Delivering Results Today.
Building For The Future.

Massachusetts Bay Transportation Authority
FY27 – 31 Capital Investment Plan (CIP)
Final – July 2026

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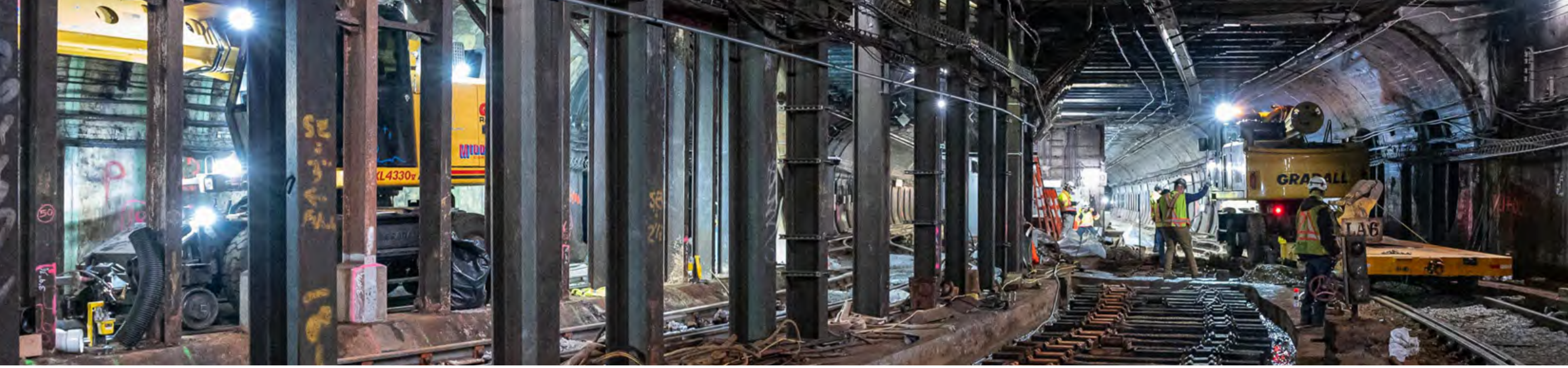
Nondiscrimination Statement

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 administrated 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.

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.

List of Common MBTA Acronyms

A&F – Executive Office for Administration and Finance
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
CIG – Capital Investment Grant
CIP – Capital Investment Plan
CMF – Capital Maintenance Fund
CNAI – Capital Needs Assessment and Inventory
CNG – Compressed Natural Gas
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
PCC – Presidents' Conference Committee
PLC – Programmable Logic Controller
PM/CM – Project Management/Construction Management
PPE – Personal Protective Equipment
PRIIA – Passenger Rail Investment & Improvement Act of 2008
PSAC – Project Selection Advisory Council
PTC – Positive Train Control
PTIS – Passenger Train Information System
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

FY27 – 31 Capital Investment Plan (CIP)

We're addressing the needs of today while laying the groundwork for tomorrow's T.
To meet our service goals, deliver results for our riders, and become a best-in-class transit system, investments in the FY27 – 31 CIP continue major modernization efforts already underway and support the reliability of existing infrastructure across the system.

The State Fiscal Year 2027 – 2031 (FY27 – 31) Capital Investment Plan 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.

- **FY27 – 31 CIP: Overview**
  Overview of the vision, priorities, and investment objectives guiding the FY27 – 31 CIP, including the challenges the Authority faces and how our capital strategy addresses these challenges.

- **FY27 – 31 CIP: Modal Initiatives**
  Summarizes program goals, investment levels, and key initiatives for each of our modes in the FY27 – 31 CIP window, encompassing Rapid Transit (Red, Orange, Blue, Green, and Mattapan Lines), Bus (Bus and Silver Line), Regional Rail, Ferry, Paratransit, Systemwide, and Multimodal.

- **FY27 – 31 CIP: Public Engagement and Additional Resources**
  Details the public engagement process for the Proposed FY27 – 31 CIP and highlights additional resources to learn more about this year's CIP.

Roadmap to the Final CIP

The Proposed CIP was released for public comment on March 26. Updates to the CIP based on public comment may be made before being submitted to the MBTA Board of Directors for approval in May to go into effect in July.

March

26th: MBTA Full Board: Presentation on FY27 – 31 Proposed CIP
Public comment period begins. CIP Book and Project List posted online.

31st: CIP Public Meeting #1 (virtual)

April

6th: Boston MPO:
Presentation on FY27 – 31 Proposed CIP

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

16th: *Public comment period ends*

28th: MBTA Advisory Board:
Presentation on Proposed FY27 – 31 CIP

May

21st: MBTA Audit and Finance Subcommittee:
Presentation of FY27 – 31 CIP

28th: MBTA Full Board:
Vote to approve FY27 – 31 CIP

July

Final CIP published on mbta.com/cip, as approved by the MBTA's Board of Directors, with high-level responses to public comments.

About the Capital Investment Plan (CIP)

What is the CIP?

The MBTA's CIP accounts for our available capital funding sources and 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.

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. An annual review of existing projects ensures that our limited financial resources remain programmed effectively and efficiently. Given funding constraints, this cycle's intake of funding requests focused on addressing immediate exposures and continuing critical programs. Requests for new projects moved forward only if approved by executive leadership. In collaboration with MBTA departments, requests were evaluated and prioritized in alignment with our strategic plan, our service priorities, and our asset condition information.

This Year's CIP Development Process

1. Identify capital needs

Funding requests for existing projects are collected, with limited new projects considered.

2. Evaluate project requests

Projects requesting new funding are evaluated by MBTA staff.

3. Determine funds available

Available sources and committed uses are determined.

4. Prioritize projects

New funding is prioritized based on funding availablity, impact on strategic priorities, and departmental evaluation.

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

The 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 broken out into **CIP Programs** that include asset-based capital projects, major modernization projects, and targeted expansion efforts. We've updated our CIP Programs this year to align with current priorities and the MBTA's strategic goals.

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

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

Guideway, Signal, and Power
Rehabilitates, replaces, and upgrades guideway, signal, and power assets across Regional 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.

North Station Draw One
Replaces and upgrades critical drawbridge, track and signal assets, and station platforms at North Station.

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.

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.

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
- Special obligation bonds support programs such as the Rail Enhancement Program, the Rail Reliability Program, and the Station Accessibility and Resilience Program. Revenues from the Fair Share amendment supported an expansion of the Commonwealth Transportation Fund and the issuance of additional special obligation bonds.

Commonwealth Match Fund
Supports pursuit of Federal funding

Fair Share Funding
State revenue generated by the Fair Share amendment, which sets aside funding for transportation and education.

FTA Directive Response Funding
Supports 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 fund to be used at the discretion of the CFO

Other

Reimbursables: Outside funds through partnerships and formal agreements, including with Amtrak

How is the MBTA's CIP Funded?

All programmed funding sources for the FY27 – 31 CIP are itemized below.

	Source	Total (FY27 – 31) ($M)	%
Federal	Future 5307 Formula Funds (Urbanized Area)	1,196	11.63
	Future 5337 Formula Funds (State of Good Repair)	1,423	13.84
	Future 5339 Formula Funds (Bus and Bus Facilities)	43	0.42
	Obligated FTA Funding (Formula and Discretionary)	1,035	10.06
	Obligated FHWA Funding	2	0.02
	Obligated FRA Funding	18	0.18
	Full Funding Grant Agreement for GLX	6	0.05
	Transit Security Grant Program	2	0.02
	Other Unobligated Federal Funding	503	4.89
	Total Federal	**4,227**	**41.11**
State	Commonwealth Transportation Fund - RRP & STAR	1,273	12.38
	Fair Share	187	1.82
	FTA Directive Response	7	0.07
	Other State	670	6.52
	Total State	**2,138**	**20.79**
MBTA	Bonds	3,707	36.06
	Loans	73	0.71
	Pay-Go (Cash on hand)	35	0.34
	Total MBTA	**3,815**	**37.11**
Other	Amtrak Funds	41	0.39
	Other Reimbursable	61	0.61
	Total Other	**102**	**0.99**
	Grand Total	**10,282**	**100.00**

FY27 – 31 CIP: Overview

The Vision for the MBTA's CIP

In accordance with Gov. Healey, Lt. Gov. Driscoll, and Interim Secretary of MassDOT and MBTA GM Eng, the MBTA's FY27 – 31 CIP advances our transit system's future while delivering meaningful results to improve the rider experience today.

The FY27 – 31 CIP delivers near-term results for our riders while laying the foundation to support future service improvements.

To fulfill the expectations of our riders, meet our service goals, and advance a best-in-class transit system, investments in the FY27 – 31 CIP continue ongoing major modernization efforts, improve the state of our capital assets, and support the reliability of existing infrastructure across the system. Our CIP is driven by the three key objectives introduced in the FY26 – 30 CIP:

- **Regular Maintenance:** Ensuring that the MBTA continues to build upon recent progress in delivering results for our riders, both now and in the future
- **Building for the Future:** Tackling major modernization efforts today that 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

The CIP and Ongoing MBTA Priorities

In addition to the Healey-Driscoll Administration's FY26 budget recommendation, the development of the FY27 – 31 CIP is informed by the MBTA's mission, values, and goals, as well as the condition of our assets and the 2023 Capital Needs Assessment and Inventory.

Our Values
The MBTA Strategic Plan sets forth values of safety, service, equity, sustainability, and culture that guide our work at the MBTA. The FY27 – 31 CIP incorporates this framework into project evaluation and prioritization to ensure that capital investments help the MBTA meet the demands required to best serve our riders.

Asset Condition
The Capital Needs Assessment and Inventory (CNAI), updated every three to four years, is a tool to help the MBTA identify 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. The 2023 CNAI demonstrated that many of our assets are out of a State of Good Repair and has directed our recent progress on addressing asset needs. Asset condition data continues to guide the effective allocation of resources to SGR work.

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

- Focus 2050: The Program for Mass Transportation, a long-term capital plan for the MBTA currently in progress and open for public comment
- The Transit Asset Management Plan and planning efforts at the asset-class level
- Safety plans and documents, such as the 2022 FTA Safety Management Inspection and 2023 Safety Improvement Plan
- Systemwide accessibility planning, including the Plan for Accessible Transit Infrastructure (PATI)
- Climate, sustainability, and vulnerability assessments
- Modal plans, such as Bus Network Redesign and Rail Modernization
- Service plans, including *Full T Ahead*, the General Manager's vision to make transit the first choice of travel

Delivering for Riders and Building for the Future

Under the leadership of GM Eng, we're advancing strategic changes to deliver a CIP that is data-driven, 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 improve the statue of our current assets while laying the groundwork for future service improvements.

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

- **Maturing Asset Information and Analysis**
  We're maturing our capital asset data collection by utilizing digital technology and integrating with ongoing inspections, allowing us to use up-to-date condition data to inform our investment priorities in advance of the next CNAI. Our asset class planning efforts support the development of project scopes that address our most critical needs.

- **Building In-House Capabilities**
  Regular programmatic maintenance and inspection work is critical to build on our recent progress. We're planning and implementing more efficient and cost-effective delivery methods, including in-housing mid-life CNG bus overhauls to maintain our vehicle fleet.

- **Advancing 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 negative rider impact. We have instituted an annual review of existing projects in the CIP to assess continued progress towards our long-term goals.

- **Capitalizing on Diversions**
  We continue to increase our workforce capacity and are aligning our efforts to perform critical State of Good Repair work on the ROW during already scheduled diversions. This piggyback work reduces costs and limits service disruptions while improving the safety and reliability of our system.

- **Pursuing Funding Opportunities**
  Aggressively pursuing grant opportunities increases available funding for key capital projects and programs, allowing us to deliver more improvements sooner. We are seeking over $2 billion in Capital Investment Grant programs to support two major initiatives: the Blue Hill Avenue Transit Action Plan and the Green Line Transformation Core Capacity program.

- **Building for the Future**
  We are taking a balanced approach to address our immediate capital asset needs while incorporating long-range planning to continue building for the future. Improving the state of our existing assets while setting our long-term priorities will set the foundation and ensure the long-term success of future expansion efforts.

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 FY27 – 31 CIP represents another important milestone in our commitment to continuously improving the rider experience.

Advancing Major Priorities with State and Federal Support

The FY27 – 31 CIP programs significant funding to major investments to improve service reliability and expand system capacity across our modes. Additionally, new one-time infusions of State funding have enabled long-delayed major projects to advance.

The CIP includes high priority major investments that are critical to meeting our service goals and priorities. Given our funding constraints, funding these projects could only be contemplated due to increased State funding through the expansion of the Commonwealth Transportation Fund (CTF) in 2025. This expansion provided the MBTA $900M for the following projects and initiatives:

- **Widett Regional Rail Layover facility**
- **Arborway Bus Maintenance Facility**
- **Green Line Core Capacity**
- **Regional Rail Locomotive Procurement**

In addition, the CIP continues to include significant funding for three major initiatives that will continue to impact new funding availability in future CIPs, given that project schedules extend into the 2030's:

- **North Station Draw One Bridge Replacement**
- **Green Line Type 10 Vehicle Procurement**
- **Green Line Core Capacity**

These initiatives are supported in part by the MBTA's aggressive pursuit of Federal discretionary grants, including the successful $472M Federal discretionary grant award for North Station Draw One Bridge Replacement and the ongoing pursuit of $2B in funding from the FTA Capital Investment Grants program for the Green Line Core Capacity program.

Our investment in these major projects and initiatives now puts the MBTA in position to meet our strategic goals and future service priorities. However, in tandem with declining recurring funding sources, funding these transformative initiatives in our fiscally constrained environment has resulted in less new funding available to program this cycle than in a typical CIP development cycle.

Navigating Funding Uncertainty

The MBTA continues to sustain an unprecedented level of capital investment towards State of Good Repair work and transformative major initiatives that will impact funding availability in future CIPs. However, funding source uncertainty and declining recurring funding sources in the out years of the CIP leads to a projected decline in future funding availability.

Although funding sources have increased slightly, the MBTA still faces significant capital funding challenges. State sources increased significantly in the past two years. Of the $2.1B in total State funding, approximately 75% was added in the last two years via Fair Share-enabled investment, including multiple years of CTF expansion, and support from the Commonwealth Match Fund.

Strong support is underlined by funding for MBTA capital projects in the Governor's proposed FY27 budget. While additional State funding could become available to the MBTA in FY27 and beyond, our estimates do not assume State funding beyond what has already been approved.

Federal funding sources remained stable in comparison to the FY26 – 30 CIP, with discretionary grant awards offsetting a decrease in Federal formula funding apportionments. Future formula and discretionary funding levels are dependent on the passage of a new surface transportation reauthorization bill. Until a reauthorization bill or continuing resolution is passed, Federal funding will remain uncertain.

This uncertainty, combined with decreased MBTA bonding capacity beginning in FY29 to support the operating budget, leads to a projected decline in future funding availability in the out years of the CIP window. Structural changes to our capital funding will be critical to maintain investment at current levels and meet our goals.

FY27 – 31 CIP: Accounting for Potential In-Year Funding

The MBTA aggressively pursues additional funding opportunities for priority investments. $200M to support the procurement of locomotives included in a proposed Chapter 90 funding bill, subject to legislative approval, may become available after the approval of the Final CIP, freeing up funding capacity for additional projects.

To ensure effective implementation, key *next-up projects* have been identified in the event of freed up funding capacity. If approved, the MBTA would advance additional work on these projects supporting the improvement of service reliability, station accessibility, and the condition of our facilities.

Service Reliability

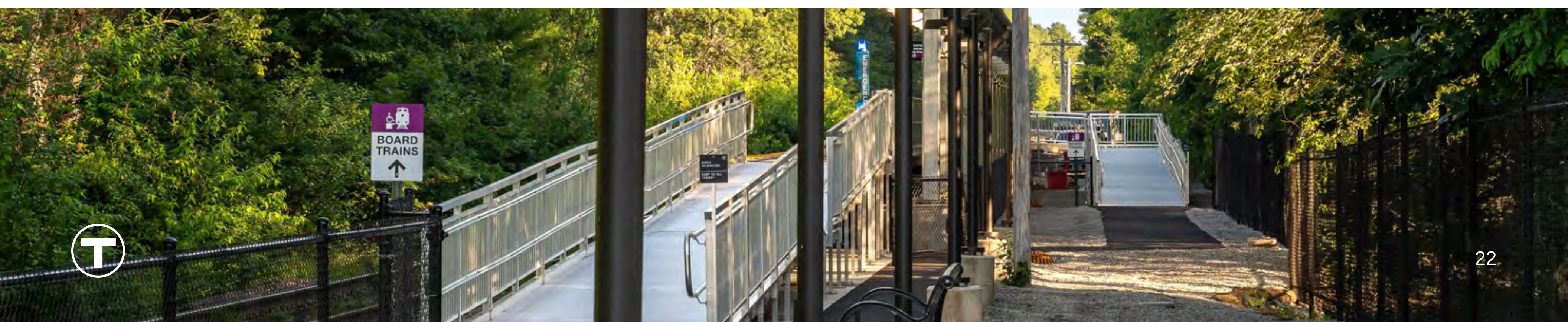
Additional investments in track and power systems to improve service reliability, frequency, and the efficiency of work during diversions on the rapid transit system

Station Accessibility

Continued phased expansion of our successful mini-high platform program to construct accessibility improvements at multiple Regional Rail Stations

Facility Improvements

Construction of new, upgraded permanent facilities for frontline employees to replace temporary trailers and repairs of aging HVAC systems

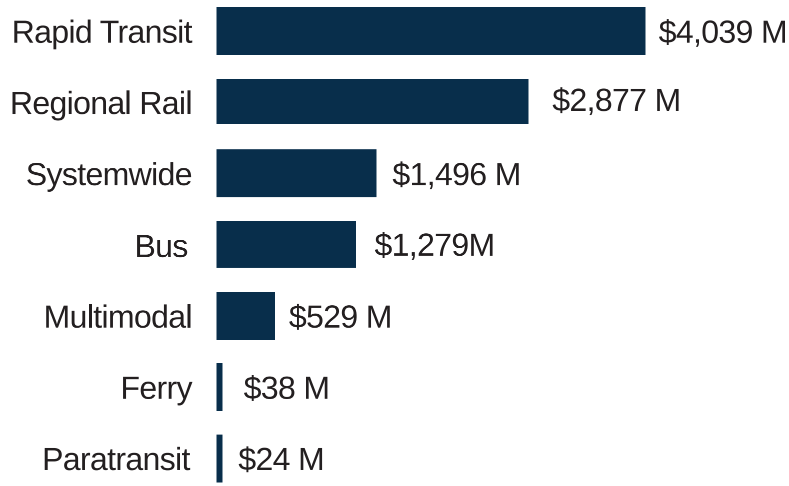


FY27 – 31 CIP: Programmed Spend by Mode and by Program

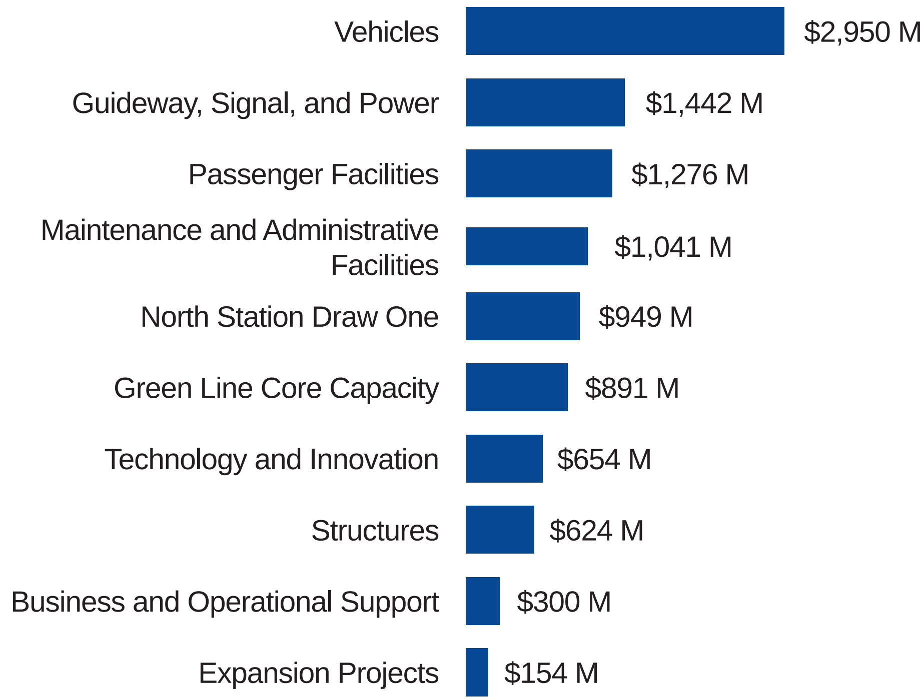
The CIP includes over 660 projects for a programmed spend of approximately $10B over the next five fiscal years, including our significant recent State and Federal investments. Our investments improve assets across our modes and CIP Programs, delivering meaningful results for riders.

Given our limited funding availability, approximately $566M in new funding was allocated through the FY27 – 31 CIP development process. This $566M supplements over $900M in recent State funding that has already been programmed to support major projects.

FY27 – 31 Programmed Spend by Mode



FY27 – 31 Programmed Spend by CIP Program



FY27 – 31 CIP: Modal Initiatives

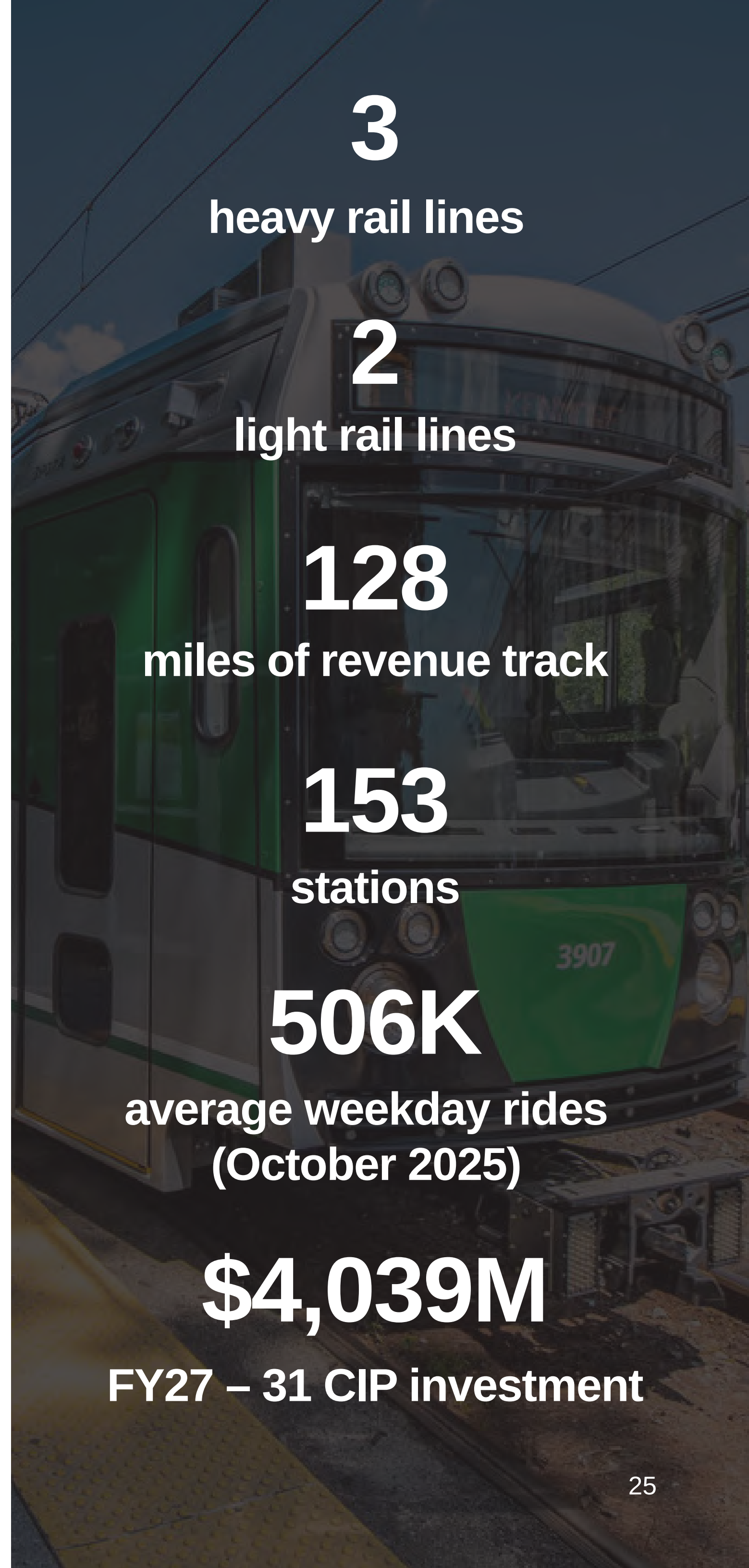
Rapid Transit | Overview

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 need replacement, and our stations and facilities require upgrades to bring them into a State of Good Repair, make them more energy efficient, and improve accessibility.

The FY27 – 31 CIP prioritizes rapid transit projects that address foundational infrastructure needs and modernize legacy systems. We are upgrading our power and signal systems and repairing our track, tunnel, and bridges to deliver improved service today and in the future. Significant Green Line investments aimed at increasing service capacity include the upgrade of all inaccessible above-ground Green Line stations on the B and C Branches. In addition to infrastructure, we are also investing in our vehicle fleet, including the procurement of new vehicles on the Green Line and the continued modernization of our Red Line fleet.



3
heavy rail lines

2
light rail lines

128
miles of revenue track

153
stations

506K
average weekday rides (October 2025)

$4,039M
FY27 – 31 CIP investment

Rapid Transit | Key Initiatives

Green Line Core Capacity 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. Through the ambitious Core Capacity program, we're investing in upgraded track, signal, and power infrastructure, maintenance facility improvements, and station accessibility improvements. This program spans 17 distinct projects, with construction extending through 2035. To successfully receive $2B from the largest Federal discretionary grant program for these upgrades, we continue to program funds to these critical projects to meet our local match requirements.

Passenger Facility Accessibility Improvements

Accessible transit benefits everyone, and the MBTA is committed to building an accessible transit system. Investments at rapid transit stations include vertical transportation improvements, such as escalators and elevators, on the Red and Orange Lines, full accessibility on the Green Line B and C Branches, full station modernization of Jackson Square and Symphony Station, and more. We're also addressing platform gaps with targeted horizontal and vertical adjustments during planned diversions to ensure minimal rider disruptance.

Rapid Transit | Key Initiatives

Signal State of Good Repair and Modernization

Replacement of the aging, analog signal system on the Red and Orange Lines with new, digital infrastructure is ongoing and accelerating, maximizing safety, efficiency, and operational flexibility to support our new vehicle fleet. On the Blue Line, near-term signal reliability upgrades will be complemented by planning for a long-term signal system modernization similar to that on the Red and Orange Lines. On the Green Line, a new train protection system will prevent train-to-train collisions.

Rapid Transit Power Systems Upgrades

Power system upgrades will increase efficiency, reduce maintenance times, and improve reliability for riders. Investments include upgrades and replacements of traction power and unit substations, replacement of aging cables, duct banks, and equipment, and planning for improvements to the South Boston Power Complex.

Rapid Transit Track Programs

The MBTA has extended the success of the Track Improvement Program (TIP), completed in 2024, with programmed diversions and track renewals to further enhance track condition and allow for increased speeds on key segments while minimizing the disruption to riders. Proactive procurements of special trackwork and equipment, especially those with long lead times, are providing the Authority with greater maintenance flexibility, while projects like the Red Line Hi-Rail Access Tunnel will offer improved service flexibility and shorter, more efficient diversions.

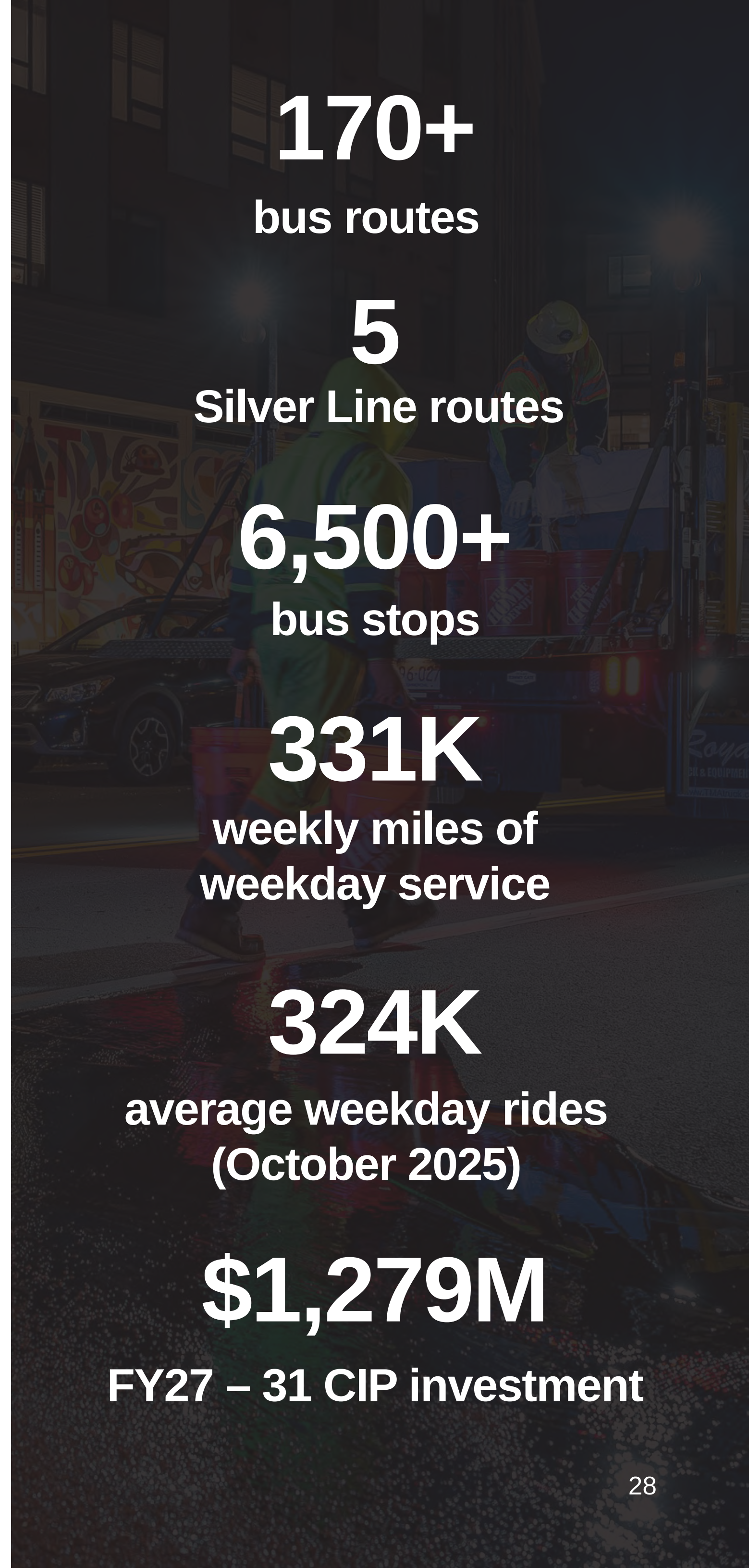
Bus | Overview

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 19 frequent bus routes, with more soon to be implemented, providing increased service and frequency to areas that experience high ridership.

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

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. Improving our bus infrastructure to support our bus service is critical to our ongoing planning for decarbonization.

The FY27 – 31 CIP includes historic investments in the Better Bus Project - a portfolio of projects to make riding the bus an easier first choice for riders. We are modernizing our bus facilities, including a new bus maintenance facility at Arborway. We're also making continued investments in our bus stop and transit priority infrastructure to improve the transit experience for our riders, and building out our in-house capacity for bus overhauls to ensure the continued reliability of our bus fleet while controlling costs.



170+
bus routes

5
Silver Line routes

6,500+
bus stops

331K
weekly miles of weekday service

324K
average weekday rides (October 2025)

$1,279M
FY27 – 31 CIP investment

Bus | Key Initiatives

Bus Shelter Accessibility Improvements

The MBTA is committed to improving the experience for bus riders. We are installing new accessible bus shelters, and upgrading existing shelters throughout our bus network. Concurrently, we are implementing our Plan for Accessible Transit Infrastructure (PATI) by delivering additional accessibility and safety improvements at hundreds of high-priority bus stops.

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 Network Redesign (BNR)

Many MBTA bus routes follow historic trolley corridors that no longer reflect how people travel today. We began implementing service changes in Winter 2024 which will continue over several years. To continue implementing 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 | Key Initiatives

Arborway Bus Maintenance Facility

The inclusion of funding for a new, larger Arborway Bus Maintenance Facility is critical to achieve our strategic goals, meet the service needs of a growing ridership, and advance fleet replacement efforts. The construction of the new, BEB-ready facility can accommodate up to 200 40-foot buses to serve routes stemming from Arborway, Cabot, and Albany.

Bus Facility Modernization

Most of our legacy bus maintenance facilities are not properly designed or equipped to service modern transit buses, but we're making progress on significant upgrades to benefit our riders and employees. Planning and real estate acquisitions for future facility improvements are complemented by the ongoing construction of a new bus maintenance facility in Quincy and the near-complete renovation of the existing North Cambridge. Investments in our facilities are foundational to ensuring reliable service and on-time fleet replacement.

Bus Fleet Overhauls and Upgrades

We are building out our in-house, mid-life bus overhaul capabilities, starting with the existing CNG bus fleet, to reduce overhaul costs and improve efficiency. By periodically overhauling and upgrading our existing bus fleet, we can ensure continued reliable and safe bus operations and meet FTA service life requirements. Supported by a recent discretionary grant award, we're replacing our oldest buses with new hybrid buses.

Bus | Decarbonization

State law requires the MBTA to transition to a fully zero-emission bus fleet by 2040. The MBTA's Bus Electrification Plan, a key planning effort informing CIP development, outlines the investments and timelines needed to meet this mandate. In the annual CIP, the MBTA is required to provide updates on the progress of our decarbonization strategy and barriers to increased adoption.

As part of the Better Bus Project, the MBTA is investing in a modernized fleet and rebuilding outdated bus maintenance facilities, which limit the number of battery-electric buses (BEBs) the agency can charge and deploy. The CIP funds construction of Arborway Bus Maintenance Facility, which will be built to be BEB-ready.

As of April 2026, the MBTA has received 37 BEBs through an ongoing procurement. Another 83 buses are scheduled for delivery through 2027. Of these buses, 32 will operate from the retrofitted North Cambridge garage and 88 from the new Quincy facility. These buses will continue to replace buses from our oldest CNG and diesel fleets.

Key barriers to increased adoption include limited national supply amid high demand, supply-chain disruptions, rising vehicle costs, facility and charging infrastructure needs, power availability and grid capacity, operational reliability considerations, as well as recent changes in Federal funding priorities.

In the coming years, the MBTA will continue investing in both diesel-electric hybrid buses and BEBs to improve service reliability, reduce air pollution and greenhouse gas emissions and enhance fuel efficiency.

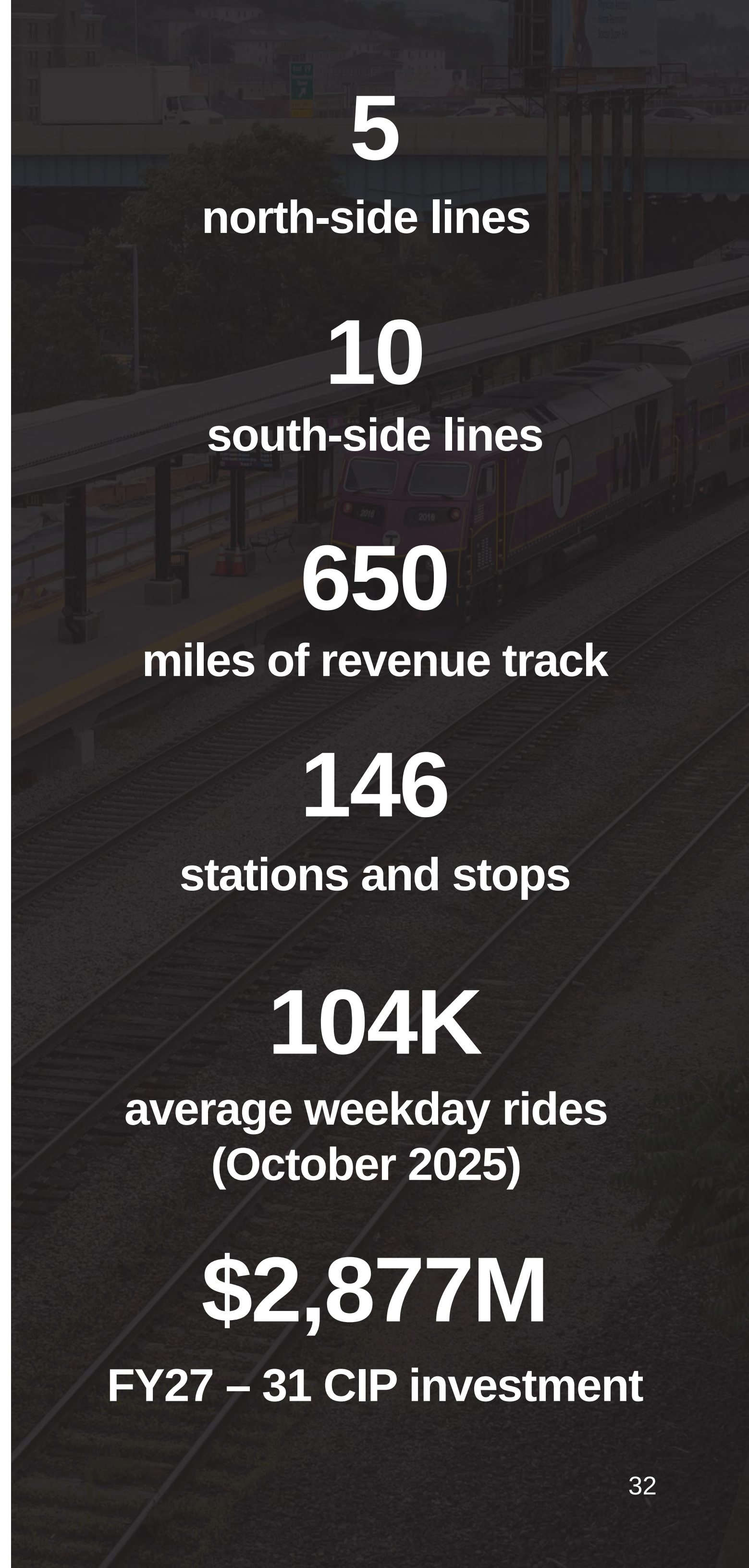
Regional Rail | Overview

The MBTA Regional Rail provides 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 Regional 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.

The MBTA's Regional 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 FY27 – 31 CIP includes a variety of capital projects aimed at modernizing the Regional Rail system. We are making critical investments in our locomotives and coaches, replacing our oldest vehicles to ensure that we can deliver safe and reliable service. Modernization efforts such as a 6-track electrified layover facility at Widett Circle in Boston will support reliable service of a new battery-electric fleet. We are also making significant infrastructure investments, such as the replacement of the nearly 100-year-old North Station Draw One Bridge.



5
north-side lines

10
south-side lines

650
miles of revenue track

146
stations and stops

104K
average weekday rides (October 2025)

$2,877M
FY27 – 31 CIP investment

Regional Rail | Key Initiatives

Rail Modernization Planning

Our Rail Modernization planning efforts include targeted investments on the North and South Sides of the Regional Rail for the planning and design of future electrified, all day, bi-directional regional rail service, high-frequency urban rail service, and a decarbonized fleet.

Widett Layover Facility

Construction of a new Regional Rail facility to meet the needs of MBTA Railroad Operations for mid-day and overnight storage charging, cleaning, and crew facilities. The first phase of this project will be a 6-track electrified layover facility to support the new battery-electric fleet running on the Fairmount Line.

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.

Investments in Locomotives and Coaches

Replacing and overhauling our aging rail fleet is critical to our Regional Rail service goals and advancing decarbonization on the system. The MBTA is continuing to replace the oldest locomotives in our fleet through a locomotive procurement for battery-electric and low-emissions diesel locomotives. We are also enhancing capacity and rider experience by procuring new bi-level coaches to replace all remaining single-level coaches and targeting overhauls to ensure fleet reliability of our current fleet.

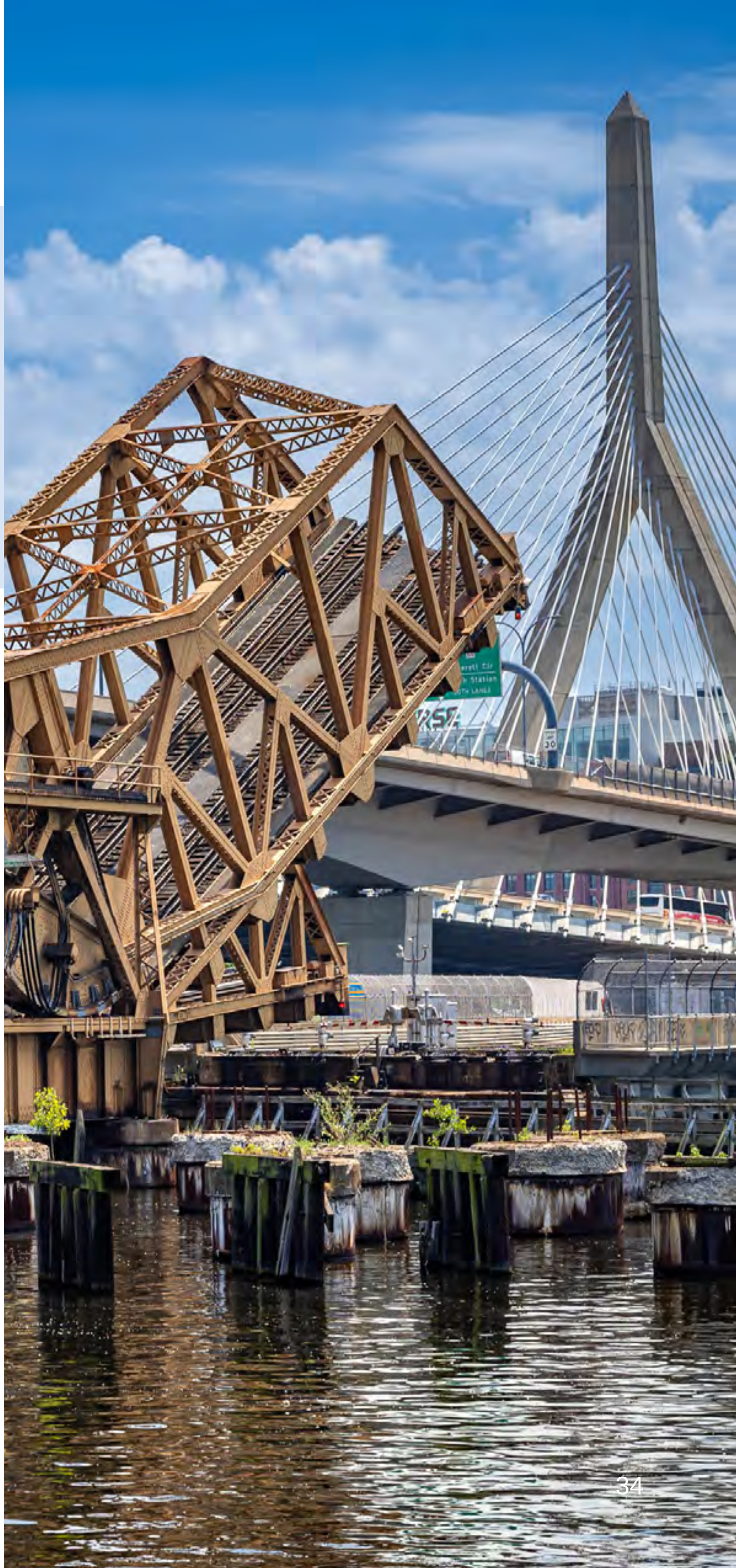
Regional Rail | Key Initiatives

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 Regional Rail system, supporting reliability, on-time performance, and added capacity at North Station through additional tracks and a new station platform. Construction of this major modernization effort supports faster, more reliable, and higher capacity trips for the approximately 11 million riders that annually cross the Charles River over this critical drawbridge.

Regional Rail Station Accessibility Improvements

Our Regional Rail goals are predicated on serving riders in ways that better meet their needs at the station. We're constructing accessibility improvements that provide easier access and clearer station navigation, from our innovative, freestanding mini-high level platforms that allow for stair-free boarding to major station upgrades. Mini-high level platforms have been added to Franklin, Walpole, Wellesley Square, and West Medford, with additional stations in design. Newtonville station accessibility improvements are advancing, following the recent completion of major upgrades at Natick Center, North Wilmington, and Winchester Center. Ongoing work at Foxboro is supporting both regular and special event service in 2026 and beyond.



Ferry and Paratransit | Overview

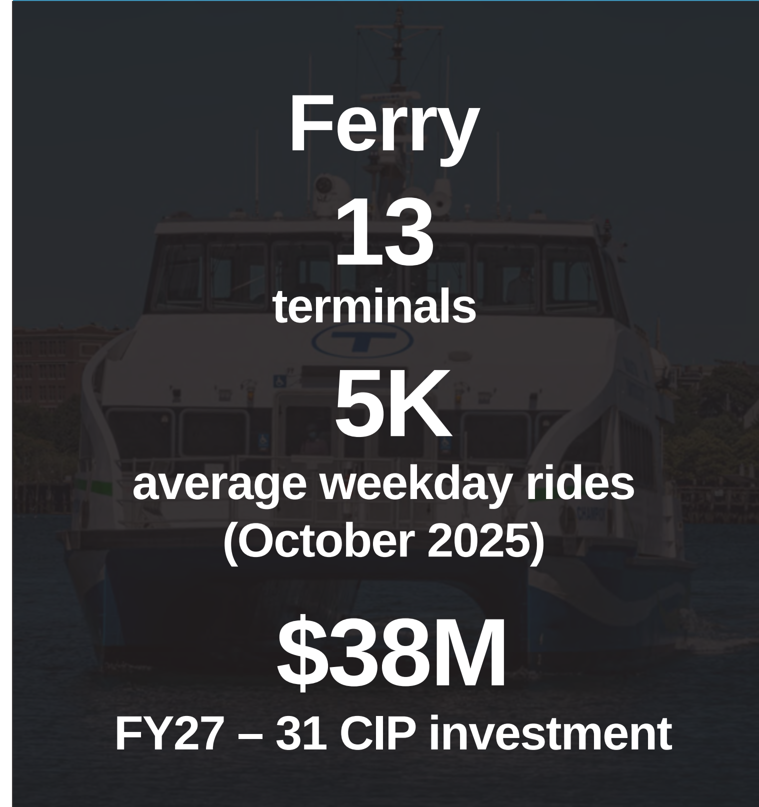
The MBTA ferry system provides service through the Boston Harbor. The RIDE paratransit service provides door-to-door, shared-ride public transportation as a complement to the fixed-route network.

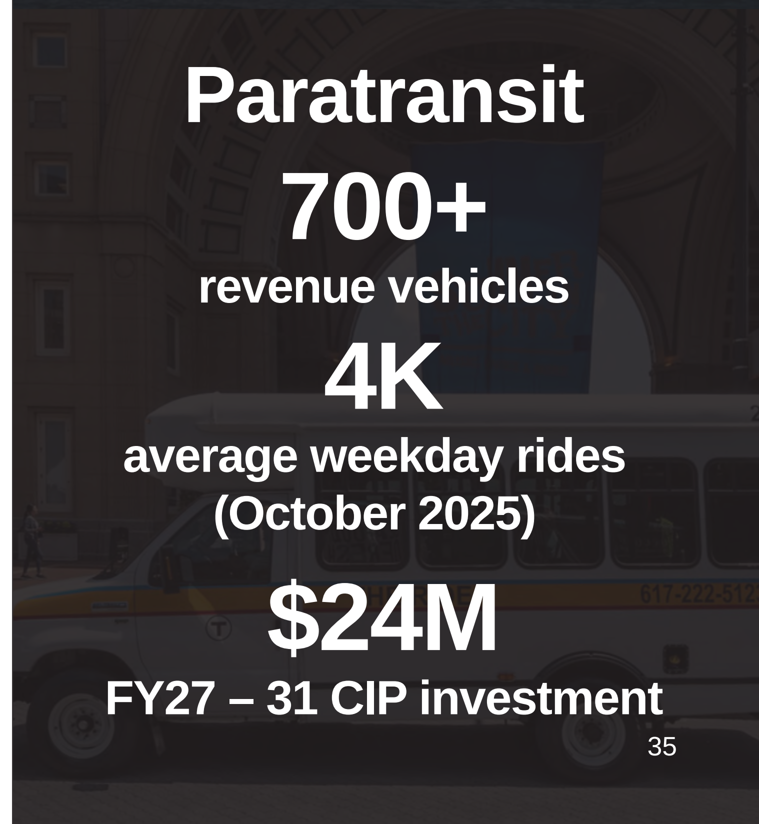
Ferry
Water transportation has long been a part of Boston's transportation history, with the area's first ferry opening in 1631 supporting service between the Shawmut Peninsula and Charlestown. Today, the ferry provides service to Boston, Charlestown Navy Yard, East Boston, Logan Airport, Seaport, Winthrop, Lynn, Hull, Hingham, and Quincy.

The FY27 – 31 CIP includes consistent, timely capital maintenance of our ferry vessel fleet, docks, and ferry terminals, as well as funding to support accessibility improvements. Major investments include dock upgrades at Hingham and Quincy and the procurement of additional ferry vessels to strengthen the operational flexibility of our ferry system.

Paratransit
The RIDE paratransit service provides door-to-door, shared-ride public transportation in compliance with ADA standards to people who can't use fixed routes all or some of the time due to temporary or permanent disability.

The FY27 – 31 CIP includes funding to support vehicle procurements, technology upgrades, and the consolidation of the Operations Control and Call Center (TRAC), the Mobility Center, and vehicle storage facilities.





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
Consistent annual investment allows for upgrades, including ferry engine replacements, dock improvements, and lighting enhancements to improve reliability and safety for riders. Three recently acquired vessels support the sustainability and service availability 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 RIDE services are moving 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

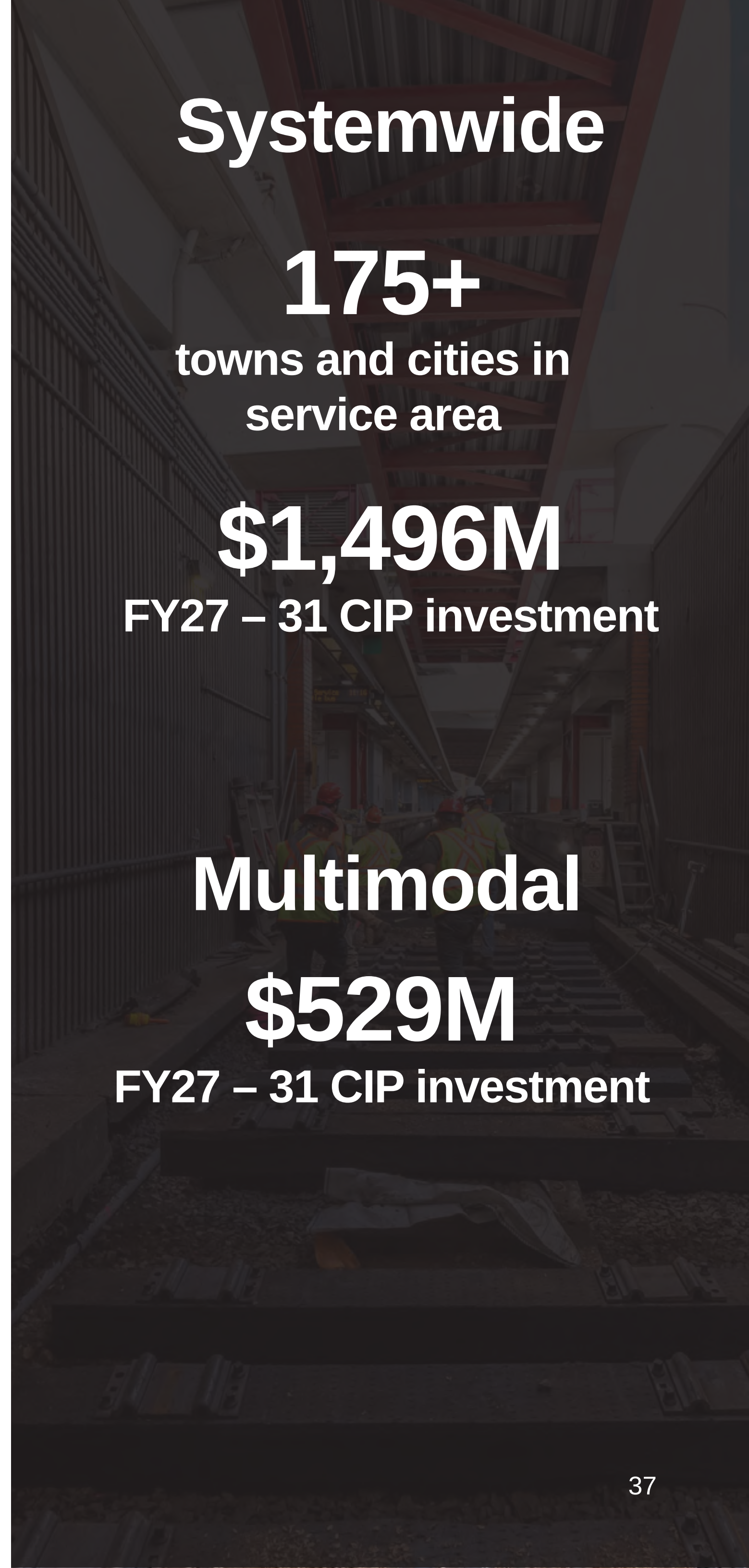
Systemwide initiatives are projects with impacts across all modes, or which cannot be attributed to a particular mode. **Multimodal** initiatives are those projects that can be equally attributed to more than one specific mode.

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 FY27 – 31 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. Continued investments include new funding for upgraded countdown clocks to provide real-time service updates and streamlined fare collection technologies. New investments include a new centralized train control system which will help modernize MBTA operations, improving service reliability and safety.



Systemwide

175+
towns and cities in service area

$1,496M
FY27 – 31 CIP investment

Multimodal

$529M
FY27 – 31 CIP investment

Systemwide and Multimodal | Key Initiatives

Bridge Rehabilitation Pipeline

The MBTA maintains a large portfolio of structural assets and is continuously moving towards a more proactive approach to structural rehabilitation through prioritized bridge rehabilitation and repair programs across the system. Design processes are ongoing for multiple critical bridges in the pipeline on Rapid Transit and Regional Rail lines.

Structural Inspections and Repairs

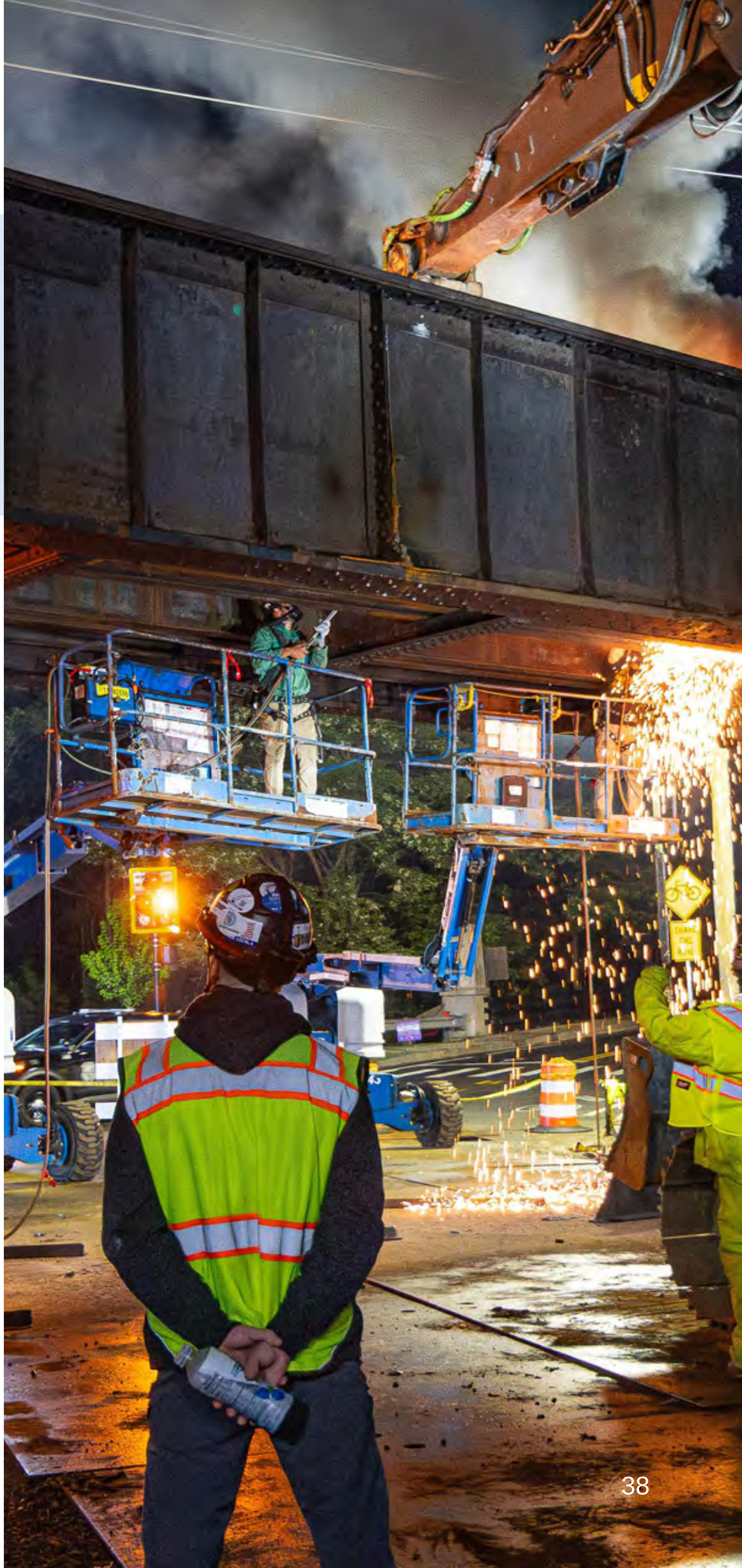
Our rigorous and growing structural inspection program, which includes bridges, tunnels, retaining walls, and culverts, is integral not only to meeting our regulatory requirements but also to our commitment to timely maintenance leading to material improvements.

Facility State of Good Repair Programs

SGR and inspection programs for assets in our stations and maintenance facilities are aligned to specific capital asset planning efforts, resulting in targeted measures to maintain our infrastructure and improve riders' safety. We are investing in repairs of stairs, escalators and elevators, emergency fire systems, lighting, and roofs to bring our riders a safe, reliable system.

Operations Technology Upgrades

By replacing the existing in-house train control system servers with a new centralized train control system, MBTA operations will be able to support real-time device status monitoring, both automatic and manual route setting, playback and logging of historical data, and API integration with downstream systems.



FY27 – 31 CIP: Public Engagement and Additional Resources

Additional Resources

In addition to the MBTA FY27 – 31 CIP, other resources are available to learn more about capital projects as well as key milestones in the CIP development process. The ongoing Focus 2050 process is also available to share input that will shape future CIP development.

Focus 2050: Program for Mass Transportation
Focus 2050 will bridge our strategic plan and the short-term CIP, identifying investment priorities and potential capital improvements over 25 years through 2050. Learn more about this ongoing update and help shape the direction of the MBTA for decades to come at mbta.com/focus2050.

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 Projects website
If you are seeking information on specific projects, please refer to mbta.com/projects. This website provides details and updates on specific projects. Please note that this does not include information on every project in the CIP.

MBTA's Capital Needs Assessment website
To learn more about the 2023 Capital Needs Assessment and Inventory and the upcoming CNAI update, please visit mbta.com/cnai.

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 have had with the MBTA's Board of Directors as part of the FY27 – 31 CIP development process:

- **FY27 – 31 CIP Sources**: Overview of new sources becoming available to the MBTA. Presented to the MBTA's Board of Directors in October 2025.
- **FY27 – 31 Proposed CIP**: Presentation of Proposed FY27 – 31 CIP and release for public comment. Presented to the MBTA's Board of Directors in March 2026

Public Engagement Key Themes

The FY27 – 31 CIP public comment period took place from March 26 to April 16, 2026. The MBTA received a total of **144 comments** from **559 individuals**. Here are the key themes we heard. High-level responses to these key themes are provided in the following pages.

Increase Funding

- Calls for **new sources of consistent capital funding** and diversification of sources
- Support for **Regional Rail funding** to expand service and fill major network gaps

Condition of Facilities

- Requests to **improve station conditions**, including accessibility and safety
- Calls to address **State of Good Repair** issues
- Support for bus facility modernization, including **Arborway**

Frequency and Reliability

- Advocacy for **extended service hours** across all modes of transit
- Calls for **transit priority infrastructure and bus service efficiency** to address overcrowding

Climate and Decarbonization

- Advocacy for **extended service hours** across all modes of transit
- Calls for **transit priority infrastructure and bus service efficiency** to address overcrowding

Expansion and Connectivity

- Support for **Regional Rail** modernization
- Desire for additional **rapid transit expansion**, including:
  - Green Line extension to Hyde Square, Red-Blue Connector, Red Line extension into Arlington, and Orange Line extension into West Roxbury

Increase Funding

Calls for new sources of consistent capital funding and diversification of sources

Thank you for your interest in understanding the MBTA's capital funding needs and for your support for a robust and diverse set of funding sources. The MBTA has significantly increased capital spend over the past decade, culminating in a record amount spent on reliability/modernization projects in FY25. The FY27-31 CIP continues this trend with over $10B in programmed spend over five years.

The FY27-31 CIP is funded by four primary funding types. Currently, 41% of the CIP is funded by Federal sources; 21% is funded by State sources; 37% is funded by MBTA sources; the remaining 1% is funded by other reimbursables. Major discretionary grants awarded recently to the MBTA have offset a decrease in recurring formula funding apportionments; however, Federal funding levels remain uncertain until a surface transportation reauthorization bill or continuing resolution is passed. Recent State funding has supported major, transformative projects, but as this is not a recurring source, our estimates do not assume State funding beyond what has already been approved by the Legislature. The MBTA's own sources support significant capital work, but the T will lower its bonding capacity beginning in FY29 to support the operating budget – leading to lower funding availability.

The CIP includes significant funding for three major initiatives that will continue to impact new funding availability in future CIPs, given that project schedules extend into the 2030's. As the MBTA continues to make progress on our strategic goals, structural changes to our capital funding, such as the introduction of consistent capital funding mechanisms, will be critical to maintain investment at current levels.

Support for Regional Rail funding to expand service and fill major network gaps

Thank you for your support for additional funding to support our Regional Rail network and service goals. 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. 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. Rail modernization 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.

The MBTA is also currently developing a long-range plan and vision to continue transforming our legacy system into a modern Regional Rail system. Updates will be made available on www.mbta.com/projects/rail-modernization-plan. This plan is fiscally unconstrained; additional funding will be necessary to ensure that the MBTA can make progress on critical projects for our strategic goals.

The FY27-31 CIP includes over $2.8 billion for Regional Rail projects addressing State of Good Repair and modernization efforts. Significant new funding in the CIP addresses the locomotive fleet cliff by supporting the MBTA's locomotive procurement (P0918), which is critical for near-term service continuity and potential future service expansion. We appreciate your feedback as we work to advance critical projects to deliver on our long-term Regional Rail vision.

Condition of Facilities

Requests to improve station conditions, including accessibility and safety

Thank you for expressing interest in improvements to station safety and accessibility.

The MBTA is committed to making all of our stations accessible. On the Regional Rail system, mini-high level platforms have been added to Franklin, Walpole, Wellesley Square, and West Medford stations, with additional stations in design. Newtonville station accessibility improvements are advancing, following the recent completion of major upgrades at Natick Center, North Wilmington, and Winchester Center. Foxboro Station is now open and near completion, supporting both regular and special event service in 2026 and beyond.

The CIP supports accessibility upgrades and improvements in addition to major station rehabilitations. At Back Bay Station, improvements include upgrades to ventilation for better station air quality, upgrades to electrical power systems, and concourse renovations. Worcester Station improvements include high-level platforms with elevators, ramps and stairs.

We are committed to addressing our asset needs, prioritizing safety, and bringing our system into a State of Good Repair. The FY27-31 CIP funds projects addressing platform gaps, station roofs and floors, water intrusion, station lighting, fire suppression systems, and more.

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.

Calls to address State of Good Repair issues

Thank you for sharing your interest in the MBTA addressing the State of Good Repair (SGR) of our assets across the system. The T is committed to bringing our system into a State of Good Repair. By focusing on timely State of Good Repair work aligned with the results of the 2023 Capital Needs Assessment and Inventory, we will extend the longevity of our assets and minimize emergency replacements that are expensive and disrupt service. An update to the CNAI is planned for 2027.

State of Good Repair efforts in the FY27-31 CIP include:

- Maintaining stations and maintenance facilities through programs addressing repair and replacement of roofs, fire suppression systems, stairs, and escalators and elevators
- Upgrading power infrastructure, including substation upgrades and replacement of cables, generators, and ductbanks
- Increasing Right of Way access points on the Red and Orange Lines to improve efficiency of project delivery and limit diversions
- Improving employee safety at facilities and in the field with fall protection measures, safety walkways, and trailer replacements, addressing FTA directives and supporting our workforce.
- Overhauling and replacing our fleet of aging vehicles by procuring modern hybrid buses that increase fuel efficiency, improve reliability, and reduce risk of unplanned maintenance.

We appreciate your feedback as we work to advance critical projects to deliver on our long-term vision.

Condition of Facilities

Support for bus facility modernization, including Arborway

Thank you for your support of the MBTA's bus facility modernization goals. Efforts to modernize bus facilities and support low emission bus fleets are ongoing. Quincy Bus Facility and North Cambridge Bus Facility have undergone modernization efforts in recent CIP cycles and BEBs will start to operate this winter from the North Cambridge Bus Facility. Despite these investments, the current CIP does not fund the full bus facility modernization plan; additional funding in future cycles will be required to meet our strategic goals.

Arborway Bus Maintenance Facility is the MBTA's next priority bus facility. During the FY26-30 CIP cycle, the project could not be fully funded due to funding constraints. Building off this momentum and recent significant State funding, the FY27-31 CIP now fully funds Arborway Bus Maintenance Facility, a 100% BEB-ready facility that will support a mix of up to 200 40-ft BEBs and low-emission hybrid buses upon opening.

Through $371.5 Million in funding from the Commonwealth Transportation Fund, the upgraded, larger Arborway facility will be 100% ready for BEBs, accommodating a mix of BEBs and hybrid buses upon opening.

The expanded site will increase fleet capacity and improve operational efficiency for bus services across southern Boston neighborhoods. The Arborway modernization will serve the bus routes currently using the Arborway garage, as well as select transit critical routes from Cabot/Albany.

The MBTA plans to open an updated bus maintenance facility in Medford after construction of Arborway. Planned to operate at 440 Riverside Ave, the new facility will service and accommodate 200 buses upon completion. This facility would replace the Fellsway facility and provide critical infrastructure capacity for continued electrification of the MBTA bus fleet.

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.

Frequency and Reliability

Advocacy for extended service hours across all modes of transit

Thank you for your comments regarding extended service hours. The CIP is a mechanism for addressing the condition of our capital assets and will not directly address operational decision-making. However, asset improvements funded in the CIP will enable more frequent and reliable service and could enable future service improvements.

Recently, removing more than 220 speed restrictions and replacing 250,000 feet of rail across the system improved service to our riders. Additionally, projects like the Red Line Hi-Rail Access Tunnel will enable shorter and less frequent Red Line shutdowns and deliver faster and more reliable trips for riders. Other investments include station accessibility improvements and a Green Line Train Protection System (GLTPS), which will prevent train-to train collisions, upgraded track, signal, and power infrastructure in the Central Tunnel.

In addition to new vehicles on the Red and Orange lines, the T is modernizing signal equipment to maximize safety, reliability, efficiency, and operational flexibility. Across the system, we've been making 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 which will, reduce maintenance times, and improve reliability for riders.

The FY27-31 CIP is a fiscally constrained plan. Our strategic investments in capital assets support the MBTA to provide improvements to service frequency, reliability, and efficiency. We appreciate your feedback and will continue to use the comments we received to help guide the development of future capital plans.

Calls to improve transit priority infrastructure and bus service efficiency

Thank you for your interest in investments that support transit priority and bus service efficiency. The MBTA continues to sustain an unprecedented level of capital investment that is aligned with our strategic goals.

We are continuing to advance implementation of transit-supportive infrastructure across our bus network, including dedicated bus lanes, improved bus shelter infrastructure, 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.

Over the next several years, Bus Network Redesign, a plan adopted by the MBTA in 2022, will continue to implement service changes that better match the MBTA bus network to serve 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. This is an ongoing commitment to our ridership.

As part of the Better Bus Project, the MBTA is investing in a modernized fleet and rebuilding outdated bus maintenance facilities, which limit the number of battery-electric buses (BEBs) the agency can charge and deploy. As of April 2026, the MBTA has received 37 BEBs through an ongoing procurement. Another 83 buses are scheduled for delivery through 2027. Of these buses, 32 will operate from the retrofitted North Cambridge garage and 88 from the new Quincy facility. These buses will continue to replace buses from our oldest CNG and diesel fleets.

Climate and Decarbonization

Backing for investments that encourage mode shift and decarbonize service

Thank you for sharing your support for investments that advance the MBTA's climate goals. The MBTA continues to sustain an unprecedented level of capital investment that is aligned with our strategic goals, focused on the rider experience, improving the safety and reliability of our existing infrastructure, and modernizing our assets. Reliable service that supports mode shift is the MBTA's highest decarbonization priority.

The criticality of these investments is also reflected in the MBTA Strategic Plan, outlining our mission, vision, values, and goals. Our goals specific to mode shift include attracting new riders, retaining existing riders, and increasing the percentage of transit trips in the region across our modes.

The CIP is also supported by the MBTA Resilience Roadmap, which maps the MBTA's goals and strategies to building resilience to all climate hazards and prioritizes strategies to address climate risks. As we address our State of Good Repair needs, we also address our environmental goals.

To support these goals, the FY27-31 CIP includes over $10 billion of programmed spending over the next five fiscal years. Funding decisions for the FY27-31 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.

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.

Advocacy for Regional Rail electrification and early actions on the Fairmount Line

Thank you for supporting CIP funding to support our Regional Rail goals, including early actions on the Fairmount Line. MBTA Rail Modernization is a service focused program that will transform the existing network into a significantly more productive, equitable, and decarbonized regional rail service.

In early 2020, we identified strategies to transform the Commuter Rail system into a Regional Rail system. In response to changing conditions, we are developing an updated plan that will lay out the next decade of work on Rail Modernization. Updates will be made available on www.mbta.com/projects/rail-modernization-plan.

Our planning efforts are focused on four areas: frequency, reliability, accessibility, and decarbonization. The MBTA is advancing steadily on all four areas of our Regional Rail vision. The FY27-31 CIP includes over $150 million for Rail Modernization projects, including early action efforts such as design and construction of early action upgrades for power, track, stations, and accessibility on several Regional Rail lines. The MBTA's procurement of 10 battery-electric locomotives will support service on existing electrification infrastructure on the Providence/Stoughton Line.

Early actions on the Fairmount Line are critical major investments towards the decarbonization of our system. On the Fairmount Line, the FY27-31 CIP includes funding for infrastructure such as facility and layover improvements and signal and power upgrades to support decarbonized 20-minute service and the introduction of battery-electric trains.

Climate and Decarbonization

Opposition to diesel locomotives

Thank you for sharing your concerns regarding the MBTA's procurement of 10 Tier 4 low-emission diesel locomotives as part of a locomotive procurement including 10 battery-electric locomotives. The 10 battery-electric locomotives will be able to utilize the existing electrification infrastructure, including overhead catenary on the Providence/Stoughton Line of the Northeast Corridor (NEC). However, the MBTA does not have the infrastructure to electrify other lines on the system today. The Tier 4 diesel locomotives under procurement will run on all other lines and the newer designs support significant reductions in noise, vibrations, and emissions for passengers and abutters.

Our current Regional Rail service levels are driven in part by the condition of our fleet of locomotives and coaches. Our oldest locomotives are approaching the end of their useful life, and our newest locomotives are nearing their mid-life overhaul period. The FY27-31 CIP contains $239 million to overhaul 40 locomotives to extend the life of the legacy fleet and improve reliability. With only our current fleet and these overhauls, the MBTA forecasts a locomotive shortage by 2033 to maintain today's service levels. The procurement of Tier 4 low-emission diesel locomotives supports the maintenance and improvement of service as we move towards a Regional Rail service model.

Thank you for voicing your concerns on this matter. We appreciate your feedback as we work to advance critical initiatives that improve service for riders and align with our long-term vision. Ensuring reliable service is our highest decarbonization priority.

Support for low-emission buses and opposition to BEBs

The MBTA's highest decarbonization priority to support the Commonwealth's climate goals is providing reliable service that supports transit and bus travel as the preferred mode of choice. To support this effort, the MBTA is investing in a modernized fleet and rebuilding outdated bus maintenance facilities.

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. Investment in our bus maintenance facilities is critical to safely and efficiently store, charge, and maintain BEBs and support the reliability of low-emission buses.

The CIP also fully funds the Arborway Bus Maintenance Facility, a 100% BEB-ready facility that will support a mix of up to 200 40-ft BEBs and low-emission hybrid buses upon opening. While facilities will continue to be the largest line item, the FY27-31 CIP includes significant funding for the procurement of BEBs and hybrid buses.

The T is monitoring challenges to BEB adoption to ensure that reliable service is not interrupted. Adoption challenges include limited national supply amid high demand, supply-chain disruptions, rising vehicle costs, power availability and grid capacity, and operational reliability considerations. We also continue to consult with peer agencies to share and discuss best practices for BEB deployment.

The MBTA is continuously assessing the performance of new buses and facilities as part of the Bus Electrification Plan and will be developing a Decarbonization Plan to identify pathways to reduce the MBTA's emissions across our modes.

Expansion and Connectivity

Support for Regional Rail modernization

Thank you for your support for investments that continue transforming our legacy system into a modern Regional Rail system. Over the past six years, we have made progress transforming our Commuter Rail system to a Regional Rail model. This includes:

- Providing more service throughout the day
- Expanding weekend service and introducing a $10 weekend pass
- Advancing decarbonized service on the Fairmount Line
- Adding new stations and service, including South Coast Rail
- Offering half-price fares for riders with low income
- Improving modeling tools to better understand our operations, ridership, and service impacts

The FY27-31 CIP includes over $150 million for Rail Modernization efforts and an additional $50 million supporting the introduction of battery-electric trains on the Fairmount Line. Other ongoing efforts that will benefit Rail Modernization include double-tracking, accessibility projects, fare system changes, and grade crossing elimination.

In early 2020, we identified initial strategies to transform the Commuter Rail system into a Regional Rail system. In response to changing conditions, we are developing an updated plan that will lay out the next decade of work on Rail Modernization. Updates and feedback opportunities will be made available on www.mbta.com/projects/rail-modernization-plan. This plan is fiscally unconstrained; additional funding will be necessary to ensure that the MBTA can make progress on critical projects for our strategic goals.

Desire for additional rapid transit expansion

Thank you for sharing your desire for the MBTA to expand rapid transit service. The FY27-31 CIP focuses on delivering meaningful results for the needs of today as we lay the groundwork for tomorrow. While the primary objective of the CIP is to improve the State of Good Repair of our assets, expansion projects represent a small portion of the CIP, including closeout items for Green Line Extension and South Coast Rail. Additionally, we’re advancing conceptual design efforts for a Silver Line Extension to the Orange Line at Sullivan Station. However, due to funding constraints, additional funding is required to enable expansions of service.

The Red-Blue Connector is the extension of the Blue Line from Government Center to Charles/MGH Station on the Red Line. The MBTA is working on preliminary engineering to complete state and Federal environmental reviews and continuing coordination with stakeholders. The CIP does not include construction funding for this project, as well as funding to complete design, due to the limits of our available funding sources.

Thank you for sharing your support for other rapid transit expansion efforts, including Green Line to Hyde Square, Red Line to Arlington, and Orange Line to West Roxbury extensions. Unfortunately, the FY27-31 CIP does not include funding to support any of these expansion projects. However, the CIP includes significant funding for targeted investments on each of these transit lines that will benefit service and improve the experience for riders.

The MBTA is collecting 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).

Massachusetts Bay Transportation Authority
FY27 – 31 Capital Investment Plan (CIP)
Final – July 2026

FY27 – 31 MBTA Capital Investment Plan Project List

The **CIP Project List** provides detailed information about the projects included in the FY27 – 31 CIP.

Organized by Primary Mode and ordered by CIP Program and FY27 – 31 Programmed Spend, the list includes:

Project Name and **CIP ID**, the two unique identifiers that indicate a specific capital project.

A short **Description** of the project's scope and purpose.

The **CIP Program** associated with this project. CIP Program is aligned to MBTA asset classes and modernization priorities.

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.
- **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.

Funding information is provided, including the **FY27 – 31 Programmed Spend** and current **Total Authorized Budget**. FY27 – 31 Programmed Spend refers to the amount of spending anticipated within the five-year window. Total Authorized Budget refers to the total amount of funding programmed to a project to date, and may include funding programmed before FY27 or beyond FY31.

Projects receiving new funding in the FY27 – 31 CIP are marked with an asterisk. CIP projects may show $0 programmed spend in FY27 – 31 if they are expected to complete in FY26 but are not yet formally finalized or closed out.

Rapid Transit

Project	Project Description	CIP Program	Current Phase	FY27-31 Programmed Spend	Total Authorized Budget
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.	Structures	Design	$55.2 M	$58.9 M
Blue Line Tunnel Airport Portal Flood Mitigation (P0912a)	Delivery of flood protection at the Blue Line's Airport Portal, the MBTA's most flood-vulnerable asset. Includes the installation of floodgates at the Portal entrance, upgrades to pump rooms and traction power systems, new third rail between Airport and Wood Island, and removal of overhead catenary.	Structures	Pre-Design	$20.5 M	$21.5 M
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.	Structures	Design	$19.3 M	$29.3 M
Blue Line Low Point Pump Station and Drainage Force Main Replacement (P0912d)	Replacement of Blue Line tunnel pumps within the eastbound and westbound low point pump stations, and replacement of the drainage force main between the pump stations and Lewis Mall, where they connect into Boston Water and Sewer (BWSC) infrastructure.	Structures	Construction	$11.5 M	$12.4 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.	Structures	Pre-Design	$2.3 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.	Structures	Design	$0.6 M	$28.8 M
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.	Structures	Closeout	$0.1 M	$99.6 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.	Structures	Closeout	-	$30.0 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.	Structures	Closeout	-	$1.9 M

* Project received new funding or is new in the FY27-31 CIP

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Rapid Transit

Project	Project Description	CIP Program	Current Phase	FY27-31 Programmed Spend	Total Authorized Budget
E Branch Accessibility and Capacity Improvements (P0923)*	Upgrades to Green Line E Branch infrastructure along Huntington Ave to improve accessibility and support future Type 10 train operations. Includes fully accessible stations at Mission Park, Riverway, and Heath Street and upgrades to track, signal, and power infrastructure.	Guideway, Signal, and Power	Design	$282.0 M	$285.3 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.	Guideway, Signal, and Power	Planning	$140.9 M	$200.2 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.	Guideway, Signal, and Power	Design	$130.4 M	$173.8 M
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.	Guideway, Signal, and Power	Construction	$104.2 M	$384.1 M
Mattapan High-Speed Line Transformation (P0857)	This project provides repairs, accessibility improvements, power upgrades, and other infrastructure investments on the Mattapan Line.	Guideway, Signal, and Power	Pre-Design	$98.5 M	$114.5 M
Track State of Good Repair Program (P1309b)	Programmatic renewal of track components via targeted surges/service diversions to maintain track State of Good Repair on the rapid transit system, mitigate speed restrictions, and improve service reliability and safety. Components to be renewed include rail, fasteners, ties, and ballasts.	Guideway, Signal, and Power	Construction	$94.5 M	$183.0 M
Green Line Central Tunnel Track, Power and Signal Replacement - Package 2 (P0591b)*	Rehabilitation and upgrades to signal, track and power infrastructure within the Green Line Central Tunnel (Package 2).	Guideway, Signal, and Power	Design	$72.1 M	$74.6 M
Green Line Central Tunnel Track, Power and Signal Replacement - Package 1 (P0591a)	Rehabilitation and upgrades to signal, track and power infrastructure within the Green Line Central Tunnel (Package 1).	Guideway, Signal, and Power	Construction	$43.6 M	$57.2 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.	Guideway, Signal, and Power	Design	$40.7 M	$45.1 M

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Rapid Transit

Project	Project Description	CIP Program	Current Phase	FY27-31 Programmed Spend	Total Authorized Budget
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.	Guideway, Signal, and Power	Design	$31.5 M	$32.9 M
Green Line Traction Power Upgrades for Increased Capacity (D Branch) (P0922)*	Traction power upgrades on the Green Line D Branch to address power requirements for future two-car Type 10 train operations and increased capacity. Upgrades include a new traction power substation, an expanded catenary system, and sectionalizing to allow power to be isolated in smaller segments.	Guideway, Signal, and Power	Design	$30.7 M	$33.8 M
Traction Power Substation Phase 3 & 4 (P0143)	Replacement and upgrade of traction power substations (TPSS) and associated equipment and infrastructure to improve State of Good Repair, reliability, and resiliency of rapid transit traction power systems. Includes full replacement of Ashmont TPSS and improvements to building.	Guideway, Signal, and Power	Design	$23.9 M	$33.1 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.	Guideway, Signal, and Power	Construction	$21.6 M	$27.8 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.	Guideway, Signal, and Power	Design	$20.3 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.	Guideway, Signal, and Power	Planning	$19.1 M	$19.5 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.	Guideway, Signal, and Power	Construction	$18.3 M	$78.1 M
Green Line Train Protection 2 - Wayside Installation (P0370b)	Installation of all components for Green Line Train Protection System wayside infrastructure, which includes wayside ultra-wideband radio, bracket assembly, power supplies, and cables on all Green Line Branches.	Guideway, Signal, and Power	Construction	$18.2 M	$40.0 M
Forest Hills Crossover Replacement (P0675c)	Demolition and replacement of existing station track and front crossover at Forest Hills Station. The front crossover will be upgraded to No. 15 turnouts on all legs, improving track speed. The station track will be lowered to achieve ADA compliance.	Guideway, Signal, and Power	Design	$17.4 M	$18.3 M

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Rapid Transit

Project	Project Description	CIP Program	Current Phase	FY27-31 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.	Guideway, Signal, and Power	Closeout	$16.5 M	$39.7 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.	Guideway, Signal, and Power	Pre-Design	$12.4 M	$14.8 M
Traction Power Substation Replacement (P1104)	This project will provide for the complete replacement of electrical systems and strucural, mechanical, and plumbing improvements for aging Traction Power Substations (TPSS). This scope also includes a TPSS Design Guide to standardize future improvements.	Guideway, Signal, and Power	Design	$11.6 M	$12.2 M
MOW Track Material and Equipment Procurement (P1309a)*	Material and equipment procurement support for track State of Good Repair projects, including Annual Programmed Maintenance (APM), full-depth track replacements, and special trackwork renewals.	Guideway, Signal, and Power	Procurement	$10.9 M	$29.6 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.	Guideway, Signal, and Power	Design	$10.8 M	$15.9 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.	Guideway, Signal, and Power	Construction	$10.3 M	$28.5 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.	Guideway, Signal, and Power	Construction	$7.7 M	$12.0 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.	Guideway, Signal, and Power	Construction	$7.7 M	$42.7 M
Alewife Crossover Improvements (R0117)	Replacement and upsizing of track crossover near Alewife Station on the Red Line.	Guideway, Signal, and Power	Construction	$7.6 M	$12.6 M

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Rapid Transit

Project	Project Description	CIP Program	Current Phase	FY27-31 Programmed Spend	Total Authorized Budget
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.	Guideway, Signal, and Power	Closeout	$6.8 M	$94.2 M
115kV Breaker Replacement (P0900c)	Replacement of 30+ year-old breakers at South Boston Power Complex to improve system reliability. In addition, breaker controls, interlockings and other protective devices will be replaced with modern equipment.	Guideway, Signal, and Power	Design	$5.8 M	$7.8 M
Overhead Catenary Systems Upgrades (P1319)	Renewal of Overhead Catenary Systems (OCS) across the rapid transit system that are out of a State of Good Repair. Renewals address Corrective Action Plan requirements.	Guideway, Signal, and Power	Planning	$5.7 M	$7.0 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.	Guideway, Signal, and Power	Construction	$5.6 M	$21.7 M
Blue Line DC Cable Renewals (P1423)	Replacement of aging DC cables in Blue Line tunnels, enhancing the safety and reliability of operations. Comprises 27,500 feet of cabling and includes replacement of old duct banks out of a State of Good Repair.	Guideway, Signal, and Power	Planning	$5.0 M	$5.0 M
MOW On-Call Track Improvements (P1309c)	Program for on-call renewal of track components to allow for additional flexibility by Maintenance of Way and address unplanned capital maintenance needs.	Guideway, Signal, and Power	New Project	$4.7 M	$5.7 M
CTF Rail Reliability Program - FY26 CTF Funding (P1500)*	Program to hold FY26 CTF funding for rail reliability investments pending future allocation and programming to specific projects.	Guideway, Signal, and Power	New Project	$4.6 M	$4.6 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.	Guideway, Signal, and Power	Design	$3.9 M	$5.0 M
Systemwide Special Trackwork Renewals (P1501)*	Programmatic replacement of special trackwork required to maintain track assets in a State of Good Repair across the rapid transit system.	Guideway, Signal, and Power	New Project	$3.5 M	$3.5 M

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Rapid Transit

Project	Project Description	CIP Program	Current Phase	FY27-31 Programmed Spend	Total Authorized Budget
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.	Guideway, Signal, and Power	Closeout	$3.5 M	$38.8 M
MOW Systemwide CWR Replacement Project (P0642)*	Program to enhance safety and reliability by replacing aging jointed and continuously welded rail on the rapid transit system, addressing multiple issues such as recurring rail breaks.	Guideway, Signal, and Power	Construction	$3.0 M	$11.8 M
Signal Safety and State of Good Repair Program (P1502)*	Programmatic safety and State of Good Repair improvements to signal assets across the rapid transit system, including switch hardware, bonds, materials for vehicle presence safety installs (i.e. Wheel Counters), and new LED lights for wayside signals.	Guideway, Signal, and Power	New Project	$3.0 M	$3.0 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.	Guideway, Signal, and Power	Closeout	$2.8 M	$12.3 M
Rapid Transit Rail Fastener Upgrades Assessment (P1207)	Evaluation and assessment of existing rail fastener infrastructure for improved alternative fastening methods.	Guideway, Signal, and Power	Pre-Design	$2.7 M	$2.7 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.	Guideway, Signal, and Power	Construction	$2.7 M	$28.5 M
Long Wharf Emergency Egress Reconstruction (P0631d)	Reconstruction of Long Wharf Emergency Egress, including stairs and drainage, electrical, lighting, and communication systems. Project also includes the relocation of the existing Maverick communications room.	Guideway, Signal, and Power	Construction	$2.7 M	$20.6 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.	Guideway, Signal, and Power	Construction	$2.4 M	$32.5 M
Red Line Cable Replacement (P0286)	Cable replacement to improve power infrastructure reliability on the Red Line.	Guideway, Signal, and Power	Construction	$2.3 M	$29.0 M

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Rapid Transit

Project	Project Description	CIP Program	Current Phase	FY27-31 Programmed Spend	Total Authorized Budget
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.	Guideway, Signal, and Power	Construction	$2.3 M	$64.5 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.	Guideway, Signal, and Power	Design	$2.3 M	$2.5 M
On-Call Track II (P0648)	On-call construction services to support repair and reconstruction needs on the light and heavy rail systems.	Guideway, Signal, and Power	Closeout	$1.8 M	$54.2 M
Track Improvement Program - Red Line (P1263)	Implementation of the MBTA Track Improvement Plan to remove speed restrictions on the Red Line.	Guideway, Signal, and Power	Closeout	$1.8 M	$153.7 M
Signal Infrastructure Right-of-Way Hazards and Safety Cleanup (P1208)*	Programmatic removal of debris and abandoned signal assets within the right-of-way to mitigate safety hazards, including obsolete junction boxes, cables, joints, and asbestos-containing cases. Work supports infrastructure readiness for Green Line Type 10 vehicle deployment.	Guideway, Signal, and Power	Pre-Design	$1.7 M	$2.0 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.	Guideway, Signal, and Power	Planning	$1.7 M	$2.0 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.	Guideway, Signal, and Power	Planning	$1.5 M	$1.5 M
Ashmont Tunnel Emergency Ventilation (P1445)	Planning and initial design of an emergency ventilation system in the Red Line tunnel between Shawmut and Ashmont.	Guideway, Signal, and Power	Planning	$1.5 M	$2.0 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.	Guideway, Signal, and Power	Closeout	$1.4 M	$73.9 M

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Rapid Transit

Project	Project Description	CIP Program	Current Phase	FY27-31 Programmed Spend	Total Authorized Budget
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.	Guideway, Signal, and Power	Design	$1.3 M	$2.5 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.	Guideway, Signal, and Power	Construction	$1.1 M	$3.6 M
Track Capital Program (P1309)	Systemwide program to support the planning, design, and delivery of track upgrade projects.	Guideway, Signal, and Power	Planning	$1.1 M	$4.0 M
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.	Guideway, Signal, and Power	Closeout	$0.9 M	$106.4 M
Red Line Rehabilitation (P0184)	Rehabilitation of the Red Line tunnel infrastructure.	Guideway, Signal, and Power	Closeout	$0.7 M	$11.7 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.	Guideway, Signal, and Power	Pre-Design	$0.7 M	$1.0 M
Track Improvement Program – Orange Line (P1260)	Implementation of the MBTA Track Improvement Plan to remove speed restrictions on the Orange Line.	Guideway, Signal, and Power	Closeout	$0.7 M	$66.3 M
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.	Guideway, Signal, and Power	Construction	$0.7 M	$54.4 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 capabilites to improve the safety and reliability of signaling equipment operations.	Guideway, Signal, and Power	Pre-Design	$0.6 M	$0.8 M

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Rapid Transit

Project	Project Description	CIP Program	Current Phase	FY27-31 Programmed Spend	Total Authorized Budget
Capital Maintenance Expenses - Power (P0687)	Funding to support a variety of power-related capital maintenance expenses systemwide.	Guideway, Signal, and Power	Construction	$0.4 M	$4.0 M
Blue Line Mechanical Trip Stop Systems - Baseline Analysis (P0558)	This project will analyze mechanical trip stop systems for potential implementation on the Blue Line.	Guideway, Signal, and Power	Closeout	$0.4 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.	Guideway, Signal, and Power	Pre-Design	$0.4 M	$0.5 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.	Guideway, Signal, and Power	Closeout	$0.2 M	$1.5 M
Tufts Curve Rail Fasteners Replacement – FTA Dir 22-4 CAP 3 (P2204a)	Repair or replacecement 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.	Guideway, Signal, and Power	Closeout	$0.1 M	$5.4 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.	Guideway, Signal, and Power	Design	$0.1 M	$0.9 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.	Guideway, Signal, and Power	Closeout	$0.1 M	$1.4 M
E&M MOW Green Line Track Rehabilitation (P0686)	Rehabilitation of track elements on the Green Line to support continued reliability of the system.	Guideway, Signal, and Power	Construction	$0.1 M	$6.1 M
Signal Program - Green Line (P0284)	Construction of new signals room at Copley Station to support Green Line operations.	Guideway, Signal, and Power	Closeout	$0.0 M	$6.2 M

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Rapid Transit

Project	Project Description	CIP Program	Current Phase	FY27-31 Programmed Spend	Total Authorized Budget
Green Line Track Upgrades (P0879)	Full-depth track replacement and other track work on all branches of the Green Line.	Guideway, Signal, and Power	Closeout	$0.0 M	$63.3 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.	Guideway, Signal, and Power	Pre-Design	$0.0 M	$0.0 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.	Guideway, Signal, and Power	Closeout	-	$16.8 M
Third Rail Jumper (P0673s)	Assessment of third rail jumpers by a third party and recommendation of improvements to safe operating practices.	Guideway, Signal, and Power	Construction	-	$0.1 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.	Guideway, Signal, and Power	Design	-	$1.7 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.	Guideway, Signal, and Power	Construction	-	$2.8 M
Blue Line PLC Replacement (R0132a)	Replacement of Programmable Logic Controllers (PLCs) at various locations on the Blue Line	Guideway, Signal, and Power	Closeout	-	$0.3 M
Blue Line Signal State of Good Repair Program (P1451)*	Renewal of Blue Line Tier 1A and high-use, high-incident switches such as major junctions, termini, emergency interlockings, and yard entrances, and replacement of aging trip stops with new Twinco trip stops to improve reliability and streamline maintenance on the Blue Line.	Guideway, Signal, and Power	New Project	-	$3.4 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.	Guideway, Signal, and Power	Closeout	-	$2.1 M

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Rapid Transit

Project	Project Description	CIP Program	Current Phase	FY27-31 Programmed Spend	Total Authorized Budget
Reservoir Yard and Non-Revenue Track Optimization and Reconfiguration (P1103)*	Reconfiguration and modification of various track elements in the vicinity of Reservoir Yard, including track alignments, connections, and switches, to improve yard operations and accommodate Type 10 trains. Additional upgrades include new drainage systems, lighting, and traction power feeds.	Maintenance and Administrative Facilities	Design	$132.3 M	$134.8 M
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.	Maintenance and Administrative Facilities	Construction	$58.4 M	$317.7 M
Riverside Vehicle Maintenance Facility Modifications and Upgrades (Package 2B) (P1010c)*	Upgrades to Riverside Vehicle Maintenance Facility to support the maintenance, testing, and operation of Type 10 vehicles on the Green Line. Package 2B includes modifications to rails 1-7 such as platform and pit extensions, a new diagnostic room, and new hoists, turntables, and high guardrails.	Maintenance and Administrative Facilities	Construction	$51.1 M	$53.5 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.	Maintenance and Administrative Facilities	Design	$21.8 M	$25.2 M
Inner Belt Yard Expansion (P1336)*	Expansion of the Green Line Extension (GLX) Yard and adjacent construction of a new yard, Engineering & Maintenance (E&M) building, and traction power substation (TPSS).	Maintenance and Administrative Facilities	Planning	$16.7 M	$17.8 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.	Maintenance and Administrative Facilities	Construction	$11.9 M	$130.4 M
Reservoir Vehicle Maintenance Facility Modifications and Upgrades (P1338)	Addressing traction power requirements and work platforms that accommodate the need to maintain roofmounted systems and equipment for the inspection, repair, and maintenance of new Type 10 vehicles at Reservoir Vehicle Maintenance Facility.	Maintenance and Administrative Facilities	Design	$6.1 M	$6.6 M
Orange Line Cedar St Truckpad (P0675a)	Construction of a new truck pad along the Orange Line Southwest Corridor at Cedar Street to improve maintenance access and support future modernization efforts with minimal disruption to rail service.	Maintenance and Administrative Facilities	Pre-Design	$4.0 M	$4.5 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.	Maintenance and Administrative Facilities	Design	$4.0 M	$12.4 M

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Rapid Transit

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Riverside Yard Optimization Design (P1334)	Pending confirmation of void. If not voiding, TBD on what the size and scope of their request would be.	Maintenance and Administrative Facilities	Design	$3.2 M	$4.0 M
Riverside Vehicle Maintenance Facility Modifications and Upgrades (Package 2A) (P1010b)	Upgrades to Riverside Vehicle Maintenance Facility to support the maintenance, testing, and operation of Type 10 vehicles on the Green Line. Package 2A includes modifications to rails 8–11, including the installation of in-floor hoists and associated facility improvements to support maintenance operations.	Maintenance and Administrative Facilities	Construction	$3.2 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.	Maintenance and Administrative Facilities	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.	Maintenance and Administrative Facilities	Closeout	$2.8 M	$4.1 M
Riverside Overhead Cranes (P1414)	Replacement of obsolete overhead cranes at Riverside Vehicle Maintainence Facility with new cranes that will be compatible with new Type 10 Green Line vehicles.	Maintenance and Administrative Facilities	Planning	$2.4 M	$2.4 M
Riverside State of Good Repair Improvements (P1010d)	Supports State of Good Repair improvements at the Riverside VMF to accommodate Type 10 vehicles and obtain a Certificate of Occupancy, including civil/structural repairs, track work, and emergency lighting system upgrades.	Maintenance and Administrative Facilities	New Project	$1.4 M	$15.0 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.	Maintenance and Administrative Facilities	Design	$1.1 M	$11.0 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.	Maintenance and Administrative Facilities	Construction	$0.9 M	$2.1 M
Riverside Vehicle Maintenance Facility Modifications and Upgrades (Package 1) (P1010a)	Riverside Vehicle Maintenance Facility upgrades to support the new Green Line Type 10 fleet. Package 1 prepares the carhouse for initial vehicle delivery, assembly, testing, and commissioning by renovating the facility and installing equipment required for the new vehicles.	Maintenance and Administrative Facilities	Construction	$0.7 M	$26.0 M

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Rapid Transit

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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.	Maintenance and Administrative Facilities	Design	$0.4 M	$1.8 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.	Maintenance and Administrative Facilities	Design	$0.3 M	$1.0 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.	Maintenance and Administrative Facilities	Construction	$0.2 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.	Maintenance and Administrative Facilities	Closeout	$0.2 M	$1.2 M
Wellington Yard Complete Upgrade (P0514)	Full rebuild of Wellington Yard, including upgrades to track, power, signal, communications, drainage, and other yard elements.	Maintenance and Administrative Facilities	Closeout	-	$295.7 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.	Maintenance and Administrative Facilities	Pre-Design	-	$1.3 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	Maintenance and Administrative Facilities	Construction	-	$2.8 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.	Passenger Facilities	Construction	$172.5 M	$220.0 M
B Branch Short Term Accessibility Improvements – FTA Compliance Actions (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.	Passenger Facilities	Design	$107.3 M	$111.7 M

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Rapid Transit

Project	Project Description	CIP Program	Current Phase	FY27-31 Programmed Spend	Total Authorized Budget
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.	Passenger Facilities	Design	$85.8 M	$98.0 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.	Passenger Facilities	Design	$51.0 M	$55.7 M
C Branch Short Term Accessibility Improvements – FTA Compliance Actions (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.	Passenger Facilities	Construction	$43.7 M	$57.4 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.	Passenger Facilities	Construction	$31.1 M	$43.9 M
Forest Hills Improvement Project (P0163)	Design and construction of of various upgrades at Forest Hills Station to deliver improved accessibility, safety, and comfort for riders.	Passenger Facilities	Design	$26.4 M	$32.6 M
Blue Line Studies and Improvements (P0901)	Various studies and improvments on the Blue Line.	Passenger Facilities	Planning	$22.3 M	$12.0 M
Alewife Parking Garage Concrete Repairs Phase III (P0605b)*	Supports ongoing structural repairs and waterproofing at the Alewife Parking Garage based on recent assessments under a new 10-year repair phase.	Passenger Facilities	New Project	$21.2 M	$30.1 M
North Station Rapid Transit Flooring Replacement (P1504)*	Stabilization of the existing station flooring at the Green Line Inbound, Orange Line Inbound, and various locations throughout the concourse level, and analysis of the root cause(s) of the existing flooring failures to inform design of full flooring replacement.	Passenger Facilities	New Project	$10.3 M	$10.3 M
Alewife Garage Rehabilitation (P0605)	Near-term maintenance needs for Alewife parking garage including repairs to structural elements	Passenger Facilities	Construction	$8.2 M	$45.9 M

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Rapid Transit

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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.	Passenger Facilities	Construction	$7.7 M	$25.0 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.	Passenger Facilities	Design	$7.7 M	$15.2 M
Alewife Station Roof Urgent Response (P1179)	Post accident temporary and permanent repairs to the Alewife Station Headhouse roof and structure.	Passenger Facilities	Construction	$7.1 M	$8.1 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.	Passenger Facilities	Design	$6.0 M	$14.0 M
Legacy Fare Gate Replacement (P1434)	Design and replacement of legacy fare gates across the rapid transit system.	Passenger Facilities	Planning	$5.1 M	$7.0 M
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.	Passenger Facilities	Planning	$2.4 M	$5.8 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.	Passenger Facilities	Planning	$2.3 M	$4.3 M
Systemwide Tactile Paving and Platform Edge Repairs (P1229)*	Inspection, design, repair, and rehabilitation of passenger platforms systemwide to adhere to accessibility guidelines.	Passenger Facilities	Pre-Design	$2.1 M	$2.6 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.	Passenger Facilities	Closeout	$2.0 M	$32.9 M

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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.	Passenger Facilities	Construction	$1.8 M	$3.8 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.	Passenger Facilities	Pre-Design	$1.8 M	$2.3 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.	Passenger Facilities	Pre-Design	$1.7 M	$1.7 M
Green Line E Ink Sign Deployment (P0910)*	Installation of 160 solar powered electronic ink (e ink) screens at 40 surface level Green Line stations (4 per station) so that Green Line surface riders will have the same in-station real-time arrival info available at all other subway stations.	Passenger Facilities	Construction	$1.6 M	$4.2 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.	Passenger Facilities	Construction	$1.6 M	$42.3 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.	Passenger Facilities	Design	$1.4 M	$5.6 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.	Passenger Facilities	Closeout	$0.9 M	$49.1 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.	Passenger Facilities	Closeout	$0.5 M	$13.9 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.	Passenger Facilities	Closeout	$0.3 M	$19.5 M

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Platform Gap Assessments on Heavy Rail Platforms (P0491d)	This project will analyze horizontal and vertical gaps at heavy rail platforms for ADA compliance purposes.	Passenger Facilities	Closeout	$0.3 M	$0.6 M
Orient Heights Storm Water Drainage Improvements (P1400)	Site analysis, design, and permitting of stormwater treatment improvements at the Orient Heights commuter parking lot in response to a 2023 Boston Water and Sewer Commission Notice of Violation for an illicit stormwater connection.	Passenger Facilities	Planning	$0.2 M	$0.6 M
Oak Grove Elevator 800 Outage - Emergency Shuttle (P1026)	Emergency shuttle to support accessible service at Oak Grove Station due to elevator outage.	Passenger Facilities	Construction	$0.1 M	$0.3 M
State Street Elevator Replacement (P0491b)	Replacement of elevator at State Street Station to improve accessibility on the rapid transit system.	Passenger Facilities	Closeout	$0.0 M	$0.5 M
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.	Passenger Facilities	Closeout	-	$30.2 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. Includes structural repairs to a flyover ramp and bridges at Braintree Station.	Passenger Facilities	Construction	-	$137.3 M
Wonderland Parking Facility (P0093)	Replacement of PVC conduit at Wonderland garage elevators and lobbies, transit station, plaza elevators, and egress paths.	Passenger Facilities	Closeout	-	$11.3 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.	Passenger Facilities	Construction	-	$7.5 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.	Passenger Facilities	Construction	-	$28.9 M

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Rapid Transit

Project	Project Description	CIP Program	Current Phase	FY27-31 Programmed Spend	Total Authorized Budget
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.	Vehicles	Design	$609.0 M	$1,000.0 M
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.	Vehicles	Construction	$608.2 M	$1,221.5 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.	Vehicles	Pre-Design	$78.2 M	$94.1 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.	Vehicles	Planning	$17.1 M	$17.1 M
Maintenance of Way Track Equipment Program (P1313)*	Procurement and replacement of track maintenance equipment and non-revenue vehicles to assist in track maintenance activities across the system.	Vehicles	Procurement	$16.7 M	$28.9 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.	Vehicles	Planning	$16.1 M	$16.1 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.	Vehicles	Construction	$13.1 M	$66.5 M
Reliability Centered Maintenance - Blue, Red, Orange and Green Line (P1162)	Program applies preventive and targeted maintenance to maintain fleet State of Good Repair. Includes improvements to trucks, brakes, motors, propulsion, and auxiliary systems on the Blue Line; propulsion, brakes, HVAC, and doors on the Red & Orange Lines. Green Line fleet work recently started.	Vehicles	Pre-Design	$11.5 M	$18.2 M
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.	Vehicles	Pre-Design	$2.5 M	$2.5 M

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Blue Line Coupler Overhaul (P0673q)	Overhaul of Blue Line couplers to support service reliability.	Vehicles	Construction	$2.3 M	$3.6 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.	Vehicles	Pre-Design	$1.8 M	$2.1 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.	Vehicles	Construction	$1.5 M	$2.6 M
Green and Blue Line Camera Installation (P1441)	Procure and install interior and exterior cameras on 180 Green Line and 100 Blue Line trains to meet FTA/NTSB safety recommendations and improve operator visibility following past incidents, achieving full fleet compliance.	Vehicles	Planning	$1.0 M	$2.8 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.	Vehicles	Closeout	$0.9 M	$1.3 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.	Vehicles	Construction	$0.8 M	$2.5 M
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.	Vehicles	Planning	$0.7 M	$0.7 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.	Vehicles	Construction	$0.6 M	$44.0 M
Red Line #2 Car - Draft Gear and Coupler (P0673v)	Replacement of draft gear and coupler on Red Line #2 cars.	Vehicles	Construction	$0.5 M	$0.7 M

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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.	Vehicles	Closeout	$0.5 M	$34.9 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.	Vehicles	Construction	$0.4 M	$6.2 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.	Vehicles	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.	Vehicles	Construction	$0.3 M	$0.6 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.	Vehicles	Construction	$0.2 M	$1.0 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.	Vehicles	Construction	$0.1 M	$9.7 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.	Vehicles	Construction	$0.1 M	$5.9 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).	Vehicles	Closeout	$0.0 M	$0.3 M
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.	Vehicles	Closeout	-	$1.0 M

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Rapid Transit

Project	Project Description	CIP Program	Current Phase	FY27-31 Programmed Spend	Total Authorized Budget
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.	Vehicles	Construction	-	$1.4 M
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.	Business and Operational Support	Planning	$10.8 M	$61.9 M
Type 10 Operator Simulator Installation (P1105)	Construction of the space and infrastructure necessary to accommodate two Type 10 operator training simulators.	Business and Operational Support	Design	$10.1 M	$11.0 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.	Business and Operational Support	Implementation	$4.7 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.	Business and Operational Support	Implementation	$2.9 M	$22.3 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.	Business and Operational Support	Closeout	$0.5 M	$47.7 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.	Business and Operational Support	Planning	$0.1 M	$0.7 M
Train Control System Replacement (P0689q)*	Upgrade of the MBTA's train control system with a modern Centralized Train Control (CTC) solution to improve operational efficiency and safety.	Technology and Innovation	Design	$10.3 M	$10.6 M
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.	Technology and Innovation	Construction	$6.7 M	$11.5 M

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Rapid Transit

Project	Project Description	CIP Program	Current Phase	FY27-31 Programmed Spend	Total Authorized Budget
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.	Technology and Innovation	Implementation	$4.9 M	$7.4 M
Wayside ROW Emergency Phones (P1505)*	Planning and design for replacement and potential relocation of wayside phones, which provide an alternative means of communication for passengers and employees during emergencies.	Technology and Innovation	New Project	$1.5 M	$1.5 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.	Technology and Innovation	Implementation	$0.1 M	$0.8 M
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.	Expansion Projects	Construction	$107.3 M	$2,118.6 M
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.	Expansion Projects	Planning	$19.0 M	$29.8 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.	Expansion Projects	Closeout	$6.1 M	$170.0 M

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Bus

Project	Project Description	CIP Program	Current Phase	FY27-31 Programmed Spend	Total Authorized Budget
Silver Line Tunnel Flood Mitigation (P0912c)	Delivery of flood protection in the flood-vulnerable Silver Line tunnel between Courthouse Station and the D Street Portal. Includes the installation of floodgates, flexible grate covers, stop logs, foundation pads, floodproof hatches, and flood-protection panels.	Structures	Planning	$7.0 M	$7.0 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.	Guideway, Signal, and Power	Design	$41.0 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.	Guideway, Signal, and Power	Design	$32.3 M	$32.4 M
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.	Guideway, Signal, and Power	Design	$28.7 M	$34.1 M
Lower Broadway - Alford Street Corridor (P1440)	Construction of fully separated bus-only lanes, transit signal priority, bus stops, and improved pedestrian and bicycle facilities along the Lower Broadway-Alford Street corridor in Everett and Boston.	Guideway, Signal, and Power	Planning	$27.9 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.	Guideway, Signal, and Power	Pre-Design	$26.6 M	$27.0 M
Bus Lanes and Other Bus Priority (P1005)	This program provides local match funding for potential bus lane projects.	Guideway, Signal, and Power	Planning	$7.7 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.	Guideway, Signal, and Power	Planning	$2.2 M	$3.9 M

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Bus

Project	Project Description	CIP Program	Current Phase	FY27-31 Programmed Spend	Total Authorized Budget
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.	Guideway, Signal, and Power	Closeout	$0.8 M	$0.7 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.	Guideway, Signal, and Power	Closeout	$0.5 M	$0.5 M
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.	Guideway, Signal, and Power	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.	Guideway, Signal, and Power	Planning	$0.2 M	$0.2 M
Lynn Broad Street Corridor TSP (P1330)	Design and implement transit signal priority (TSP) on Broad Street in Lynn.	Guideway, Signal, and Power	Planning	$0.1 M	$0.5 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.	Guideway, Signal, and Power	Planning	$0.1 M	$0.2 M
Shared Streets / Chelsea-Revere (P0953d)	New painted bus lane on Broadway in the southbound direction from City Hall towards Chelsea city line.	Guideway, Signal, and Power	Closeout	-	$0.1 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.	Guideway, Signal, and Power	Closeout	-	$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.	Guideway, Signal, and Power	Closeout	-	$0.1 M

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Bus

Project	Project Description	CIP Program	Current Phase	FY27-31 Programmed Spend	Total Authorized Budget
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.	Guideway, Signal, and Power	Construction	-	$0.3 M
Arborway Bus Maintenance Facility (P0671b)	Construction of a new bus maintenance facility that can accommodate up to 200 40-ft battery electric buses to serve the bus routes currently using Arborway garage, as well as select transit critical routes from Cabot/Albany.	Maintenance and Administrative Facilities	Design	$379.8 M	$380.0 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.	Maintenance and Administrative Facilities	Construction	$101.5 M	$461.2 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.	Maintenance and Administrative Facilities	Construction	$16.6 M	$98.6 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 effiency while supporting the transition to battery electric bus (BEB) infrastructure.	Maintenance and Administrative Facilities	Pre-Design	$9.3 M	$69.9 M
North Cambridge Facility Equipment and Supplemental Construction (P1446)	Supplemental construction and equipment procurement needed to align the retrofitted North Cambridge Bus Maintenance Facility with the MBTA's current operational and logistics standards for the maintenance of battery electric buses.	Maintenance and Administrative Facilities	Construction	$8.1 M	$8.2 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.	Maintenance and Administrative Facilities	Construction	$5.9 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.	Maintenance and Administrative Facilities	Design	$5.1 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 maintenace staff to use tablets for tracking and inspection.	Maintenance and Administrative Facilities	Construction	$3.6 M	$6.0 M

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Bus

Project	Project Description	CIP Program	Current Phase	FY27-31 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.	Maintenance and Administrative Facilities	Construction	$1.3 M	$44.1 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.	Maintenance and Administrative Facilities	Planning	$1.2 M	$55.3 M
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.	Maintenance and Administrative Facilities	Construction	$0.9 M	$7.5 M
Permanent Building Space for Arborway Bus Operators (P1002)	This project provides permanent building space for bus operators at Arborway.	Maintenance and Administrative Facilities	Planning	$0.6 M	$1.5 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.	Maintenance and Administrative Facilities	Construction	$0.4 M	$10.0 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.	Maintenance and Administrative Facilities	Closeout	$0.3 M	$46.2 M
Charlestown Facade Investigation & Repairs (P1018)	Assessment and renovation of brick façade at the Charlestown bus garage.	Maintenance and Administrative Facilities	Construction	$0.2 M	$0.6 M
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.	Passenger Facilities	Design	$27.6 M	$39.9 M
Bus Stop Amenities Program (P1351)	Improvements to bus shelters in poor condition and addition of new bus shelters and amenities for customers across the 6,500+ bus stops in the MBTA service network. Includes accessibility upgrades and wayfinding improvements.	Passenger Facilities	Pre-Design	$13.9 M	$15.0 M

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Bus

Project	Project Description	CIP Program	Current Phase	FY27-31 Programmed Spend	Total Authorized Budget
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.	Passenger Facilities	Construction	$10.9 M	$62.8 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.	Passenger Facilities	Construction	$6.7 M	$24.1 M
Operational Safety Improvements at Bus Stops (P1421)	Operational safety improvements at bus stops where conditions are unsafe, inaccesible, or out of a State of Good Repair including the construction of or upgrades to curbs, sidewalks, signage, markings and shelters	Passenger Facilities	Planning	$6.4 M	$6.4 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.	Passenger Facilities	Design	$3.7 M	$6.0 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.	Passenger Facilities	Construction	$3.4 M	$44.1 M
Connectivity and Customer Convenience Program (P0761)	Improvements to bus shelters in poor condition, and the addition of new bus shelters and bus stop amenities for customers across MBTA service network to improve ridership experience.□	Passenger Facilities	Construction	$2.8 M	$9.5 M
Alewife Wayfinding Improvements (P1248)	Project provides wayfinding measures at Alewife Station to support 128 Business Council shuttles.	Passenger Facilities	Pre-Design	$0.3 M	$0.3 M
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.	Passenger Facilities	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.	Passenger Facilities	Construction	-	$1.5 M

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Bus

Project	Project Description	CIP Program	Current Phase	FY27-31 Programmed Spend	Total Authorized Budget
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.	Vehicles	Design	$146.0 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.	Vehicles	Construction	$123.4 M	$280.7 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.	Vehicles	Design	$73.3 M	$102.7 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.	Vehicles	Pre-Design	$47.4 M	$47.4 M
CNG Bus Overhaul (P1154a)	In-house midlife overhaul of 175 40-foot New Flyer CNG buses (2016–2017) over four years, including major system and component rehabilitation with labor and material costs, to maintain safe, reliable operations and meet FTA service life requirements.	Vehicles	Planning	$41.6 M	$45.9 M
Reliability Centered Maintenance - Bus Fleet (P1162a)	Program to improve fleet reliability and extend vehicle life through preventive maintenance on key components (A/C condensers, HV cables, articulation joints, radiators, radio harnesses) over five years, including hybrid engine replacements in Years 4–5.	Vehicles	Procurement	$17.2 M	$17.2 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	Vehicles	Construction	$6.7 M	$89.4 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.	Vehicles	Closeout	$5.7 M	$157.9 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.	Vehicles	Design	$5.0 M	$5.8 M

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Bus

Project	Project Description	CIP Program	Current Phase	FY27-31 Programmed Spend	Total Authorized Budget
Virginia DOT 40ft Hybrid Bus Procurement (P0620)	Procurement of 60 40ft hybrid buses from the Virginia Department of Transportation.	Vehicles	Closeout	$4.6 M	$57.3 M
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.	Vehicles	Construction	$4.3 M	$43.5 M
Bus Fleet Security Camera Upgrades (P1317)	Bus security camera upgrades to 500 vehicles, resulting in a total installation of 4500 cameras.	Vehicles	Planning	$3.6 M	$3.7 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.	Vehicles	Construction	$2.6 M	$2.6 M
SR1982 & SR2011 Radiator Replacement Project (P1327)	Radiator replacement on the SR1982 & SR2011 bus fleets.	Vehicles	Construction	$1.3 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.	Vehicles	Closeout	$0.7 M	$12.9 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.	Vehicles	Closeout	$0.5 M	$58.8 M
New Flyer Bus Diesel Particulate Filter and Overhead Set Maintenance (P0673za)	Servicing of 254 New Flyer buses to address recommened diesel particulate filter changeout at 6,500 hours and overhead set valve maintence at 5,000 hours.	Vehicles	Pre-Design	$0.5 M	$0.6 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).	Vehicles	Closeout	$0.4 M	$22.9 M

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Bus

Project	Project Description	CIP Program	Current Phase	FY27-31 Programmed Spend	Total Authorized Budget
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.	Vehicles	Construction	$0.1 M	$2.4 M
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.	Vehicles	Construction	$0.0 M	$1.5 M
Power-Ex Air Compressor Replacement (P0673k)	Replacement of Power-Ex inline air compressors in 219 New Flyer buses.	Vehicles	Construction	$0.0 M	$1.0 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.	Vehicles	Construction	$0.0 M	$0.4 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.	Vehicles	Closeout	$0.0 M	$232.3 M
Bus Component Replacement and Overhaul (P0673b)	Equipment upgrades at Everett and Charlestown bus facilities linked to fueling equipment and tanks, device monitoring, piping, fire suppression systems, upholstery and lumber machinery, autonomous 54-inch printers, and sign shop upgrades.	Vehicles	Closeout	-	$1.3 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.	Business and Operational Support	Implementation	$3.2 M	$6.8 M
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.	Business and Operational Support	Construction	$2.7 M	$3.5 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.	Business and Operational Support	Pre-Design	$0.7 M	$0.8 M

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Bus

Project	Project Description	CIP Program	Current Phase	FY27-31 Programmed Spend	Total Authorized Budget
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).	Business and Operational Support	Design	$0.7 M	$4.1 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.	Technology and Innovation	Design	$0.3 M	$1.2 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.	Expansion Projects	Planning	$0.3 M	$0.6 M

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Ferry

Project	Project Description	CIP Program	Current Phase	FY27-31 Programmed Spend	Total Authorized Budget
Ferry Facilities - Capital Renewal (P1416)*	Programmatic capital support to maintain a State of Good Repair at ferry facilities, including the Quincy Cashman Layover facility and Hingham Ferry Terminal, ensuring long-term reliability and operational efficiency.	Maintenance and Administrative Facilities	Planning	$0.5 M	$2.5 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.	Passenger Facilities	Construction	$12.0 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.	Passenger Facilities	Design	$7.6 M	$13.4 M
Quincy Ferry Dock Replacement (P1439)	Construction of a modernized Squantum Point Park Ferry Pier in Quincy, MA, including a new pier, float, and ramp system. Also includes accessibility upgrades and water management improvements.	Passenger Facilities	Design	$6.2 M	$6.2 M
Ferry System Improvements - Lovejoy Wharf / BRA (P0815)	Funding to support improvements to Lovejoy Wharf near North Station.	Passenger Facilities	Closeout	$0.8 M	$0.8 M
Ferry Terminals - Capital Renewal (P1417)*	Programmatic capital support required to maintain a State of Good Repair at ferry terminals - including stops, docks, gangways - and address emergency repairs for unforeseen conditions.	Passenger Facilities	Planning	$0.8 M	$1.5 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.	Passenger Facilities	Closeout	-	$0.6 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.	Vehicles	Construction	$6.7 M	$22.5 M

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Ferry

Project	Project Description	CIP Program	Current Phase	FY27-31 Programmed Spend	Total Authorized Budget
Ferry Vessels - Capital Renewal (P1415)*	Programmatic capital upgrades to maintain ferry vessels in a State of Good Repair, including engine, generator, and jet drive overhauls and replacements to support long-term reliability and performance.	Vehicles	Planning	$1.5 M	$3.0 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.	Vehicles	Closeout	$1.5 M	$13.6 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.	Vehicles	Construction	$0.4 M	$3.2 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.	Vehicles	Planning	$0.0 M	$2.0 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.	Vehicles	Planning	-	$8.0 M
Procurement of Millennium Vessel (P1443)	Procurement of the 400-person capacity Millennium ferry vessel to support MBTA Ferry service.	Vehicles	Procurement	-	$10.8 M

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Paratransit

Project	Project Description	CIP Program	Current Phase	FY27-31 Programmed Spend	Total Authorized Budget
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.	Maintenance and Administrative Facilities	Design	$3.3 M	$7.9 M
Replacement of RIDE Revenue Vehicles (P0656)	This project allows for the continous replacement of RIDE vehicles to ensure the fleet remains in good condition.	Vehicles	Construction	$17.5 M	$51.3 M
New Paratransit Software Solution (P0643)	This project will replace The RIDE's legacy software system with a new transportation management system.	Business and Operational Support	Implementation	$3.0 M	$12.6 M
TRAC Technology Improvements (P0643a)	This project will upgrade technology equipment and systems at The RIDE's paratransit operations control and call center.	Technology and Innovation	Implementation	$0.4 M	$1.1 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.	Technology and Innovation	Construction	$0.1 M	$0.8 M

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Regional Rail

Project	Project Description	CIP Program	Current Phase	FY27-31 Programmed Spend	Total Authorized Budget
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.	Structures	Design	$942.8 M	$1,287.8 M
Rapid Transit and Regional 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.	Structures	Pre-Design	$48.4 M	$50.0 M
Saugus and Manchester Drawbridge Rehabilitations (P0892)	Design and perform maintenance repairs, improvements, and upgrades based on 2024 special inspection, load rating, condition, and recommendation reports for both the Saugus Drawbridge and Manchester Drawbridge. Includes a complete rehabilitation of both drawbridges.	Structures	Design	$8.7 M	$19.7 M
Iron Horse Park Material Control Yard - North Station Draw 1 (P0018a)*	Construction of new material control yard at Iron Horse Park. Project includes new fencing, security aspects, track construction, and relocation of ROW materials to support drawbridge replacement actions.	Structures	New Project	$6.6 M	$6.6 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.	Structures	Pre-Design	$4.8 M	$6.5 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.	Structures	Construction	$4.5 M	$24.6 M
South Elm Street Bridge Replacement (P1115)	Replacement of South Elm Street bridge on the Haverhill Line serving Regional Rail, Downeaster, and CSX freight trains.	Structures	Construction	$3.3 M	$22.9 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 Regional Rail operations on the Haverhill Line.	Structures	Design	$0.3 M	$2.3 M

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Regional Rail

Project	Project Description	CIP Program	Current Phase	FY27-31 Programmed Spend	Total Authorized Budget
Norfolk Ave and East Cottage St Bridges (P0851)	Replacement and repair of Norfolk Ave and East Cottage St. bridges on the Fairmount line.	Structures	Closeout	-	$18.9 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.	Structures	Closeout	-	$95.6 M
Tower 1 Interlocking Early Action Project (P0889)	Upgrade of interlocking components outside South Station to support Regional Rail and Amtrak operations. This includes new signals, switches, track, and generators and is considered early action work for the South Station Expansion project.	Guideway, Signal, and Power	Construction	$92.4 M	$177.8 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.	Guideway, Signal, and Power	Design	$48.7 M	$54.9 M
Regional Rail Signal State of Good Repair and Resilience Program (P0861)*	Programmatic signal renewal work across the Regional Rail network to enhance operational resiliency and performance, including grade crossing upgrades, interlocking and signal bungalow upgrades, signal safety upgrades, ATC progression redesign, and other critical signal improvements.	Guideway, Signal, and Power	Construction	$34.4 M	$53.8 M
Regional 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.	Guideway, Signal, and Power	Planning	$28.9 M	$49.0 M
Keolis Capitalization Initiatives and Extra Work (P0553)*	Contractually required annual capital maintenance costs included in the Regional Rail operating and maintenance agreement with Keolis, including work on switches, ties, track, rail grinding, timbers, and fencing to ensure system reliability and safety.	Guideway, Signal, and Power	Construction	$21.7 M	$163.8 M
Regional 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.	Guideway, Signal, and Power	Construction	$18.5 M	$126.9 M

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Regional Rail

Project	Project Description	CIP Program	Current Phase	FY27-31 Programmed Spend	Total Authorized Budget
Northeast Corridor - Providence Line Capitalization - Boston to Attleboro (P0769a)*	Capital renewal work for track, signal, and power infrastructure on the Boston to Providence section of the Providence Line - Northeast Corridor maintained by Amtrak, as required under the Attleboro Line Agreement between the MBTA and Amtrak.	Guideway, Signal, and Power	Construction	$16.5 M	$28.9 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.	Guideway, Signal, and Power	Construction	$12.7 M	$52.6 M
CP-16 Interlocking 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.	Guideway, Signal, and Power	Construction	$11.0 M	$13.5 M
ATC Implementation - North Side Regional Rail Lines (P0606)	Implementation of Automatic Train Control (ATC, also known as cab signals) on the North Side Regional Rail Lines to support full implementation of federally mandated Positive Train Control (PTC).	Guideway, Signal, and Power	Construction	$10.4 M	$496.8 M
Rail Modernization - North-Side Electric Traction Power Substation (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.	Guideway, Signal, and Power	Planning	$10.0 M	$10.0 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.	Guideway, Signal, and Power	Pre-Design	$9.9 M	$10.0 M
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.	Guideway, Signal, and Power	Planning	$8.5 M	$15.6 M
Franklin Double Track and Signal (P0214)	Construction of double-track segments between Franklin and Norwood Central Stations to create a continuous second track, improving capacity and reliability. Project developed in three phases and is currently in Phase II slope stabilization, with Phase III design upcoming.	Guideway, Signal, and Power	Construction	$8.1 M	$67.8 M

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Regional Rail

Project	Project Description	CIP Program	Current Phase	FY27-31 Programmed Spend	Total Authorized Budget
Regional 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.	Guideway, Signal, and Power	Planning	$7.5 M	$8.0 M
Keolis General & Administrative Contract Fee (P1004)*	Contractually required general and administrative fees paid annually to Keolis for the maintenance and operation of the Regional Rail system.	Guideway, Signal, and Power	Implementation	$7.2 M	$37.4 M
Northeast Corridor - Providence Line Capitalization - Pawtucket to Providence (P0769b)*	Capital renewal work by Amtrak on the Pawtucket to Providence Section of the Northeast Corridor - Providence Line required by PRIIA and the Attleboro Line Agreement.	Guideway, Signal, and Power	Construction	$5.8 M	$9.1 M
Regional Rail Track State of Good Repair and Resilience Program (P0862)	Programmatic track renewal work across the Regional 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.	Guideway, Signal, and Power	Construction	$5.8 M	$48.5 M
Regional Rail Pedestrian Crossing Elimination (P1432)	Elimination of pedestrian crossings across the Regional Rail system, beginning with an existing crossing at Beverly Station.	Guideway, Signal, and Power	Planning	$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 Regional Rail system, including feasibility and infrastructure assessments.	Guideway, Signal, and Power	Planning	$5.0 M	$5.0 M
Northeast Corridor - Providence Line Extra Capital Work (P0692)*	Targeted capital improvements 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.	Guideway, Signal, and Power	Construction	$3.8 M	$51.3 M
Regional Rail Systemwide Tree Removal (P0235)*	Removal of overgrown and aging trees and vegetation along the Regional Rail right-of-way to maintain a clear line of sight for operators and reduce weather-induced safety risks.	Guideway, Signal, and Power	Construction	$2.5 M	$39.0 M
OX Interlocking Improvements (R9594)	Upgrade a manual hand-thrown switch and provide new signalized interlocking and switches to improve operations, resiliency, flexibility and safety on the Fitchburg Line.	Guideway, Signal, and Power	Construction	$2.5 M	$4.0 M

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Regional Rail

Project	Project Description	CIP Program	Current Phase	FY27-31 Programmed Spend	Total Authorized Budget
Regional Rail Culverts, Bridges & ROW Improvements (On-Call) (P0465)	Funding to support urgent repair and reconstruction needs on the Regional Rail system.	Guideway, Signal, and Power	Construction	$2.4 M	$16.5 M
Worcester Line Track and Station Accessibility Improvements (P0261)	New third track and realignment of existing tracks on the Framingham and Worcester Regional Rail lines between Weston and Framingham. Includes upgrades to Wellesley Farms, Wellesley Hills, Wellesley Square, and West Natick Stations.	Guideway, Signal, and Power	Design	$2.1 M	$12.9 M
Regional 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.	Guideway, Signal, and Power	Closeout	$1.3 M	$444.2 M
Wayside Bearing Acoustic Monitoring/Defect Detection (P0839)	Procurement and installation of wheel bearing acoustic monitoring and defect detection equipment on the Regional Rail network to enhance preventive maintenance, safety, and reliability.	Guideway, Signal, and Power	Construction	$0.3 M	$4.0 M
Bishop Street Grade Crossing (P1268)	Reconstruction of the Bishop Street grade crossing on Framingham/Worcester Line, including replacement of the track structure to enable a future third track, reconstruction of the roadway surface, and upgrade of the warning system.	Guideway, Signal, and Power	Construction	$0.3 M	$3.8 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.	Guideway, Signal, and Power	Closeout	$0.3 M	$142.4 M
On-call Regional Rail Track 2 (P0211)	On-call construction services to support track and rail repair, replacement, and upgrades.	Guideway, Signal, and Power	Closeout	$0.3 M	$19.8 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.	Guideway, Signal, and Power	Closeout	$0.2 M	$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.	Guideway, Signal, and Power	Closeout	$0.1 M	$0.4 M

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Regional Rail

Project	Project Description	CIP Program	Current Phase	FY27-31 Programmed Spend	Total Authorized Budget
Regional Rail Slippery Rail Mitigation Project (P0617)	Upgrades at Regional 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.	Guideway, Signal, and Power	Planning	$0.0 M	$0.6 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.	Guideway, Signal, and Power	Closeout	$0.0 M	$11.4 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.	Guideway, Signal, and Power	Planning	$0.0 M	$6.0 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 Regional Rail Station. Includes land purchase in Lynn to support project development and station improvements.	Guideway, Signal, and Power	Closeout	$0.0 M	$1.8 M
Regional 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.	Guideway, Signal, and Power	Construction	-	$2.7 M
Worcester Line Rail Corridor Improvements (P0262)	Implementation of various track, signal, communication, and power improvements along the Worcester Line of the Regional Rail system to improve reliability and maintain a State of Good Repair.	Guideway, Signal, and Power	Construction	-	$11.2 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.	Guideway, Signal, and Power	Construction	-	$103.6 M
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.	Guideway, Signal, and Power	Closeout	-	$1.7 M
Regional 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.	Guideway, Signal, and Power	Construction	-	$5.0 M

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Regional Rail

Project	Project Description	CIP Program	Current Phase	FY27-31 Programmed Spend	Total Authorized Budget
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.	Guideway, Signal, and Power	Closeout	-	$13.2 M
Rail Crossing Safety Upgrades (P1146)	Assessment, procurement, and testing of non-signalized protective devices to enhance safety at open pedestrian crossings on the Regional Rail system.	Guideway, Signal, and Power	Pre-Design	-	$1.7 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.	Guideway, Signal, and Power	Pre-Design	-	$1.1 M
Widett Layover and Maintenance Facility (P0952)	Construction of a new Regional Rail facility to meet the needs of Railroad Operations for mid-day and overnight storage, inspection, light maintenance, fueling, cleaning, and crew facilities. Includes a 6-track electrified layover facility to support battery-electric Regional Rail vehicles.	Maintenance and Administrative Facilities	Design	$127.6 M	$135.6 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.	Maintenance and Administrative Facilities	Design	$17.7 M	$30.0 M
Energy Efficiency (P0290)	Installation of energy conservation measures across the MBTA. This includes but is not limited to high performance windows/doors, HVAC systems and controls and lighting. Many of the projects are going into construction.	Maintenance and Administrative Facilities	Construction	$12.8 M	$33.9 M
Regional Rail Facilities State of Good Repair (P1144)*	Critical facilities improvements across the Regional 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 the Rochester storage facility.	Maintenance and Administrative Facilities	Construction	$12.0 M	$53.4 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 Regional Rail operations, ensuring safety, reliability, and compliance.	Maintenance and Administrative Facilities	Design	$9.8 M	$19.8 M
Billerica MOW Repair and Storage Facility (P1171)	Funds to design and construct a new, fully accessible Regional Rail maintenance facility, storage yards, and tracks in Billerica, with eight service bays, wash bay, overhead bridge crane, office space, and employee amenities.	Maintenance and Administrative Facilities	Design	$7.3 M	$14.7 M

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Regional Rail

Project	Project Description	CIP Program	Current Phase	FY27-31 Programmed Spend	Total Authorized Budget
Regional Rail Employee Facility Replacement and State of Good Repair Program (P1305)*	Replacement of outdated staff accommodations for Regional 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.	Maintenance and Administrative Facilities	Design	$6.8 M	$8.8 M
Regional Rail Environmental Compliance Program (P0955)*	Support for ongoing environmental compliance to ensure Regional Rail facilities meet federal, state, and local requirements, including wastewater treatment, fuel tank rehabilitation, HVAC and alarm upgrades, climate vulnerability assessments, and stormwater pollution prevention planning.	Maintenance and Administrative Facilities	Planning	$3.7 M	$8.2 M
Neponset Midday Layover Electric Plug-ins (P0258)	Installation of electric plug-ins at the Neponset Layover Facility to provide power to Regional Rail fleets during midday layover periods, improving efficiency and sustainability.	Maintenance and Administrative Facilities	Closeout	$3.5 M	$3.9 M
South-Side Regional Rail Maintenance Facility (P0863)	Assessment and design for a new Regional Rail maintenance and layover facility at Readville. Includes design for future construction of multiple maintenance bays within Yard 1 and Upper Yard 2.	Maintenance and Administrative Facilities	Design	$0.7 M	$9.6 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.	Maintenance and Administrative Facilities	Construction	$0.4 M	$4.0 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.	Maintenance and Administrative Facilities	Design	$0.2 M	$1.5 M
Iron Horse Operations Control Center (P0472)	Construction of new operations control center in Billerica to support up to 38 dispatchers for north-side Regional Rail and Pan Am freight operations.	Maintenance and Administrative Facilities	Closeout	$0.2 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.	Maintenance and Administrative Facilities	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.	Maintenance and Administrative Facilities	Closeout	$0.1 M	$4.4 M

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Regional Rail

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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.	Maintenance and Administrative Facilities	Design	$0.0 M	$5.0 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.	Maintenance and Administrative Facilities	Construction	$0.0 M	$2.5 M
Rochester Improvements (P0657)	Upgrades to the Rochester Regional 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.	Maintenance and Administrative Facilities	Construction	$0.0 M	$6.0 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.	Maintenance and Administrative Facilities	Closeout	-	$4.2 M
Southside Service & Inspection Facility Train Wash System (P0640)	Upgrades to Regional 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.	Maintenance and Administrative Facilities	Design	-	$1.7 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.	Maintenance and Administrative Facilities	Construction	-	$0.2 M
Haverhill Layover Facility Relocation (P0865)	Relocatation of the Bradford Layover Facility on the Haverhill Line to improve operational efficiency, capacity, and service reliability.	Maintenance and Administrative Facilities	Design	-	$5.2 M
Rochester Facility Vehicle Acceptance Support (P1163)	Upgrades to the Rochester Regional Rail Facility in Wareham to support the testing and commissioning of new South Coast Rail coaches, enhancing infrastructure and operational readiness.	Maintenance and Administrative Facilities	Construction	-	$14.0 M
Regional 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.	Maintenance and Administrative Facilities	Construction	-	$4.4 M

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Regional Rail

Project	Project Description	CIP Program	Current Phase	FY27-31 Programmed Spend	Total Authorized Budget
Newtonville Station (P0170)	Design and construction of a fully accessible Newtonville Regional Rail Station with 400 ft. high-level double-sided platforms. Includes up-and-over structure, stairs, elevators, wayfinding, and other improved amenities.	Passenger Facilities	Design	$49.8 M	$62.5 M
Back Bay Station Ventilation (P0108)	Improvements and upgrades to ventilation, air quality, and electrical power systems on the Regional Rail and Orange Line platforms at Back Bay station as part of the station concorse's renovations.	Passenger Facilities	Design	$44.0 M	$59.3 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.	Passenger Facilities	Design	$34.4 M	$51.3 M
High Priority Stations Accessibility Improvements Program (P1150)	Design and construction of short-term solutions at several inaccessible Regional 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.	Passenger Facilities	Construction	$34.0 M	$51.7 M
Lynn Station Parking Garage Deconstruction (P1025)	Decommissioning of the partially closed Lynn Station parking garage.	Passenger Facilities	Design	$22.1 M	$22.9 M
Foxboro Station Improvements (P1408)	Construction of a new fully accessible Foxboro Station, including two new high-level side platforms connected via grade crossing, and associated signage and lighting upgrades.	Passenger Facilities	Construction	$9.8 M	$32.7 M
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.	Passenger Facilities	Construction	$4.8 M	$73.7 M
Wellesley Square Station Upgrades (P1438)	Design and construct an accessible path of travel between the inbound and outbound platforms at Wellesley Square station.	Passenger Facilities	Design	$4.8 M	$5.0 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.	Passenger Facilities	Construction	$4.3 M	$87.6 M

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Regional Rail

Project	Project Description	CIP Program	Current Phase	FY27-31 Programmed Spend	Total Authorized Budget
Regional 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 Regional Rail system.	Passenger Facilities	Planning	$3.5 M	$4.0 M
Parking and Paving Minor Improvements Initiative (P0881b)	Milling and paving parking locations across the system to improve parking lot conditions. □	Passenger Facilities	Construction	$2.8 M	$4.7 M
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.	Passenger Facilities	Construction	$1.8 M	$63.0 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, join sealants, and beams.	Passenger Facilities	Closeout	$1.5 M	$17.0 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.	Passenger Facilities	Design	$0.8 M	$7.0 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.	Passenger Facilities	Construction	$0.6 M	$3.3 M
South Station Platform Resurfacing (P1503)*	Project to repair South Station platform surfaces, stairs, and supporting structures to create a safer environment for passengers, crew, and other visitors.	Passenger Facilities	New Project	$0.5 M	$0.5 M
Regional Rail Station Transformation and Revitalization (P0832)	Implementation of passenger-facing station improvements at high-ridership Regional Rail stations, including cleaning, painting, signage, wayfinding, lighting, and other upgrades to enhance the customer experience systemwide.	Passenger Facilities	Closeout	$0.0 M	$20.0 M
Regional Rail Mini-High Platform Repairs (P0256)	Repair and replacement of aged components on existing mini-high platforms across the Regional Rail system.	Passenger Facilities	Construction	-	$2.5 M

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Regional Rail

Project	Project Description	CIP Program	Current Phase	FY27-31 Programmed Spend	Total Authorized Budget
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.	Passenger Facilities	Construction	-	$0.8 M
South Salem Station Study (P1176)	Conceptual design for a South Salem Regional Rail station to support future development and service expansion.	Passenger Facilities	Planning	-	$0.5 M
North Wilmington Station Platform Safety Improvements (P1245)	Relocatation 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.	Passenger Facilities	Construction	-	$3.9 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.	Passenger Facilities	Design	-	$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 Regional Rail network.	Passenger Facilities	Construction	-	$3.4 M
Waverley Station Accessibility Improvements Assessment (P1339)	Accessibility upgrades to the Fitchburg Line's Waverly Station in Belmont.	Passenger Facilities	Planning	-	$0.3 M
Route 128 Station Accessibility Improvements (P1407)	Upgrades to Route 128 Station on the Regional Rail system in conjunction with Amtrak.	Passenger Facilities	Planning	-	$1.6 M
Purchase of Regional Rail Station Platform Materials (P1444)	Procurement and transfer of platform deck materials for use at various MBTA Regional Rail stations.	Passenger Facilities	Procurement	-	$0.8 M
North Station Regional Rail Concourse HVAC Replacement (P1449)	Emergency replacement of a failing HVAC unit that heats and cools MBTA occupied areas at North Station, including the passenger concourse area for Regional Rail.	Passenger Facilities	New Project	-	$0.9 M

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Regional Rail

Project	Project Description	CIP Program	Current Phase	FY27-31 Programmed Spend	Total Authorized Budget
Procurement of Passenger Locomotives - Future Fleet (P0918)*	Procurement of 10 battery-electric locomotives and 10 Tier-4, low emissions locomotives to replace the oldest vehicles in the fleet. This joint procurement also includes options for up to 50 additional locomotives to support future expansion of Regional Rail Modernization.	Vehicles	Procurement	$367.5 M	$373.7 M
Procurement of Hyundai Rotem Bi-Level Coaches - Option (P1152)	Procurement of 80 bi-level coaches to replace all single level coaches.	Vehicles	Design	$261.4 M	$395.9 M
HSP46 Locomotive Overhaul (P1173)	Midlife overhaul of 40 HSP46 Locomotives to improve reliability and reduce risk of unplanned maintenance.	Vehicles	Planning	$238.9 M	$253.2 M
Fairmount Line BEMU Project Delivery Partnership (P1343)	Introducuction 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.	Vehicles	Implementation	$36.4 M	$55.8 M
Regional Rail 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 Regional Rail rolling stock, ensuring a State of Good Repair.	Vehicles	Implementation	$27.2 M	$89.3 M
Keolis Mechanical Parts Commitment (P1145)*	Contractually required procurement of mechanical parts and maintenance of inventory to support maintenance of Regional Rail locomotives and coaches by Keolis mechanical forces, ensuring reliable service and upkeep.	Vehicles	Implementation	$22.8 M	$80.0 M
Procurement of 67 Bi-Level Regional 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.	Vehicles	Construction	$16.9 M	$276.1 M
Regional Rail Locomotive Lease (P1442)	Lease of at least six locomotives for a period of at least three years to enable the release of MBTA-owned HSP46 locomotives for overhaul. This lease includes options for additional locomotives if required.	Vehicles	Implementation	$13.8 M	$15.0 M
F40 Regional Rail Locomotive Overhaul (P0239)	Overhaul of thirty-seven F40 Regional Rail locomotives to enhance reliability and reduce the risk of unplanned maintenance.	Vehicles	Construction	$9.7 M	$128.4 M

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Regional Rail

Project	Project Description	CIP Program	Current Phase	FY27-31 Programmed Spend	Total Authorized Budget
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.	Vehicles	Closeout	$4.9 M	$132.9 M
Procurement of 100 Bi-Level Regional Rail Coaches (P0652)	Procurement of 100 Bi-Level Regional 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.	Vehicles	Planning	$1.3 M	$1.3 M
Coach Refurbishment (P0882)	Provides qualified maintenance personnel, tools, supplies, and diagnostic equipment to support maintenance, repair, inspection, cleaning, and servicing of the MBTA's Regional Rail passenger fleet, ensuring reliability and operational efficiency.	Vehicles	Construction	$1.2 M	$33.0 M
Hyundai Rotem Coach Procurement (P0363)	Procurement of 75 Hyundai Rotem passenger coaches to support Regional Rail service.	Vehicles	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.	Vehicles	Closeout	$1.0 M	$37.6 M
Procurement of Regional Rail Locomotives (P0380)	Base procurement of 40 Regional Rail locomotives to replace aging vehicles in the fleet. All locomotives are in service and contract is closed.	Vehicles	Closeout	$0.4 M	$222.8 M
Remote Monitoring of Rolling Stock Subsystems (P0655)	Procurement and installation of video and monitoring systems on Regional Rail locomotives and control coaches to enhance remote monitoring, critical alerts, vehicle diagnostics, and preventive maintenance.	Vehicles	Construction	$0.1 M	$6.1 M
Regional 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.	Vehicles	Construction	$0.1 M	$2.3 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.	Vehicles	Construction	$0.1 M	$1.4 M

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Regional Rail

Project	Project Description	CIP Program	Current Phase	FY27-31 Programmed Spend	Total Authorized Budget
Regional Rail Misc. Equipment (Winter Resiliency) (P0263)	Procurement of equipment and material to manage severe winter weather events.	Vehicles	Closeout	$0.0 M	$33.7 M
Locomotives and Coach Mini-Rehabilitation (P0213)	Overhaul activities to maintain the reliability of the Regional Rail locomotive and coach fleets, ensuring continued safe and efficient operations.	Vehicles	Construction	-	$10.3 M
Regional 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.	Vehicles	Construction	-	$18.4 M
Regional Rail Locomotive Main Engine Procurement (P0595)	Procurement of spare locomotive engines to support Regional Rail service in partnership with the Rhode Island Department of Transportation, ensuring reliability and operational efficiency.	Vehicles	Construction	-	$4.0 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.	Vehicles	Construction	-	$1.9 M
Regional 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.	Vehicles	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.	Vehicles	Construction	-	$15.3 M
Regional Rail Modernization Planning (P0934)*	Supports ongoing planning efforts for Regional Rail Modernization, including strategic planning, surveys, asset evaluation, business case development, and technical advisory support for the ongoing rail operator reprocurement to enable systemwide upgrades and expansion.	Business and Operational Support	Planning	$9.0 M	$22.4 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 Sytems.	Business and Operational Support	Planning	$4.5 M	$4.5 M

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Regional Rail

Project	Project Description	CIP Program	Current Phase	FY27-31 Programmed Spend	Total Authorized Budget
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.	Business and Operational Support	Planning	$3.4 M	$10.2 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 Regional Rail Rehabilitation project.	Business and Operational Support	Design	$1.6 M	$3.3 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.	Business and Operational Support	Design	-	$5.5 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 Regional Rail network.	Business and Operational Support	Design	-	$0.1 M
Solari Board Replacement at North and South Stations (P1406)	Replacement of Solari Boards at North and South Station to ensure availability and reliability of critical rider-facing system.	Technology and Innovation	Planning	$6.0 M	$7.3 M
Onboard Passenger Train Information Systems (PTIS) Modernization (P0829)	Modernization of the Regional Rail Passenger Train Information System (PTIS+) back-office and on-board components, including replacments of back-end systems and on-board controls on 91 coaches to enhance passenger communication and service reliability.	Technology and Innovation	Construction	$0.1 M	$2.6 M
Automated Passenger Counters (P0693)	Procurement and installation of Automated Passenger Counters (APC) on Regional Rail coaches to enhance ridership data accuracy and support service planning and operations.	Technology and Innovation	Construction	-	$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 Regional Rail system to enhance communication, safety, and operational efficiency.	Technology and Innovation	Construction	-	$3.2 M
South Coast Rail Expansion (P0160)	Extension of Regional Rail service to Fall River, New Bedford, and Taunton on the South Coast of Massachusetts.	Expansion Projects	Construction	$10.6 M	$916.8 M

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Regional Rail

Project	Project Description	CIP Program	Current Phase	FY27-31 Programmed Spend	Total Authorized Budget
South Coast Rail - Coach Procurement (P0160a)	Procurement of additional coaches to support the expansion of Regional Rail service to the South Coast. Includes procurement of 16 coaches, spares, training, force account and professional services.	Expansion Projects	Closeout	$8.6 M	$69.0 M
South Coast Rail Systemwide Noise Mitigation (P0160c)*	This project supports noise mitigation assessments and evaluation along the South Coast Rail corridor, as well as implentation of noise mitigation measures when appropriate.	Expansion Projects	Implementation	$6.7 M	$8.0 M
SCR Municipal Fire and Rescue Equipment (P0160b)	Purchase of fire and rescue equipment to support South Coast Rail.	Expansion Projects	Construction	-	$0.9 M

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Multimodal

Project	Project Description	CIP Program	Current Phase	FY27-31 Programmed Spend	Total Authorized Budget
Bridge Program Pipeline - Rehabilitation, Repair and Replacement (P1107)*	Bridge design and construction pipeline program to execute prioritized bridge rehabilitation, repair, or replacement projects using information provided through the bridge inspection and load rating program.	Structures	Pre-Design	$161.5 M	$170.3 M
Systemwide Bridge Inspection and Rating (P0627)*	Programmatic support for regular inspection and rating of all MBTA-owned bridges systemwide, ensuring structural safety and a State of Good Repair. The bridge inspection program is aligned with Federal Railroad Administration (FRA) and Federal Highway Administration (FHWA) guidelines.	Structures	Implementation	$67.8 M	$148.7 M
Tunnel Inspection Systemwide (R0074)*	Inspection and rating of all MBTA-owned tunnels systemwide, ensuring structural safety and a State of Good Repair. The tunnel inspection program complies with Transit Asset Management Rule 49 CFR Part 625 and the National Transit Database reporting requirements.	Structures	Implementation	$30.5 M	$53.6 M
Dorchester Avenue Bridge (P0552)	Replacement of Dorchester Avenue Bridge and installation of a new tunnel roof beneath the bridge.	Structures	Closeout	$7.6 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.	Structures	Design	$2.1 M	$2.4 M
Southwest Corridor Concrete Wall Cleaning and Sealing (P0675d)	Application of a silane-based concrete sealant to Orange Line Southwest Corridor concrete walls to mitigate water and chemical damage, extending asset life and preserving structural integrity.	Structures	Design	$0.8 M	$1.0 M
Systemwide Electrical Unit Substation Upgrade / Replacement (P1149)	Design and replacement of existing power and electrical equipment at prioritized unit substation (USS) locations, including AC feeder disconnect switches, and development of a USS design guide.	Guideway, Signal, and Power	Pre-Design	$16.9 M	$17.0 M
Systemwide DC and AC Cable and Ductbank Replacement Program (P1318)*	Programmatic replacement of DC and AC cables and duct banks systemwide to improve power system reliability and resiliency. Prioritization and delivery of replacements will include considerations for power system State of Good Repair, service impacts, and safety impacts.	Guideway, Signal, and Power	Planning	$16.4 M	$17.0 M

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Multimodal

Project	Project Description	CIP Program	Current Phase	FY27-31 Programmed Spend	Total Authorized Budget
Systemwide Power Systems Reliability Program (P0900)*	Repair and replacement of electrical distribution infrastructure systemwide, including power cables, generators, transformers, traction power unit substations (TPSS), conductors, and manholes. Funding under this line item is broken out into specific project scopes as designs are advanced.	Guideway, Signal, and Power	Design	$16.1 M	$24.9 M
Power Systems Capital Maintenance (P0674)*	Renewal and extension of the useful life of MBTA power assets identified as capital expenses outside of regular preventative maintenance activities.	Guideway, Signal, and Power	Construction	$14.6 M	$30.0 M
Needham Branch Monument Crossing (P0675b)	Implementation of a signalized railroad grade crossing on the Needham Branch at Monument Crossing to improve safe and cost-effective access to Forest Hills Yard. Includes a new signal house with power, gates, lighting, and signage	Guideway, Signal, and Power	Design	$2.8 M	$4.6 M
Systemwide Fire Suppression Systems Repairs (P1117)*	Replacement and upgrade of fire suppression systems at multiple, prioritized MBTA facilities to improve safety, address maintenance backlogs, and maintain compliance with life safety regulations.	Maintenance and Administrative Facilities	Construction	$28.1 M	$34.7 M
Everett Building Floor Repairs (P1216)	Floor repairs in the Everett Regional Rail Maintenance Facility building.	Maintenance and Administrative Facilities	Pre-Design	$18.1 M	$18.8 M
Various Remediation Projects (P0297)*	Environmental remediation efforts at maintenance and operational facilities systemwide.	Maintenance and Administrative Facilities	Implementation	$4.6 M	$6.6 M
Systemwide Water and Drainage System Repairs (P1301)*	Design and construction of water and drainage infrastructure replacements at key transit and bus maintenance campuses to enhance system reliability, prevent service disruptions and reduce the frequency of emergency maintenance.	Maintenance and Administrative Facilities	Pre-Design	$3.8 M	$4.0 M
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.	Maintenance and Administrative Facilities	Planning	$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.	Maintenance and Administrative Facilities	Construction	$1.7 M	$3.3 M

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Multimodal

Project	Project Description	CIP Program	Current Phase	FY27-31 Programmed Spend	Total Authorized Budget
E&M Facilities Standpipe Capital Expenses (P1127)*	Inspection and upgrade of fire suppression systems through the replacement of existing hydrants, sprinklers, and standpipes at facilities throughout the system.	Maintenance and Administrative Facilities	Construction	$1.6 M	$2.8 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.	Passenger Facilities	Construction	$108.3 M	$135.0 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.	Passenger Facilities	Construction	$7.2 M	$8.2 M
Wonderland Multimodal Connector (P1250)	Initial planning and design of Wonderland Multimodal Connector, which would link the Newburyport/Rockport Regional Rail line to the Blue Line at Wonderland, easing congestion on Route 1A and improving access to Boston, Logan Airport, and North Shore destinations.	Passenger Facilities	Pre-Design	$4.0 M	$4.0 M
Back Bay Groundwater Remediation (P0181)*	Monitoring and maintenance of 9 groundwater recharge near Back Bay Station.	Passenger Facilities	Implementation	$1.5 M	$5.5 M
Sweetser Circle Everett Planning Study (P1352)	Planning study to explore the feasibility of installing a transit hub at Sweester Circle in Everett	Passenger Facilities	Planning	$1.1 M	$1.5 M
Real Estate Facilities Improvement (P1403)	Programmatic funding for real estate-related improvements at MBTA facilities and MBTA-leased facilities including South Station, North Station, and Back Bay Station.	Passenger Facilities	Planning	-	$0.6 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.	Vehicles	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.	Vehicles	Construction	$0.2 M	$5.0 M

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Multimodal

Project	Project Description	CIP Program	Current Phase	FY27-31 Programmed Spend	Total Authorized Budget
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.	Technology and Innovation	Implementation	$5.6 M	$11.3 M

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Systemwide

Project	Project Description	CIP Program	Current Phase	FY27-31 Programmed Spend	Total Authorized Budget
Structural Repairs Systemwide (P0852)	Funding to support systemwide structural repairs to bridges, tunnels, retaining walls and other structures on an on-call basis.	Structures	Construction	$68.0 M	$125.0 M
Systemwide Tunnel Flood Mitigation Program (P0912)	This project provides planning, training, and infrastructure improvements for MBTA tunnels to improve their resiliency to flooding.	Structures	Planning	$38.5 M	$116.2 M
Tunnel Emergency Ventilation Program (P0704)	This project will provide inspection, monitoring, design, and necessary construction to improve emergency ventilation in MBTA tunnels.	Structures	Pre-Design	$11.2 M	$13.2 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.	Structures	Implementation	$8.1 M	$12.5 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.	Structures	Implementation	$8.0 M	$10.5 M
Bridge & Tunnel Structural Repair (P1123)	Non-routine structural repairs of bridges, tunnels, stairways, and platforms systemwide that can affect the safety of the public, transit operations and potentially reduce the life of critical maintenance.	Structures	Construction	$7.5 M	$9.5 M
Bridges - Design (P0009)	Design funding to support the repair, rehabilitation, and replacement of bridges across the system.	Structures	Design	$5.6 M	$33.2 M
Urgent Structural Design Support (P1000)	This project addresses emergency structural or safety-related infrastructure deficiencies that require immediate follow-up inspection or action.	Structures	Design	$5.5 M	$11.5 M

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Systemwide

Project	Project Description	CIP Program	Current Phase	FY27-31 Programmed Spend	Total Authorized Budget
Emergency Bridge Repair (P0037)	Funding to support emergency bridge repairs on an on-call basis.	Structures	Closeout	$3.1 M	$27.0 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.	Structures	Pre-Design	$2.6 M	$3.8 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.	Structures	Planning	$1.9 M	$1.9 M
Emergency Bridge Design / Inspection & Rating (P0008)	Funding to support as-needed emergency design, inspection, and rating of bridges.	Structures	Closeout	$1.8 M	$27.7 M
Systemwide Tunnel Dewatering Pump System Upgrades (P1125)	Focuses on critical repairs and upgrades to pump rooms throught the transit system, with an emphasis on replacing outdated control panels and tunnel dewatering pumps (approximately 52 dewatering pumps).	Structures	Construction	$1.6 M	$2.5 M
Tunnel Repairs (On-Call) (P0466)	Construction services to perform steel and concrete tunnel repairs throughout the system on an on-call basis.	Structures	Closeout	$1.6 M	$22.1 M
Bridge Bundling Contract (P0495)	Replacement of six Regional 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.	Structures	Construction	$0.8 M	$144.2 M
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.	Structures	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.	Structures	Closeout	$0.5 M	$12.3 M

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Systemwide

Project	Project Description	CIP Program	Current Phase	FY27-31 Programmed Spend	Total Authorized Budget
Underground Structure Design/Repair & Geotechnical Engineering Services (P0667)	Engineering services for the repair and rehabilitation of underground structures systemwide.	Structures	Closeout	$0.0 M	$1.8 M
Systemwide Power Control Equipment Upgrade (P1213)	This project will provide equipment and fiber optic network upgrades to the MBTA power control system.	Guideway, Signal, and Power	Pre-Design	$13.9 M	$15.0 M
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.	Guideway, Signal, and Power	Planning	$8.7 M	$9.0 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.	Guideway, Signal, and Power	Planning	$6.4 M	$6.5 M
Systemswide 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).	Guideway, Signal, and Power	Construction	$6.0 M	$27.9 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.	Guideway, Signal, and Power	Planning	$4.6 M	$5.0 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.	Guideway, Signal, and Power	Construction	$4.2 M	$39.2 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.	Guideway, Signal, and Power	Construction	$4.2 M	$10.9 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.	Guideway, Signal, and Power	Planning	$3.4 M	$3.5 M

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Systemwide

Project	Project Description	CIP Program	Current Phase	FY27-31 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.	Guideway, Signal, and Power	Construction	$2.7 M	$28.8 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.	Guideway, Signal, and Power	Implementation	$2.7 M	$3.0 M
Forest Hills to Roxbury Cable Replacement (P0843)	Replacement of medium voltage AC cable between the Forest Hills and Roxbury traction power substations.	Guideway, Signal, and Power	Closeout	$2.1 M	$2.8 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).	Guideway, Signal, and Power	Construction	$1.6 M	$12.7 M
115KV Electro-Mechanical to Digital Relay Replacement (P0845)	Replacement of existing electro-mechanical relays with digital delays at 50 traction power substations systemwide.	Guideway, Signal, and Power	Construction	$1.3 M	$2.4 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.	Guideway, Signal, and Power	Closeout	$0.9 M	$0.9 M
115KV Transformer Replacement Project (P0846)	Replacement of 3 transformers at the South Boston Power Complex which have reached the end of their useful life.	Guideway, Signal, and Power	Closeout	$0.6 M	$5.8 M
Traction Power Substation FPE Circuit Breaker Replacement (P0842)	Replacement of 103 existing circuit breakers at 13 traction power substations throughout the system.	Guideway, Signal, and Power	Construction	$0.5 M	$2.1 M
E&M Capital Maintenance Improvements (R0132)	Support for a variety of capital maintenance efforts systemwide.	Guideway, Signal, and Power	Closeout	$0.4 M	$2.5 M

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Systemwide

Project	Project Description	CIP Program	Current Phase	FY27-31 Programmed Spend	Total Authorized Budget
115KV Primary and Back-up Relay Replacement (P0847)	Replacement of outdated primary and backup relays at the MBTA's bulk power complex.	Guideway, Signal, and Power	Closeout	$0.3 M	$0.8 M
Short-Term Power Investments (P0280)	Short-term priority investments in the MBTA power infrastructure.	Guideway, Signal, and Power	Closeout	$0.1 M	$9.5 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.	Guideway, Signal, and Power	Construction	$0.1 M	$6.5 M
Permanent Employee Facilities Program (P1447)	Programmatic replacement of temporary site trailers with permanent facilities for MBTA employees. Replacements will deliver safe, code compliant facilities for MBTA staff and increase workspace capacity.	Maintenance and Administrative Facilities	Design	$28.2 M	$28.9 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.	Maintenance and Administrative Facilities	Construction	$16.8 M	$89.8 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.	Maintenance and Administrative Facilities	Construction	$15.8 M	$17.5 M
Systemwide Employee Breakroom and Bathroom Improvement Program (P1220)	This project provides systemwide renovations and improvements to MBTA employee breakrooms and bathrooms.	Maintenance and Administrative Facilities	Design	$14.0 M	$15.0 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.	Maintenance and Administrative Facilities	Construction	$12.3 M	$19.1 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.	Maintenance and Administrative Facilities	Design	$8.2 M	$9.3 M

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Systemwide

Project	Project Description	CIP Program	Current Phase	FY27-31 Programmed Spend	Total Authorized Budget
Capital Spares Warehouse (P1135)	Lease of a warehouse in West Bridgewater to serve as a central repository for capital spares.	Maintenance and Administrative Facilities	Design	$7.3 M	$12.2 M
Sprinkler & Fire Life Safety Systems - Transit Facilities (P0564)	This project will implement improvements to sprinkler and fire systems at transit facilities.	Maintenance and Administrative Facilities	Design	$7.1 M	$18.4 M
200 Newport Ave Operations Control Center (P2206a)	Relocation of 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 maintenence dispatchers, will also relocate to the new space. 45 High St will be retained as a backup OCC.	Maintenance and Administrative Facilities	Construction	$5.0 M	$18.1 M
Systemwide Trailer Replacement Program (P1224)	This project provides for the systemwide replacement of employee-occupied trailers with permanent structures.	Maintenance and Administrative Facilities	Design	$4.7 M	$7.2 M
Systemwide Storage Tank Compliance Program (P0663)	Upgrade and replacement of fluid storage tanks and associated infrastructure across the MBTA system, such as top piping replacements, and AST replacements for operational fleets.	Maintenance and Administrative Facilities	Construction	$4.6 M	$7.0 M
Quincy Newport Ave. Property Acquisition (P1264)	Purchase of property in Quincy, MA with the intent to use as MBTA administrative office space.	Maintenance and Administrative Facilities	Pre-Design	$4.1 M	$19.5 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.	Maintenance and Administrative Facilities	Construction	$3.5 M	$5.6 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.	Maintenance and Administrative Facilities	Construction	$2.8 M	$4.0 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.	Maintenance and Administrative Facilities	Construction	$2.4 M	$5.0 M

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Systemwide

Project	Project Description	CIP Program	Current Phase	FY27-31 Programmed Spend	Total Authorized Budget
Transit Facilities Maintenance Capital Expenses (P1218)	Renewal and extension of useful life of of systemwide assets identified that are beyond preventative maintenance activities. This work spans both revenue service areas and maintenance facilities.	Maintenance and Administrative Facilities	Construction	$2.3 M	$5.0 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.	Maintenance and Administrative Facilities	Planning	$2.2 M	$2.5 M
Industrial Wastewater Improvements (P0670)	Inventory, assessment, and replacement of equipment for industrial wastewater pretreatment systems at bus & train washes systemwide and the redesign of pretreatment systems to meet MWRA discharge standards.	Maintenance and Administrative Facilities	Construction	$1.7 M	$4.4 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.	Maintenance and Administrative Facilities	Construction	$1.6 M	$2.5 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.	Maintenance and Administrative Facilities	Construction	$1.2 M	$2.3 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.	Maintenance and Administrative Facilities	Planning	$1.1 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.	Maintenance and Administrative Facilities	Planning	$1.1 M	$2.1 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.	Maintenance and Administrative Facilities	Closeout	$1.0 M	$1.0 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.	Maintenance and Administrative Facilities	Implementation	$0.7 M	$2.7 M

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Systemwide

Project	Project Description	CIP Program	Current Phase	FY27-31 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.	Maintenance and Administrative Facilities	Planning	$0.6 M	$1.0 M
HVAC Assessment and Upgrade Program (P1412)	Effort to modernize and extend the useful life of HVAC systems at MBTA facilities identified during inspections and maintenance programs.	Maintenance and Administrative Facilities	Planning	$0.4 M	$0.5 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.	Maintenance and Administrative Facilities	Construction	$0.4 M	$9.0 M
South Boston Power Complex Fence Replacement (P1425)	This project will replace the existing non-serviceable security fence at the South Boston Power Complex.	Maintenance and Administrative Facilities	Planning	$0.3 M	$1.0 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.	Maintenance and Administrative Facilities	Construction	$0.3 M	$5.8 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.	Maintenance and Administrative Facilities	Construction	$0.2 M	$2.5 M
10 Park Plaza Leasehold Improvements (P1015)	This project will support leasehold improvements of the MBTA administrative offices at 10 Park Plaza.	Maintenance and Administrative Facilities	Closeout	$0.1 M	$9.0 M
Transit Facility Maintenance Program (P0763)	Funding to support various ad hoc improvements to MBTA transit facilities.	Maintenance and Administrative Facilities	Closeout	$0.0 M	$2.0 M
10 Park Plaza - Data Center Upgrades (P0096)	Upgrades to data center at 10 Park Plaza administrative offices.	Maintenance and Administrative Facilities	Closeout	-	$0.8 M

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Project	Project Description	CIP Program	Current Phase	FY27-31 Programmed Spend	Total Authorized Budget
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.	Maintenance and Administrative Facilities	Closeout	-	$13.7 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.	Maintenance and Administrative Facilities	Pre-Design	-	$2.0 M
Transit Station Improvements to Support Norfolk County Economic Development (P1165)	Deconstruction of the parking grage at Quincy Center Station and relocation of the adjacent traction power substation.	Passenger Facilities	Pre-Design	$94.2 M	$96.2 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.	Passenger Facilities	Design	$13.6 M	$14.0 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.	Passenger Facilities	Planning	$9.9 M	$10.0 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.	Passenger Facilities	Construction	$9.6 M	$10.0 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.	Passenger Facilities	Construction	$9.2 M	$24.2 M
Vertical Transportation Safety Modernization (P1226)	Modernization of safety and control components of escalators and elevators systemwide that are not scheduled for replacement.	Passenger Facilities	Construction	$7.8 M	$8.4 M
Systemwide Emergency Power and Lighting for Passenger Facilities (P1137)	This project provides improvements to power and lighting systems at stations with identified deficiencies.	Passenger Facilities	Construction	$7.1 M	$8.4 M

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Systemwide

Project	Project Description	CIP Program	Current Phase	FY27-31 Programmed Spend	Total Authorized Budget
Accessibility Improvements (P0491)	Supports a variety of miscellaneous accessibility-related improvements across the system.	Passenger Facilities	Design	$5.8 M	$8.0 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.	Passenger Facilities	Design	$5.6 M	$34.5 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.	Passenger Facilities	Design	$5.2 M	$5.3 M
Systemwide Facility Needs Program (P1024)	This project will support a variety of facility improvements to address identified needs.	Passenger Facilities	Pre-Design	$5.2 M	$8.1 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.	Passenger Facilities	Pre-Design	$5.0 M	$5.0 M
Systemwide Fire Alarm Upgrades (P1140)	This project will provide major renovations and repairs to aging fire alarm systems systemwide.	Passenger Facilities	Pre-Design	$4.3 M	$4.8 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.	Passenger Facilities	Construction	$4.0 M	$10.7 M
Parking Technology Upgrade Program (P0881a)	Improvements to MBTA parking access and revenue control equipment at parking garages and surface lots.	Passenger Facilities	Construction	$3.0 M	$4.7 M
Systemwide Transit Station Overhead Inspections (P1177)	This project will provide for the systemwide inspection and replacement of ceiling tiles at transit stations.	Passenger Facilities	Pre-Design	$2.7 M	$7.8 M

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Project	Project Description	CIP Program	Current Phase	FY27-31 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.	Passenger Facilities	Planning	$2.5 M	$2.5 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.	Passenger Facilities	Construction	$0.6 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.	Passenger Facilities	Pre-Design	$0.5 M	$0.5 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.	Passenger Facilities	Construction	$0.4 M	$31.0 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.	Passenger Facilities	Construction	$0.3 M	$0.5 M
Systemwide Platform Edge Inspections (P0546)	Inspection of rail platform edges throughout the system.	Passenger Facilities	Construction	$0.3 M	$1.0 M
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.	Passenger Facilities	Closeout	$0.3 M	$6.3 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	Passenger Facilities	Construction	$0.0 M	$1.8 M
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.	Vehicles	Construction	$30.5 M	$63.2 M

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Systemwide

Project	Project Description	CIP Program	Current Phase	FY27-31 Programmed Spend	Total Authorized Budget
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.	Vehicles	Construction	$7.0 M	$26.7 M
Transit Police Fleet Replacement Program (P0666)*	Replacement of Transit Police Department vehicles and equipment to maintain a safe and reliable fleet of emergency response vehicles in a State of Good Repair.	Vehicles	Implementation	$4.2 M	$10.1 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.	Vehicles	Planning	$1.4 M	$1.4 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.	Vehicles	Planning	$0.9 M	$2.5 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.	Vehicles	Construction	$0.5 M	$1.8 M
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.	Vehicles	Construction	$0.2 M	$0.3 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.	Vehicles	Construction	-	$16.0 M
Capital Program XG/Reserve Fund (Z0010)*	Reserve funding used to cover unforeseen project costs as they arise.	Business and Operational Support	Planning	$62.6 M	$73.9 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.	Business and Operational Support	Construction	$42.4 M	$66.7 M

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Systemwide

Project	Project Description	CIP Program	Current Phase	FY27-31 Programmed Spend	Total Authorized Budget
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.	Business and Operational Support	Planning	$15.4 M	$16.2 M
Bonding Cost (P0321)*	Funding to support the issuance of MBTA bonds, as well as support for loan financing.	Business and Operational Support	Implementation	$15.0 M	$66.4 M
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.	Business and Operational Support	Planning	$12.1 M	$22.3 M
Capital Program Support (P0886)*	Annual capital support needs including PPE, materials and supplies, memberships, training, licenses, and technical services supporting the capital program.	Business and Operational Support	Implementation	$10.1 M	$12.7 M
Surplus and Contingency Funds (Z0007)	Contingency funding set aside to cover unforeseen project costs as they arise.	Business and Operational Support	Planning	$8.8 M	$39.3 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.	Business and Operational Support	Construction	$8.6 M	$22.1 M
Safety Management Systems (SMS) Implementation (P0931)	This project will support continued implemention the MBTA's Safety Management System (SMS), as required by Federal and State regulations.	Business and Operational Support	Implementation	$7.8 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.	Business and Operational Support	Pre-Design	$6.7 M	$12.5 M
Workforce Modernization Program - HASTUS (R0128)*	Upgrades to optimize the MBTA's workforce scheduling software to support and improve operations and prepare for scheduling of future battery-electric bus (BEB) fleets.	Business and Operational Support	Implementation	$5.7 M	$42.3 M

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Systemwide

Project	Project Description	CIP Program	Current Phase	FY27-31 Programmed Spend	Total Authorized Budget
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.	Business and Operational Support	Planning	$4.8 M	$8.0 M
Development of Design Standards and Guidelines (P0690)	This project will update the Design Standards and Guidelines used for MBTA construction projects.	Business and Operational Support	Implementation	$4.3 M	$10.9 M
Systemwide Security Upgrades (P0676)	Procurement and installation of new cameras, access-control devices, and other security equipment and professional services at various locations.	Business and Operational Support	Closeout	$4.2 M	$20.7 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.	Business and Operational Support	Implementation	$3.8 M	$20.6 M
Document Management System (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.	Business and Operational Support	Implementation	$3.3 M	$7.1 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.	Business and Operational Support	Planning	$3.2 M	$3.5 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 .	Business and Operational Support	Planning	$3.0 M	$4.3 M
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.	Business and Operational Support	Pre-Design	$3.0 M	$4.0 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.	Business and Operational Support	Implementation	$2.6 M	$11.0 M

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Systemwide

Project	Project Description	CIP Program	Current Phase	FY27-31 Programmed Spend	Total Authorized Budget
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.	Business and Operational Support	Implementation	$2.5 M	$3.0 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.	Business and Operational Support	Implementation	$2.4 M	$4.3 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.	Business and Operational Support	Implementation	$2.4 M	$4.1 M
Environmental Compliance Management (P0435)*	Mitigation of emergent environmental compliance issues across across the MBTA system.	Business and Operational Support	Implementation	$2.1 M	$4.0 M
Capital Program Support - Capital Planning (P0886d)	Funding to support the Capital Planning program.	Business and Operational Support	Implementation	$2.1 M	$3.3 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.	Business and Operational Support	Implementation	$1.8 M	$2.4 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.	Business and Operational Support	Pre-Design	$1.5 M	$1.5 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.	Business and Operational Support	Implementation	$1.4 M	$9.5 M
Cyber Security Mitigation Investments (P1019)	Funds provided by the Department of Homeland Security for cybersecurity enhancements to Authority networking equipment.	Business and Operational Support	Closeout	$1.1 M	$7.8 M

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Systemwide

Project	Project Description	CIP Program	Current Phase	FY27-31 Programmed Spend	Total Authorized Budget
Capital Program Support - CPO (P0886a)	Funding to support Capital Program Oversight.	Business and Operational Support	Implementation	$1.0 M	$3.7 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.	Business and Operational Support	Construction	$0.8 M	$2.5 M
Security Network End of Life Upgrades (P1340)	Replacment and upgrade of aged security network equipment at all MBTA stations.	Business and Operational Support	Design	$0.8 M	$1.6 M
Capital Program Support - ARG Contract Services (P0886x)	DBE monitoring and compliance support including CUF reviews, prompt payment form analysis, and project meeting support.	Business and Operational Support	Implementation	$0.7 M	$8.2 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.	Business and Operational Support	Planning	$0.7 M	$0.8 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.	Business and Operational Support	Pre-Design	$0.6 M	$1.5 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.	Business and Operational Support	Implementation	$0.6 M	$1.0 M
Employee Workplace Upgrades (P0533)	Furnishings and appliance upgrades and deployment of digital internal communication signage throughout all MBTA employee facilities.	Business and Operational Support	Construction	$0.6 M	$2.9 M
ROW-Commercial Assessment (P0894)	Assessment of potential addition of commercial infrastructure (conduit, fiber, access points) to the Fiber Optic Resiliency project along the Regional Rail right-of-way.	Business and Operational Support	Planning	$0.5 M	$1.0 M

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Systemwide

Project	Project Description	CIP Program	Current Phase	FY27-31 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.	Business and Operational Support	Implementation	$0.4 M	$2.4 M
Wayfinding Materials Research and Specifications Updates (P0886u)	Design of guidelines and specifications for permanent and temporary wayfinding materials in use systemwide.	Business and Operational Support	Implementation	$0.4 M	$0.9 M
Security Technology End of Life Upgrades (P1148)	Replacement and upgrade of aged security hardware that assists operations and transit police.	Business and Operational Support	Implementation	$0.3 M	$1.5 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.	Business and Operational Support	Pre-Design	$0.2 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.	Business and Operational Support	Pre-Design	$0.2 M	$0.9 M
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.	Business and Operational Support	Construction	$0.1 M	$1.1 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.	Business and Operational Support	Implementation	$0.0 M	$3.2 M
FY22 Homeland Security Funds - Project A (P1169)	Funds provided by the Department of Homeland Security for security enhancements on our bus fleet.	Business and Operational Support	Closeout	$0.0 M	$4.2 M
Independent Reviews (P0127)	Professional services to support a number of capital maintenance initiatives.	Business and Operational Support	Closeout	$0.0 M	$6.9 M

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Systemwide

Project	Project Description	CIP Program	Current Phase	FY27-31 Programmed Spend	Total Authorized Budget
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.	Business and Operational Support	Construction	-	$4.2 M
FY18 Homeland Security Funds - Project C (P0836)	Funds provided by the Department of Homeland Security for security enhancements.	Business and Operational Support	Closeout	-	$1.2 M
FY19 Homeland Security Funds - Project B (P0876)	Funds provided by the Department of Homeland Security for security enhancements.	Business and Operational Support	Closeout	-	$0.7 M
FY19 Homeland Security Funds - Project C (P0877)	Funds provided by the Department of Homeland Security for security enhancements.	Business and Operational Support	Closeout	-	$1.8 M
Capital Program Support - Bid Advertising Services (P0886z)	Funding for the advertisement of MBTA Professional Service and Construction Contracts.	Business and Operational Support	Implementation	-	$0.7 M
FY21 Homeland Security Funds - Project B (P1020)	Funds provided by the Department of Homeland Security for security enhancements.	Business and Operational Support	Closeout	-	$2.5 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.	Business and Operational Support	Implementation	-	$0.2 M
Capital Program Safety Assurance (P1164)	This project will enhance safety inspections by addressing personnel, training, reporting, and manual and procedure development.	Business and Operational Support	Pre-Design	-	$1.0 M
FY22 Homeland Security Funds - Project B (P1170)	Funds provided by the Department of Homeland Security for security enhancements.	Business and Operational Support	Construction	-	$2.7 M

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Systemwide

Project	Project Description	CIP Program	Current Phase	FY27-31 Programmed Spend	Total Authorized Budget
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.	Business and Operational Support	Pre-Design	-	$8.6 M
FY24 Homeland Security Funds - Project B (P1341)	Funds provided by the Department of Homeland Security for security enhancements.	Business and Operational Support	Construction	-	$2.2 M
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).	Business and Operational Support	Implementation	-	$20.1 M
Systemwide Force Account (Z0008)	Funding to support force account costs for capital projects.	Business and Operational Support	Planning	-	$3.0 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.	Technology and Innovation	Construction	$423.3 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.	Technology and Innovation	Construction	$112.9 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.	Technology and Innovation	Design	$32.0 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.	Technology and Innovation	Pre-Design	$11.2 M	$61.3 M
Digital Access to Safety Rules, Resources, and Compliance Tools (P1420)*	Implementation of portable digital technology to increase access to centralized safety resources, rules, and procedures to modernize compliance management processes and increase agility for our frontline employees.	Technology and Innovation	Implementation	$5.8 M	$8.3 M

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Systemwide

Project	Project Description	CIP Program	Current Phase	FY27-31 Programmed Spend	Total Authorized Budget
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.	Technology and Innovation	Implementation	$4.2 M	$17.2 M
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.	Technology and Innovation	Implementation	$3.9 M	$23.2 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.	Technology and Innovation	Implementation	$2.3 M	$4.3 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.	Technology and Innovation	Planning	$2.3 M	$2.8 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.	Technology and Innovation	Implementation	$2.3 M	$6.7 M
Capital Projects Advancement (P1316)	Upgrades to the MBTA's core financial system to improve the MBTA's capital program delivery and administration.	Technology and Innovation	Implementation	$2.1 M	$11.1 M
ACE Network (P0946)	Upgrade a Synchronous Optical Network (SONET) into one Agile Carrier Ethernet-based (ACE) network to streamline technology-related operations.	Technology and Innovation	Construction	$1.4 M	$13.0 M
IT Infrastructure State of Good Repair (P0944)	Technology refresh of various IT assets, including storage, servers, data network, and telephone systems, to support lifescycle management and maintain assets in a State of Good Repair.	Technology and Innovation	Implementation	$1.3 M	$9.0 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.	Technology and Innovation	Pre-Design	$1.2 M	$1.4 M

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Systemwide

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Energy Management System (P0434)	Procurement of an Energy Management System to track, manage, and analyze utility billing, energy consumption, and environmental impact.	Technology and Innovation	Construction	$1.0 M	$3.5 M
IT Disaster Recovery Plan (P0945)	Establishment of a disaster recovery recovery initiative to enable business continuity and redundancy of our existing Data Centers.	Technology and Innovation	Design	$1.0 M	$7.9 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.	Technology and Innovation	Planning	$1.0 M	$1.0 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.	Technology and Innovation	Implementation	$1.0 M	$5.2 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.	Technology and Innovation	Construction	$0.9 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.	Technology and Innovation	Implementation	$0.8 M	$28.8 M
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.	Technology and Innovation	Planning	$0.8 M	$3.3 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.	Technology and Innovation	Planning	$0.8 M	$0.8 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.	Technology and Innovation	Pre-Design	$0.7 M	$1.3 M

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SourceOne Replacement (P1235)	Migration of the Authority's email archive platform to a new email archiving solution compliant with the Freedom of Information Act.	Technology and Innovation	Closeout	$0.6 M	$0.8 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.	Technology and Innovation	Planning	$0.5 M	$2.1 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.	Technology and Innovation	Planning	$0.5 M	$2.3 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 effecient and effective recruitment and hiring process.	Technology and Innovation	Implementation	$0.5 M	$1.1 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.	Technology and Innovation	Pre-Design	$0.5 M	$2.3 M
Rider Service Alerts Resiliency & Improvements (P0689o)	Technology improvements to provide riders with upgraded, real-time service alerts about delays and other disruptions.	Technology and Innovation	Implementation	$0.4 M	$3.0 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 .	Technology and Innovation	Closeout	$0.3 M	$2.6 M
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.	Technology and Innovation	Closeout	$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.	Technology and Innovation	Implementation	$0.1 M	$0.7 M

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Systemwide

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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.	Technology and Innovation	Construction	$0.1 M	$0.2 M
The Digital Ride (P0689M)	Creation of a unified back-end content management system for all rider-facing digital screens.	Technology and Innovation	Construction	$0.1 M	$1.6 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.	Technology and Innovation	Closeout	$0.0 M	$1.5 M
IDCS Readiness (P1130)	Replacement of up to 100 bar code scanners and 35 printers used in warehouses and stockrooms.	Technology and Innovation	Closeout	-	$0.6 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.	Technology and Innovation	Construction	-	$0.6 M
Project Evolution (P1311)	Upgrades to the MBTA's technology data infrastructure, including data integration and ETL, data warehousing, and business intelligence.	Technology and Innovation	Construction	-	$0.4 M

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