



**Massachusetts Bay
Transportation Authority**

**Proposed FY2027-2031
Capital Investment Plan (CIP)**

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3/26/2026

Choose Transit: Deliver Results Today. Building for the Future.

Our CIP continues to be driven by the three key objectives introduced in the FY26-30 CIP:

Regular Maintenance



Maintenance work on the Orange Line Southwest Corridor

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

Building for the Future



A rendering of new entrance at Ruggles Station

Tackling projects that set a strong foundation for future infrastructure, while seeking additional funding

Improving Service for Riders



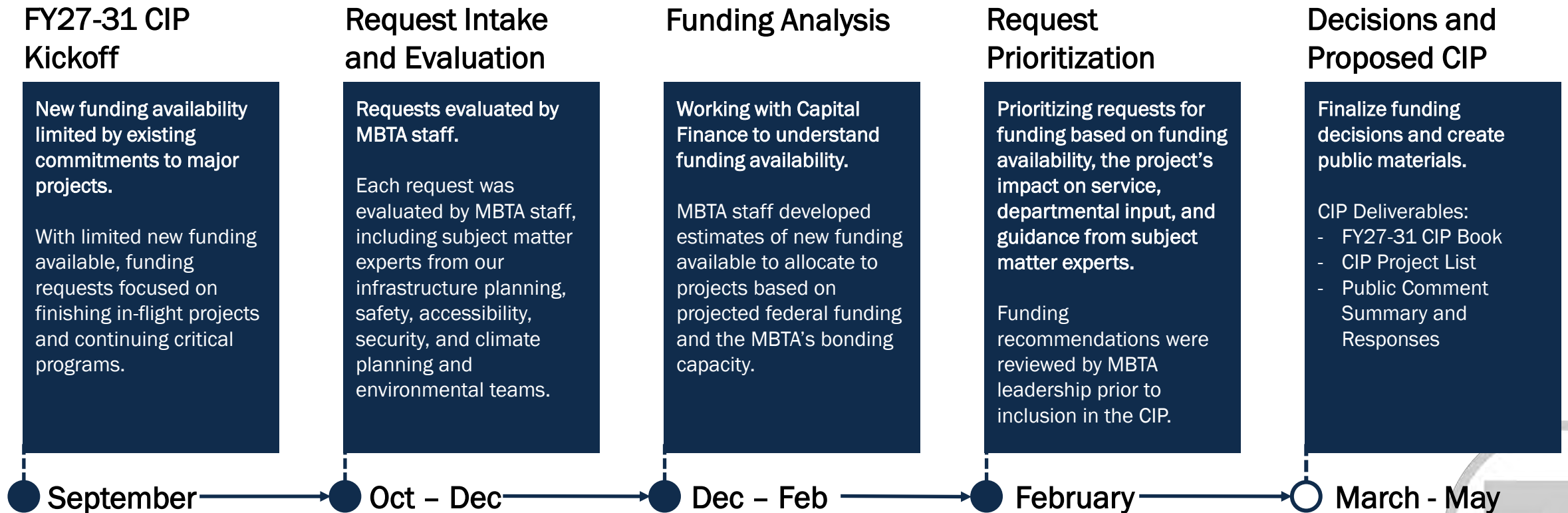
MBTA bus driving along a bus lane

Enhancing service by improving frequency and reliability, decarbonizing our system, and improving the rider experience.



CIP Development Timeline

The CIP accounts for our available capital funding sources and committed uses over the next five years. Every year, we update the CIP to allocate new funding sources.



Additional State Funding is Enabling Transformative Capital Investments



Green Line train passes over Lechmere Viaduct

Additional state Fair Share funding is supporting major capital investments that *would otherwise not be possible* given current funding constraints.

\$850M from the Commonwealth Transportation Fund (CTF)
State funding for maintenance facilities, layover track, power, modernization, and resilience. Includes funding for the following initiatives:

- Arborway Bus Maintenance Facility (\$371.5M)
- Widett Regional Rail Layover Facility (\$87.9M)
- Green Line Infrastructure Investments (\$370.0M)
- Locomotive Procurement (\$20.6M)

\$81M in State Funding for Green Line Core Capacity
Funds from the Federal Funds and Infrastructure Office (FFIO) to support MBTA match for the CIG Core Capacity program, which will upgrade Green Line infrastructure to support Type 10 vehicles and increase system capacity.



Long-Term Uncertainty

While new state funding has enabled long-delayed major projects, significant funding source uncertainty remains:

Upcoming Federal Policy Decisions

Until a new surface transportation reauthorization bill is passed, federal funding amounts for the next five years (and beyond) will remain uncertain.

Declining Funding Sources

Without structural changes to our capital funding, it will not be possible to maintain investment at current levels.

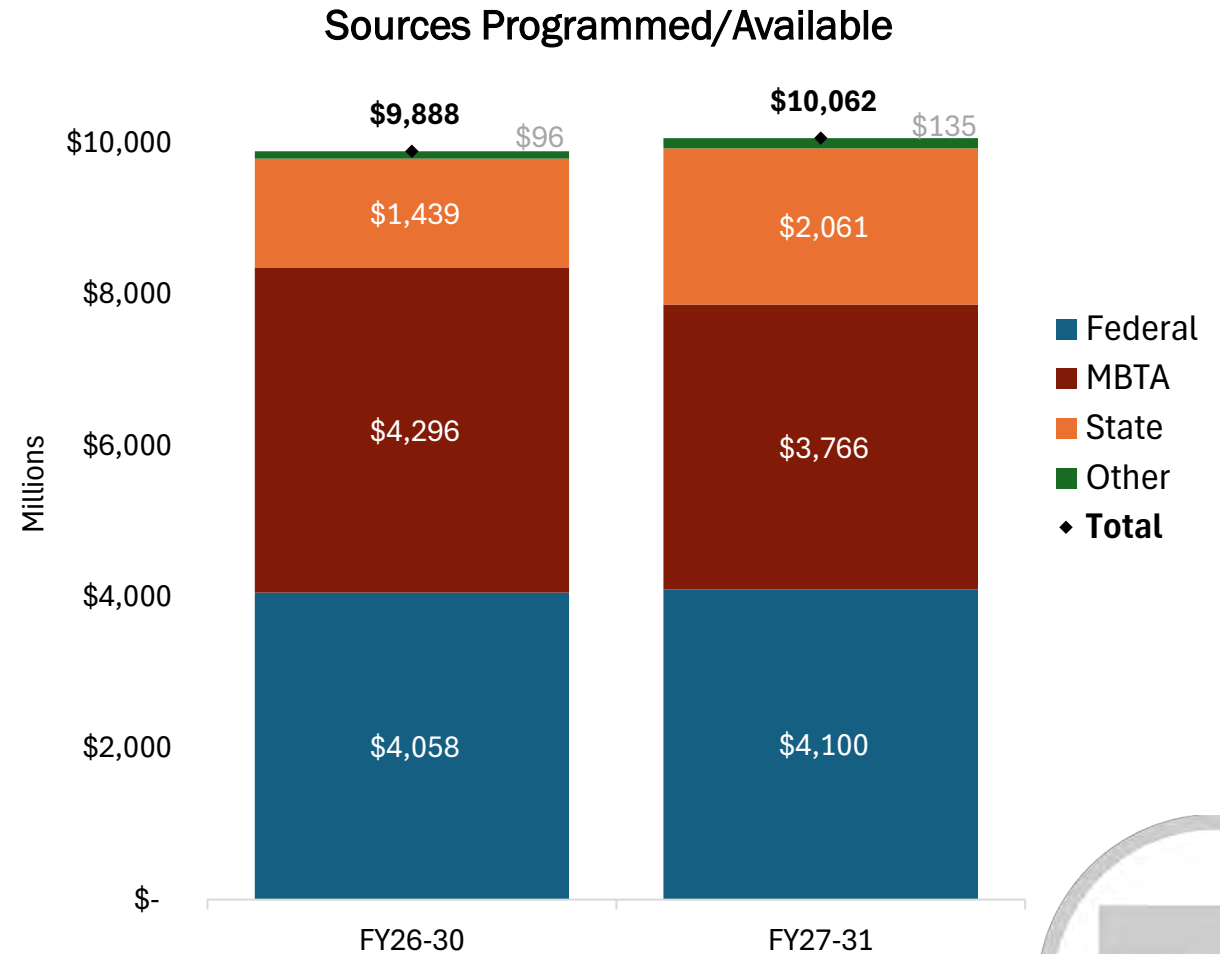
Challenging Construction Environment

The MBTA continues to see significant cost escalation across our capital project portfolio. Moreover, materials sourced from outside the US have high uncertainty in pricing.



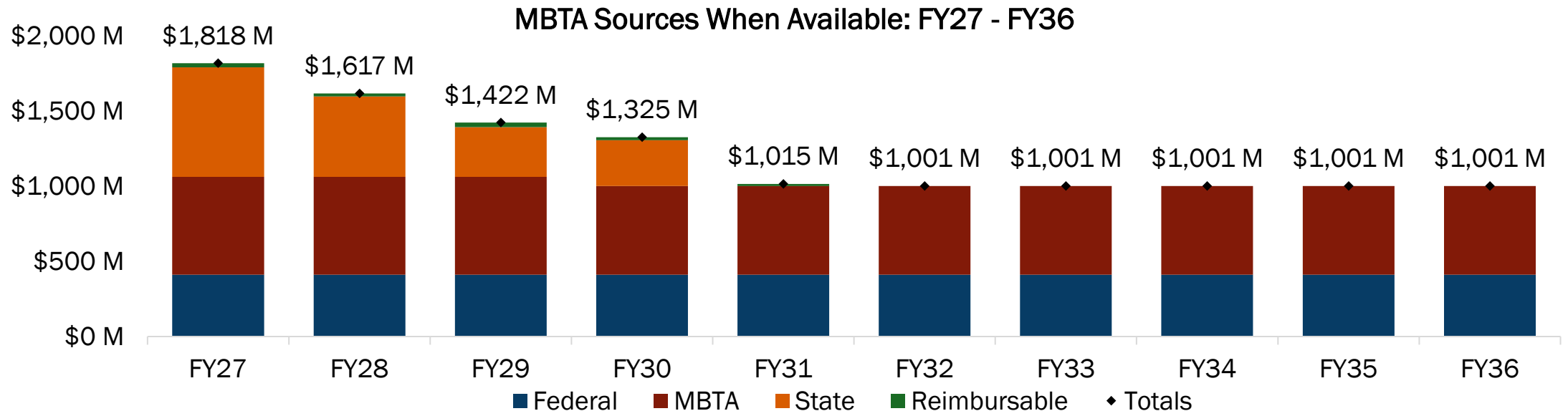
Proposed FY27-31 Source Assumptions

- MBTA bond funding availability decreases as \$650M in annual issuance assumed through FY 29 decreases to \$590M for FY30 and FY31
- State funding sees a significant increase due to the infusion of new funding
 - Of the approx. \$2.1B in available State funding, about 75% of this funding was added in the last two years
- Federal formula funding is decreased compared to previous CIP cycles; however, this decrease has been offset by successful discretionary grant applications, including a recent award of \$78.6M for the procurement of new hybrid buses



Declining Capital Sources | 10 Year Outlook

- 10 year source availability estimates assume federal funding remains level at FFY26 levels, while no new state funding is assumed beyond what has already been programmed.
 - Due to actual FFY25 formula funding apportionments coming in significantly lower than we had previously assumed, there was a total loss \$212.2M for the capital plan compared to assumptions in the FY26-30 CIP.
 - We have been able to avoid cuts to existing projects due to the infusion of other federal and state funding, but this change did have a significant impact on our ability to support new funding requests.
- MBTA bonding capacity is assumed to decrease from \$650M to \$590M in FY30 to manage the impact of our debt on the operating budget.



Major Projects Impacting New Funding

- The FY27-31 CIP continues to program significant MBTA and federal funding to three major initiatives: the North Station Draw 1 Bridge Replacement, the procurement of new Type 10 Green Line Vehicles, and the Green Line Core Capacity program.
- \$451M in new state funding reduces the MBTA's Core Capacity funding burden, but significant MBTA financial resources are still programmed to this work.
- These transformative projects will continue to impact funding availability in future CIPs, with project schedules extending into the 2030's.

| Project Name | FY26-30 CIP Programmed Amount | FY27-31 CIP Programmed Amount | Difference (rounded) |
|---|-------------------------------|-------------------------------|----------------------|
| North Station Draw 1 Bridge Replacement | \$679.0M | \$962.0M | \$283.0M |
| Green Line Type 10 Vehicles | \$548.0M | \$594.3M | \$45.3M |
| Core Capacity | \$388.0M | \$867.2M | \$487.2M |
| Total | \$1,608.0M | \$2,363.5M | \$755.4M |

Recent Wins and Continued Pursuit of Federal Funds

- The FTA Capital Investment Grants (CIG) Program funds major transit capital investments and requires transit agencies to complete a series of several steps to obtain funding. The MBTA is in the process of seeking CIG funding for two major programs:

Blue Hill Avenue Transit Action Plan

Seeking \$80.3M to implement bus rapid transit via a center-running bus lane on Blue Hill Ave between Warren Street and River Street in Boston.

Green Line Transformation Core Capacity Program

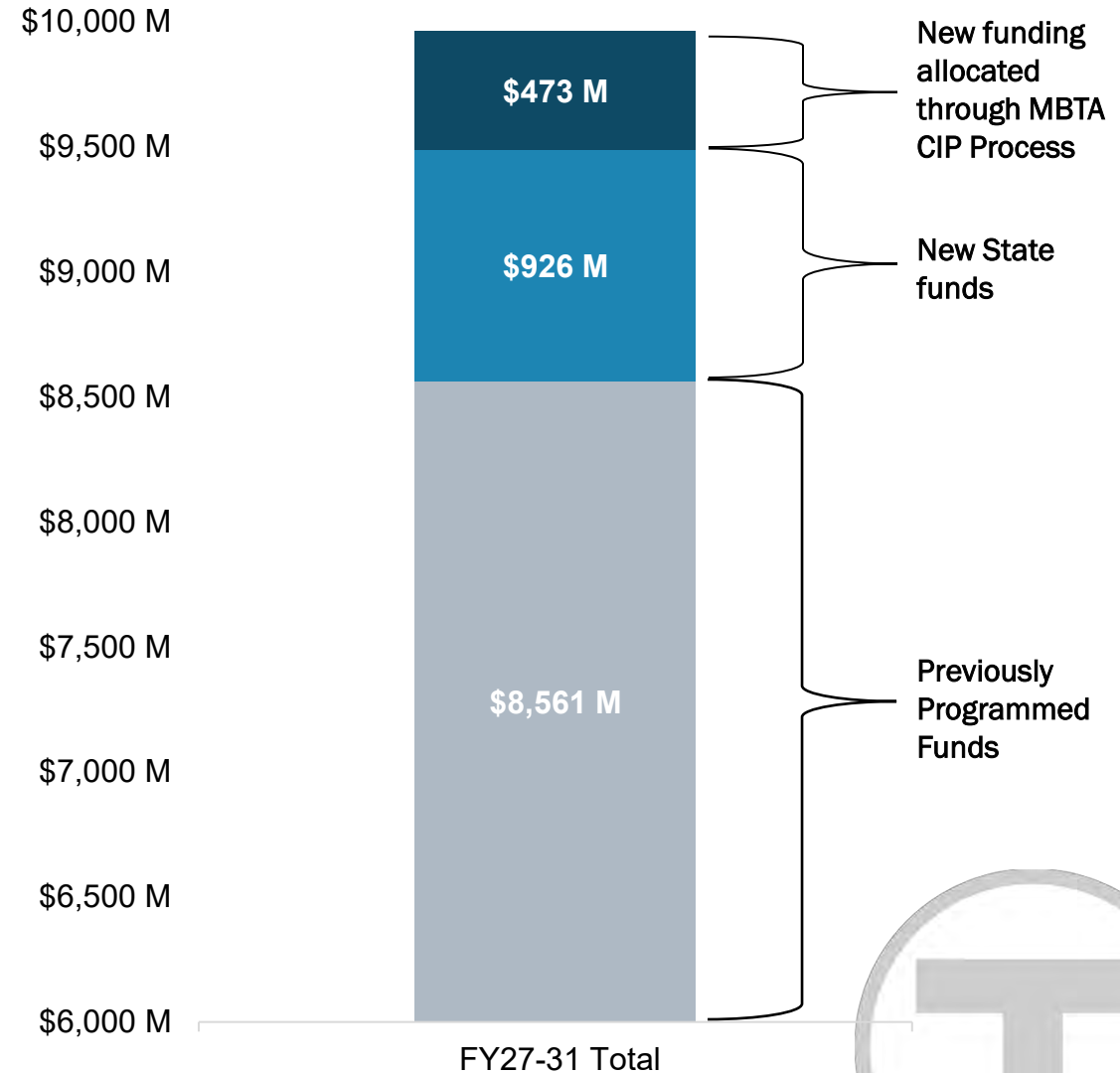
Seeking \$2.0B for infrastructure upgrades along the Green Line, which will support new Type 10 vehicles and increase system capacity.

- A portion of funding for both programs (\$80.3M for Blue Hill Ave, \$100M for Core Capacity) has been appropriated by Congress, however multiple additional steps are needed before the MBTA can access these funds.
- In the meantime, the MBTA continues to aggressively pursue federal discretionary grants, including recent applications to the following federal programs:
 - USDOT Better Utilizing Investments to Leverage Development (BUILD)
 - FRA Federal-State Partnership for Intercity Passenger Rail (FSP) Grant Program



FY27-31 CIP: New Funding Availability

- The vast majority of projected CIP spending is for previously programmed projects.
- New State funding is dedicated to four major initiatives:
 - Arborway Bus Maintenance Facility
 - Green Line Core Capacity
 - Widett Layover Facility
 - Locomotive Procurement
- The remaining \$473M was considered as available to program in the CIP.



Strategic Approaches to Deliver Results

Annual Program Maintenance (APM) Track Improvements



Orange Line track repairs near Ruggles Station

Investments to reconstruct track, replace rail and ties, and resurface over 150,000 feet of track. This work restored 50–55 MPH speeds on key segments, reduced slow zones, and improved system resiliency in 2025.

Fairmount Line Infrastructure Investments



Blue Hill Ave station and track on Fairmount Line

Improving the Fairmount Line through rail replacement, the introduction of battery-electric locomotives, and complementary infrastructure investments to support frequent, reliable service.

Moving Bus Overhauls In-House



MBTA bus undergoing maintenance

We continue to investigate more cost-effective methods of fleet maintenance, starting with a pilot mid-life overhaul of our CNG bus fleet using internal resources, offering significant savings.



Strategic Approaches to Deliver Results

Foxboro Station Improvements



Setting new platform at Foxboro Station

Expanding capacity and upgrading accessibility at Foxboro Station, delivering new high-level platforms to support World Cup service and future special events at Gillette Stadium

Ferry Fleet Expansion



Newly acquired ferry vessel in service

The MBTA recently acquired three ferry vessels to support service to Quincy, Winthrop, and Lynn, strengthening ferry operations and service availability.

Systemwide Signal Modernization



Signal work ongoing on the Green Line

The T is modernizing signals on the Red, Orange, and Blue Lines to improve reliability, installing (GLTPS) Green Line Train Protection System to prevent collisions, and has activated ATC/PTC on Regional Rail for safety and resiliency.



Updated Investment Programs for FY27-31 CIP

Reliability and Modernization: focused on State of Good Repair, service reliability, and asset modernization



Structures

Repairs, reconstructs, and replaces bridges, tunnels, culverts, and dams



Vehicles

Rehabilitates and replaces revenue fleets and non-revenue vehicle equipment for reliable operations



Passenger Facilities

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



Guideway, Signal, and Power

Rehabilitates, replaces, and upgrades guideway, signal, and power assets



Business and Operational Support

Investments in asset management, safety and security, communications, and systems supporting operations



North Station Draw One

Replaces and upgrades critical draw bridge, track and signal assets, and station platforms at North Station



Maintenance and Administrative Facilities

Rehabilitates and upgrades maintenance and administrative facilities



Technology and Innovation

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



Green Line Core Capacity

Green Line infrastructure investments included in the ongoing Core Capacity program

Expansion: targeted investments to increase system capacity or multimodal options



Expansion Projects

Planning and design of targeted expansion projects identified as next priorities

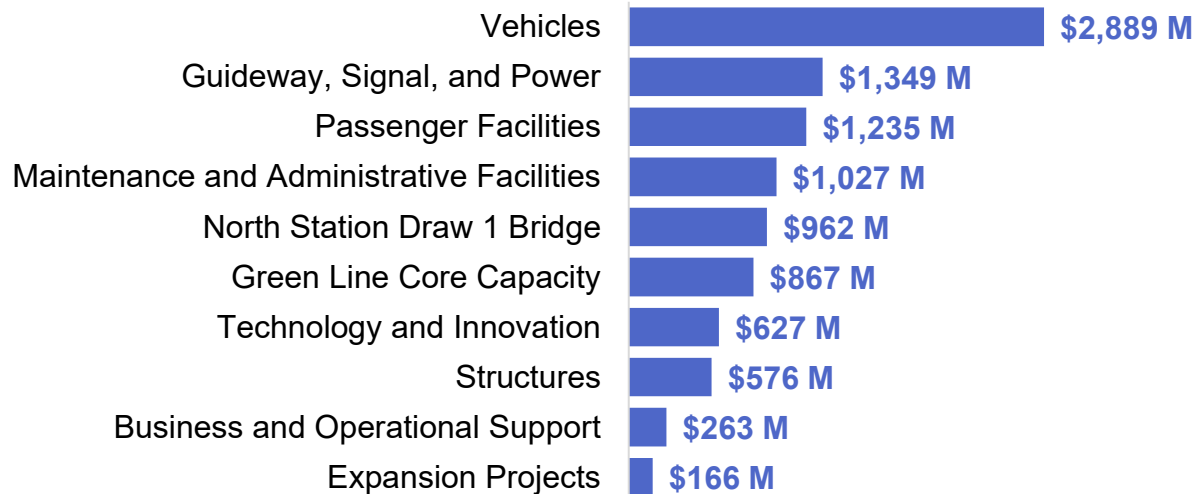


Proposed FY27-31 CIP: Summary

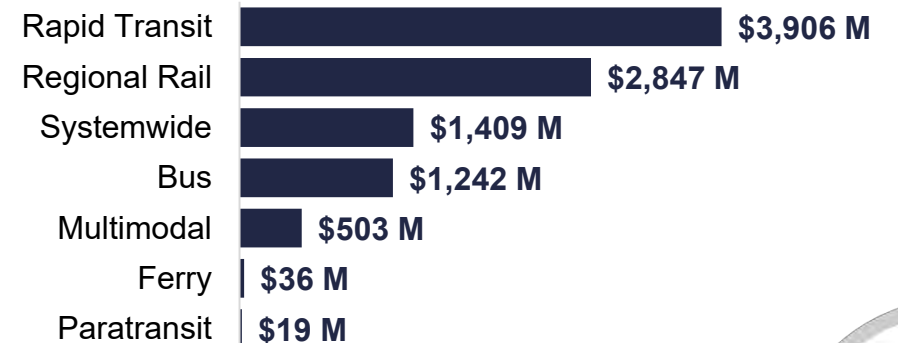
The CIP includes over 680 projects for a programmed spend of approx. **\$10B over the next five years**, including approx. \$473M in new funding allocated through the CIP development process.

About \$9.8B of programmed spend is for Reliability/Modernization projects, while just under \$200M is for Expansion.

FY27-31 Programmed Spend by CIP Program (millions)



FY27-31 Programmed Spend by Mode (millions)



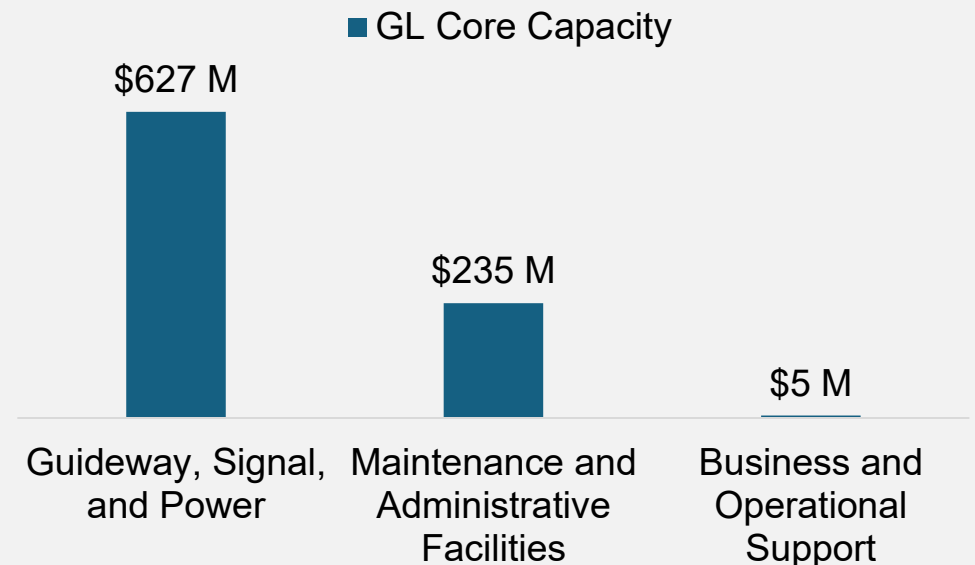
Proposed FY27-31 CIP: Summary

The FY27–31 CIP’s largest investments include:

- North Station Draw 1 Bridge Replacement (\$962M)
- **Green Line Core Capacity (\$867M)**
- Locomotives Procurement (\$367M)
- Arborway Bus Maintenance Facility (\$380M)
- Station Accessibility and SGR Upgrades: Symphony, Newtonville, and Downtown Crossing (~\$223M)
- Widett Layover and Maintenance Facility (\$123M)
- Signals: RL/OL and initial planning/SGR for Blue Line (\$101M)

Green Line Core Capacity Program includes investments across guideway, signals, power, and facilities to expand system capacity and accommodate the new Type 10 vehicles.

FY27-31 Programmed Spend by Type of Investment (millions)



Rapid Transit

Green Line Upgrades



Type 10 vehicle mock-up displayed at City Hall Plaza

\$2.0B for upgrades to the Green Line, including \$1.4B in infrastructure and facility upgrades and \$594M for the procurement of new Type 10 vehicles

Signal State of Good Repair and Modernization



Staff working on Red Line signals at Quincy Center

\$109M to continue critical State of Good Repair work, eliminate aging components, and modernize signal systems to improve service resiliency, reliability, and safety

Project Highlight

Track Programs



Trackwork near Airport Station on the Blue Line

\$219M for special trackwork, materials, and renewals to continue track improvement programs that mitigate speed restrictions and improve service, safety, and reliability

Bus

Bus Facility Modernization



Jan. 2026 aerial view of new Quincy facility

\$126M for construction of a new Quincy facility as well as planning and design for future bus facility upgrades

Bus Vehicles



MBTA buses ready to be dispatched

\$402M for bus vehicle repairs, upgrades, overhauls, and procurements, including **\$79M** from a recent FTA Low-No Grant award to replace our oldest buses with new hybrids

Project Highlight

Arborway (P0671b)



Early rendering of a new Arborway bus maintenance facility

\$380M to construct a new bus maintenance facility that can accommodate up to 200 40-ft buses to serve routes from Arborway, Cabot, and Albany.

Regional Rail

Regional Rail Vehicles



Legacy F40 Locomotive

\$621M for investments in our rail fleet, including procurement of new bi-level coaches and renewal and replacement of our oldest locomotives

Regional Rail Modernization



Concept for new layover facility at Widett Circle

\$260M for Rail Modernization planning and infrastructure, including a new 6-track electrified layover facility at Widett to support Fairmount BEMUs

Project Highlight

North Station Draw 1 Bridge Replacement (P0018)



Existing North Station Draw 1 Bridge, built in 1931

\$962M in FY27-31 (\$1.29B total) to replace and expand the North Station Draw 1 Bridge, which will increase network capacity and improve safety

Ferry and Paratransit

Systemwide Ferry Improvements



T CEX

MBTA ferry vessel

Continued ferry system investments, including vessel, facility, and terminal renewals, dock upgrades at Hingham and Quincy, and ongoing system modernization efforts

The RIDE Vehicle and Facility Upgrades



A RIDE vehicle at Rowes Wharf in Boston

Continued investments in The RIDE's vehicle fleet, technology upgrades, and consolidation of the Operations Control and Call Center (TRAC) and Mobility Center



Systemwide/Multimodal

Bridge Pipeline



Haverhill Line bridge replacement

\$283M for critical bridge repairs, rehabs, and replacements, including \$133M for the Bridge Program Pipeline to plan for, design, and construct our prioritized bridge needs

Structure Inspections



Blue Line Harbor Tunnel

\$118M for safety-critical structure inspection programs, including long-term investments to leverage programmatic efficiencies for bridge/tunnel inspections

Project Highlight

Centralized Train Control (P0689q)



Signal work near Kendal Green Station

\$7M to replace the existing operations control system with a new Centralized Train Control system to improve operational efficiency, safety, and service quality

What Additional Funding Would Deliver

Our current recommendation funds locomotives independently of potential additional state funding (~\$200M*), which is subject to legislative approval.

The MBTA continues to pursue other funding opportunities for priority investments through the MPO and federal and state discretionary grant programs.

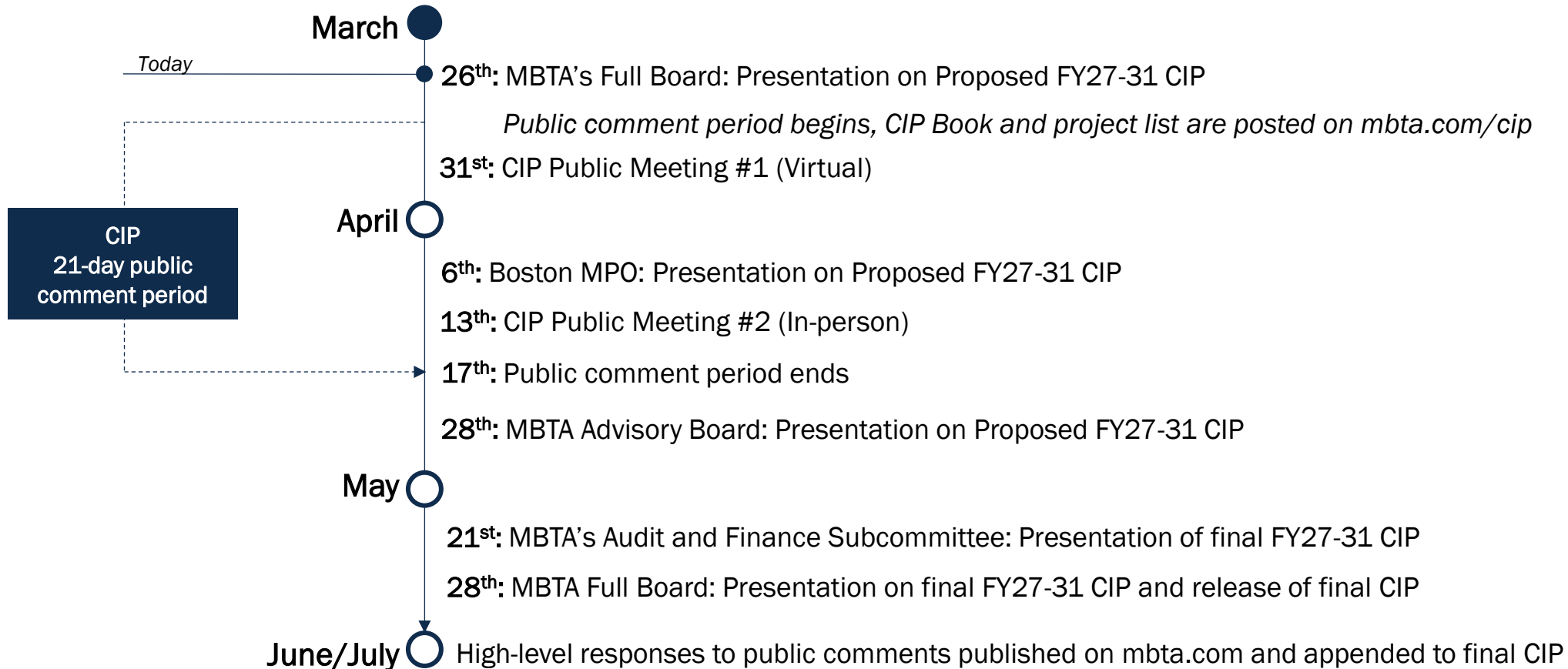
If additional funding becomes available, the following projects could advance.

| “Next Up” projects | FY 27-31 New Funding need (\$) |
|--|-----------------------------------|
| Commuter Rail Mini-High Program | ~ \$18 M |
| Critical Technology Project Investments | ~ \$5 M |
| Employee/passenger safety upgrades | ~ \$10 M |
| Maintenance and Administrative facility upgrades | ~ \$14 M |
| Power Investments | ~ \$16 M |
| Saugus and Manchester Drawbridge Rehabilitation | ~ \$100 M |
| Track Investments, incl. Annual Programmed Maintenance (APM) | ~ \$40 M |
| Total | ~ \$202 M |

*Subject to legislative approval of proposed Ch. 90 bill



Timeline of the FY27-31 CIP



All CIP-related documents and public engagement information will be posted on the MBTA website at mbta.com/cip



FY27-31 Proposed CIP Public Engagement

We want to hear from you! The MBTA will be seeking public comments on the Proposed FY27-31 Capital Investment Plan (CIP)

The Proposed FY27-31 CIP will be released on March 26, 2026, at [mbta.com/cip](https://www.mbta.com/cip).

Comments may be submitted between March 26 and April 16, 2026 by:

- Attending a virtual or in-person **public meeting**, as outlined to the right.
- Filling out our **online comment tool**, available at [mbta.com/cip](https://www.mbta.com/cip).
- Sending an **email** to cipengagement@mbta.com.
- Mailing a **letter** to: MBTA Capital Investment Plan

c/o MBTA External Affairs
10 Park Plaza, Suite 3830
Boston, MA 02116

Focus 2050, the long-range plan for transit investments bridging our strategic priorities and the 5-year CIP, is currently in development.

Share your thoughts on what **the future of the MBTA** should look like at <https://www.mbta.com/projects/planning-the-future-the-mbta>

CIP Public Meetings

Details and instructions will be provided on the [MBTA's Events website](#) on how to attend the public meetings:

Virtual Public Meeting

Tuesday, March 31, 2026
6:00 P.M.

In-Person Public Meeting

Monday, April 13, 2026
6:00 P.M.

MBTA Board Room
10 Park Plaza
Second Floor
Boston, MA 02116

