Facility Maintenance Program (P0763)	Funding to support various ad hoc improvements to MBTA transit facilities.	Systemwide	Construction	-	\$2.0 M
Traction Power Substation Epoxy Floor Replacement (P0905)	Replacement of 30 epoxy floors designed to isolate high currents used to provide power to DC traction service to minimize risks and ensure personnel safety.	Systemwide	Construction	-	\$1.0 M

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Passenger Facilities Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
B Branch Short Term Accessibility Improvements (P1009a)	This project will upgrade all inaccessible station platforms along Commonwealth Avenue on the B Branch. It includes design and construction for Blandford St., Packard's Corner, Warren St., Griggs St., Allston St., Sutherland Rd., Chiswick Rd., Chestnut Hill Ave., and South St.	Rapid Transit	Design	\$109.7 M	\$111.7 M
Symphony Station Improvements (P0168)	Upgrade Symphony Station to a modern and fully accessible passenger facility. Includes construction of four new elevators, raised platforms, accessible restrooms, installation of egress stairs, and upgraded fire alarm systems.	Rapid Transit	Construction	\$93.1 M	\$120.8 M
Downtown Crossing Vertical Transportation Improvements Phase 2 (P0074)	Design and construction of 3 new elevators to provide vertical transfers from the Red Line northbound to the Orange Line southbound platform, and from the Orange Line northbound to the Red Line southbound platform at Downtown Crossing.	Rapid Transit	Design	\$72.1 M	\$98.0 M
Newton Highlands Green Line Station Accessibility Project (P0129)*	Accessibility improvements at Newton Highlands Station on the Green Line D Branch, including ramps covered with canopies, raised platforms, one at-grade pedestrian crossing, site lighting, new platform shelter, and covered bike racks.	Rapid Transit	Design	\$59.8 M	\$68.6 M
C Branch Short Term Accessibility Improvements (P1009b)	This project will upgrade all inaccessible station platforms along Beacon Street on the C Branch. It includes design and construction for Hawes St., Kent St., Saint Paul St., Summit Ave., Brandon Hall, Fairbanks St., Tappan St., Dean Rd., and Englewood Ave.	Rapid Transit	Procurement	\$56.2 M	\$57.4 M
Central Square Station Accessibility Improvements (P0929)	Elevator and escalator replacement, new redundant elevators, and accessibility improvements at Central Station. Includes accessible restrooms, upgrades to electrical and life safety systems, and improvements to amenities, wayfinding, and signage.	Rapid Transit	Design	\$51.7 M	\$55.7 M
Jackson Square Station Accessibility Improvements (P1249)	Accessibility improvements at Jackson Square Station on the Orange Line, including construction of a new elevator and modernization of existing elevator.	Rapid Transit	Design	\$35.2 M	\$35.5 M
Forest Hills Improvement Project (P0163)	Design and construction of various upgrades at Forest Hills Station to deliver improved accessibility, safety, and comfort for riders.	Rapid Transit	Design	\$26.4 M	\$32.6 M

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Passenger Facilities Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Alewife Garage Rehabilitation (P0605)	Near-term maintenance needs for Alewife parking garage including repairs to structural elements	Rapid Transit	Construction	\$23.2 M	\$76.0 M
Green Line Surface Station Accessibility I (P0890)	Accessibility upgrades to 4 stations on the Green Line D Branch (Beaconsfield, Chestnut Hill, Eliot, and Waban). The project includes multiple phases with interim and longer term accessibility upgrades.	Rapid Transit	Construction	\$19.6 M	\$32.9 M
Blue Line Studies and Improvements (P0901)	Various studies and improvements on the Blue Line.	Rapid Transit	Planning	\$11.3 M	\$12.0 M
Hynes Convention Center Station (P0626)	Improvements to Hynes Convention Center Station. These include upgraded fare gates, egress, wayfinding, and signage, as well as raised platforms and redundant elevators. The electrical, fire, communications, HVAC, plumbing, lighting, and security systems will also be upgraded.	Rapid Transit	Design	\$7.7 M	\$15.2 M
Track Improvement Program – Piggyback Projects (P1266)	Various improvements to passenger facilities and assets on the right-of-way accomplished as a result of access enabled by the Track Improvement Program.	Rapid Transit	Closeout	\$7.3 M	\$7.3 M
Alewife Station Roof Urgent Response (P1179)	Post accident temporary and permanent repairs to the Alewife Station Headhouse roof and structure.	Rapid Transit	Construction	\$7.3 M	\$8.1 M
Legacy Fare Gate Replacement (P1434)*	Replacement of existing legacy fare gates across the entire transit system.	Rapid Transit	New Project	\$7.0 M	\$7.0 M
Braintree and Quincy Adams Garage Rehabilitation (P0087)	Full rehabilitation of the Red Line's Braintree Station and Quincy Adams Station parking garages to extend the operable service life of each facility by forty years.	Rapid Transit	Construction	\$4.5 M	\$132.8 M

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Passenger Facilities Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Systemwide Passenger Facility Needs Assessments (R0031)	This project provides for the assessment of stations on the Blue, Green, Orange, and Red Lines along with minor repairs as needed.	Rapid Transit	Planning	\$3.6 M	\$5.8 M
Milton Station Sloped Walkway (P1165a)	Design and construction of a sloped walkway providing an accessible connection from Adams St. to Milton Station on the Mattapan Line.	Rapid Transit	Construction	\$3.3 M	\$3.8 M
Green Line D Branch Enhanced Accessibility Improvements (P1232)	Accessibility improvements on the Green Line D Branch to improve existing station entrances and increase accessibility.	Rapid Transit	Pre-Design	\$2.3 M	\$24.0 M
Orient Heights Station Drainage and Flood Vulnerability Assessment (P0167)	This project will develop an integrated drainage model and flood vulnerability assessment for the Orient Heights maintenance site.	Rapid Transit	Closeout	\$2.0 M	\$32.9 M
Alewife Redevelopment (P0605a)	Redevelopment of the Alewife Station area, including deconstruction of the existing garage and new parking through a privately financed mixed-use project. Current work includes pre-development planning, an initial garage deconstruction study, and updates to existing conditions reports.	Rapid Transit	Planning	\$2.0 M	\$3.0 M
Security Upgrades at Harvard, Davis, and Alewife Stations (P1401)*	Improvements to security system design at Harvard, Davis, and Alewife Stations, which have been identified as locations in need of critical upgrades.	Rapid Transit	Pre-Design	\$1.7 M	\$1.7 M
Short Term Accessibility Improvements - FTA Compliance Actions (P1009)	Addresses ADA compliance at up to 14 street level stations on the Green Line B and C branches.	Rapid Transit	Design	\$1.5 M	\$5.6 M
JFK Station and Busway Safety and Accessibility Reconstruction (P1231)	Planning of a new JFK/UMass station and busway to increase safety, accessibility, and climate resiliency through station redesign, new stairs and elevators, and busway alterations.	Rapid Transit	Pre-Design	\$1.4 M	\$2.3 M

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Passenger Facilities Program

Reliability / Modernization

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Green Line B Branch Consolidation (P0003)	Consolidation of four Green Line B-Branch stops into two new, fully accessible stations: Babcock Street and Amory Street. Features include accessible boarding and exits, security and lighting upgrades, and longer platforms to accommodate the new Type 10 trains.	Rapid Transit	Closeout	\$1.3 M	\$31.5 M
Green Line E Ink Sign Deployment (P0910)	Installation of solar-powered, electronic ink (E Ink) screens at up to 32 surface-level Green Line stations to provide riders with in-station real-time arrival information.	Rapid Transit	Pre-Design	\$1.0 M	\$3.4 M
Wonderland Garage PVC Conduit Replacement (P1121)	Replacement of PVC conduit with Rigid Galvanized Steel (RGS) conduit in designated areas at Wonderland, per State Electrical and Building Inspector guidance.	Rapid Transit	Closeout	\$0.9 M	\$7.5 M
Elevator Program (P0066)	Design and construction funding for elevator improvements on the rapid transit system. Individual elevator projects are separated into unique projects once construction stage is reached.	Rapid Transit	Closeout	\$0.9 M	\$49.1 M
Oak Grove Station Vertical Transportation Improvements (P0076)	Accessibility upgrades at Oak Grove station, including three elevators, replacement of one existing elevator, sidewalk repairs, and wayfinding and station-brightening improvements.	Rapid Transit	Construction	\$0.8 M	\$41.3 M
Harvard/Central Elevator (P0066e)	Replacement of existing station elevator No. 821 at Harvard Square and No. 861 at Central Square on the Red Line, per ADA/BCIL requirements. Also includes replacement of central escalator No. 360.	Rapid Transit	Closeout	\$0.7 M	\$19.5 M
Platform Gap Assessments on Heavy Rail Platforms (P0491d)	This project will analyze horizontal and vertical gaps at heavy rail platforms for ADA compliance purposes.	Rapid Transit	Closeout	\$0.4 M	\$0.6 M
Orient Heights Storm Water Drainage Improvements (P1400)*	This project will explore the feasibility and cost of alternative solutions to redirect storm drains at the Orient Heights parking lot in response to a 2023 Notice of Violation for an illicit stormwater connection.	Rapid Transit	New Project	\$0.2 M	\$0.2 M

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Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Downtown Crossing Elevator Phase 1 (P0066g)	Installation of two new elevators at Downtown Crossing to meet ADA and BCIL requirements. Includes exit gate improvements, creation of 'points of safety' with fire/smoke rated wall and door assemblies, and a new fire alarm system.	Rapid Transit	Closeout	\$0.1 M	\$19.8 M
Oak Grove Elevator 800 Outage - Emergency Shuttle (P1026)	Emergency shuttle to support accessible service at Oak Grove Station due to elevator outage.	Rapid Transit	Implementation	\$0.1 M	\$0.3 M
Wonderland Parking Facility (P0093)	Replacement of PVC conduit at Wonderland garage elevators and lobbies, transit station, plaza elevators, and egress paths.	Rapid Transit	Closeout	\$0.0 M	\$11.3 M
Quincy Adams Accessibility Improvements (P0066a)	Replacement of three existing elevators and addition of new elevator at Quincy Adams, according to ADA/BCIL requirements. Also includes upgrades to mechanical, communication, and safety systems, as well as wayfinding signage.	Rapid Transit	Construction	-	\$13.9 M
Wollaston Station / Quincy Center Garage Demolition (P0169)	Complete modernization of Wollaston Station, demolition of the top 3 levels of the Quincy Center parking garage, replacement of one elevator at Quincy Center, and construction of an accessible walkway from Burgin Parkway to Quincy Center Station.	Rapid Transit	Closeout	-	\$99.7 M
State Street Elevator Replacement (P0491b)	Replacement of elevator at State Street Station to improve accessibility on the rapid transit system.	Rapid Transit	Closeout	-	\$0.5 M
Blue Line Flood Protection (P0582)	Development and implementation of measures to prevent flooding on the Blue Line.	Rapid Transit	Closeout	-	\$0.3 M
Park Street Station Wayfinding Improvements (R0069)	Various improvements to lighting, CCTV placement, wayfinding and illuminated exit signage, Braille signage, floor finishes, benches, and 24 staircases at Park Street. Includes artwork restoration and reopening of Tremont Street's Temple Place stairs.	Rapid Transit	Construction	-	\$25.9 M

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Passenger Facilities Program

Reliability / Modernization

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Bus Network Redesign Implementation (P0916)*	Design, construction, public engagement, and administration of supportive infrastructure for Bus Network Redesign, including berthing and layover space, bus stops, roadway and crosswalk alterations, operator facilities, and rider amenities.	Bus	Design	\$33.3 M	\$39.9 M
Bus Priority and Accessibility Improvements (P0613)*	Project includes design and construction of accessibility improvements at bus stops as part of the PATI program, bus priority improvements, and improvements to bus shelters.	Bus	Construction	\$13.1 M	\$59.8 M
Courthouse Northeast Headhouse (P0858)*	Construction of two headhouses at Courthouse Station on the Silver Line. One headhouse will include an accessible elevator and the other an escalator and grand open stairwell. Both headhouses will be equipped with demountable flood control barriers.	Bus	Construction	\$12.0 M	\$24.1 M
Courthouse Station Leaks (P0404)	Repairs address sources of station water intrusion, electrical systems, mechanical systems, and life safety systems within Courthouse Station on the Silver Line.	Bus	Construction	\$5.7 M	\$44.1 M
Nubian Square Station Accessibility and Operational Improvements (P0915)	Design of accessible passenger platforms at Nubian Station to allow for a new circulation pattern at the station. The project leverages the City of Boston's street network improvements. Includes signals, striping, and curb modifications.	Bus	Planning	\$4.9 M	\$6.0 M
Connectivity and Customer Convenience Program (P0761)	Improvements to bus shelters in poor condition and the addition of new bus shelters and amenities for customers and bus operations across the 7,000 bus stops in the MBTA service network.	Bus	Construction	\$3.5 M	\$9.5 M
Operational Safety Improvements at Bus Stops (P1421)*	Operational safety improvements at bus stops where conditions are unsafe, inaccessible, or in poor state of repair including the construction of or upgrades to curbs, sidewalks, signage, markings, and shelters.	Bus	New Project	\$3.2 M	\$3.2 M
Alewife Wayfinding Improvements (P1248)	Project provides wayfinding measures at Alewife Station to support 128 Business Council shuttles.	Bus	Pre-Design	\$0.3 M	\$0.3 M

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Passenger Facilities Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Harvard Square Busway Repairs (P0165)	Rehabilitation of roadway, lighting, signage, drainage, and catenary systems in the Harvard busway and accessibility upgrades to ensure near level boarding for the 71 and 73 buses.	Bus	Closeout	\$0.1 M	\$30.8 M
Bus Stop Customer Satisfaction (P0689c)	Placement of digital displays with real-time bus information and bus stops, near bus stops, and on buses on different lines to test and determine information delivery approaches that increase customer satisfaction and ridership.	Bus	Implementation	\$0.1 M	\$1.5 M
Back Bay Station Ventilation (P0108)	Improvements and upgrades to ventilation, air quality, and electrical power systems on the Commuter Rail and Orange Line platforms at Back Bay station as part of the station concourse's renovations.	Commuter Rail	Design	\$45.6 M	\$59.3 M
High Priority Stations Accessibility Improvements Program (P1150)*	Design and construction of short-term solutions at several inaccessible Commuter Rail stations, including Wellesley Hills, Melrose Cedar Park, and Belmont. Accessibility solutions include freestanding mini-high-level platforms, detectable warning edges restoration, and accessible path upgrades.	Commuter Rail	Construction	\$41.5 M	\$51.7 M
Lynn Station Phase 2 (R0071)	Design funding for new elevators, stairs, platform, canopy, and architectural improvements to the station and the intent to acquire and demolish structures under station's viaduct. Existing parking garage will also be replaced by surface parking.	Commuter Rail	Design	\$34.6 M	\$51.3 M
Lynn Station Parking Garage Deconstruction (P1025)	Decommissioning of the partially closed Lynn Station parking garage.	Commuter Rail	Design	\$22.1 M	\$22.9 M
Worcester Union Station Accessibility and Infrastructure Improvements (P0395)	Includes high-level center platform with elevators, ramps, and stairs; replacement and realignment of station tracks; and construction of a new rail crossover (CP-44) to improve accessibility, operations, and service capacity at Worcester Union Station.	Commuter Rail	Construction	\$15.1 M	\$87.6 M
Newtonville Station (P0170)	Design and construction of a fully accessible Newtonville Commuter Rail Station with 400 ft. high-level double-sided platforms.	Commuter Rail	Design	\$12.5 M	\$22.5 M

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Passenger Facilities Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Natick Center Station Accessibility Improvements (P0174)*	Reconstruction and modernization of Natick Center Station, including new fully accessible high-level side platforms, elevators, ramps, stairs, lighting, wayfinding, streetscape, upgraded tracks, and a connection to the Cochituate Rail Trail.	Commuter Rail	Construction	\$11.9 M	\$63.0 M
Temporary Station Platform Procurement and Installation (P1409)*	Procurement and installation of temporary platforms and ramps at Foxboro Station for special events. Temporary platforms and ramps will be re-deployed across the Commuter Rail system for other special events, as needed.	Commuter Rail	New Project	\$8.0 M	\$8.0 M
Wellesley Square Station Upgrades (P1438)*	Design and construct an accessible path of travel between the inbound and outbound platforms at Wellesley Square station.	Commuter Rail	Design	\$5.0 M	\$5.0 M
Commuter Rail Stations and Facilities On-Call Improvements (P1314)	Construction services on an on-call basis to support both immediate and non-urgent repairs at stations and facilities across the Commuter Rail system.	Commuter Rail	Planning	\$4.0 M	\$4.0 M
Attleboro Station Improvements (GATRA) (P0970)	This project includes platform reconstruction, stair and ramp repairs, and path-of-travel improvements at the Attleboro Station and includes collaboration with GATRA on improvements to the station area.	Commuter Rail	Design	\$2.5 M	\$3.3 M
Commuter Rail Mini-High Platform Repairs (P0256)	Repair and replacement of aged components on existing mini-high platforms across the Commuter Rail system.	Commuter Rail	Construction	\$1.8 M	\$2.5 M
Route 128 Station Accessibility Improvements (P1407)*	Upgrades to Route 128 Station on the Commuter Rail system in conjunction with Amtrak.	Commuter Rail	New Project	\$1.6 M	\$1.6 M
Route 128/University Park Garage Improvements (P0951)	Restoration of Route 128/University Park Station parking garage in Westwood. Includes new head house, stair handrails and doors, exterior stair tower, and repairs/waterproofing of cracks, shear connectors, joint sealants, and beams.	Commuter Rail	Closeout	\$1.3 M	\$17.0 M

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Passenger Facilities Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Winchester Center Station (P0179)	Reconstruction and modernization of Winchester Center Station including new fully accessible high-level side platforms, elevators, ramps, stairs, lighting, signage and wayfinding, streetscape improvements, and upgraded track infrastructure.	Commuter Rail	Construction	\$0.9 M	\$67.3 M
South Attleboro Station Improvements (P0178)	Design for the construction of a new South Attleboro station, to include 800-ft. high-level platforms, three elevators, platform access ramps, a bus bay, egress to Newport Ave., additional parking, improved vehicular circulation, updated lighting.	Commuter Rail	Design	\$0.8 M	\$7.0 M
Foxboro Station Improvements (P1408)*	Signage and wayfinding, security, and minor track and signal improvements at Foxboro Station.	Commuter Rail	New Project	\$0.7 M	\$0.7 M
South Station Noise Wall Installation (P1261)	Design and construction of a noise wall along the west side of South Station to reduce sound emissions from idling trains in the platform area, mitigating adverse environmental and community impacts.	Commuter Rail	Design	\$0.6 M	\$4.2 M
Blue Hill Ave Heater Platform Design and Procurement-Phase 1 (P1269)	Installation of heated platform infrastructure at Blue Hill Avenue Station to improve winter conditions, reduce maintenance needs, and serve as a pilot for future installations across the Commuter Rail network.	Commuter Rail	Design	\$0.4 M	\$3.4 M
Lynn Parking Garage Phase 1 (P0090)	Elevator, waterproofing, HVAC, electrical, plumbing, and fire protection system improvements at Lynn Station and parking garage.	Commuter Rail	Closeout	\$0.3 M	\$6.3 M
North Wilmington Station Platform Safety Improvements (P1245)	Relocation and reconstruction of the North Wilmington Station platform with a fully accessible high-level platform and other station amenities. Includes new accessible ramps, canopy, lighting, and wayfinding to enhance accessibility and passenger experience.	Commuter Rail	Construction	\$0.2 M	\$2.7 M
Floating Barge / Gangway Systems Overhauls Reconditioning (P0621)	Reconstruction of the Charlestown Ferry Pier 4 landing, including two new steel barges, aluminum gangways, ramps, and platforms, along with removal and installation to enhance accessibility and operations.	Commuter Rail	Construction	\$0.1 M	\$0.8 M

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Passenger Facilities Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
North Andover Commuter Rail Station Feasibility Study (P1244)	Feasibility study for the construction of a new Commuter Rail station in North Andover. This study will assess site suitability, ridership demand, and infrastructure requirements.	Commuter Rail	Pre-Design	\$0.1 M	\$0.1 M
Commuter Rail Station Transformation and Revitalization (P0832)	Implementation of passenger-facing station improvements at high-ridership Commuter Rail stations, including cleaning, painting, signage, wayfinding, lighting, and other upgrades to enhance the customer experience systemwide.	Commuter Rail	Closeout	-	\$20.0 M
South Salem Station Study (P1176)	Conceptual design for a South Salem Commuter Rail station to support future development and service expansion.	Commuter Rail	Planning	-	\$0.5 M
Waverley Station Accessibility Improvements Assessment (P1339)	Accessibility upgrades to the Fitchburg Line's Waverly Station in Belmont.	Commuter Rail	Planning	-	\$0.3 M
Hingham Ferry Dock Modification (P0078)	Replacement of existing floating dock, access gangway, canopy, and walkways; extension of canopy structure to the Hingham Intermodal Center; and upgraded lighting, safety, and security systems.	Ferry	Construction	\$20.1 M	\$24.9 M
Ferry Enhancements and SGR (P0928)	Improvements to ferries and associated infrastructure to enhance reliability, accessibility, and safety across the fleet, docks, and maintenance facilities. Scope includes upgrades at Rowes Wharf, Lynn, Hull, East Boston, and Quincy terminals.	Ferry	Design	\$12.1 M	\$12.4 M
Quincy Squantum Point Park Ferry Pier (P1439)*	Construction of a modernized Squantum Point Park Ferry Pier in Quincy, MA, including a new pier, float, and ramp system.	Ferry	Design	\$5.4 M	\$5.4 M
Ferry System Improvements - Lovejoy Wharf/BRA (P0815)	Funding to support improvements to Lovejoy Wharf near North Station.	Ferry	Closeout	\$0.8 M	\$0.8 M

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Passenger Facilities Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Ferry Terminals - Capital Renewal (P1417)*	Programmatic capital support required to maintain State of Good Repair at ferry terminals (stops, docks, gangways), and address emergency repairs for unforeseen conditions.	Ferry	New Project	\$0.8 M	\$0.8 M
Ferry System Improvements (P0077)	Repair and reconstruction of the barge and other related infrastructure at Pemberton Ferry Terminal in Hull to improve reliability, accessibility, and operations.	Ferry	Closeout	\$0.0 M	\$0.6 M
Ruggles Station Improvements Phase 2 (P0856)	Continuation of Ruggles Station Improvements to address accessibility, code-compliance, and state-of-good repair issues. Includes repair, reconstruction, and improvements to platforms, entrances, stairs, elevators, ramps, restrooms, and wayfinding.	Multimodal	Construction	\$126.6 M	\$135.0 M
Real Estate Facilities Improvement (P1403)*	Replacements, repairs, and improvements, including safety and security upgrades, at Back Bay Station, and upgrades to the air conditioning system at South Station Bus Terminal.	Multimodal	New Project	\$5.2 M	\$5.2 M
Wonderland Mutlimodal Connector (P1250)	Initial planning and design of Wonderland Multimodal Connector, which would link the Newburyport/Rockport Commuter Rail line to the Blue Line at Wonderland, easing congestion on Route 1A and improving access to Boston, Logan Airport, and North Shore destinations.	Multimodal	Pre-Design	\$4.0 M	\$4.0 M
Back Bay Station Concourse (P1178)	Rehabilitation of Back Bay Station's street level concourse, including repairs to the building envelope, new entrances, improved circulation, lighting, flooring, and new retail and office spaces.	Multimodal	Construction	\$3.6 M	\$3.7 M
Rapid Transit and Commuter Rail Station Accessibility Improvements (FY24 Fair Share) (P1252)	Design and construction funding for station renovations and accessibility improvements in the rail network, including elevators and escalators. Funds allocated through the Governor's FFY24 H.1 budget recommendation.	Multimodal	Pre-Design	\$3.4 M	\$3.4 M
Back Bay Groundwater Remediation (P0181)	Development and implementation of solutions to address groundwater recharge systems at Back Bay.	Multimodal	Implementation	\$1.1 M	\$5.0 M

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Passenger Facilities Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Transit Station Improvements to Support Norfolk County Economic Development (P1165)	Review of station investments in Norfolk County that have the opportunity to provide catalytic economic development. Work includes the subsequent planning, design, and implementation of improvements to transit stations identified as priority investment opportunities.	Systemwide	Pre-Design	\$92.5 M	\$96.2 M
Station Accessibility Projects CTF (P1345)	State funding through the Station Accessibility and Resilience (STAR) program, which will be allocated to station projects as needed.	Systemwide	Pre-Design	\$30.0 M	\$30.0 M
Systemwide Stair Repair and Replacement at Passenger Facilities (R0029)*	This project provides for the systemwide inspection, design, repair, and replacement of stairs at MBTA passenger facilities.	Systemwide	Construction	\$15.0 M	\$24.2 M
Systemwide Escalator and Elevator Replacement (P1225)*	This project provides for the systemwide replacement of escalators and elevators in poor condition with limited replacement part availability.	Systemwide	Design	\$14.2 M	\$15.0 M
Escalator Replacement and Maintenance - On Call Systemwide (P1225a)	Systemwide replacement of escalators to maintain a State of Good Repair. Escalators identified for replacement include those at Broadway and Andrew Stations.	Systemwide	Design	\$9.8 M	\$10.0 M
Systemwide Station Inspection and Improvement Program (P1308)	This project will provide for systemwide station inspections, overhead structural investigations and repairs, station surveys, and station brightening initiatives.	Systemwide	Planning	\$9.8 M	\$10.0 M
Systemwide Emergency Power and Lighting for Passenger Facilities (P1137)*	This project provides improvements to power and lighting systems at stations with identified deficiencies.	Systemwide	Construction	\$7.6 M	\$8.4 M
Accessibility Improvements (P0491)	Supports a variety of miscellaneous accessibility-related improvements across the system.	Systemwide	Design	\$5.9 M	\$8.0 M

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Passenger Facilities Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Systemwide Facility Needs Program (P1024)*	This project will support a variety of facility improvements to address identified needs.	Systemwide	Planning	\$5.3 M	\$8.1 M
Vertical Transportation Safety Modernization (P1226)	Modernization of safety and control components of escalators and elevators systemwide that are not scheduled for replacement.	Systemwide	Pre-Design	\$5.0 M	\$5.0 M
Systemwide Drainage Mapping and Repairs Program (P1227)	This project provides for the systemwide identification of drainage components at stations and maintenance facilities that require corrective actions to maintain a State of Good Repair and improve flood resiliency.	Systemwide	Pre-Design	\$5.0 M	\$5.0 M
Systemwide Door Replacement Program (P1228)	This project provides for the systemwide identification and improvement of doors and frames at facilities that require corrective actions to maintain a state of good repair and address fire protection, life safety, accessibility, and compliance issues.	Systemwide	Design	\$4.8 M	\$5.3 M
Minor to Moderate Ad Hoc Station Accessibility Improvements (P0639)	Small to medium-scale upgrades at stations throughout the system focused on improving accessibility--including the installation of automated door openers, resolution of noncompliant sidewalks, curb ramps, paths of travel, and inaccessible restrooms.	Systemwide	Construction	\$4.7 M	\$10.7 M
Systemwide Fire Alarm Upgrades (P1140)*	This project will provide major renovations and repairs to aging fire alarm systems systemwide.	Systemwide	Planning	\$4.0 M	\$4.8 M
Parking and Paving Minor Improvements Initiative (P0881b)*	Design and implementation of light construction projects to enhance station access and improve rider experience, including parking lot condition improvements accross the system.	Systemwide	Construction	\$3.0 M	\$3.0 M
Parking Technology Upgrade Program (P0881a)	Improvements to MBTA parking access and revenue control equipment at parking garages and surface lots.	Systemwide	Construction	\$2.7 M	\$4.7 M

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Passenger Facilities Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Pedal & Park System Modernization (P1328)	Modernization of Pedal & Park facilities systemwide, including upgrades to access control systems, wayfinding, and equipment to provide a more efficient and inclusive standard of bike and micromobility parking.	Systemwide	Planning	\$2.5 M	\$2.5 M
Systemwide Transit Station Overhead Inspections (P1177)	This project will provide for the systemwide inspection and replacement of ceiling tiles at transit stations.	Systemwide	Implementation	\$2.4 M	\$7.8 M
Systemwide Tactile Paving and Platform Edge Repairs (P1229)	Systemwide inspection, assessment, design, and repairs of tactile paving, platform pavers, and platform edges to ensure station platforms are in sound structural shape and adhering to accessibility guidelines.	Systemwide	Pre-Design	\$1.4 M	\$2.0 M
Parking Lot Paving - On-Call (P0456)	On-call construction services to support urgent repair/reconstruction needs related to parking lot maintenance and repair work, paving of existing and proposed access roads, bus maintenance areas, bus stops, and ancillary facilities.	Systemwide	Construction	\$1.2 M	\$31.0 M
Parking and Paving II (P0881)	On-call construction services to maintain and repair systemwide parking lots, bus stop maintenance areas, ancillary facilities, paving of existing/proposed access roads; install LED lighting fixtures; and improve parking lot accessibility.	Systemwide	Construction	\$1.0 M	\$7.3 M
Commercial Tenant Billing System (P1230)	Installation of remotely readable electricity meters and procurement of a software for automatic billing of 75 commercial billing tenants across the MBTA system.	Systemwide	Pre-Design	\$0.5 M	\$0.5 M
Systemwide Platform Edge Inspections (P0546)	Inspection of rail platform edges throughout the system.	Systemwide	Implementation	\$0.3 M	\$1.0 M
Systemwide Bike Racks (P1007)	State of good repair improvements to bike parking locations across the system, as well as upgrades to access technology and Pedal and Park features.	Systemwide	Design	\$0.3 M	\$0.5 M

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Passenger Facilities Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Station Brightening and Map Upgrades (R0132b)	Station brightening, map upgrades, and other general improvements systemwide. Includes paving of the busway at Kenmore Station and the Town Field busway in Dorchester.	Systemwide	Construction	\$0.2 M	\$6.3 M
Elevator Program Multiple Location Design (P0075)	Design and some construction work for the replacement of elevators and/or addition of new, redundant elevators and related wayfinding amenities at transit stations.	Systemwide	Design	-	\$34.5 M
Vertical Transportation 20-Year Capital Plan (P0636)	This project will develop a 20-year capital investment and maintenance plan for elevators and escalators at MBTA stations.	Systemwide	Closeout	-	\$1.2 M
Urgent Response On-Call - Stations and Facilities (P1120)	On-call contract to respond to demolition needs systemwide. Sites for demolition include Everett Maintenance Facility, old Fellsway Heating Plant building and JFK/Umass Station	Systemwide	Construction	-	\$1.8 M

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Vehicles Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Red / Orange Line Vehicles (P0362)	Procurement of 252 new Red Line vehicles and 152 new Orange Line vehicles to support heavy rail service. The new vehicles include capacity and accessibility enhancements as well as improved onboard diagnostics for operators and maintenance staff.	Rapid Transit	Implementation	\$651.2 M	\$1,221.5 M
Green Line Type 10 Vehicle Replacement Program (P0369)	Procurement of 102 new fully-accessible light rail vehicles and related infrastructure improvements to replace the existing Type 7 and Type 8 fleets, with additional optional cars available in the contract to support increased system capacity.	Rapid Transit	Design	\$549.0 M	\$1,000.0 M
Heavy Rail Vehicle Conditional and Reliability Assessment (P1151)	Development and performance of conditional and reliability assessments for Red Line and Blue Line vehicles. This project will address systems at or nearing the end of their intended service lives, obsolete components, and functional improvements.	Rapid Transit	Implementation	\$85.7 M	\$94.1 M
Reliability Centered Maintenance - Blue, Orange and Red Line (P1162)	Improvements to trucks, brakes, motors, current collectors, propulsion, and auxiliary fuses on the Blue Line and improvements to propulsion, brakes, HVAC, and doors on the Red and Orange Lines.	Rapid Transit	Pre-Design	\$31.9 M	\$35.4 M
Green Line Type 8 Reliability Improvements (P0349)	Selective System Replacement Program of Green Line Type 8 light-rail vehicle components to ensure continued reliability of the fleet. This includes truck, brake system, auxiliary power system, coupler overhaul, and air compressor upgrade.	Rapid Transit	Construction	\$16.9 M	\$66.5 M
Blue Line Auxiliary Power Supply Units Replacement (P1404)*	Replacement of obsolete Auxillary Power Supply (APS) units on Blue Line vehicles to reduce the risk of failure and extend the useful life of these vehicles.	Rapid Transit	New Project	\$16.1 M	\$16.1 M
Heavy Rail Diagnostic and Test Bench Equipment Upgrade (P1321)	Procurement of test equipment used at Red and Orange Line Repair Facilities to maintain the new Red and Orange Line fleets in a State of Good Repair.	Rapid Transit	Design	\$12.1 M	\$17.1 M
Blue Line Coupler Overhaul (P0673q)	Overhaul of Blue Line couplers to support service reliability.	Rapid Transit	Construction	\$2.8 M	\$3.6 M

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Vehicles Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Impactor Detector (P1160)	Addition of impact detectors to the heavy rail lines. The impactor detector is used to monitor the wheels for flat spots and other failures that impact the service of the heavy rail fleet.	Rapid Transit	Pre-Design	\$2.5 M	\$2.5 M
Hot Box Detector (P1161)	Addition of hot box detectors to the heavy rail lines. The hot box detector is used to monitor the journal bearings of the heavy rail fleet axles.	Rapid Transit	Pre-Design	\$1.9 M	\$2.1 M
Mattapan Trolley Select System Upgrade (P1016)	Overhaul of the 75+-year-old PCC cars operating on the Mattapan Line to improve fleet reliability. Includes work on the propulsion system, trucks, auxiliary electrical power system, wiring, lighting, doors, car bodies, and paint.	Rapid Transit	Construction	\$1.7 M	\$6.2 M
Green Line Type 8 Car Repairs (P1017)	Frame/body repair and rehabilitation of two Green Line Type 8 vehicles involved in an August 2021 collision.	Rapid Transit	Construction	\$1.4 M	\$2.5 M
Red Line #3 Car - Targeted Reliability Improvements (P0460)	Overhaul of selective systems on the Red Line #3 heavy rail cars. Includes improvements to HVAC, doors, trucks, adaptive power systems, and other elements.	Rapid Transit	Construction	\$1.1 M	\$44.0 M
Red Line Selective Systems Replacement (P1262)	The Red Line Vehicle Selective Systems Replacement project will address systems at or nearing the end of their intended service on the existing fleet of Red Line cars.	Rapid Transit	Construction	\$1.1 M	\$2.6 M
Orange Line Rail Vehicle Component Upgrades (P0673c)	Overhaul of Orange Line's 100 rail vehicle A1 traction motors, 83 rail vehicle traction motor armatures, and 80 rail vehicle auxiliary motor armatures.	Rapid Transit	Construction	\$1.0 M	\$5.9 M
Green Line Type 7 APS Diagnostics and Test Bench Upgrade (P1153)	Replacement of Type 7 Adaptive Power System (APS) test bench and equipment control logic circuit boards. Also includes a feasibility study for additional interface components to allow for real-time monitoring and transmission of emergency conditions.	Rapid Transit	Closeout	\$0.9 M	\$1.3 M

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Vehicles Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Green Line Type 7 Flange Lubricator (P0903)	Installation of flange lubricators on the Green Line Type 7 fleet to reduce wear to vehicles' wheel flanges and the system's rails.	Rapid Transit	Planning	\$0.7 M	\$0.7 M
RFP Development for Red / Orange Line Car Reliability Centered Maintenance (P0765)	Procurement of subject matter expertise on maintenance, procurement, and logistics to improve reliability and availability of new Red and Orange Line heavy rail vehicles through a Reliability Centered Maintenance Program (RCM).	Rapid Transit	Closeout	\$0.6 M	\$0.9 M
Red and Orange Line Wheel Profile Engineering Task. (P0673zc)	Dynamic modeling of wheel flange angle changes for revenue vehicles on the Red and Orange Line.	Rapid Transit	Construction	\$0.6 M	\$1.0 M
Green Line Vehicle Support (P0673m)	Replacement of car wash at Reservoir Maintenance Facility and creation of transom bearing replacement program for the Green Line Type 8 fleet.	Rapid Transit	Construction	\$0.4 M	\$1.4 M
Green Line Type 7 Midlife Overhaul (P0368)	Selective System midlife overhaul of the Green Line Type 7 fleet to ensure their continued reliable operation until the type 10 Green Line cars are delivered. Includes new installation of high-speed circuit breakers, public address systems, and other elements.	Rapid Transit	Closeout	\$0.4 M	\$127.1 M
Evaluation of Orange Line & Red Line Wheel Profile for Flange Angle (P0673n)	Engineering review of Red and Orange Line wheel profiles and recommendation of a new profile with a steeper flange angle. Also includes a review of the wheel periodic inspection and defect identification criteria currently used by Subway Operations.	Rapid Transit	Construction	\$0.3 M	\$0.6 M
Green Line Type 7 Selective Systems Overhaul Option (P0448)	Selective System Overhaul of the Green Line Type 7 fleet to improve reliability and to ensure their availability for continued operation until the type 10 Green Line cars are delivered. Includes new installation of high-speed circuit breakers, public address systems, and other elements.	Rapid Transit	Closeout	\$0.3 M	\$34.9 M
Red Line #2 Car - Draft Gear and Coupler (P0673v)	Replacement of draft gear and coupler on Red Line #2 cars.	Rapid Transit	Construction	\$0.1 M	\$0.7 M

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Vehicles Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
PCC Mattapan High Speed Line (Due Diligence and Initial Study) (P0379)	Assessment of existing conditions on the Mattapan Line and study of future needs beyond the useful life of the existing assets.	Rapid Transit	Closeout	-	\$1.2 M
Blue Line Reliability Centered Maintenance (P0682)	Implementation of Reliability Centered Maintenance (RCM) approach for four years at rail shops located in the Orient Heights Car House and Everett Main Repair Facility to support long-term reliability and state of good repair of the Blue Line fleet.	Rapid Transit	Construction	-	\$9.7 M
Procurement of 40ft Battery Electric Buses and Related Infrastructure (P0653)*	Procurement of up to 460 40ft battery electric buses (BEBs), including an initial purchase of 80 buses, to support bus electrification and replace fleets currently running diesel bus service.	Bus	Implementation	\$188.7 M	\$210.9 M
Procurement of 40ft Enhanced Electric Hybrid Buses (P0618)*	Procurement of up to 160 40ft Enhanced Electric Hybrid (EEH) buses to initiate the replacement of the 40ft diesel buses purchased in 2006-2008 and support more reliable, efficient, and sustainable operations. Includes vehicle testing, warranty, and inspection.	Bus	Construction	\$111.1 M	\$271.6 M
Hybrid Bus Overhaul (New Flyer XDE40 - SR1983) (P0911)	Midlife overhaul of major systems and components for 156 40ft hybrid buses to ensure reliable and safe operations that meet FTA requirements.	Bus	Design	\$98.1 M	\$102.7 M
CNG Bus Overhaul (New Flyer XN40 - SR 1982) (P1154)	Midlife overhaul of 175 40-foot New Flyer CNG buses delivered from 2016 to 2017. These buses require overhaul of major systems and components to ensure continued reliable and safe operations and to meet FTA service life requirements.	Bus	Planning	\$52.3 M	\$54.2 M
Hybrid Bus Overhaul (New Flyer XDE40 - SR 2011) (P1155)*	Midlife overhaul of 44 60-foot New Flyer hybrid buses delivered from 2016 to 2017. These buses require overhaul of major systems and components to ensure continued reliable and safe operations and to meet FTA service life requirements.	Bus	Planning	\$47.3 M	\$47.4 M
Procurement of 60ft Enhanced Electric Hybrid Buses (P0619)	Procurement of 45 60ft Enhanced Electric Hybrid (EEH) buses to replace aging Neoplan DMA bus fleet and support Silver Line service in the zero-emissions tunnel, Chelsea gateway expansion, airport operations, and other high-density routes	Bus	Closeout	\$11.6 M	\$89.4 M

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Vehicles Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Hybrid Bus Overhaul (New Flyer XDE40 - SR 1881) (P0860)	Midlife overhaul of major systems and components (engine, battery upgrade, drive unit, cooling systems, axles, brakes) of 60 40ft BAE hybrid buses to ensure reliable and safe operations and to meet FTA service life requirements.	Bus	Construction	\$10.9 M	\$43.5 M
Option Order Procurement of New Flyer Hybrid 40ft Buses (P0649)	Procurement of 194 40ft buses with hybrid propulsion to replace an aging fleet and improve fuel economy.	Bus	Closeout	\$5.5 M	\$157.9 M
Virginia DOT 40ft Hybrid Bus Procurement (P0620)	Procurement of 60 40ft hybrid buses from the Virginia Department of Transportation.	Bus	Closeout	\$4.6 M	\$57.3 M
Bus Fleet Security Camera Upgrades (P1317)	Bus security camera upgrades to 500 vehicles, resulting in a total installation of 4500 cameras.	Bus	Planning	\$3.7 M	\$3.7 M
SR1982 & SR2011 Radiator Replacement Project (P1327)	Radiator replacement on the SR1982 & SR2011 bus fleets.	Bus	Construction	\$1.7 M	\$1.7 M
Pilot Procurement of 60ft Battery Electric Buses (P0373)	Procurement and deployment of five new battery-electric, four-wheel-drive, New Flyer Excelsior XE60 heavy-duty, low-floor, 60-ft. articulated buses and five 150kW ABB depot chargers on the Silver Line to support bus electrification.	Bus	Closeout	\$0.8 M	\$12.9 M
New Flyer Bus Diesel Particulate Filter and Overhead Set Maintenance (P0673za)	Servicing of 254 New Flyer buses to address recommended diesel particulate filter changeout at 6,500 hours and overhead set valve maintenance at 5,000 hours.	Bus	Pre-Design	\$0.5 M	\$0.6 M
New Flyer 60ft Hybrid Bus Procurement (P0375)	Procurement of 44 new 60ft hybrid buses to update MBTA's fleet. Includes capital spare parts to support the fleet, mechanical and operator training, and full documentation package for maintenance and materials.	Bus	Closeout	\$0.5 M	\$58.8 M

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Vehicles Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Bus Fuel Injector Upgrade (P0673a)	Replacement, upgrade, overhaul, and procurement of vehicles' capital equipment and components related to engines, brake and electrical components, command fuel control, monitoring systems, and diesel particulate filters.	Bus	Construction	\$0.1 M	\$1.5 M
Power-Ex Air Compressor Replacement (P0673k)	Replacement of Power-Ex inline air compressors in 219 New Flyer buses.	Bus	Construction	\$0.1 M	\$1.0 M
New Flyer 40ft Bus Procurement (P0374)	Procurement of 156 Diesel and 175 Compressed Natural Gas (CNG) New Flyer buses to replace existing CNG fleet. All buses are currently in service.	Bus	Closeout	-	\$232.3 M
Midlife Overhaul of New Flyer Allison Hybrid 60ft Articulated Buses (P0638)	Overhaul of 25 60ft buses purchased in 2009. Includes major systems and components (e.g., engine, transmission, axles, brakes, suspension, HVAC, flooring).	Bus	Closeout	-	\$22.9 M
Bus Fleet Secondary Compartment Door Latches (P0673z)	Installation of supplementary door latches on side compartment doors of MBTA bus fleet. Intended to prevent untimely opening of compartment doors while in service.	Bus	Construction	-	\$0.4 M
New Flyer SR1222 & SR1105 A/C Condenser Replacement (P1158)	Replacement of the HVAC condensers on New Flyer SR1105 and SR122 buses to accommodate new EPA regulations and make the vehicles more resilient to extreme heat.	Bus	Construction	-	\$3.0 M
CM2150 Engine Replacements (P1237)	Engine replacement of approximately 90 New Flyer SR122 buses that have been in service since 2015/2016 to support another 5-7 years of safe and reliable service.	Bus	Construction	-	\$2.4 M
Procurement of Hyundai Rotem Bi-Level Coaches - Option (P1152)	Procurement of 80 bi-level coaches to replace all single level coaches.	Commuter Rail	Design	\$286.3 M	\$395.9 M

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Vehicles Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
HSP46 Locomotive Overhaul (P1173)	Midlife overhaul of 40 HSP46 Locomotives to improve reliability and reduce risk of unplanned maintenance.	Commuter Rail	Planning	\$152.6 M	\$154.1 M
Procurement of Passenger Locomotives - Future Fleet (P0918)*	Procurement of new Commuter Rail locomotives to replace the oldest vehicles in the fleet and ensure the reliability of service.	Commuter Rail	Planning	\$152.5 M	\$153.2 M
Fairmount Line BEMU Project Delivery Partnership (P1343)	Introduction of battery-electric trains on the Fairmount Line to enhance service frequency, reliability, and sustainability. Keolis, as the Project Delivery Partner, will oversee fleet acquisition, charging infrastructure, and a new light maintenance facility.	Commuter Rail	Implementation	\$50.0 M	\$55.8 M
Rolling Stock - Locomotive and Coach State of Good Repair and Resilience (P0927)*	Programmatic mechanical improvements to increase reliability, correct system deficiencies, standardize maintenance systems, and improve equipment availability for Commuter Rail rolling stock, ensuring a State of Good Repair.	Commuter Rail	Construction	\$44.8 M	\$85.5 M
Procurement of 67 Bi-Level Commuter Rail Coaches (P0893)	Procurement of 67 bi-level coaches from Hyundai Rotem to replace existing single-level vehicles due for retirement. Coaches, spares, training, force account and professional service are associated with this portion of the contract.	Commuter Rail	Implementation	\$25.6 M	\$276.1 M
F40 Commuter Rail Locomotive Overhaul (P0239)	Overhaul of thirty-seven F40 Commuter Rail locomotives to enhance reliability and reduce the risk of unplanned maintenance.	Commuter Rail	Construction	\$17.0 M	\$128.4 M
Keolis Mechanical Parts Commitment (P1145)*	Contractually required procurement of mechanical parts and maintenance of inventory to support maintenance of Commuter Rail locomotives and coaches by Keolis mechanical forces, ensuring reliable service and upkeep.	Commuter Rail	Procurement	\$16.8 M	\$44.5 M
Kawasaki Bi-Level Coaches Overhaul (P0372)	Midlife overhaul of 24 control trailer coaches (CTCs) and 50 blind trailer coaches (BTCs) produced by Kawasaki. This work addresses brake systems, trucks, cab signals, doors, coupler and draft gear, wheels, axles, batteries, and other elements. All coaches have returned and are in passenger service	Commuter Rail	Closeout	\$4.8 M	\$132.9 M

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Vehicles Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Coach Refurbishment (P0882)	Provides qualified maintenance personnel, tools, supplies, and diagnostic equipment to support maintenance, repair, inspection, cleaning, and servicing of the MBTA's Commuter Rail passenger fleet, ensuring reliability and operational efficiency.	Commuter Rail	Construction	\$3.6 M	\$33.0 M
Procurement of Commuter Rail Locomotives (P0380)	Base procurement of 40 Commuter Rail locomotives to replace aging vehicles in the fleet. All locomotives are in service and contract is closed.	Commuter Rail	Closeout	\$1.4 M	\$222.8 M
Procurement of 100 Bi-Level Commuter Rail Coaches (P0652)	Procurement of 100 Bi-Level Commuter Rail coaches to replace aging single-level coaches, expand capacity from 120 to 180 passengers per coach, reduce the number of coaches required, and mitigate operational bottlenecks.	Commuter Rail	Planning	\$1.3 M	\$1.3 M
Hyundai Rotem Coach Procurement (P0363)	Procurement of 75 Hyundai Rotem passenger coaches to support Commuter Rail service.	Commuter Rail	Closeout	\$1.1 M	\$167.3 M
Kawasaki Bi-Level Coaches - Overhaul Option (P0371)	Midlife overhaul of 34 blind trailer coaches (BTCs) produced by Kawasaki. This work addresses brake systems, trucks, cab signals, doors, coupler and draft gear, wheels, axles, batteries, and other elements.	Commuter Rail	Closeout	\$1.1 M	\$37.6 M
Locomotives and Coach Mini-Rehabilitation (P0213)	Overhaul activities to maintain the reliability of the Commuter Rail locomotive and coach fleets, ensuring continued safe and efficient operations.	Commuter Rail	Construction	\$0.6 M	\$10.3 M
Commuter Rail Locomotive Main Engine Procurement (P0595)	Procurement of spare locomotive engines to support Commuter Rail service in partnership with the Rhode Island Department of Transportation, ensuring reliability and operational efficiency.	Commuter Rail	Procurement	\$0.4 M	\$4.0 M
Remote Monitoring of Rolling Stock Subsystems (P0655)	Procurement and installation of video and monitoring systems on Commuter Rail locomotives and control coaches to enhance remote monitoring, critical alerts, vehicle diagnostics, and preventive maintenance.	Commuter Rail	Implementation	\$0.3 M	\$6.1 M

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Vehicles Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Commuter Rail Legacy Fleet Investment (P0528)	Mechanical upgrades for the legacy locomotive and coach fleet to normalize condition, enhance reliability and longevity, increase asset value, support future ridership growth, and improve performance and customer satisfaction.	Commuter Rail	Construction	\$0.2 M	\$18.4 M
Oil Analytics Initiative (P0647)	Procurement and installation of oil analytics software services and technical support to identify locomotives at risk of engine failure, preventing service disruptions and reducing the need for engine replacements.	Commuter Rail	Implementation	\$0.2 M	\$1.9 M
Commuter Rail Wheel Defect Detection Services (P0529)	Installation of a Wheel Impact Load Detector system on the Fitchburg Main Line in Leominster to detect wheel impacts for targeted replacements. Includes power supply extension, equipment cases, wood tie spacing adjustments, and hot box reinstallation to enhance safety and maintenance efficiency.	Commuter Rail	Construction	\$0.1 M	\$2.3 M
Commuter Rail Misc. Equipment (Winter Resiliency) (P0263)	Procurement of equipment and material to manage severe winter weather events.	Commuter Rail	Procurement	-	\$33.7 M
NRE Genset Switcher Locomotive Overhaul (P0644)	Overhaul of two NRE Genset Switcher locomotives and seven engine/generator modules to support train yard transportation and maintenance of passenger locomotives and coaches. Includes yearly preventive maintenance services to ensure reliability and operational efficiency.	Commuter Rail	Construction	-	\$1.4 M
Commuter Rail Rolling Stock Damage Emergency Repairs (P0658)	Procurement of materials and professional services for locomotive and coach repairs, including damage assessments, solicitation packages, and financing to ensure timely fleet restoration and maintain reliable service.	Commuter Rail	Construction	-	\$1.5 M
Locomotive Reliability Improvements (P0799)	Overhaul of sixteen locomotives, including mechanical, pneumatic, electrical, and metal work, to enhance reliability, performance, and service longevity.	Commuter Rail	Construction	-	\$15.3 M
MBTA Catamaran Overhauls (P0633)*	Overhaul of two 149-passenger MBTA ferries, including spare parts, manuals, diagnostic equipment, tools, training, training aids, warranty, and all associated materials, equipment, and services to ensure reliability and operational efficiency.	Ferry	Construction	\$14.0 M	\$22.5 M

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Vehicles Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Ferry Vessels - Capital Renewal (P1415)*	Programmatic capital support and regulatory upgrades to maintain State of Good Repair for all ferry vessels, ensuring long-term reliability and operational efficiency.	Ferry	New Project	\$1.5 M	\$1.5 M
Ferry Engine Overhaul & Upgrades (P0360)	Overhaul and replacement of engines and related components on MBTA ferry vessels to improve efficiency and maintain a State-of-Good-Repair.	Ferry	Construction	\$0.4 M	\$3.2 M
Procurement of MV Schoodic Explorer Ferry (P1259)	Procurement of a new MV Schoodic Explorer ferry vessel to serve as a backup for the Lynn service and other MBTA ferry routes as needed. Includes marine survey, sea trials, winterization improvements, and capital spares to ensure operational readiness and reliability.	Ferry	Planning	\$0.1 M	\$8.0 M
Quincy High Speed Catamaran (P0381)	Procurement and construction of two 150-passenger, high-speed catamarans from Gladding Hearn Shipbuilding to support ferry service. The Champion and Glory catamarans entered service in 2017 and 2018, respectively.	Ferry	Closeout	-	\$13.6 M
Procurement of Two Derecktor Vessels (P1333)	Procurement of two Derecktor-class bow-loading vessels for Commuter Ferry service, serving as primary vessels for the F6 Quincy/Winthrop route and supporting other Inner Harbor routes as needed to enhance service reliability and capacity.	Ferry	Planning	-	\$2.0 M
Replacement of RIDE Revenue Vehicles (P0656)	This project allows for the continuous replacement of RIDE vehicles to ensure the fleet remains in good condition.	Paratransit	Implementation	\$30.4 M	\$56.3 M
Everett Test Equipment Upgrades (P1159)	Addition of two AC traction motor test cells, two tread brake unit test benches, one air compressor test unit, and a thermal chamber at the Everett Main Repair Facility.	Multimodal	Construction	\$3.0 M	\$3.0 M
Bus and RIDE Air Filtration System (P0973)	Installation of in-vehicle air treatment solutions to capture or inactivate airborne viruses on buses and RIDE vehicles.	Multimodal	Construction	\$0.2 M	\$5.0 M

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Vehicles Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Work Car Procurement (P0547)	Procurement of three crane car consists, two overhead catenary inspection and repair car consists, and vacuum cars to remove trash, debris, and leaves from right-of-way to support transit operations.	Systemwide	Construction	\$41.5 M	\$63.2 M
Maintenance of Way Track Equipment Program (P1313)*	Procurement and replacement of track maintenance machines and equipment to assist in track maintenance activities across the system.	Systemwide	Procurement	\$19.6 M	\$20.9 M
Systemwide Non-Revenue Vehicles Program - Phase 2 (P1157)	Replacement of non-revenue vehicles in the authority's fleet. Non-revenue vehicles include first response vehicles, service cars and trucks, and many other types of vehicles that support operations and maintenance of the system.	Systemwide	Construction	\$10.9 M	\$27.2 M
Transit Police Fleet Replacement Program (P0666)*	Replacement of police vehicles and equipment to ensure that the Transit Police Department can maintain a safe and reliable fleet of emergency response vehicles.	Systemwide	Procurement	\$4.2 M	\$9.0 M
Power Systems and Maintenance (PSM) Production Equipment Program (P1426)*	This project will procure hi-rail equipment for the MBTA Power Systems Maintenance Division, supporting AC/DC cable replacements, Overhead Contact System upgrades, and other work to ensure system reliability.	Systemwide	New Project	\$2.5 M	\$2.5 M
Revenue Vehicle Capital Maintenance (P0673)	Funding to support revenue vehicle maintenance projects beyond routine preventative maintenance. Previously funded efforts include bus fuel injector, Green Line fleet flooring, and Orange Line rail vehicle component upgrades.	Systemwide	Planning	\$1.4 M	\$1.4 M
Systemwide Non-Revenue Vehicles Program (P0662)	Systemwide replacement of non-revenue and support fleet, including first-response vehicles, service cars and trucks, trade vans, spreaders, spot tampers, cranes, and inserters, among other key vehicles for safety, emergency response, and maintenance.	Systemwide	Construction	\$0.6 M	\$16.0 M
Hydraulic Wheel Press for Subway Main Repair Facility (P0673o)	Purchase and installation of a new wheel press for the Subway Main Repair Facility. The new state-of-the-art wheel press will improve work efficiency and allow real-time data collection on each wheel installed.	Systemwide	Construction	\$0.5 M	\$1.8 M

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Vehicles Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Rolling Stock Maintenance Support (P0673y)	Funds to support ongoing efforts to review, plan, address, and improve rolling stock fleet maintenance and reliability for rapid transit and bus vehicles.	Systemwide	Construction	\$0.1 M	\$0.3 M

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Business and Operational Support Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Green Line Transformation (P0685)	Support for the Green Line Transformation (GLT) program, including construction and general management of more than 60 projects that seek to improve quality of service and focus on strategic planning for the Green Line.	Rapid Transit	Planning	\$17.4 M	\$61.9 M
Red Line PM/CM and Owners Rep Professional Services (P1012r)	Program Management and Construction Management services to support MBTA staff in managing the various infrastructure upgrades necessary to advance track, power, and signals projects and related projects to accommodate the new Red Line trains.	Rapid Transit	Implementation	\$9.8 M	\$31.4 M
Orange Line PM/CM and Owners Rep Professional Services (P1012o)	Program Management and Construction Management services to support MBTA staff in managing the various infrastructure upgrades necessary to advance track, power, and signals projects and related projects to accommodate the new Orange Line trains.	Rapid Transit	Implementation	\$5.8 M	\$22.3 M
Type 10 Operator Simulator Installation (P1105)	Construction of the space and infrastructure necessary to accommodate two Type 10 operator training simulators.	Rapid Transit	Design	\$5.8 M	\$6.4 M
Red Line TOD District Framework Study (P0939a)	Provides for research, planning services and an assessment of public financing opportunities to fund station capital improvements in transit-oriented development areas along the Red Line that are currently experiencing rapid growth.	Rapid Transit	Planning	-	\$0.7 M
OL Surge Line-Wide Support Costs (P1167c)	Shuttle costs, construction of a bus lane on Huntington Ave. between Francis St. and Gainsborough St., and other related costs to support service provision during the Orange Line Surge.	Rapid Transit	Closeout	-	\$35.4 M
Impl. of Special Maint. Repair Plan, Busing and Support Costs – FTA Dir 22-4 CAP 8 (P2204e)	Busing and diversion support costs for the implementation of a special maintenance repair plan to reduce the percentage of system track under a speed restriction, in response to the FTA's directives.	Rapid Transit	Closeout	-	\$48.2 M
Bus Video Security System Mandatory Platform Upgrade (P1013)	Purchase and installation of new video recording systems on the bus fleet to enable transition to updated security video software. This funding supports the upgrade of 380 buses.	Bus	Implementation	\$3.8 M	\$6.8 M

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Business and Operational Support Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Transit Supportive Infrastructure (P1168)	Program to fund dedicated bus lanes, transit signal priority, bus stops, and accessibility improvements, among other transit-supportive infrastructure. Funds provided through MassDOT's Transit Supportive Infrastructure Partnership.	Bus	Construction	\$3.3 M	\$3.5 M
Bus Service Replacement Plan (P0568)	Funding for early phases of the Better Bus Project (BBP), as well as BBP initiatives related to improving internal operations (e.g., scheduling).	Bus	Design	\$0.7 M	\$4.1 M
Chelsea and Everett Cross-Town Route Implementation Planning Study (P1246)	Planning study for new, high-frequency cross-town bus routes in the cities of Chelsea, Everett, Revere, and adjacent municipalities.	Bus	Pre-Design	\$0.7 M	\$0.8 M
Rail Modernization Contract Procurement Support (P1202)	Legal, technical, and financial support for the procurement of operational partners to implement Rail Modernization, enabling all-day, bi-directional regional rail and high-frequency urban rail service.	Commuter Rail	Planning	\$7.4 M	\$10.2 M
Rail Modernization Planning (P0934)*	Supports ongoing planning efforts for Phase 1 of Regional Rail Modernization, including the planning, development, and procurement of future operating contract(s) to support system upgrades and expansion.	Commuter Rail	Planning	\$6.3 M	\$17.9 M
Iron Horse Park Operations Control Center Fiber Optic Connection (P0472a)	Design of a permanent resilient fiber-optic connection to the Iron Horse Operations Control Center in Billerica, MA. This connection is critical to the operation of the Positive Train Control and Automatic Train Control Systems.	Commuter Rail	Planning	\$4.5 M	\$4.5 M
Keolis Flagger Training (P0823)	Temporary funding above our base contract for Keolis to train additional flaggers, ensuring compliance with safety protocols and supporting rail operations.	Commuter Rail	Design	\$3.5 M	\$5.5 M
Durante Wetland Mitigation – Greenbush Expansion Remediation (P1129)	Mitigation of PCB contamination at the Durante Property and transfer to the Town of Weymouth. This project is part of the Order of Conditions for the Greenbush Commuter Rail Rehabilitation project.	Commuter Rail	Design	\$3.0 M	\$3.3 M

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Business and Operational Support Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Rail Modernization Planning - Newburyport/Rockport Line Electrification Conceptual Design (P0934a)	Development of a conceptual design for the electrification of the Newburyport/Rockport Line, including power systems, substations, signal upgrades, track improvements, and environmental permitting, along with other critical path activities to advance the project.	Commuter Rail	Pre-Design	\$1.2 M	\$2.0 M
MBTA Suicide Trespass Prevention (P1247)	Training programs to increase employee awareness of rail trespass suicide and enhance intervention skills, improving safety and crisis response across the Commuter Rail network.	Commuter Rail	Design	-	\$0.1 M
New Paratransit Software Solution (P0643)	This project will replace The RIDE's legacy software system with a new transportation management system.	Paratransit	Implementation	\$4.1 M	\$12.6 M
Capital Program XG/Reserve Fund (Z0010)	Reserve funding used to cover unforeseen project costs as they arise.	Systemwide	Planning	\$84.5 M	\$84.5 M
Asset Management Program (P1139)	Continued implementation of the MBTA Asset Management Program in accordance with FTA requirements, including asset inventory and condition assessments, updates to the National Transit Database and the Transit Asset Management Plan, and EAMS implementation.	Systemwide	Implementation	\$52.3 M	\$66.7 M
Capital Program Support (P0886)*	Funding for capital support staff in the areas of Change and Claims Management, Field Inspection, Resident Engineering, and Project Controls.	Systemwide	Implementation	\$24.3 M	\$26.9 M
Bonding Cost (P0321)*	Funding to support the issuance of MBTA bonds, as well as support for loan financing.	Systemwide	Implementation	\$19.1 M	\$64.1 M
Electrical Safety - Incident Energy Analysis and System Upgrades (P0932)	This project will assess and address systemwide electrical hazards and cover replacement, improvement, and new material or equipment costs to comply with the MBTA's Electrical Safety Program and applicable federal and state Occupational Safety and Health Act (OSHA) requirements.	Systemwide	Planning	\$12.0 M	\$16.2 M

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Business and Operational Support Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
OHS Program Development and Implementation (P0645)	This project will support the systemwide development and implementation of the MBTA's Occupational Health and Safety (OHS) program to comply with federal and state Occupational Safety and Health Act (OSHA) requirements for employee and workplace safety.	Systemwide	Planning	\$11.8 M	\$22.3 M
Safety Management Systems (SMS) Implementation (P0931)*	This project will support continued implementation the MBTA's Safety Management System (SMS), as required by Federal and State regulations.	Systemwide	Design	\$10.2 M	\$13.3 M
Capital Programs Safety Assurance Support (P1201)	This project will support the capital program safety assurance program through the development of proactive safety measures at construction worksites, as well as the development of analytical tools to capture data, draw safety insights, and implement preventive actions.	Systemwide	Pre-Design	\$10.2 M	\$12.5 M
OHS Steering Committee - PPE and Infrastructure Improvements (P0646)*	This project will address federal and state Occupational Safety and Health Act (OSHA) requirements at MBTA facilities and infrastructure to create a safer workplace. Sample projects include systemwide fire hydrant repair and fall protection harnesses.	Systemwide	Planning	\$8.9 M	\$22.1 M
FTA SMI CAP Funding - Asset Management EAM (P1175)	Adoption of the Enterprise Asset Management System (EAM) and deployment of digital tools, software, and training to support state of good repair initiatives and comply with FTA's directives.	Systemwide	Implementation	\$7.6 M	\$8.6 M
Workforce Modernization Program - HASTUS (R0128)	Upgrades to the MBTA's workforce scheduling and pick software to support and improve operations and prepare for scheduling of future battery-electric bus (BEB) fleets.	Systemwide	Implementation	\$6.1 M	\$40.5 M
Climate Change Resiliency Vulnerability Assessment (P0680)	Evaluation of the impacts of climate change and extreme weather events on facilities and systems across all modes and development of adaptation strategies, programs and procedures to address these threats.	Systemwide	Planning	\$5.8 M	\$8.0 M
Document Management System - FTA Dir 22-12 CAP 3 (P2212b)	Investment in the procurement, implementation, and training of a new Enterprise Document Management System for the MBTA. Modernizing document management enhances transparency, streamlines operations, and ultimately improves service for riders and stakeholders.	Systemwide	Implementation	\$5.5 M	\$7.0 M

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Business and Operational Support Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Systemwide Security Upgrades (P0676)	Procurement and installation of new cameras, access-control devices, and other security equipment and professional services at various locations.	Systemwide	Closeout	\$4.7 M	\$20.7 M
Development of Design Standards and Guidelines (P0690)	This project will update the Design Standards and Guidelines used for MBTA construction projects.	Systemwide	Implementation	\$4.6 M	\$10.9 M
Storm Water Management Program (P1324)*	Development of a stormwater management and permitting program in accordance with EPA standards, including mapping and identifying storm water conveyance systems along MBTA transit lines and support facilities.	Systemwide	Planning	\$4.5 M	\$4.8 M
Capital Program Support - Misc. Audit Services (P0886Y)*	Funding for Certified Public Accounting (CPA) Services to perform pre-audit evaluations, cost incurred audits, and post audits for professional services contracts.	Systemwide	Planning	\$4.1 M	\$11.0 M
Capital Program Support - Capital Delivery (P0886b)	Funding for Engineering and Capital Division's annual support needs including PPE, materials and supplies, memberships, training, licenses, and technical services supporting the capital program.	Systemwide	Implementation	\$3.8 M	\$17.4 M
Capital Program Support – Engineering/ Asset Management (P0886c)	Continued implementation of the MBTA Asset Management Program in accordance with FTA requirements, including asset inventory and condition assessments, updates to the National Transit Database and the Transit Asset Management Plan, and EAMS implementation.	Systemwide	Implementation	\$3.7 M	\$4.1 M
Engineering Support for Capital Project Safety and Security Certification (P1405)*	This project will ensure that the MBTA has sufficient resources to review and certify applicable capital projects in accordance with the requirements identified in the MBTA's Safety and Security Certification Program Plan.	Systemwide	New Project	\$3.5 M	\$3.5 M
Surplus and Contingency Funds (Z0007)	Contingency funding set aside to cover unforeseen project costs as they arise.	Systemwide	Planning	\$2.9 M	\$2.9 M

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Business and Operational Support Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Capital Program Support – QA/QC SOPs and Specifications (P0886v)	Funding for capital support staff to update existing and create new SOPs and specifications and continue developing reports and visualizations of reportable data.	Systemwide	Pre-Design	\$2.3 M	\$4.0 M
Emergency Management Coordination and Support (P1204)	Emergency management coordination and training to enhance the MBTA's ability to plan for, respond to, and recover from incidents and events.	Systemwide	Implementation	\$2.3 M	\$3.0 M
Systemwide Asset Management Program Phase 3 (P0904)	Continued implementation of the MBTA Asset Management Program in accordance with FTA requirements, including asset inventory and condition assessments, updates to the National Transit Database and the Transit Asset Management Plan, and EAMS implementation.	Systemwide	Implementation	\$1.9 M	\$9.5 M
Systemwide Transit-Oriented Development (TOD) Advanced Support Program (P0939)*	Funding to support Transit-Oriented Development staff and initiatives linked to planning, coordination, and delivery of public and private projects with funding from third parties that support the MBTA and its facilities.	Systemwide	Planning	\$1.8 M	\$2.4 M
Environmental Compliance Management (P0435)	Remediation and removal of contaminated soils, development of permit applications or compliance plans, and installation of compliance equipment such as small treatment plants in order to address small-scale environmental matters.	Systemwide	Implementation	\$1.6 M	\$3.0 M
Security Network End of Life Upgrades (P1340)	Replacment and upgrade of aged security network equipment at all MBTA stations.	Systemwide	Implementation	\$1.5 M	\$1.6 M
Testing and Inspection Program Record System-Phase II. (P0886t)	Development and implementation of a Testing & Inspection Program (TIP) record system devoted to collecting, retaining, tracking, and sharing information and record data required under MBTA Construction Specifications.	Systemwide	Pre-Design	\$1.3 M	\$1.5 M
Systemwide Climate Resiliency Program (P1205)	Planning funds for the development of a resiliency program with solutions for the long-term protection of the Authority's assets against climate change impacts.	Systemwide	Pre-Design	\$1.3 M	\$1.5 M

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Business and Operational Support Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Capital Program Support - Capital Delivery Multi-Year Contracts (P0886w)	Funding for multi-year capital support initiatives, including a three -year contract with DPU for Building Inspectors and Signmaker IT Software.	Systemwide	Implementation	\$0.8 M	\$2.4 M
Financial Fixed Asset Discovery & Design (P1411)*	Procure professional services to perform the discovery and design of the MBTA's Financial Fixed Assets to support the implementation of the Fixed Assets module in FMIS, the MBTA's financial system of record.	Systemwide	New Project	\$0.8 M	\$0.8 M
Capital Program Support - Capital Planning (P0886d)	Funding to support the Capital Planning program.	Systemwide	Implementation	\$0.7 M	\$1.7 M
FY22 Homeland Security Funds - Project A (P1169)	Funds provided by the Department of Homeland Security for security enhancements on our bus fleet.	Systemwide	Closeout	\$0.7 M	\$4.9 M
Capital Program Support - CPO (P0886a)	Funding to support Capital Program Oversight.	Systemwide	Implementation	\$0.7 M	\$2.3 M
Development of Prev Maint Checklist & Tools – FTA Dir-22-12 (P2212a)	Funds to support identification, documentation, digitization, analysis, and formalization of maintenance procedures and rules in response to the FTA's directives. Includes training and work in the field with front-line and management MBTA personnel.	Systemwide	Closeout	\$0.6 M	\$1.6 M
Employee Workplace Upgrades (P0533)	Furnishings and appliance upgrades and deployment of digital internal communication signage throughout all MBTA employee facilities.	Systemwide	Construction	\$0.6 M	\$2.9 M
Capital Programs Support - Transit Oriented Development (P0886f)	Funding for Transit Oriented Development including Staff Augmentation, TOD-related trade and media publications for current information on development projects, and real estate data, as well as updates to Standard Operating Procedures, e-Builder, and TOD Guidelines.	Systemwide	Implementation	\$0.6 M	\$1.0 M

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Business and Operational Support Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
ROW-Commercial Assessment (P0894)	Assessment of potential addition of commercial infrastructure (conduit, fiber, access points) to the Fiber Optic Resiliency project along the Commuter Rail right-of-way.	Systemwide	Planning	\$0.5 M	\$1.0 M
Wayfinding Materials Research and Specifications Updates (P0886u)	Design of guidelines and specifications for permanent and temporary wayfinding materials in use systemwide.	Systemwide	Pre-Design	\$0.5 M	\$0.9 M
Communications Resiliency Masterplan (P1206)	Development of a roadmap to improve redundancy of safety critical communications systems to support service in the event of communications network failures.	Systemwide	Pre-Design	\$0.5 M	\$0.5 M
Biometric Timeclock Replacement (P1143)	Replacement of approximately 120 handscanners used throughout the system for maintenance employees to clock in and out. Support for the current product is being discontinued, and the selection of a new system is ongoing.	Systemwide	Pre-Design	\$0.5 M	\$0.9 M
Gap Analysis of Contractor Oversight – FTA Dir 22-9 (P2209b)	Funds to assess gaps, define roles and responsibilities, and develop a staffing plan for the oversight of construction activities led by contractors in response to the FTA's directives.	Systemwide	Closeout	\$0.5 M	\$2.0 M
Anticipated FTA Directive-Related Capital Costs (P1251)	Funds assigned to cover anticipated costs and scope of work of corrective action plans related to the FTA's findings and additional directives from the federal agency as necessary.	Systemwide	Closeout	\$0.4 M	\$0.4 M
Cyber Security Mitigation Investments (P1019)	Funds provided by the Department of Homeland Security for cybersecurity enhancements to Authority networking equipment.	Systemwide	Closeout	\$0.4 M	\$8.4 M
Security Facility and Station Hardening (P1147)	Security upgrades at various stations and facilities, including additional fencing and camera views, facility perimeter fencing, and access control.	Systemwide	Implementation	\$0.3 M	\$3.3 M

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Business and Operational Support Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Infrastructure Asset Management Program Phase 1 (R0020)	Implementation of the Asset Management Program in accordance with FTA req. Includes professional services; audit, inventory, and condition assessments; updates to the National Transit Database (NTD); and the Transit Asset Management Plan (TAMP).	Systemwide	Implementation	\$0.2 M	\$20.1 M
Asset Condition and Performance Assessments (P0459)	Condition and performance assessments of all MBTA-owned assets to support the MBTA's Asset Management program and compliance with FTA requirements.	Systemwide	Implementation	\$0.1 M	\$4.2 M
FY21 Homeland Security Funds - Project B (P1020)	Funds provided by the Department of Homeland Security for security enhancements.	Systemwide	Closeout	\$0.0 M	\$2.0 M
MIT Research Agreement (P0557)	Collaboration between the MBTA and MIT to conduct research at the direction of the Authority to improve service planning, operations, and capital delivery.	Systemwide	Implementation	\$0.0 M	\$3.2 M
Capital Program Safety Assurance (P1164)	This project will enhance safety inspections by addressing personnel, training, reporting, and manual and procedure development.	Systemwide	Pre-Design	\$0.0 M	\$1.0 M
Independent Reviews (P0127)	Professional services to support a number of capital maintenance initiatives.	Systemwide	Closeout	\$0.0 M	\$6.9 M
Canine Explosive Detect Program (P0338)	Establishment of a TSA-certified explosive detection canine teams program, providing 24/7 coverage to respond to threats which affect public safety or transportation operations.	Systemwide	Closeout	-	\$0.6 M
Occupational Health and Safety (OHS) Program (P0569)	This project will support the development and implementation of the MBTA's Occupational Health and Safety (OHS) program.	Systemwide	Implementation	-	\$0.8 M

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Business and Operational Support Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
FY17 Homeland Security Funds - Project A (P0571)	Funds provided by the Department of Homeland Security for security enhancements.	Systemwide	Closeout	-	\$0.5 M
FY17 Homeland Security Funds - Project B (P0572)	Funds provided by the Department of Homeland Security for security enhancements.	Systemwide	Closeout	-	\$0.2 M
FY17 Homeland Security Funds - Project C (P0573)	Funds provided by the Department of Homeland Security for security enhancements.	Systemwide	Closeout	-	\$0.1 M
FY17 Homeland Security Funds - Project D (P0574)	Funds provided by the Department of Homeland Security for security enhancements.	Systemwide	Closeout	-	\$2.1 M
FY17 Homeland Security Funds - Project E (P0576)	Funds provided by the Department of Homeland Security for security enhancements.	Systemwide	Closeout	-	\$2.4 M
FY17 Homeland Security Funds - Project F (P0578)	Funds provided by the Department of Homeland Security for security enhancements.	Systemwide	Closeout	-	\$3.2 M
FY17 Homeland Security Funds - Project G (P0579)	Funds provided by the Department of Homeland Security for security enhancements.	Systemwide	Closeout	-	\$0.8 M
Lean Strategy Implementation (P0630)	Implementation of a Lean Strategy program to support MBTA operations.	Systemwide	Construction	-	\$0.4 M

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Business and Operational Support Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
FY18 Homeland Security Funds - Project A (P0833)	Funds provided by the Department of Homeland Security for security enhancements.	Systemwide	Closeout	-	\$3.0 M
FY18 Homeland Security Funds - Project B (P0834)	Funds provided by the Department of Homeland Security for security enhancements.	Systemwide	Closeout	-	\$2.5 M
FY18 Homeland Security Funds - Project C (P0836)	Funds provided by the Department of Homeland Security for security enhancements.	Systemwide	Closeout	-	\$1.2 M
Capital Acceleration Support Costs (P0872)	Funding for support services and consulting to advance the deployment of technology solutions that enhance the management and reporting of capital projects.	Systemwide	Construction	-	\$2.5 M
FY19 Homeland Security Funds - Project A (P0875)	Funds provided by the Department of Homeland Security for security enhancements.	Systemwide	Closeout	-	\$0.1 M
FY19 Homeland Security Funds - Project B (P0876)	Funds provided by the Department of Homeland Security for security enhancements.	Systemwide	Closeout	-	\$0.8 M
FY19 Homeland Security Funds - Project C (P0877)	Funds provided by the Department of Homeland Security for security enhancements.	Systemwide	Closeout	-	\$1.8 M
Capital Program Support - CPSI (P0886e)	Funding for capital programs strategic initiatives group, including safety assurance field observation equipment, IT Software, and outreach to support DBE, SBE, Safety Training and Conferences.	Systemwide	Implementation	-	\$0.0 M

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Business and Operational Support Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Capital Program Support - ARG Contract Services (P0886x)	DBE monitoring and compliance support including CUF reviews, prompt payment form analysis, and project meeting support.	Systemwide	Implementation	-	\$6.6 M
Capital Program Support - Bid Advertising Services (P0886z)	Funding for the advertisement of MBTA Professional Service and Construction Contracts.	Systemwide	Implementation	-	\$0.6 M
Transit Speed & Reliability Toolkit (P0949)	Development of planning and design "toolkit" to help standardize design strategies for improving the speed and reliability of bus service.	Systemwide	Closeout	-	\$0.4 M
FY20 Homeland Security Funds (P0971)	Funds provided by the Department of Homeland Security for security enhancements.	Systemwide	Closeout	-	\$1.1 M
Inclusive Outreach Strategy - Accessibility (P1021)	Development of a strategy to improve outreach/engagement among older adults and riders with disabilities, particularly those in underrepresented communities.	Systemwide	Implementation	-	\$0.2 M
Security Technology End of Life Upgrades (P1148)	Replacement and upgrade of aged security hardware that assists operations and transit police.	Systemwide	Closeout	-	\$1.5 M
FY22 Homeland Security Funds - Project B (P1170)	Funds provided by the Department of Homeland Security for security enhancements.	Systemwide	Construction	-	\$2.0 M
FY24 Homeland Security Funds - Project B (P1341)	Funds provided by the Department of Homeland Security for security enhancements.	Systemwide	Construction	-	\$2.2 M

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Business and Operational Support Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Capital Programs Tech Spt Services for Constr Oversight Activities–FTA Dir. 22-9 (P2209a)	Funds to evaluate near-term staffing needs and supplement workforce through contracted staff, as needed, to oversee construction activities in response to the FTA's directives.	Systemwide	Implementation	-	\$1.1 M
Systemwide Force Account (Z0008)	Funding to support force account costs for capital projects.	Systemwide	Planning	-	\$3.0 M

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Technology and Innovation Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Communications Rooms Remediation (P0908)	Upgrades to mechanical, electrical, and fire protection systems and other related infrastructure to support Fare Transformation at various communications rooms at 20 Orange Line stations, 22 Red Line stations, and the Green Line's Riverside Station.	Rapid Transit	Construction	\$8.2 M	\$11.5 M
Rail Transit Dispatch and Tracking Improvements (P1028)*	Provides transportation field supervisors, dispatchers, and other front-line staff modern tools to track, manage, and communicate about service.	Rapid Transit	Design	\$5.3 M	\$7.4 M
Digital Access to Safety Rules, Resources, and Compliance Tools (P1420)*	Implementation of portable digital technology to increase access to elements such as centralized safety resources, rules, and procedures to modernize compliance management processes and increase agility/transparency for our frontline employees.	Rapid Transit	New Project	\$4.6 M	\$4.6 M
SWAN Power Hardening and Resiliency Program (P1233)	Replacement of legacy uninterruptable power source equipment with latest generation devices and cables across all rapid transit communication rooms to allow core devices to remain online and operational during momentary power outages.	Rapid Transit	Implementation	\$0.0 M	\$0.8 M
Transit Signal Priority Implementation (P0562)	Development, standardization, and implementation of transit signal priority technology along bus routes and light rail throughout the MBTA service area.	Bus	Design	\$0.4 M	\$1.2 M
Solari Board Replacement at North and South Stations (P1406)*	Replacement of electronic signage at North and South Stations..	Commuter Rail	New Project	\$7.3 M	\$7.3 M
Automated Passenger Counters (P0693)	Procurement and installation of Automated Passenger Counters (APC) on Commuter Rail coaches to enhance ridership data accuracy and support service planning and operations.	Commuter Rail	Construction	\$2.3 M	\$15.0 M
Systemwide Radio and Security Cameras Equipment Replacement (P0848)	Upgrades to radio infrastructure for train operators, dispatchers, and front-line employees on the Commuter Rail system to enhance communication, safety, and operational efficiency.	Commuter Rail	Construction	\$0.4 M	\$3.2 M

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Technology and Innovation Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Onboard Passenger Train Information Systems (PTIS) Modernization (P0829)	Modernization of the Commuter Rail Passenger Train Information System (PTIS+) back-office and on-board components, including replacements of back-end systems and on-board controls on 91 coaches to enhance passenger communication and service reliability.	Commuter Rail	Implementation	-	\$2.6 M
The RIDE Vehicle Communications Upgrade (P0699)	The project will ensure in-vehicle technology remains functioning and up-to-date to ensure the provision of safe and reliable paratransit service.	Paratransit	Implementation	\$0.3 M	\$0.8 M
TRAC Technology Improvements (P0643a)	This project will upgrade technology equipment and systems at The RIDE's paratransit operations control and call center.	Paratransit	Implementation	-	\$1.1 M
Dispatching Technology for Safety and Bus Modernization (P0689d)	Improvements to TransitMaster bus dispatch system, Skate bus dispatch app, and Glides light rail management app to provide MBTA officials with improved service management tools and give more accurate arrival predictions to riders.	Multimodal	Implementation	\$6.3 M	\$11.3 M
Automated Fares Collection 2.0 (P0265)*	Fare system upgrades and new features that streamline payments for riders and improves rider experience with updated technology.	Systemwide	Construction	\$433.9 M	\$891.4 M
Systemwide Radio (P0301)*	Upgrade of the MBTA's existing two-way radio system used by MBTA Transit Police and operations personnel. This project includes mobile radios for heavy rail, light rail, and bus vehicles.	Systemwide	Design	\$134.5 M	\$167.5 M
PA/ESS Critical Upgrades (P0972)*	Major overhaul of the hardware and software that makes up the in-station countdown clocks and PA system.	Systemwide	Design	\$32.6 M	\$37.5 M
Fare Transformation – AFC 2025 (P0265b)	Migrates the current Automated Fare Collection (AFC) system from a legacy on-premise solution to a hosted back office environment while also addressing state of good repair and ensuring PCI compliance.	Systemwide	Pre-Design	\$11.9 M	\$61.3 M

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Technology and Innovation Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
IT Security Modernization (P0635)	Funding for a variety of projects that will upgrade and improve the MBTA's current security controls to combat external threats. This may include security operations improvements, data handling and retention improvements, and technology upgrades.	Systemwide	Implementation	\$5.3 M	\$23.2 M
PMIS Implementation (P0451)	Implementation and maintenance of a project management information software (PMIS) across the Authority to assist with management of capital projects and deliver of digital advancement and strategy.	Systemwide	Implementation	\$4.7 M	\$17.2 M
Occupational Health Services (OHS) System Improvements (P0542)*	Technology upgrades providing secure self-service solutions for protected health information portals to maintain HIPAA compliance, automated workflows for data input and data exchange, dashboard and interface development, and other safety and customer service solutions.	Systemwide	Implementation	\$3.1 M	\$6.7 M
Capital Projects Advancement (P1316)	Upgrades the MBTA's core financial system to improve the MBTA's capital program delivery and administration.	Systemwide	Planning	\$3.1 M	\$7.6 M
IT Infrastructure State of Good Repair (P0944)	Technology refresh of various IT assets, including storage, servers, data network, and telephone systems, to support lifecycle management and maintain assets in a state of good repair.	Systemwide	Construction	\$3.0 M	\$7.4 M
IT Hardware Refresh and New Services (P1307)	Upgrade of IT servers and storage which are reaching the end of their useful lives. The project will also include further enhancement and usage of cloud based, virtual storage.	Systemwide	Planning	\$2.8 M	\$2.8 M
Customer Technology Access Initiatives (P0491a)	Funds to support accessibility-related technology projects and pilots. Examples include feasibility assessments to deploy digital screens at elevator entrances and technology testing to support indoor navigation by riders with visual impairments.	Systemwide	Implementation	\$2.7 M	\$4.3 M
Project Connect - Financial Systems Transformation (P0683)	Upgrade of the MBTA's core financial system, to support the streamlining of business processes for day-to-day finance, accounting, procurement, inventory, and capital project management.	Systemwide	Implementation	\$2.7 M	\$29.3 M

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Technology and Innovation Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
IT Network Equipment Lifecycle Refresh (P1304)	Evaluation and replacement of network equipment that has reached the end of its useful life, including switches, routing equipment, and data center equipment.	Systemwide	Design	\$2.4 M	\$3.3 M
ACE Network (P0946)	Upgrade a Synchronous Optical Network (SONET) into one Agile Carrier Ethernet-based (ACE) network to streamline technology-related operations.	Systemwide	Implementation	\$2.0 M	\$13.0 M
MBTA Phone System Upgrade and Expansion (P1306)	Replacement and upgrade of the MBTA telephone system software and hardware which supports multiple call centers, offices, and field facilities.	Systemwide	Design	\$2.0 M	\$2.1 M
Energy Management System (P0434)	Procurement of an Energy Management System to track, manage, and analyze utility billing, energy consumption, and environmental impact.	Systemwide	Implementation	\$1.8 M	\$3.5 M
Data Center Relocation (P1234)*	Relocation of the MBTA's data center and equipment from 10 Park Plaza to a vendor-hosted facility to achieve a higher degree of fault tolerance and redundancy per the recommendation of a disaster recovery assessment.	Systemwide	Construction	\$1.8 M	\$4.3 M
IT Disaster Recovery Plan (P0945)	Establishment of a disaster recovery initiative to enable business continuity and redundancy of our existing Data Centers. This initiative aligns with the TSA Cyber Initiative announced last September.	Systemwide	Design	\$1.6 M	\$7.9 M
Technology Innovation Capital Project (P0689)	Funding to support technology projects and pilots. Past projects included the Skate mobile bus dispatching app, E Ink real time arrival signs, and light rail speed monitoring and reporting.	Systemwide	Pre-Design	\$1.4 M	\$1.9 M
Digital Transformation Capital Program (P1236)	Funds set aside for safety-focused technology pilot efforts and strategic implementation of high-impact process and improvements across the MBTA, including digitized forms and training, software development, systems integration, and other elements.	Systemwide	Pre-Design	\$1.3 M	\$1.4 M

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Technology and Innovation Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Rider Service Alerts Resiliency & Improvements (P0689o)	Technology improvements to provide riders with upgraded, real-time service alerts about delays and other disruptions.	Systemwide	Implementation	\$1.1 M	\$3.0 M
45 High Street Network/Infrastructure Redundancy Project (P1413)*	This project boosts network reliability at 45 High Street by adding Cat 6e and fiber, removing failure points. Tasks include installing cables, redundant fiber paths, and upgraded switches, ensuring robust connectivity for critical operations.	Systemwide	New Project	\$1.0 M	\$1.0 M
Applicant Tracking System (ATS) & Background Check Services (BCS) (P1342)	Procurement of a new HR software solution that will provide effective sourcing, recruitment, intake, tracking, management, and background checks, enabling a more efficient and effective recruitment and hiring process.	Systemwide	Implementation	\$0.9 M	\$1.1 M
Performance Data Modernization (P0948)	Replacement and upgrade of back-end performance systems to improve tracking and information on vehicles, operations, service performance, quality of transit service, and customer communication while reducing operational and maintenance costs.	Systemwide	Planning	\$0.9 M	\$2.3 M
Project Connect - Capital Plan (P1422)*	Supports professional services for designing, researching, and preparing procurement for capital planning software to manage and develop the MBTA's 5-year CIP.	Systemwide	New Project	\$0.8 M	\$0.8 M
MCRS2 v17 and Business Process Update (P0637)	Review and development of standardized business processes, reporting tools, and vehicle live monitoring to establish an enterprise CMMS (MCRS) system that consolidates maintenance databases and improves accountability, transparency, and compliance.	Systemwide	Implementation	\$0.7 M	\$5.2 M
MBTA Mobile Application (P1254)	Development of a first-party mobile app (iOS and Android) to provide all MBTA riders with an authoritative source of real-time information.	Systemwide	Pre-Design	\$0.4 M	\$2.3 M
Document Scanning and Retrieval (P0695)	Scanning of existing paper-based documentation to store in an electronic format.	Systemwide	Closeout	\$0.2 M	\$0.4 M

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Technology and Innovation Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Replacement of Substitution Coverage Application (P1312)	Design, development, and implementation of replacement of current application used to schedule substitution coverage for critical MBTA workforce functions.	Systemwide	Planning	\$0.2 M	\$0.3 M
ServiceNow Migration and Configuration (P1325)	Creation of a standalone ServiceNow MBTA instance from an environment shared with MassDOT and development of a strategy to support and optimize the MBTA ServiceNow platform.	Systemwide	Planning	\$0.2 M	\$0.4 M
The Digital Ride (P0689M)	Creation of a unified back-end content management system for all rider-facing digital screens.	Systemwide	Implementation	\$0.1 M	\$1.6 M
Project Evolution (P1311)	Upgrades to the MBTA's technology data infrastructure, including data integration and ETL, data warehousing, and business intelligence.	Systemwide	Planning	\$0.1 M	\$0.4 M
Project Resolve (P1131)	Migration of the MBTA's centralized data infrastructure to a cloud-based environment including data Integration, business intelligence, and data governance tools.	Systemwide	Planning	\$0.1 M	\$0.6 M
Employee-Facing Intranet (P0701)	Replacement of the old MBTA employee intranet and promotion of a more user-friendly, efficient, and engaging platform for improved communication, collaboration and knowledge-sharing across the authority.	Systemwide	Construction	\$0.1 M	\$0.2 M
AFC 1.0 (P0264)	Ongoing maintenance and support of the current fare system to ensure the continuity of fare collection in anticipation of future upgrades.	Systemwide	Closeout	-	\$8.7 M
Operations Control System Integration (P0859)	Source code additions/modifications for the MBTA Operations Control System (OCS) to support integration of ongoing MBTA capital projects and procurements.	Systemwide	Closeout	-	\$1.5 M

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Technology and Innovation Program

Reliability / Modernization

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
IDCS Readiness (P1130)	Replacement of up to 100 bar code scanners and 35 printers used in warehouses and stockrooms.	Systemwide	Closeout	-	\$0.6 M
SourceOne Replacement (P1235)	Migration of the Authority's email archive platform to a new email archiving solution compliant with the Freedom of Information Act.	Systemwide	Closeout	-	\$0.8 M
Electronic Communications for Frontline Workers (P1243)	Expansion of email and online collaboration capabilities for 4,000+ MBTA frontline employees, including security upgrades, in-person training, and the development of online training .	Systemwide	Closeout	-	\$2.6 M

* Project received new funding or is new in the FY26-30 CIP

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Green Line Extension Program

Expansion

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Green Line Extension (P0095)	Extension of the northern end of the Green Line from Lechmere to Union Square in Somerville and College Avenue in Medford.	Rapid Transit	Construction	\$179.6 M	\$2,118.6 M
Green Line Extension - Vehicles (P0095a)	Procurement of 24 Type 9 light rail vehicles to support the Green Line Extension. All vehicles have been received and are in service as of July 2021.	Rapid Transit	Closeout	\$6.8 M	\$170.0 M

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South Coast Rail Program

Expansion

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
South Coast Rail - Coach Procurement (P0160a)	Procurement of additional coaches to support the expansion of Commuter Rail service to the South Coast. Includes procurement of 16 coaches, spares, training, force account and professional services.	Commuter Rail	Closeout	\$14.4 M	\$69.0 M
South Coast Rail Expansion (P0160)	Extension of Commuter Rail service to Fall River, New Bedford, and Taunton on the South Coast of Massachusetts.	Commuter Rail	Construction	\$8.5 M	\$920.8 M
SCR Municipal Fire and Rescue Equipment (P0160b)	Purchase of fire and rescue equipment to support South Coast Rail.	Commuter Rail	Implementation	-	\$0.9 M

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Expansion Projects Program

Expansion

Project	Project Description	Mode	Current Phase	FY26-30 Programmed Spend	Total Authorized Budget
Red-Blue Connector - Planning (P0866)	Planning, preliminary engineering, and environmental review for the extension of the Blue Line from its terminus at Bowdoin Station to Charles/MGH Station, connecting the Blue and Red Lines.	Rapid Transit	Planning	\$19.4 M	\$29.8 M
Silver Line Extension (P1436)*	This project extends the Silver Line from Chelsea Station through Everett Square to the Orange Line at Sullivan Station, including a new busway and on-street bus priority improvements. Current efforts focus on design and environmental evaluation.	Bus	Planning	\$0.6 M	\$0.6 M
Fairmount/Indigo Commuter Rail Study (P0800)	Study of options for additional stations on the Fairmount Line. This study resulted in the opening of several new stations, the last of which opened for service in 2019.	Commuter Rail	Closeout	-	\$0.4 M

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