

Supporting the Transportation System of the Future

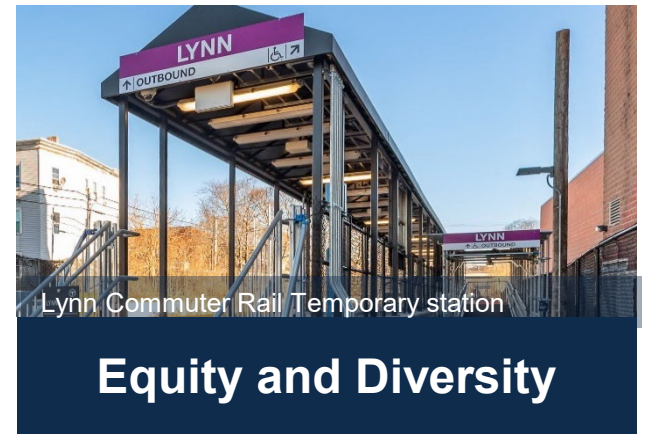
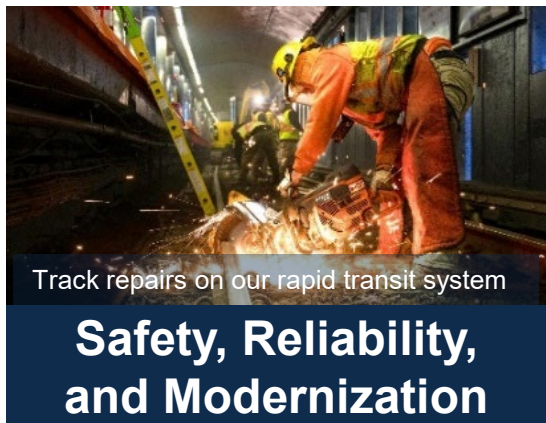
Final FY25-29 CIP
MBTA Board of Directors
June 11, 2024



The FY25-29 CIP works towards Healey-Driscoll Administration and MBTA Priorities

In accordance with Gov. Healey, Lt. Gov. Driscoll, Sec. Tibbits-Nutt and GM Eng, the Proposed MBTA's FY25-29 CIP builds towards a transportation system of the future with investments that:

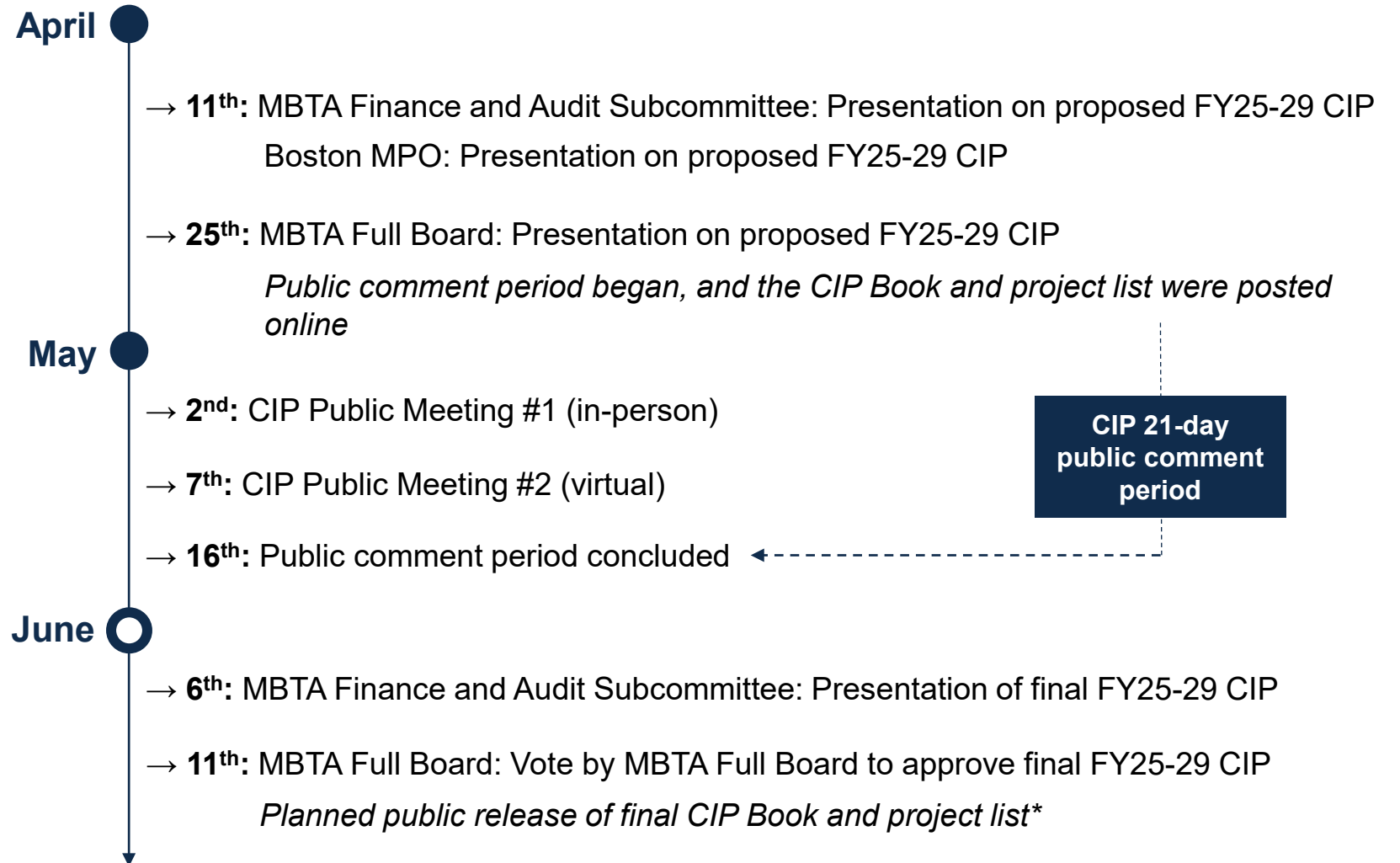
- ✓ Address critical asset needs,
- ✓ Keep the T on a path to better safety, service, and sustainability, and,
- ✓ Focus on the investment objectives listed below:



Capital Investment Plan (CIP) Timeline

CIP step-by-step process

- Identify capital needs
- Evaluate and score project requests
- Determine funds available
- Prioritize projects for funding
- Sequence investments
- Release CIP annual update



FY25-29 Proposed CIP Public Engagement | Participation

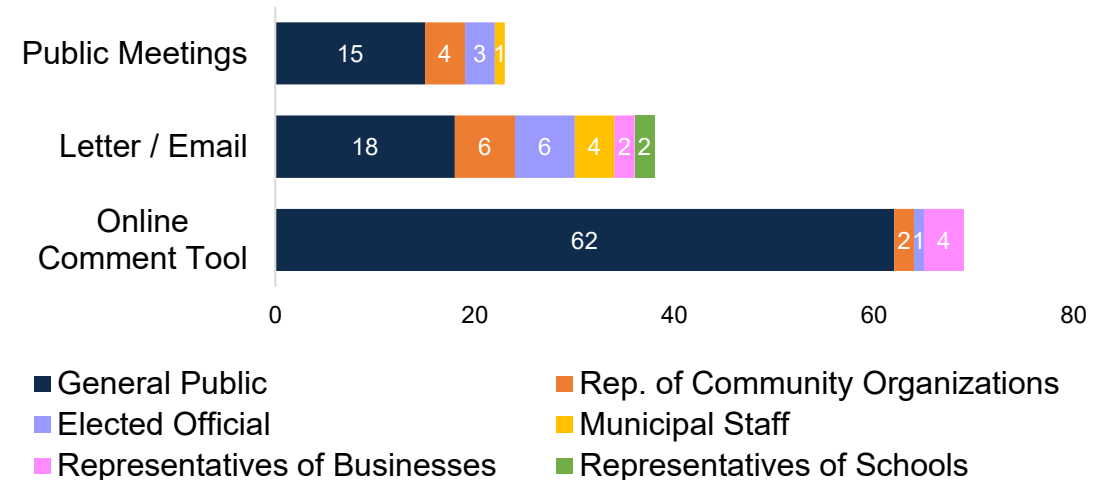
The proposed FY25-29 MBTA CIP public comment period took place from **April 25 to May 16, 2024**.

The MBTA received a total of **130** comments from **335** individuals and saw an average of **22** attendees at two public meetings.

Comments were analyzed as follows:

- Each unique message received is considered a separate **comment**. **Individual** refers to the person(s) sending or co-signing a comment.
- Each comment is tagged to one or more **mentions** of a particular topic, such as *Commuter Rail Electrification* or *State of Good Repair*

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



Number of Individuals Submitting Comments, by Type of Commenter



FY25-29 Proposed CIP Public Engagement | Key Mentions*

Rapid Transit



- Support for **Green Line track and station accessibility improvements** and requests for additional funding
- Support for **Red-Blue Connector** and requests for construction funding
- Requests to fund **improvements to the condition of Red Line stations**
- Requests for increased **service frequency and reliability** and **addressing rapid transit speed restrictions**

Bus



- Support for **bus electrification** and requests to accelerate work
- Requests for additional funding for **bus maintenance facilities** to support electrification, including **Arborway, Quincy, and N. Cambridge**
- Requests to increase funding allocated to **bus lanes and transit signal priority**
- Requests to **increase bus service frequency and service hours**

Commuter Rail



- Support for **Commuter Rail electrification** and the **Fairmount Line Infrastructure for Decarbonized Service** pilot
- Support for **accessibility improvements** at Commuter Rail stations
- Support for investments toward **Regional Rail, including early action items** on Framingham/Worcester and Old Colony Lines
- Requests for construction funding to **rehabilitate Commuter Rail stations** in Newton

Systemwide / Other



- Requests to focus investments on **addressing State of Good Repair**
- General interest in the **capital planning and project prioritization process**
- Support for **communicating funding needs**
- Support for CIP investment objectives of **accessibility, sustainability and resiliency, equity, and environmental justice.**

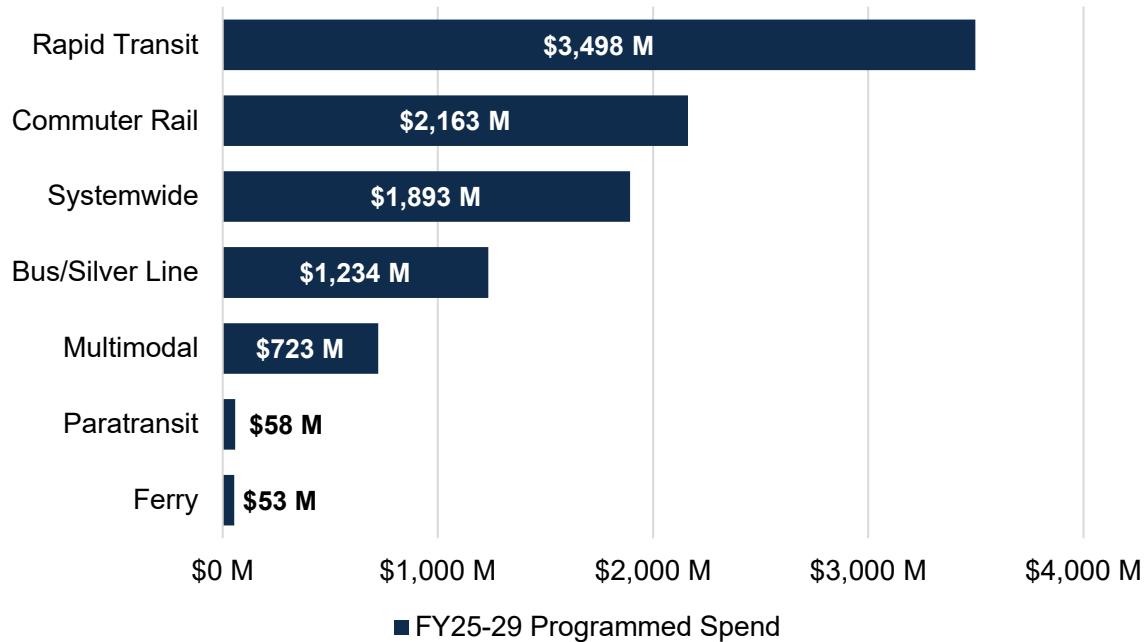


* "Key mentions" are topics that were brought up in at least 5 comments.

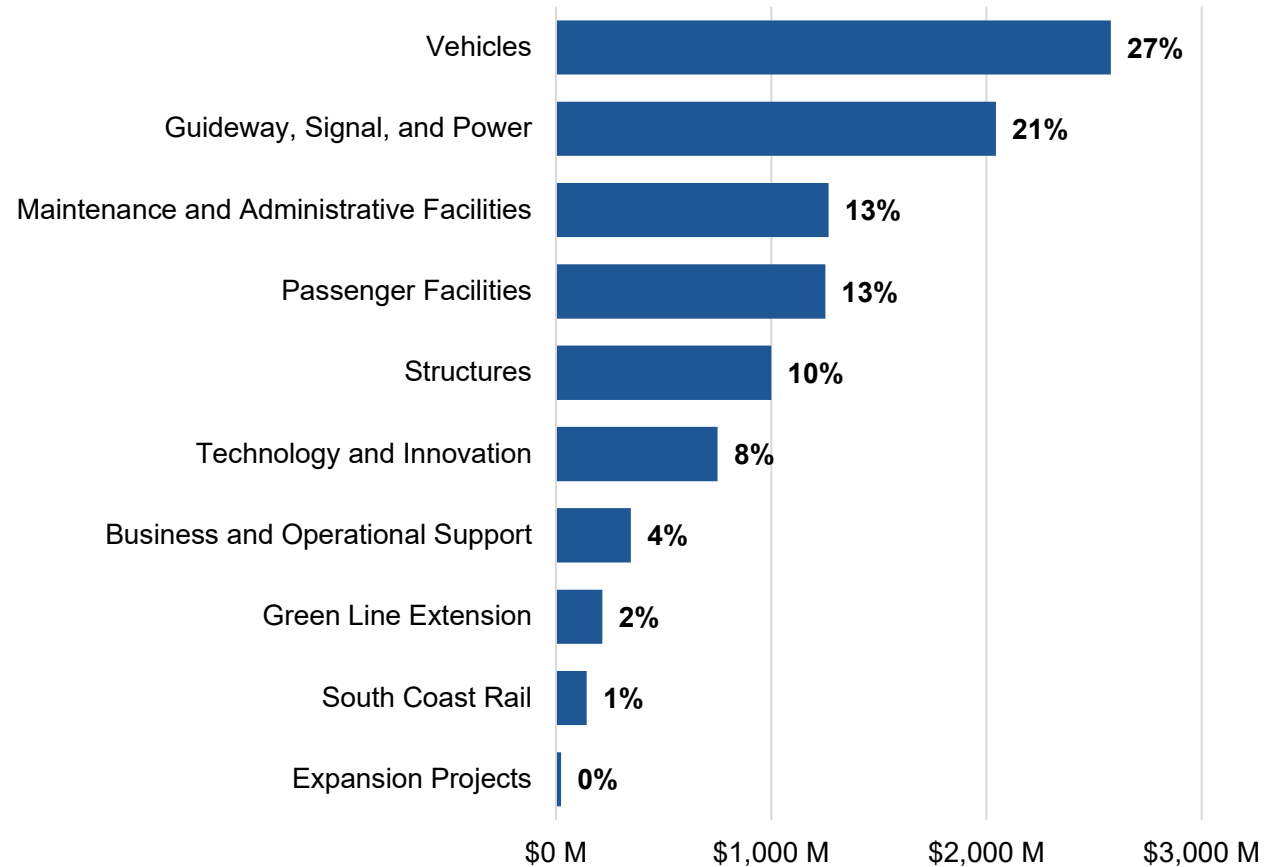
FY25-29 CIP: Programmed Spend

The CIP includes over 640 projects with a programmed spend of \$9.6B over the next five fiscal years, including \$843M¹ in new funding:

FY25-29 Programmed Spend by Mode (Millions)



FY25-29 Programmed Spend by CIP Program



¹Includes all funding allocated by MBTA through FY25-29 CIP development process. Does not include new discretionary grants or funding awarded by outside entities.

Updates to the Proposed FY25-29 CIP

- Since the release of the proposed FY25-29 CIP in April, a number of changes have been made to the document to reflect the following:
 - New federal funding awarded to the T by the Boston Region MPO
 - Recently-awarded federal discretionary grants
 - Federal funding transfers from other public entities (MassDOT, RTAs, etc.)
 - New projects and significant project changes incorporated into the FY24-28 CIP via the MBTA's in-year CIP Change Process
 - Other minor changes to existing project budgets to reflect updates since the release of the proposed CIP



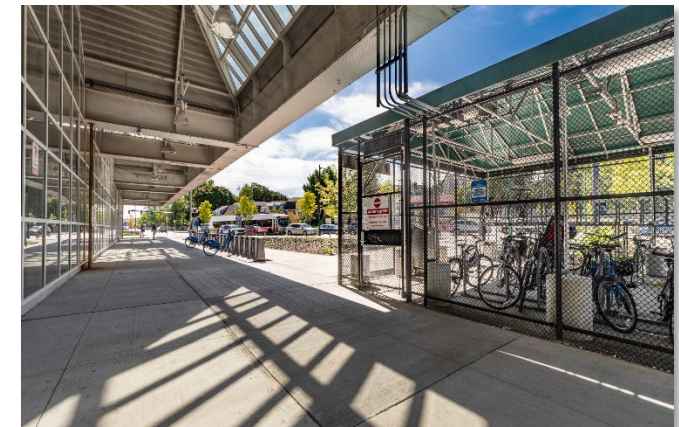
New Funding from the Boston Region MPO

- The MBTA sought excess FFY25 federal funding from the Boston Region MPO, ultimately receiving **\$26.6M** for the following six projects:

CIP ID	Project Name	New Funding (incl. MBTA match)
P1005a	Columbus Ave Bus Lanes Phase 2	\$7.5M
P1249	Jackson Square Station Accessibility Improvements	\$7.3M
P0940	Rail Modernization – Early Action Items	\$6.0M
P0929	Central Square Station Accessibility Improvements	\$5.0M
P0915	Nubian Square Circulation and Accessibility Improvements	\$5.0M
NEW	Pedal & Park System Modernization	\$2.5M



An aerial view of the Columbus Avenue bus lanes



Bike cage at Forest Hills Station

FY25-29 CIP Highlights

Major Investments



Stations and Structures

- Full funding for North Station Draw 1 Bridge Replacement
- Life-extending repairs on multiple bridges
- Station accessibility projects along the Green Line
- Urgent station repairs, from stairs to lighting



Commuter Rail & Ferry

- 20-minute decarbonized service along the Fairmount Line
- Ferry infrastructure, including accessibility improvements



Equity and Diversity

- Investments toward Regional Rail service along the EJ Corridor
- Accessibility and circulation improvements at Nubian Square Bus Station
- Improvements to maintenance and field facilities



Track

- Vital track improvement work on rapid transit lines
- Hi-Rail access tunnel on the Red Line
- Washout prevention along the Commuter Rail system



Bus Network

- Bus Network Redesign implementation
- New bus procurement
- Transit priority quick build and major corridor projects



Sustainability and Resilience

- Climate change vulnerability and adaptation planning
- Energy efficiency improvements
- Increased number of EV charging stations



FY25-29 CIP Programmatic Spotlights

Major investments in the Proposed FY25-29 CIP have been showcased in previous presentations before the Board. A complete inventory of the 640+ unique Proposed FY25-29 CIP projects is available in both the CIP Book and the CIP Project List.

To provide a greater understanding of the breadth of projects prioritized for funding in this year's proposed CIP, the following **Spotlight** slides highlight projects in the four CIP Programs with highest programmed spend in FY25-29.

Passenger Facilities

Maintenance and
Administrative
Facilities

Vehicles

Guideway, Signal, and
Power



FY25-29 CIP Book | Structure

The final FY25-29 CIP Book and project list will be available at:

www.mbta.com/cip



The CIP Book defines the MBTA's Capital Plan and details investment priorities and key process considerations, including:

- Overview of the Capital Investment Plan and its development process
- Summary of our current context, challenges, and investment objectives
- Details about our key modal initiatives
- Snapshot of our overall capital program strategy beyond the CIP



Spotlight: Passenger Facilities

\$1.25B in FY25-29 funding for improvements to stations across 106 projects, including \$114M in new funding allocated through the FY25-29 CIP development process:

Green Line Accessibility Improvements (P0890 & P1232)



Green Line trains at Waban Station on the D Branch

\$29M for accessibility improvements at GL D-Branch surface-level stations

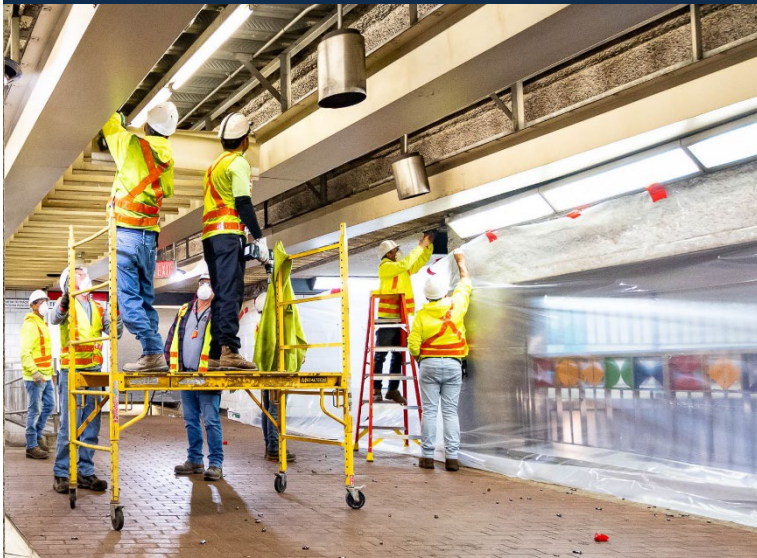
Central Sq. Station Accessibility Improvements (P0929)



A rendering of new accessible elevators in Central Square

\$5M in new MBTA funding for accessibility improvements

Station Inspection and Improvement Program (P1308)



Ceiling work in progress at Andrew Square Station

\$10M to support systemwide inspections, repairs, and improvements



Spotlight: Maintenance and Administrative Facilities

\$1.27B in FY25-29 funding for MBTA facilities across 100 projects, including \$85M in new funding added through the FY25-29 CIP development process.

Facilities Improvements On-Call (P1111)



Blue Line heavy rail vehicle at Orient Heights Maintenance Facility

\$15M for minor facility repairs and improvements to address safety and operational needs

Commuter Rail Facilities Improvements (P1144)



Commuter Rail locomotive at maintenance facility

\$28M to support various improvements at Commuter Rail maintenance and administrative facilities systemwide



Spotlight: Vehicles

\$2.58B in FY25-29 funding for vehicle procurement and maintenance across 88 projects, including \$212M in new funding added through the FY25-29 CIP development process.

Heavy Rail Vehicle Conditional & Reliability Assessment (P1151)



Red Line train passing over Longfellow Bridge

\$39M to develop and perform conditional and reliability assessments and life-extension work on RL fleet

Commuter Rail Locomotive Overhaul (P1173)



Commuter Rail locomotive at Blue Hill Ave Station

\$34M to overhaul 40 Commuter Rail locomotives to improve reliability, reduce risk of unplanned maintenance

CNG Bus Overhaul (P1154)



Charlestown Bus Maintenance Facility

\$35M to overhaul 175 CNG buses to improve reliability and reduce the risk of unplanned maintenance



Spotlight: Guideway, Signal, and Power

\$2.04B in FY25-29 funding for improvements to track, signals, and power systems across 149 projects, including \$164M in new funding added through the FY25-29 CIP development process.

Fairmount Line Infrastructure for Decarbonized Service (P1315)



Fairmount Line Commuter Rail riders wait to board at Blue Hill Ave Station

\$60M to deliver the infrastructure necessary to operate BEMU service every 20 minutes on the Fairmount line

Commuter Rail Signal SGR and Resiliency Program (P0861)



Work on signal upgrades at Kendal Green Station in Weston, MA

\$7.5M for various signal upgrades and improvements across the Commuter Rail network

Significant Unfunded Needs

With only \$843M in new funding available to program, many large project requests could not be accommodated in the FY25-29 \$9.6B CIP despite their importance to the MBTA's strategic goals. The projects below represent a *small sample* of the over \$11B in vital work that could not be funded in the proposed CIP:

Project Name	Total Requested Funding ¹
Arborway Bus Maintenance Facility	\$511.5M
Widett Layover and Maintenance Facility	\$272.4M
Hynes Convention Center Station	\$120.0M
Chinatown Station Accessibility Improvements	\$118.7M
Rail Modernization Early Actions - Old Colony Double Track	\$97.0M
JFK Station and Busway Safety and Accessibility Reconstruction	\$100.8M



Hynes Convention Center Station on the Green Line



A rendering of the future Arborway bus maintenance facility.



¹ New funding requested by MBTA staff as part of FY25-29 CIP development process. Funding requested does not necessarily represent total project cost. Includes funding beyond FY25-29 window.

Unfunded Project Requests

More capital projects are requested than can be accommodated given available funding. Unfunded requests totaled over \$11B across all CIP Programs (including funding beyond the FY25-29 window).

CIP Program	Program Descriptions	Examples of Unfunded Project Requests	Total Unfunded ¹
Structures	Repairs, reconstructs, and replaces Commuter Rail and transit bridges, tunnels, culverts, and dams.	New funding for grade separations, and additional funding for retaining wall inspections.	\$101 M
Business and Operational Support	Investments in asset management, safety and security, communications, and other systems.	Additional funding for security upgrades at stations and ferry docks.	\$15 M
Guideway, Signal, and Power	Rehabilitates, replaces, and upgrades guideway, signal, and power assets across Commuter Rail, transit, and bus.	Signal and power sectionalization improvements on rapid transit lines, additional funding for systemwide track and ROW upgrades, and additional transit priority implementation work.	\$3,602 M
Maintenance and Administrative Facilities	Rehabilitates and upgrades maintenance and administrative facilities.	Increased funding for roofing and heating system upgrades and large-scale projects to upgrade and/or construct new facilities such as Arborway and Wellington Bus Maintenance Facilities.	\$2,370 M
Passenger Facilities	Rehabilitates and upgrades stations, stops, and parking facilities to improve accessibility and customer experience.	Additional accessibility projects such as upgrades at Nubian Square Station, improvements to station platforms, and large-scale station upgrades such as JFK/UMass on the Red Line.	\$1,762 M
Technology and Innovation	Investments in technology to enhance productivity, modernize the system, and improve the quality of service.	Communication system upgrades and major overhauls to in-station countdown clocks.	\$78 M
Vehicles	Rehabilitates and replaces the revenue and non-revenue fleet and equipment for reliable and safe operations.	Electrified bus fleet and non-revenue vehicle procurements as well as bus and rapid transit vehicle overhauls.	\$2,226 M
Expansion	Targeted expansion projects to increase system capacity or multimodal options.	Additional funding for system expansion projects such as Red-Blue Connector and Silver Line Extension.	Over \$1B ²

¹ Estimated costs for all projects requested are preliminary, subject to change, and should not be considered final. This includes funding beyond the FY25-29 window.

² Given different stages of design and project development, ongoing expansion initiatives are estimates and do not represent a final amount.



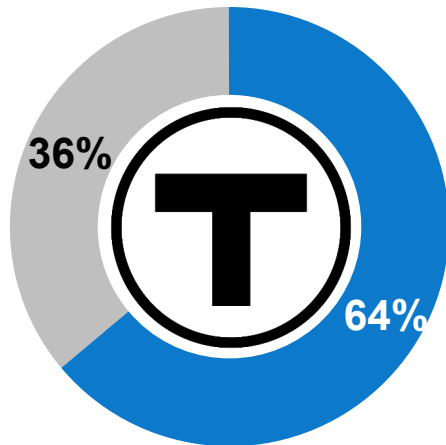
Annual Capital Need

- The Board has asked us to provide a statement of annual capital funding need
- Multiple factors play into a projection for an annual funding need.
 - The \$24.5B SGR Index represents the T's baseline State of Good Repair needs, based on condition of existing assets
 - \$843M in available funding sources this year resulted in over \$10B in unfunded CIP funding requests, addressing not just SGR but also reliability, modernization, and expansion.
 - The MBTA and its industry partners are constrained in our ability to deliver projects due to internal and external bandwidth, ROW access, and our need to minimize impact to public and service disruptions.

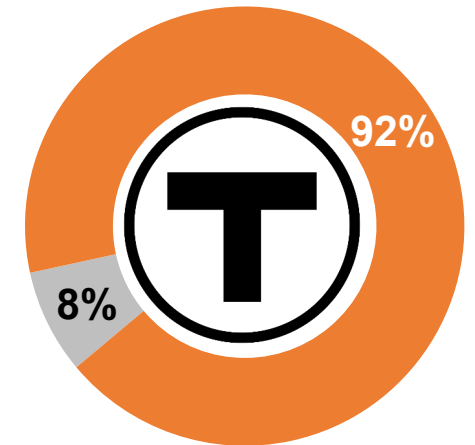
\$24.5B SGR Index
(Total Value of Assets Out of SGR)

MBTA Delivery Capacity

\$843M in funding awarded out of \$10.1B in FY25-29 requests



Annual Funding Need



■ % Assets In SGR
■ % Assets Out of SGR

■ % Requests Funded
■ % Requests Unfunded

Board Vote

VOTED:

To approve the Fiscal Year 2025-2029 Capital Investment Program (“CIP”), as presented at the June 11, 2024 meeting of the MBTA Board of Directors and as attached hereto as Appendix A, and to authorize the General Manager, in the name of and on behalf of the Massachusetts Bay Transportation Authority, to take any steps he deems necessary and appropriate to provide notice to the Legislature and the public of the CIP, pursuant to M.G.L. c. 161A, §5.

