

Supporting the Transportation System of the Future

Massachusetts Bay Transportation Authority
FY25-29 Capital Investment Plan (CIP)

Final - July 2024



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Nondiscrimination Statement

Federal Title VI Rights and Protections

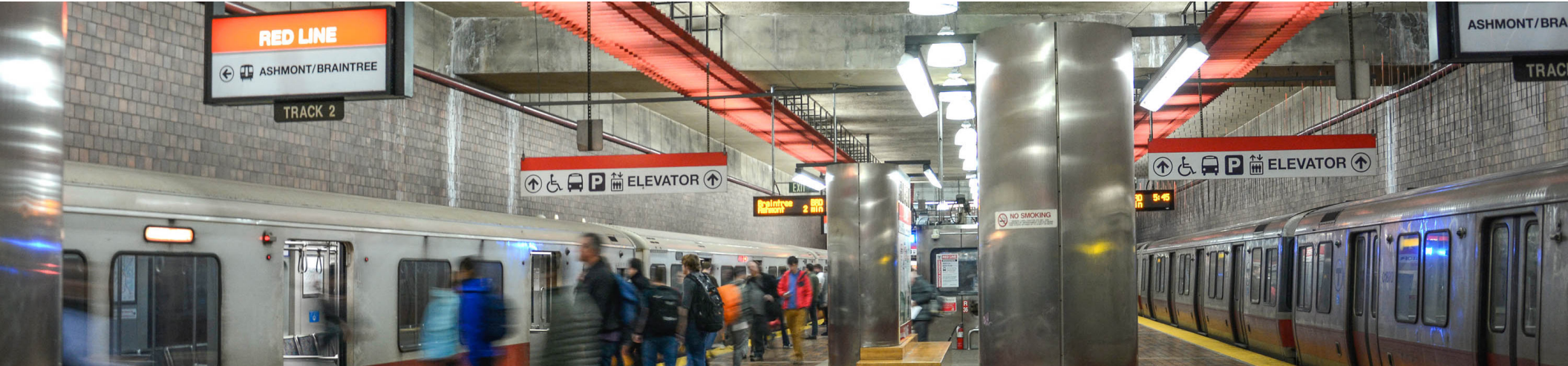
The Massachusetts Bay Transportation Authority (MBTA) operates its programs, services, and activities in compliance with federal nondiscrimination laws, including Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and related statutes and regulations. Title VI prohibits 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 administered by the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), or both prohibit discrimination on the basis of age, sex, and disability. These protected categories are included within the MBTA's Title VI Program consistent with federal interpretation and administration. Additionally, the MBTA provides meaningful access to its programs, services, and activities to individuals with limited English

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

State Nondiscrimination Protections

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





ADA / 504 Notice of Nondiscrimination

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

Request Information

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

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



Language Services

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

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

ACE - Agile Carrier Ethernet

ADA - Americans with Disabilities Act of 1990

AFC - Automated Fare Collection

APC - Automated Passenger Counters

APS - Adaptive Power System

ATC - Automated Train Control

BCIL - Boston Center for Independent Living

BEB - Battery Electric Bus

BET - Boston Engine Terminal

BIL - Bipartisan Infrastructure Law

BLITS - Bus Location Instant Tracking Solution

BTC - Blind Trailer Coach

CNAI - Capital Needs Assessment and Inventory

CIP - Capital Investment Plan

CMF - Capital Maintenance Fund

CNG - Compressed Natural Gas

CRMF - Commuter Rail Maintenance Facility

CTC - Control Trailer Coach

CWR - Continuously Welded Rail

DMA - Dual Mode Articulated

DPU - Distributed Power Unit

DTX - Downtown Crossing Station

E&M - Engineering and Maintenance

EEH - Enhanced Electric Hybrid

EJ - Environmental Justice

ESS - Electronic Signage System

ETB - Electric Trolleybus

FHWA - Federal Highway Administration

FRP - Fiber Reinforced Polymer

FTA - Federal Transit Administration

GATRA - Greater Attleboro Taunton Regional Transit Authority

GLTPS - Green Line Train Protection System

GLTS - Green Line Tracking System

HSL - High Speed Line

HVAC - Heating, Ventilation, and Air Conditioning

IT - Information Technology

LRV - Light Rail Vehicle

MAAB - Massachusetts Architectural Access Board

MassDOT - Massachusetts Department of Transportation

MOW - Maintenance of Way

MPO - Metropolitan Planning Organization





NEC - Northeast Corridor

NNEPRA - Northern New England Passenger Rail Authority

NTD - National Transit Database

OCC - Operations Control Center

OCS - Overhead Contact System

OHS - Occupational Health and Safety

PA - Public Announcement

PATI - Plan for Accessible Infrastructure

PCB - Polychlorinated Biphenyl

PCC - Presidents' Conference Committee

PLC - Programmable Logic Controller

PM/CM - Project Management/Construction Management

PPE - Personal Protective Equipment

PRIIA - Passenger Rail Investment and Improvement Act of 2008

PSAC - Project Selection Advisory Council

PTC - Positive Train Control

PTIS - Passenger Train Information System

PVC - Polyvinyl Chloride

RCM - Reliability-Centered Maintenance

REP - Rail Enhancement Program

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

STIP - State Transportation Improvement Program

SWAN - Security Wide Area Network

TAMP - Transit Asset Management Plan

TIFIA - Transportation Infrastructure Finance and Innovation Act

TIP - Track Improvement Program

TPSS - Traction Power Substation

VMF - Vehicle Maintenance Facility

WILD - Wheel Impact Load Detector



The FY25-29 Capital Investment Plan (CIP) Book

This book comprises the State Fiscal Year 2025-2029 (FY25-29) Capital Investment Plan (CIP) of the Massachusetts Bay Transportation Authority (MBTA, T, or Authority). The book contains four sections that detail what the CIP is; the vision for this year's plan; our modal initiatives; and the resources at your disposal to provide feedback on the proposed plan.

Balance the needs of today as we build for the transportation system of the future. That is the vision of the MBTA's capital program. To rebuild, restore, and reimagine our system, the FY25-29 CIP includes investments that address critical asset needs and keep the T on a path to better safety, service, and sustainability.

This book summarizes how the T proposes to program our capital expenditures in the next five years to build towards that vision. The document is divided into four sections:

- **About the Capital Investment Plan**
Includes information about what the CIP is, how it is developed each year, and the funding sources that support our capital expenditures.
- **FY25-29 CIP: Overview**
Overview of the vision, priorities, and investment objectives guiding the FY25-29 CIP, including the challenges the Authority faces and how we are revamping our Capital Program Strategy to face them.

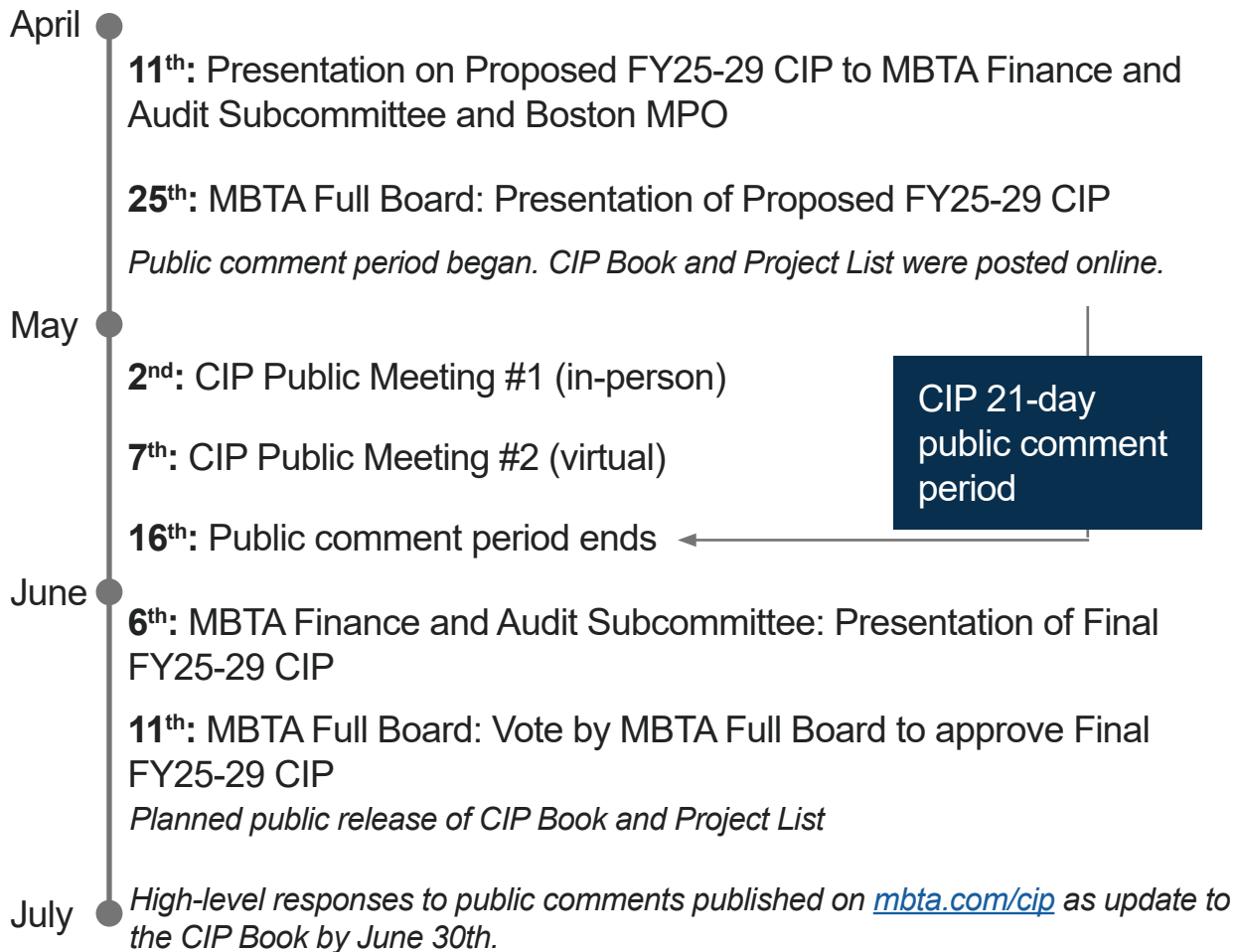
- **FY25-29 CIP: Modal Initiatives**
Summarizes proposed program goals, investment levels, and key initiatives for each of our modes in the FY25-29 window, encompassing: Rapid Transit (Red, Orange, Blue, Green, and Mattapan Lines), Bus (Bus and Silver Line), Commuter Rail, Ferry, and Paratransit.
- **FY25-29 CIP: Public Engagement and Resources**
Details the public engagement process for the Proposed FY25-29 CIP and highlights additional resources to learn more about this year's capital plan update such as the FY25-29 CIP's project list.

The FY25-29 CIP Book holds the five-year CIP and includes both existing projects and new investments. The CIP Book and respective project list are assembled and then posted for public comment. We then refine the CIP further and submit it to the MBTA's Board of Directors for approval. Once approved, it is finalized and published as per the roadmap to the Final CIP.



Roadmap to the Final CIP

The Proposed FY25-29 CIP was released for public comment on April 25, 2024. It was further refined before being submitted to the MBTA Board of Directors for approval in June to go into effect in July.





About the Capital Investment Plan (CIP)



What is the Capital Investment Plan (CIP)?

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

The T's Capital Investment Plan is a short-term, financially constrained investment 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 CIP's five-year window to fund our capital projects. These projects help us maintain, acquire, renew, construct, or improve our capital assets.

The CIP is updated annually, as required per our legislative mandate. 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, to solicit public feedback, and to 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 annual CIP development runs from September to June. The cycle begins with a call for projects, which are then evaluated and scored, so that funding can be prioritized in alignment with the T's strategic plan. A proposed five-year CIP, including in-flight projects and new funding allocated to existing and new projects, is posted for public comment and the plan is further refined before it is submitted to the MBTA Board of Directors.



CIP development process:

1. Identify capital needs

Funding requests for new and existing projects are collected.

2. Evaluate project requests

Projects requesting new funding are scored and evaluated.

3. Determine funds available

Available sources and committed uses are determined for financial constraint.

4. Prioritize projects

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

5. Sequence investments

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

6. Release CIP annual update

The proposed CIP is released for public comment, then refined, and presented for Board approval.

How is the MBTA's Capital Investment Plan Structured?

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

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



Structures

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



Vehicles

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



Guideway, Signal, and Power

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



Business and Operational Support

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



Maintenance and Administrative Facilities

Rehabilitates and upgrades maintenance and administrative facilities.



Technology and Innovation

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



Passenger Facilities

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

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



Green Line Extension (GLX)

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



Expansion Projects

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



South Coast Rail (SCR)

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



How is the MBTA's Capital Investment Plan Funded?

The CIP is funded by a mix of Federal, State, and local sources, as well as third-party reimbursements. The flexibility of these four primary funding sources varies. Some must be spent on specific policy goals or modes, while others may be applied across the transportation network.

Funding Type	Funding Source	Limited to Specific Uses	Programming Assumptions	Programming Behavior
Federal	Formula	Yes, once obligated	Established in Federal legislation, with formulas based on population as well as service-related metrics.	Available in the Federal Fiscal Year they are appropriated to the MBTA, then programmed and expended over subsequent years.
	Discretionary	Yes	Aligns with awarded competitive funding grants.	After award, programmed to align with project cashflows.
State	REP and Bond Cap	Yes	Funds authorized via the Transportation Bond Bill.	Programmed to align with project cashflows.
	FTA Directive	Yes	Funds for spending related to FTA special directive response.	Programmed to align with project cashflows.
	Fair Share	Yes	Allocated to specific project types as identified through the State's annual budget process.	Programmed to align with project cashflows.
MBTA	Bonds	No	Aligned with the MBTA's bonding capacity and coverage ratio, currently set at \$590 million per year in FY25 and \$650 million per year from FY26-FY29.	Funds are programmed in the year they are made available, but roll over if not spent.
	Loans (TIFIA and RRIF)	Yes		Aligned with project cashflows.
	Capital Maintenance Fund (CMF)	No	Limited fund held by the Authority to be used at the CFO's discretion for urgent/emergency needs that arise during the fiscal year.	Funds are not programmed during CIP development. Funds are distributed throughout the fiscal year as needs arise.
Reimbursable	Various	Yes	Based on agreements with outside entities.	Programmed based on agreements and aligned with project cashflows.





FY25-29 CIP: Overview



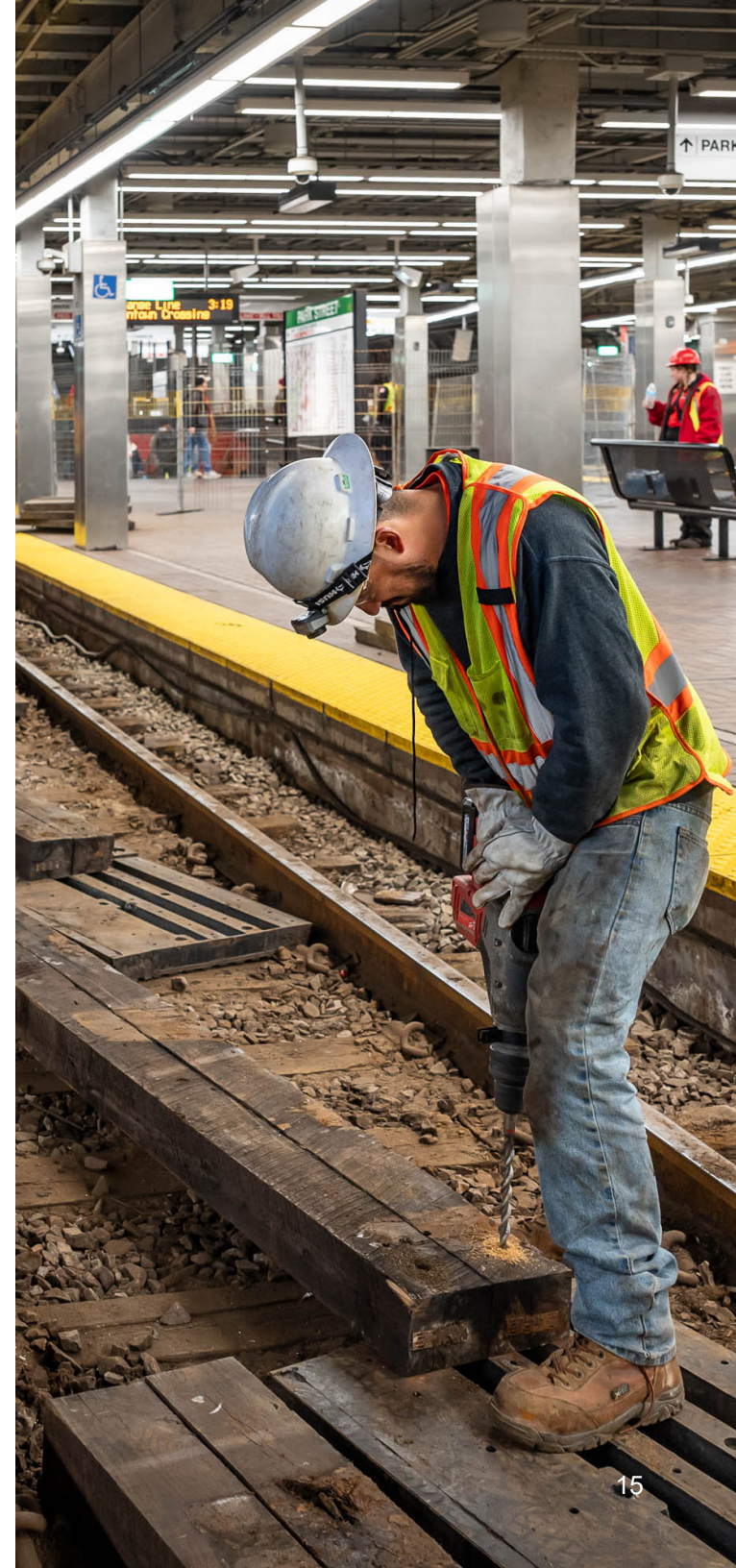
The Vision for the MBTA's FY25-29 CIP

In accordance with Gov. Healey, Lt. Gov. Driscoll, Sec. Tibbits-Nutt, and GM Eng, the MBTA's FY25-29 CIP advances towards a future transit system with projects that seek to rebuild, restore, and reimagine our system.

The FY25-29 CIP needs to balance the needs of today as we build for the transportation system of the future. To rebuild, restore, and reimagine our system, the CIP includes investments that **address critical asset needs** and **keep the T on a path to better safety, service, and sustainability**. To support these goals, the capital projects in the FY25-29 CIP are focused on the investment objectives listed below:

- **Safety, Reliability, and Modernization:** prioritize and promote safety, improve connectivity, modernize assets, and give riders more dependable and frequent service.
- **Accessibility:** ensure access for all riders when using our system.
- **Sustainability and Resilience:** help the State achieve its climate and mobility goals through electrification, resource efficiency, and the hardening of the system against extreme weather events.
- **Equity and Diversity:** invest in the infrastructure necessary to attract, retain, and support our diverse ridership and workforce.

Each project in the CIP may help fulfill more than one investment objective.



What Priorities Help Guide the CIP?

In addition to the Healey-Driscoll Administration’s FY25 H.1 budget recommendation, the development of the FY25-29 CIP is informed by the mission, values, and goals set forth in the MBTA’s Strategic Plan. Additionally, our capital plan is informed by asset data derived from the 2023 Capital Needs Assessment, an analysis that helps to prioritize critical needs.

MBTA’s Strategic Plan: Our Values and Goals

The MBTA Strategic Plan sets forth values of safety, service, equity, sustainability, and culture that guide our work at the T. The FY25-29 CIP incorporates this framework into project scoring and prioritization to ensure that capital investments help the MBTA meet the demands required to best serve our riders.

Asset Condition and the Capital Needs Assessment

The Capital Needs Assessment and Inventory (CNAI) is a routine analysis of the overall condition of the assets that make up our transit system. Last updated in 2023, it is a tool to help the MBTA identify the assets in need of, and ready for replacement, and develop a strategy to prioritize our most critical needs. The 2023 CNAI also calculates the SGR Index, which reflects the baseline cost necessary to bring all existing assets into SGR. Asset condition and criticality data from the 2023 CNAI is a key input into the FY25-29 CIP and supports the effective allocation of resources to assets most in need. Please visit [mbta.com/cnai](https://www.mbta.com/cnai) to learn more.

Ongoing Efforts

The CIP is also informed by other short- and long-term efforts, including, but not limited to:

- Focus40: The 2040 Investment Plan for the MBTA,
- Federal Transit Administration’s Safety Management Inspection,
- Transit Safety Plan,
- Safety Improvement Plan,
- Transit Asset Management Plan,
- Plan for Accessible Transit Infrastructure (PATI),
- Sustainability and Vulnerability Assessments,
- Bus Network Redesign, and
- Rail Vision.

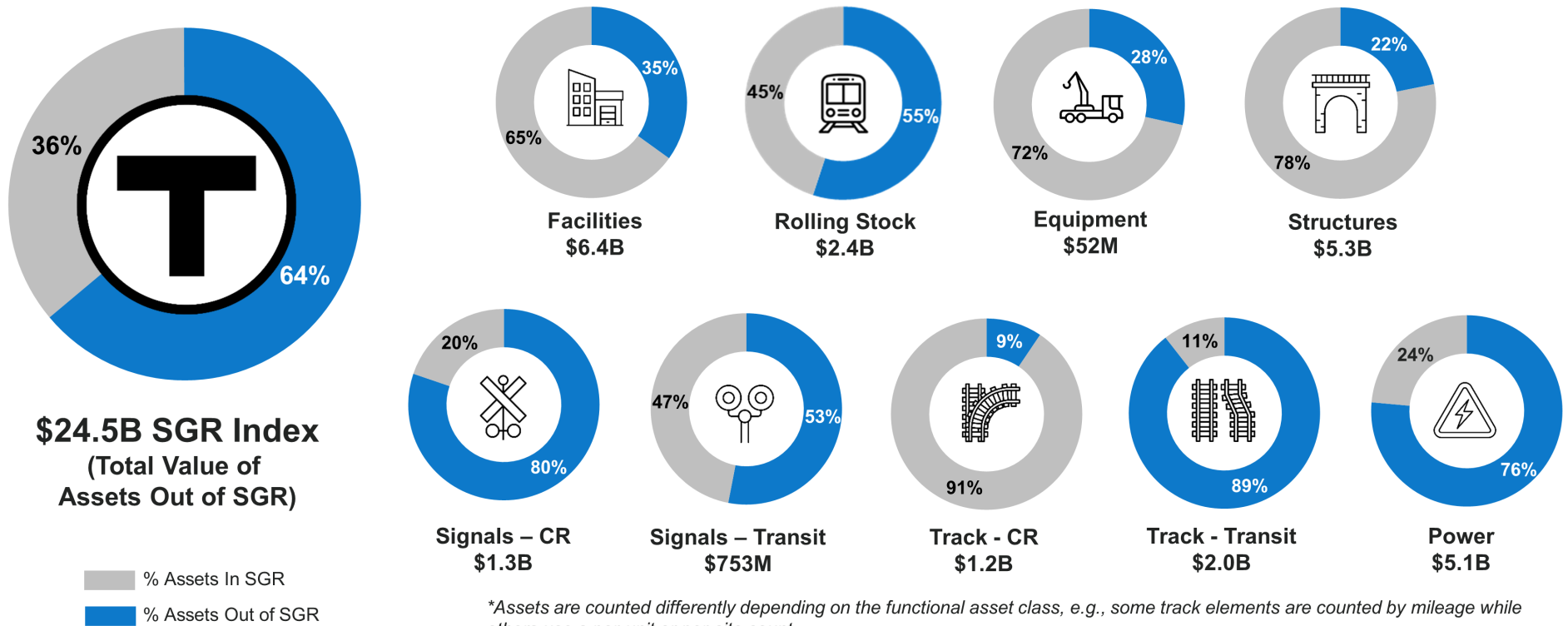
These and other priorities help guide the T in addressing two key challenges: significant SGR needs and limited financial resources. These key challenges require the MBTA to make tough decisions and prioritize capital expenditures that meet the needs of today, while modernizing assets to build towards the transportation system of the future.



The MBTA has Significant State of Good Repair Needs

Addressing critical asset needs is one of the key challenges that the T faces when investments are prioritized in the CIP's annual update process. The 2023 CNAI has highlighted that 64% of the 75,000+ assets that support our transit system are in need of, and ready for, replacement. The CNAI will help us develop a strategy to prioritize our Reliability and Modernization needs.

The MBTA's 2023 Capital Needs Assessment (CNAI) identified an estimated SGR Index, or baseline SGR need, of **\$24.5B**. Approximately 64% of the assets included in this analysis have been identified as being out of SGR*. The analysis relied on updated asset inventory data, condition ratings, and cost estimates (in 2022 dollars).

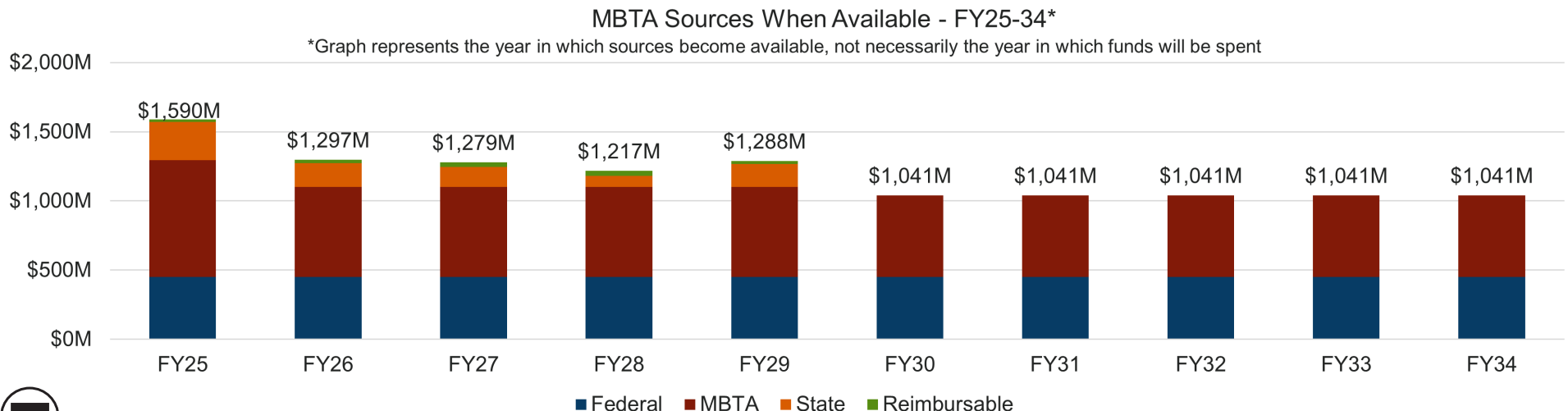


CIP Funding Sources are Expected to Decline

The MBTA has increased capital spend significantly over the past decade, building from \$631M in FY14 to a record-high of \$1.9B in FY22. However, based on current assumptions we project declining funding source availability for future CIPs. Given these projections, the Authority is going to be constrained in how much we can invest to address our critical needs.

Current out-year funding source projections, shown below, reflect a downward trend driven in part by the absence of State funds from FY30 on. Current State sources, tied to specific projects (such as Green Line Extension, South Coast Rail, and Red and Orange Line Vehicles) will continue to be drawn down up to FY29. Additionally, our projections assume a relatively flat level of MBTA revenue bond issuance, as increasing issuance would have significant impacts on the operating budget. Finally, we have made conservative assumptions on the availability

of Federal funding beyond FY26, the final year that the Bipartisan Infrastructure Law will be in effect. Given these projections and considering the \$9.7B programmed in the FY24-28 CIP, future CIPs beyond the FY25-29 window may be roughly half that size (\$5.2B over five years). This level of programmed spend will be far below what is necessary to support recent annual spending levels of approximately \$1.6 to \$1.9B. As the T faces these challenges, the Authority is revamping its Capital Program Strategy to efficiently spend our limited financial resources.



Rebuilding, Restoring, and Reimagining the System

Under the leadership of GM Eng, we are revamping our Capital Program Strategy to generate efficiencies and deliver projects on-time and on-budget as we face our challenges head-on. The Authority has begun to restructure the organizational delivery of capital projects and is evaluating ongoing efforts to chart a path for efficiently improving our system.

The MBTA system is large, complex, and among the oldest in the United States. Our system is supported by more than 75,000 individual assets, some dating back more than 50 years. As demonstrated by the 2023 CNAI, our SGR needs are significant, but **we can fix this**.

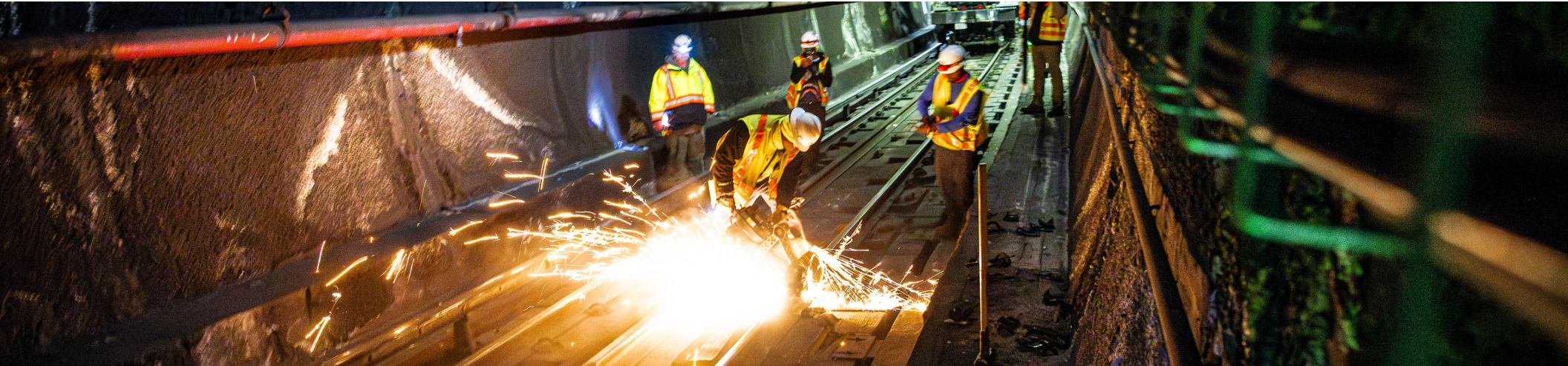
The vision for the T's capital program is to offer riders the transit system they expect and deserve by rebuilding service reliability and safety and reimagining the system towards the transportation system of the future.

To deliver on that vision, we are working to institutionalize an asset-focused, information-driven, coordinated, and disciplined strategy to capital investments, both within and beyond the CIP. To revamp its Capital Program Strategy, the T is implementing improvements to:

- **Use asset information to drive investment:** our asset management program continues to mature, and we are working to use more sophisticated asset information to drive project scoping and investment decisions.

- **Restructure the organizational delivery of capital projects:** capital delivery departments have been restructured with the purpose of improving the T's track record and accountability to deliver on-time and on-budget. Project management and delivery guidelines are also being reevaluated.
- **Improve right-of-way (ROW) access to minimize service disruption:** we are focused on improving ROW access across our system to support crucial maintenance, project construction, and ultimately fewer diversions for our riders in the long-term.
- **Build internal workforce capacity to support SGR:** the MBTA is also building internal workforce capacity to support maintenance and SGR work, creating efficiencies to deliver critically needed work for our system and to give riders the system they deserve.
- **Enhance competitiveness and focus on supplier and contractor diversity:** to spend more efficiently, the





Authority is evaluating how to better utilize consultant support, improve supplier diversity, and develop capital delivery mechanisms that work best for our needs and the needs of our riders.

- **Aggressively pursue grant opportunities:** in partnership with the State’s Federal Funds & Infrastructure Office, the T will continue to pursue discretionary grant funds and Federal funds. To date, the T has successfully secured \$252.7M in new funding through discretionary grant opportunities linked to the Bipartisan Infrastructure Law. This has helped the Authority advance key capital programs, such as Safety, Bus Electrification, System Accessibility, and Passenger Facilities.
- **Balance the needs of today as we build for the future:** to rebuild, restore, and reimagine our system, the T will remain focused on State of Good Repair while modernizing the system in the process. Taking advantage of these opportunities for innovation will allow

us to advance key initiatives such as the infrastructure for decarbonized service on the Commuter Rail’s Fairmount Line, funded in this year’s CIP.

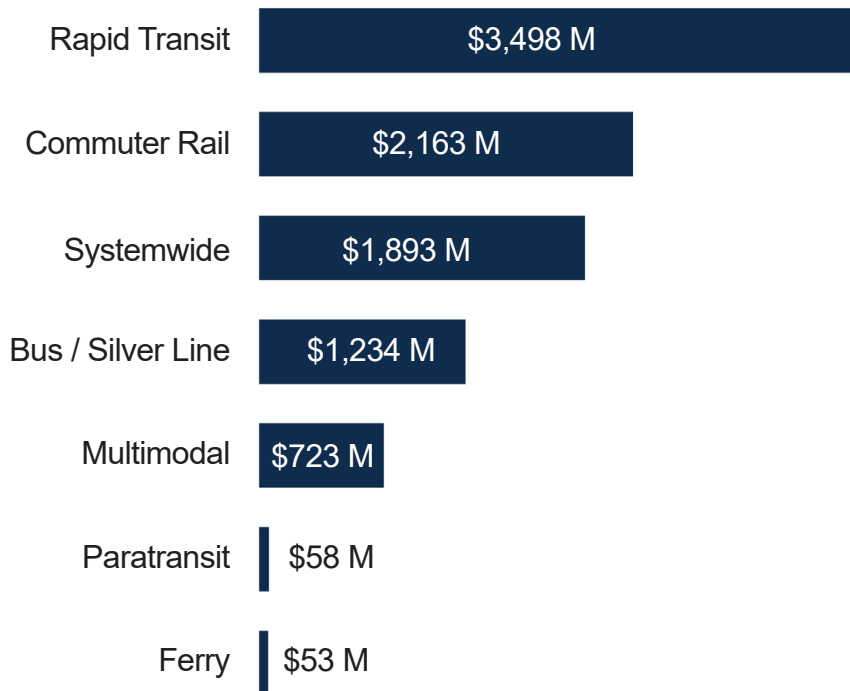
As part of these actions, we are undertaking a review of projects included in the prior FY24-28 CIP to understand the challenges the Authority is facing to deliver capital projects on-time and on-budget. This process will support the MBTA in establishing best practices to improve how we spend our limited financial resources to deliver system improvements effectively and efficiently.

Moving forward, the MBTA will continue to develop a capital strategy that prioritize the interests of our riders and workforce and ensure on-time and on-budget project delivery to meet the needs of today and of the future. The FY25-29 CIP serves as a first step in that direction as we continue to revamp our capital program.

FY25-29 CIP By the Numbers

The FY25-29 CIP includes over 640 capital projects. These projects account for a proposed programmed spend of \$9.6B over the next five fiscal years, which includes \$843M in new funding assigned to both existing and new projects. Bridge, track, and station improvements, as well as Bus and Rail modernization efforts, are major investments in this CIP.

FY25-29 Programmed Spend by Primary Mode



FY25-29 CIP Key Investments

Structure Improvements: along with full funding for North Station Draw 1 Bridge Replacement, the T is investing in urgent structural needs and life-extending bridge rehabilitation and repair, prioritized by asset condition and criticality.

Track Improvements: investments also focus on vital track upgrades, ROW access improvements, and measures to improve climate resiliency and redundancy on our system.

Station Improvements: we are funding accessibility improvements on the Green Line, Commuter Rail, and Ferry to ensure safe and accessible stations. Programmed funds also target station inspections and repairs.

Bus and Commuter Rail Modernization: we are advancing capital efforts to support Bus Network Redesign and Bus Transit Priority. We are also funding infrastructure upgrades for decarbonized service on the Fairmount Line.



Supporting the Transportation System of the Future

Our vision for the transportation system of the future is one of safe, reliable, electrified, resilient, and accessible service for the riders and communities that we serve. To advance towards this vision, the FY25-29 CIP allocates new and current funding to future of transit capital projects and key initiatives in alignment with our investment objectives.



Safety, reliability, and modernization to give riders the system they deserve. Keeps the T on a path to reliable operations, project delivery, and fewer diversions.



Enhanced and improved accessibility for the communities that we serve. Keeps the T on a path to accessible service across all modes.



Climate action responsive to weather resilience and decarbonization. Keeps the T on a path to address sustainability and resilience.



Regional mobility to attract, retain, and support our diverse ridership and workforce. Keeps the T on a path to supporting equity, diversity, and environmental justice.



Modal Initiatives, including Bus and Rail Modernization, to give riders the system they expect. Keeps the T on a path to advance the transportation system of the future.



Safety, Reliability, and Modernization

Capital projects tied to this investment objective seek to promote more dependable and frequent service, prioritize safety, modernize assets, and bring our system into a State of Good Repair (SGR). Many of the programmed investments in the FY25-29 CIP are focused on Safety, Reliability, and Modernization to give riders the system they deserve.

Programmed investments in the FY25-29 CIP seek to **bolster our track, power, structures, and asset management programs**. In alignment with the results of the Capital Needs Assessment and Inventory (CNAI) and the T's SGR Index, the CIP is focused on modernizing and bringing these assets into a State of Good Repair.

Additionally, the CIP aims to **enhance right-of-way (ROW) access on the Red Line and evaluate ways to improve project delivery**. Limited ROW access in our rapid transit system hinders our ability to perform vital maintenance and capital works, which results in diversions and slow zones. The CIP includes projects to increase ROW access and explore ways to continue this work across rapid transit lines to improve and maintain service reliability.

To give riders the system they deserve, proposed funding is also allocated to **strengthen inspections, repairs, and modernization of passenger and maintenance facilities**. This includes general repairs and facility upgrades to help the T advance toward a transportation system of the future.



Safety, Reliability, and Modernization Summary

- Over 490 projects in the CIP are linked to these objectives, comprising most of our investments.
- These projects focus on our track, power, and structures assets, in alignment with the results of our CNAI.
- Similarly to last year's CIP, Safety, Reliability, and Modernization continue to be the focus of the capital plan.
- The CIP continues to fund critical activities tied to the Corrective Action Plans that resulted from the Federal Transit Administration's Safety Management Inspection.
- In FY24, the State's budget allocated \$100M to the MBTA to help advance this investment objective.

Modernizing our System

Bringing our assets into a State of Good Repair is an opportunity to upgrade the transit system. Assets that have reached the end of their useful life are frequently replaced with more innovative and modern equipment.

Below are examples of SGR capital projects that the MBTA utilizes as an opportunity to innovate and modernize the service we provide to our riders:

- **Green Line Type 10 Vehicle Procurement:** this new fleet will feature improved accessibility, increased capacity, and the latest generation of crash-safety technology.
- **North Station Draw 1 Bridge Replacement:** replacement of the deficient 1930's drawbridge that will ensure the continuity of all service on the North Side of the Commuter Rail and Amtrak's Downeaster. Includes new tracks to support reliability, improve on-time performance, and add arrival/departure capacity to the North Station's rail terminal.
- **Commuter Rail Safety and Resilience Program:** replacement of outdated signal assets with Positive Train Control (PTC) and Automatic Train Control (ATC) technology to monitor a train's location, direction, and speed in real time. This modern equipment can alert of potentially unsafe conditions and automatically stop trains if necessary.

The modernization of our transit system can also support other investment objectives focused on Accessibility, and Sustainability and Resilience.



Accessibility

Accessibility-related investments in the CIP include capital projects that provide significant accessibility benefits. These projects seek to ensure access for all riders, ranging in scale and scope, to support our commitment to build a fully accessible transit system from our fleet to our passenger facilities.

Accessibility-related investments comprise three major categories: **accessible passenger facilities**, **accessible vehicles and vessels**, and **improvements to accessibility features** throughout our transit system.

Projects related to **accessible passenger facilities** range from large-scale station projects to targeted improvements of our elevators, escalators, ramps, platforms, bus stops, and other assets to ensure access to all riders.

Regarding **accessible vehicles and vessels**, our focus is on ensuring that our revenue fleet is fully accessible. New fleet procurement provides an opportunity for accessibility improvements such as wider doors and improved announcement systems on our new Red and Orange Line cars.

These improvements as well as other **accessibility features** tied to wayfinding and accessible information help the T advance towards its goal of becoming a model for accessible public transit.



Accessibility Summary

- The CIP includes major accessibility upgrades at over 40 locations in our system, including both new and existing programmed investments.
- Most of our accessibility-related investments comprise projects focused on our passenger facilities and vehicles, given how proximate these assets are to our riders.
- Ridership, number of older adults and people with disabilities, existing barriers to access, and ease of implementation are some of the factors that the MBTA Department of System-Wide Accessibility evaluates to establish priorities for accessibility-related investments.
- In FY24, the State's budget allocated \$70M to the MBTA to help advance this investment objective.

Access in Motion

The MBTA is more accessible than ever. Over the past decade, we've made thousands of improvements, and new funding in the CIP is aimed at continuing that track record to further advance accessibility priorities.

Below are examples of accessibility-related capital projects that the MBTA is funding to ensure access to all riders that rely on our system:

- **Accessible Passenger Facilities:** full funding, through construction, of major accessibility upgrades at the following inaccessible stations: Waban, Beaconsfield, Elliott, Chestnut Hill, Newton Highlands, and Symphony Station on the Green Line; Winchester Center, North Wilmington and Natick Center on the Commuter Rail Station.
- **Redundant and Modernized Elevators:** funding for new and modernized elevators at several key locations including Downtown Crossing (first ever accessible connection between the Red and Orange lines), Central Square, Jackson Square, and Forest Hills.
- **Bus and Ferry Accessibility Improvements:** continued funding for accessibility improvements at priority bus stops in accordance with the Plan for Accessible Transit Infrastructure (PATI). Additional funds are also allocated to infrastructure improvements in our Ferry system, which includes a range of accessibility improvements.



Sustainability and Resilience

Capital investments across the T in the FY25-29 CIP support the State's climate and mobility goals by increasing the sustainability and resilience of our transit system through electrification, resource efficiency, and the hardening of our system against the effects of a changing climate.

The FY25-29 CIP includes projects dedicated to system **resilience** and **sustainability**, as well as State of Good Repair projects which significantly benefit the MBTA's climate resilience and service redundancy.

Sustainability-related investments help reduce the MBTA's carbon footprint and greenhouse gas emissions. In the FY25-29 CIP, we are funding fleet upgrades, bus priority work, energy efficiency measures, and electric vehicle charging stations to reduce emissions and support the Commonwealth's climate goals.

Resilience-related investments help harden the system against extreme weather events, encompassing climate adaptation and vulnerability solutions. Investments with significant resilience benefits also include those that increase system redundancy. The FY25-29 CIP continues to fund climate change vulnerability assessments and adaptation planning, as well as track and signal work on our system to support service redundancy and reliability.

Sustainability and Resilience Summary

- Over 170 projects in the CIP provide significant benefits to sustainability and/or resilience.
- Most of our projects with sustainability and resiliency benefits focus on our fleet, facilities, track, signal, and power assets. Additionally, climate change mitigation and adaptation planning and assessments are funded through the CIP.
- Asset vulnerability to climate change, weather resilience improvements, air quality, greenhouse gas emissions, and resource consumption are some of the key factors that the Environment Department at the MBTA evaluates to establish priorities for sustainability and resilience investments.
- In FY24, the State's budget allocated \$110.8M to the MBTA to support projects with significant sustainability and resilience benefits.



Climate Mitigation and Adaptation at the T

Our climate change strategy, supported by new funding in the CIP, is designed to mitigate the impact of greenhouse gas emissions and adapt to the effects of a changing climate by building a resilient system.

Below are examples of sustainability and resilience-related capital projects that the T is funding to support climate mitigation and adaptation:

- **Commuter Rail Washout Prevention Program:** immediate and long-term drainage improvements to address track and retaining wall washout vulnerabilities exacerbated by flooding and extreme rainfall events.
- **MBTA Electric Vehicle Charging Stations:** implementation of electric vehicle supply equipment at our facilities. This infrastructure is critical to meeting statewide emission reduction targets and supporting the electrification of our fleet.
- **Climate Change Vulnerability Assessments and Adaptation Planning:** evaluations of the impact of climate change on assets, facilities, and systems across all modes. Aligned with organizational priorities, these assessments identify climate adaptation and mitigation strategies for our system.

The hardening of our transit system against climate vulnerabilities is mutually beneficial to our other investment objectives as well.



Equity and Diversity

New funding in the CIP promotes equity and diversity further by investing in the infrastructure necessary to attract, retain, and support our diverse ridership and workforce.

Below are examples of equity and diversity-related capital projects that the T is funding to support our frontline workers and better serve our transit-dependent communities:

- **Nubian Square Circulation and Accessibility Improvements:** design of accessible passenger platforms to allow for new circulation patterns at Nubian Station, improving air quality and safety for riders in nearby Environmental Justice communities.
- **Field Facilities and Equipment:** improvements to facilities on the Commuter Rail, Rapid Transit, and Bus systems to prioritize the safety of frontline workers and procurement of equipment used for safe and efficient work on the ROW.
- **Bus Network Redesign and Regional Rail:** ongoing efforts advancing the MBTA towards an equitable transit system, allowing for service improvements that support riders in the EJ Corridor and Title VI and EJ communities.

Capital projects that focus on these investment objectives also support our Modal Initiatives as we build towards a future transit system.





FY25-29 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 Lines) connecting riders across the Boston region.

3

heavy rail lines

128

miles of revenue track

383,321

average weekday rides
(Oct-23)

2

light rail lines

153

stations

\$3,498M

FY25-29 CIP investment

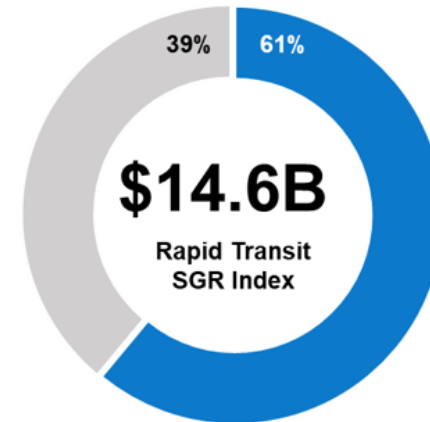
Rapid Transit | Needs and Investment

The rapid transit system is the core of the MBTA transit network. It is a legacy of early streetcar systems that were built in Boston 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.

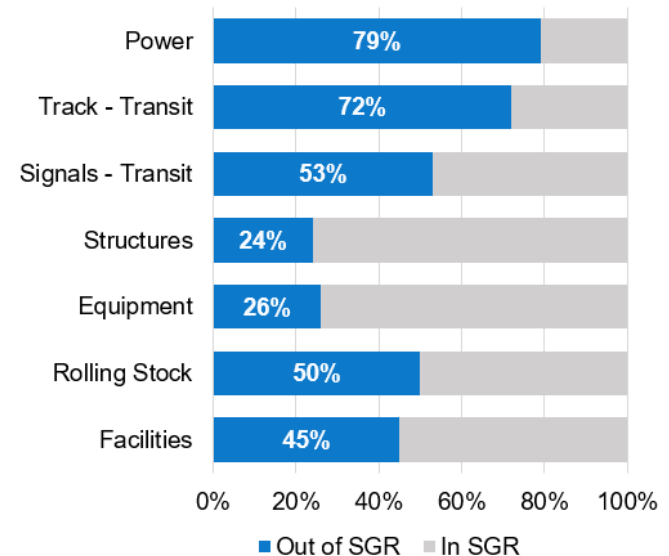
Due to the age of this part of the network, our capital needs for rapid transit are significant. As demonstrated by the 2023 Capital Needs Assessment and Inventory that relies on 2021 asset data, 53% of our transit signals, 72% of our transit track, and 79% of our power assets are out of a State of Good Repair. Much of the vehicle fleet is in need of replacement, and our stations and facilities require upgrades to make them more reliable, efficient, and accessible.

The FY25-29 CIP includes a variety of capital projects to address maintenance and asset preservation with an eye toward modernizing and upgrading the transit system. Vehicle overhaul and replacement, track renewal, station renovation, bridge rehabilitation, and power and signal upgrades are just some of the investments we are making.

Percent of Assets Out of SGR | Rapid Transit



Percent of Assets Out of SGR by Asset Class | Rapid Transit



Rapid Transit | Key Initiatives

Track Improvement Program (TIP)

The MBTA is completing a major track repair and replacement initiative to eliminate all speed restrictions in existence as of November 2023 (191 speed restrictions in total) by the end of 2024. This program will help give riders the system they expect and deserve, ensure the continued safety of our customers and employees, and address critical asset needs regarding our transit track infrastructure.

Red and Orange Line Vehicle Replacement

The existing Red and Orange Line heavy rail fleets are currently being replaced with vehicles that feature more spacious interiors, modern audio and visual communication systems, additional accessibility areas, and onboard diagnostics for operations and maintenance staff.

Symphony Station Accessibility Improvements

Symphony Station serves the E Branch in one of Boston's busiest cultural and historic neighborhoods and is not currently accessible to people with wheeled mobility devices. We're working on major improvements to the station including raised platforms, accessible bathrooms, improved wayfinding, and the addition of four elevators to make this station accessible and safer for riders.



Bus | Overview

The MBTA bus system covers over 150 routes across Greater Boston, five of which operate as Silver Line bus rapid transit routes. There are also 15 frequent bus routes, providing increased service and frequency to areas that experience high ridership.

150+
bus routes

454K
weekly miles of
weekday service

320,056
average
weekday rides
(Oct-23)

5
Silver Line Rapid
Transit Routes

7,000
bus stops

\$1,234M
FY25-29 CIP
investment



Bus | Needs and Investment

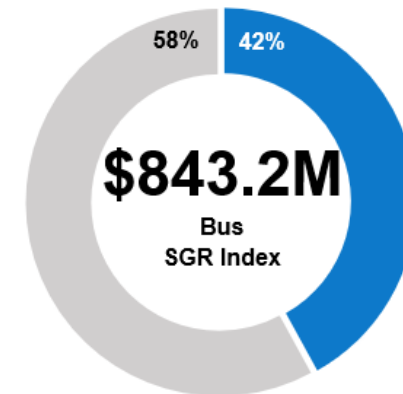
The MBTA bus system is essential to regional mobility in our transit network carrying 40% of our system’s ridership. Buses have grown to represent the largest portion of the revenue vehicle fleet.

Today the bus network connects neighborhoods in Greater Boston, and offers service to several surrounding cities and towns, from Bedford and Medford to Saugus and Salem. The service area includes more than 150 routes that run between five and seven days a week.

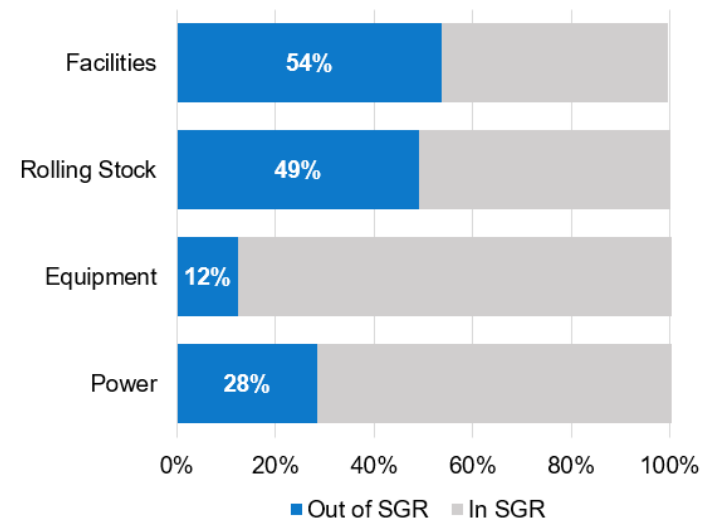
The bus network relies on a variety of capital assets including vehicles, support facilities, passenger facilities, and transit priority infrastructure such as bus lanes. As demonstrated by the 2023 Capital Needs Assessment and Inventory that relies on 2021 asset data, 49% of our bus fleet, 54% of our bus facilities, and 12% of our non-revenue equipment assets supporting bus are out of a State of Good Repair. Additionally, many of our bus stops lack shelters and real-time customer communications.

The FY25-29 CIP includes investments in the ongoing replacement and electrification of our bus fleets, modernization of our bus facilities, and customer-facing upgrades to our bus stops and transit priority infrastructure.

Percent of Assets Out of SGR | Bus



Percent of Assets Out of SGR by Asset Class | Bus



Bus | Key Initiatives

Bus Network Redesign (BNR)

Many MBTA bus routes follow historic trolley corridors that do not reflect how people travel today. In 2022, the MBTA adopted BNR system changes to be implemented over the next five years. To implement them, the CIP continues to fund BNR's capital needs to add more frequent and all-day service to busy neighborhoods, better connections to more places in our service area, and make the T's bus network easier for riders to use.

Bus Transit Priority

The MBTA adopted a Transit Priority Vision in 2023 to invest in areas with chronic delays and high ridership. To build towards this vision, the CIP funds the implementation of additional dedicated bus lanes, shared bus/bike lanes, and transit signal priority systemwide. In partnership with municipalities, the MBTA is advancing quick build and major corridor projects to reduce delay and improve bus reliability.

Bus Facility Modernization and Electrification

Five of our ten bus maintenance facilities were built before 1942 and one is a temporary facility built in 2004. To support bus reliability and to prepare for a battery electric fleet, the MBTA is committed to replacing or renovating our obsolete facilities. As part of a phased approach, we are retrofitting the North Cambridge garage and building a brand-new Quincy facility for electrified bus service.



Commuter Rail | Overview

The MBTA Commuter Rail provides Regional Rail style, all day service over 370 route miles from Boston into eastern and central Massachusetts, as well as parts of Rhode Island. The system consists of 14 lines, five of which run service from North Station and nine from South Station.

5

north-side lines

700+

miles of revenue
track

98,205

average
weekday rides
(Oct-23)

9

south-side lines

137

stations and
stops

\$2,163M

FY25-29 CIP
investment



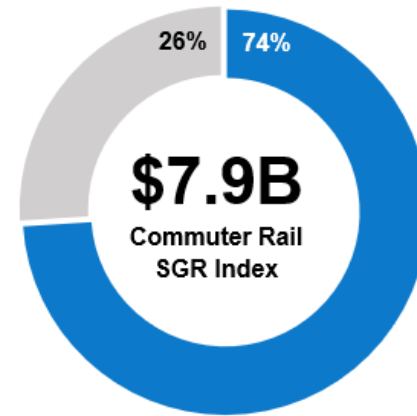
Commuter Rail | Needs and Investment

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

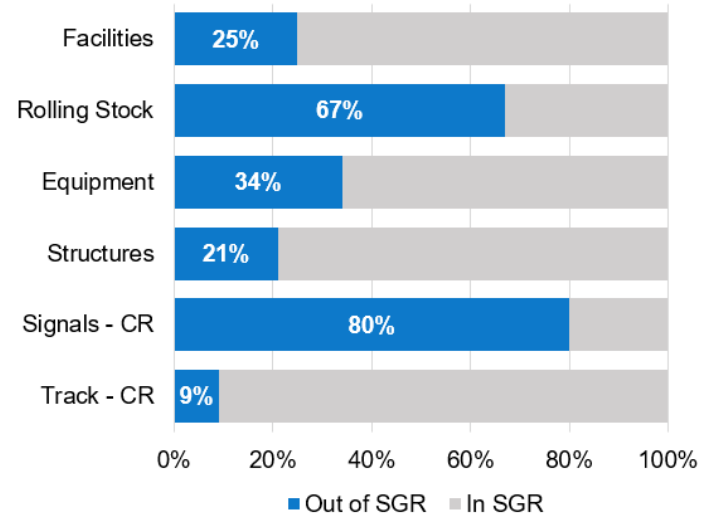
The age and scale of the Commuter Rail network contribute to a large amount of capital need. As demonstrated by the 2023 Capital Needs Assessment and Inventory that relies on 2021 asset data, 80% of our Commuter Rail signals, 67% of our rolling stock, and 34% of our equipment (non-revenue vehicle) assets are out of a State of Good Repair. Additionally, many of our bridges, stations, and facilities require upgrades to make them more reliable, efficient, and accessible.

The FY25-29 CIP includes a variety of capital projects to replace and modernize the system and to enable the transition to a decarbonized Regional Rail service which better meets the needs of riders. Additionally, we are investing in vehicle overhaul and replacement, track renewal, station renovation and accessibility upgrades, bridge rehabilitation, and power and signal replacement.

Percent of Assets Out of SGR | Commuter Rail



Percent of Assets Out of SGR by Asset Class | Commuter Rail



Commuter Rail | Key Initiatives

Rail Modernization

Our Regional Rail Modernization efforts include targeted investments on the North and South Sides of the Commuter Rail that support future electrified, all-day, bidirectional regional rail service, high frequency urban rail service, and a decarbonized fleet. The Proposed FY25-29 supports key modernization efforts on the Commuter Rail:

Fairmount Line Infrastructure for Decarbonized Service

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

Environmental Justice Corridor Decarbonized Service

Planning and design activities necessary for frequent, decarbonized service are ongoing, including power upgrades, track changes, and platform improvements. This corridor encompasses service from North Station through Lynn and the Beverly section of the Rockport Line.

Commuter Rail Signal State of Good Repair Program

Improvements to the Commuter Rail signal system are vital for improved service reliability and resiliency. With over 275 grade crossings and hundreds of signal interlockings, the system is expansive. The MBTA is bringing signal assets into a State of Good Repair with programmed repairs and replacements to grade crossings, signal interlockings, communications systems, and safety systems.



Ferry and Paratransit | Overview

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

13

ferry terminals

5,019

average
weekday rides
(Oct-23)

\$53M

FY25-29 CIP
investment

The RIDE is the MBTA's on-demand paratransit service, and is available in 58 cities and towns in the Greater Boston area.

58

communities

3,806

average
weekday rides
(Oct-23)

\$58M

FY25-29 CIP
investment



Ferry and Paratransit | Needs and Investment

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, for residents of Massachusetts' North or South shores, the ferry remains a popular option for commuting to work and for scenic routes into the city.

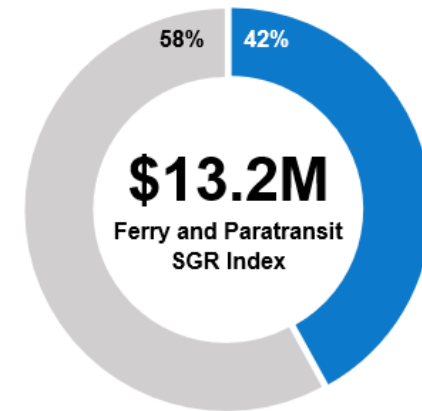
The FY25-29 CIP includes investments in the ongoing maintenance of our ferry vessel fleet, as well as funding to support dock and terminal improvements and the procurement of additional vessels.

Paratransit

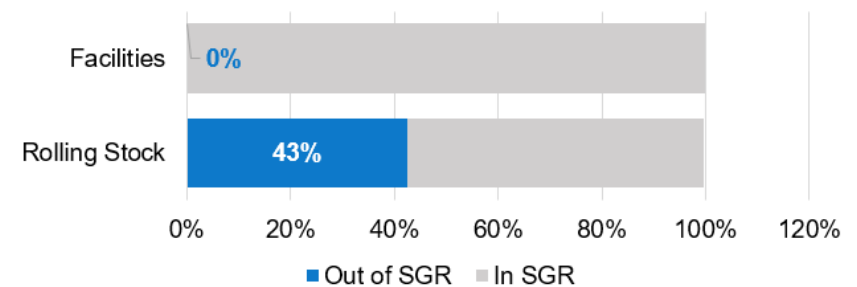
The RIDE paratransit service provides door-to-door, shared-ride public transportation to people who can't use the subway, bus, or trolley all or some of the time due to temporary or permanent disability. It complements the fixed-route network and operates in compliance with the Federal Americans with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

The FY25-29 CIP includes funding to support the ongoing replacement of RIDE vans and sedans that have reached the end of their useful life, as well as investment in a new software solution to better serve our customers.

Percent of Assets Out of SGR
Ferry and Paratransit



Percent of Assets Out of SGR by Asset Class |
Ferry and Paratransit



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 for the MBTA ferry system.

The RIDE Vehicle Procurement

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



Systemwide and Multimodal Initiatives

The FY25-29 CIP programs over \$1,890M towards systemwide initiatives and more than \$720M towards multimodal initiatives. These initiatives are crucial for the safety, reliability, and modernization of our system.

Systemwide initiatives are projects that have 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.

These initiatives target the inspection, repair, and upgrade of our assets (e.g., facilities, bridges, tunnel, track, power) and fleet throughout the system. They also include efforts related to fare technologies, as well as flood mitigation and other resiliency measures to harden the system against extreme weather events.

Key examples of systemwide and multimodal initiatives receiving new funding in the CIP include critical structural repairs to our tunnels and structures; the repair and rehabilitation of our bridges; and our asset management and stormwater management programs. Proposed funding also supports our systemwide non-revenue fleet and power assets, which are crucial equipment for system maintenance and reliability.

To know more about our projects, please visit [mbta.com/projects](https://www.mbta.com/projects). For additional CIP resources, please visit [mbta.com/cip](https://www.mbta.com/cip) and refer to the Public Engagement and Resources section of this book.





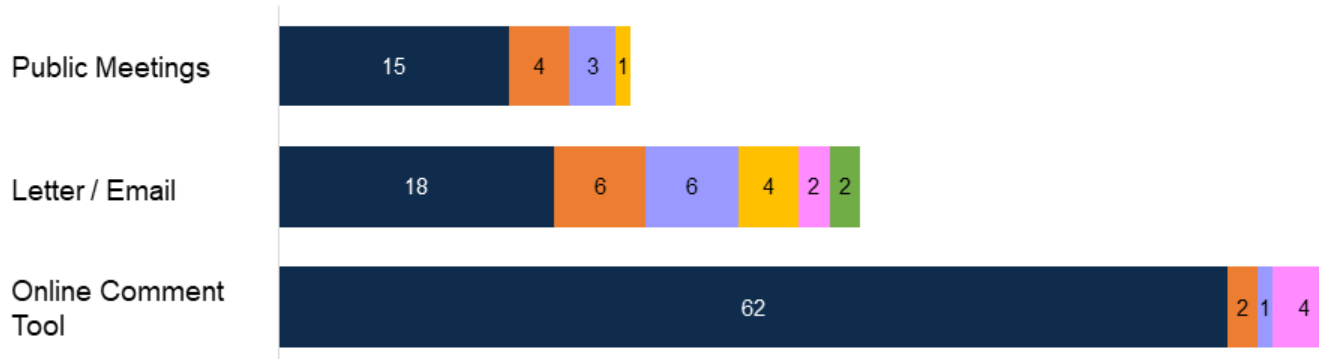
FY25-29 CIP: Public Engagement and Resources



CIP Public Engagement Summary

The public comment period for the proposed FY25-29 CIP took place from April 25, 2024 to May 16, 2024. The MBTA received a total of **130 comments** from **355 individuals** and saw an average of 22 attendees at two public meetings. Public feedback is important to the CIP development process, and we appreciate your input.

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



130
Comments Received

355
Individuals Commented

22
Average Number of Attendees at Public Meetings

Number of Individuals Submitting Comments, by Type of Commenter



■ General Public ■ Rep. of Community Organizations ■ Elected Official ■ Municipal Staff ■ Rep. of Businesses ■ Rep. of Schools



Key Mentions from Public Comments

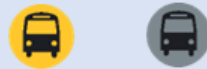
Each unique message received was considered a separate comment. Each comment was tagged to one or more mentions of a particular topic. A **key mention** is defined as any mention or topic receiving 5 or more comments. A summary of key mentions and their respective high-level responses to public comments are provided in this document.

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 investments toward **Regional Rail early action items**
- Requests for construction funding to **rehabilitate Commuter Rail stations** in Newton
- Support for **North Station Draw 1 Bridge Replacement**
- Support for **accessibility improvements** at Commuter Rail stations

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, including **accessibility, sustainability and resiliency, equity, and environmental justice**

Rapid Transit | Key Mentions and Responses

Support for Green Line track and station accessibility improvements and requests for additional funding

The FY25-29 CIP includes significant investments in FY25-29 to support reliability and accessibility on the Green Line. These efforts include improvements to track condition, including but not limited to capacity and accessibility improvements on the B Branch (P0924), D Branch (P1232) and E Branch (P0923). Additionally, several station renovation projects that build towards enhanced and improved accessibility on the Green Line are part of the CIP such as the Newton Highlands Green Line Station Accessibility Project (P0129), Symphony Station Improvements (P0168), and Hynes Convention Center Station (P0626), among others. The MBTA continues to aggressively pursue discretionary grant funds and Federal funds and has recently been awarded funding to support accessibility improvements along the Green Line.

The MBTA continues to sustain an unprecedented level of investment in the safety, reliability, and modernization of our system. The CIP is updated annually, and we will continue to use the comments we received to help guide the development of future capital plans.

Support for Red-Blue Connector and requests for construction funding

The FY25-29 CIP supports the Red-Blue Connector (P0866) project, which is the extension of the Blue Line from its current terminus at Bowdoin Station to Charles/MGH Station on the Red Line, providing a connection between the Red and Blue Lines. Funding in the FY25-29 CIP is sufficient to cover all project activities for FY25 and into FY26 and will allow the project to advance to 30% design. While additional funding for full design or construction was not included for this project in the FY25-29 CIP due to the limits of our available funding sources, this project received a total of \$15M in new CIP funding in the FY24-28 cycle to continue to advance the project's design. Total funding for the Red-Blue Connector is \$29.8M in the FY25-29 CIP.

Central to the development of the MBTA's FY25-29 CIP were four investment objectives that will help us build toward a transportation system of the future: prioritizing safety, reliability, and modernization; building toward enhanced and improved system accessibility; promoting system sustainability and resiliency; and supporting equity and diversity. These objectives address critical asset needs and keep the T on a path to better safety, service, and sustainability. The CIP is updated annually, and programming additional funding for the Red-Blue Connector may be considered in future cycles.



Rapid Transit | Key Mentions and Responses

Requests to fund improvements to the condition of Red Line stations

The CIP includes approximately \$1.2B in investments in our Passenger Facilities program to rehabilitate and upgrade our stations systemwide. Among the many comments we received regarding Red Line Stations were specific requests for improvements at Andrew and JFK/UMass. The CIP includes \$2.3M in funding for planning and initial design of the reconstruction of the JFK/UMass Station and busway, as part of the JFK Station and Busway Safety and Accessibility Reconstruction (P1231) project. The FY25-29 CIP does not include funding for a specific improvement project at Andrew Station. However, multiple projects support vital improvements at stations across the system, including: Systemwide Stair Repairs at Passenger Facilities (R0029), Station Inspection and Improvement Program (P1308), Urgent Response On-Call – Stations and Facilities (P1120), and Systemwide Transit Station Overhead Inspections (P1177).

We appreciate your feedback as we work to advance critical projects that ensure public and workforce safety.

Requests for increased service frequency and reliability and addressing rapid transit speed restrictions

The FY25-29 CIP includes significant investments aimed at increasing service frequency and reliability and addressing rapid transit speed restrictions. The CIP includes more than \$950M in investments in the FY25-29 window to rehabilitate, replace, and renew our track and related assets. Bringing these assets into a State of Good Repair allows the MBTA to offer more reliable and frequent service. These investments also continue to support the MBTA's response to the Federal Transit Administration's Safety Management Inspection.

The Track Improvement Program is an ongoing effort to remove and prevent speed restrictions on our rail system, which is directly aligned with our investment objective to prioritize safety and reliability in the FY25-29 capital plan. The CIP includes multiple projects related to this important track work (P1255, P1260, P1263, P1266, P1267, P2204c, P2204d), which will continue into FY25.

The CIP also includes significant investments in the FY25-29 window to rehabilitate and replace rapid transit rolling stock. New funding in the CIP allows for significant increases to the reliability of our vehicles, thereby leading to more reliable service. These investments include Red / Orange Line Vehicles (P0362), Heavy Rail Vehicle Conditional and Reliability Assessment (P1151), and Red Line Selective Systems Replacement (P1262).



Bus | Key Mentions and Responses

Support for electrification of buses and requests to accelerate work

The FY25-29 CIP advances the MBTA's Bus Electrification Strategy, which seeks to achieve full bus fleet electrification by 2040. The CIP includes investments aligned with the goals of the Bus Electrification Strategy, including the ongoing conversion of our bus fleet to zero emissions technology.

The transition to a zero-emissions fleet includes vehicle procurements, but also is supported by necessary complementary bus facility modernization projects and charging infrastructure improvements. The CIP supports the transition to battery-electric buses (BEBs), including Procurement of 40ft Battery Electric Buses and Related Infrastructure (P0653), which initiates procurement of Battery Electric buses, starting with an initial purchase of 80 40ft vehicles.

During the FY25-29 CIP Development process, more funding requests for BEB and related infrastructure improvements were submitted than could be accommodated given available new funding sources totaling \$843M. 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.

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

The FY25-29 CIP advances the MBTA's Bus Electrification Strategy, which seeks to achieve full bus fleet electrification by 2040. In addition to vehicle procurements, bus maintenance facilities capable of storing and handling new buses are vital to the Authority's ability to run electrified bus service. The CIP includes funding for multiple projects which will result in electrified bus facilities, including the Quincy Bus Facility Modernization (P0671a), North Cambridge Bus Facility Retrofit (P0671c), and Arborway Bus Facility - Design Funding (P0671b) projects. New funding in the CIP for the Facility Masterplan (P1303) also allows for strategically identifying and addressing State of Good Repair and modernization needs at all MBTA facilities, including bus maintenance facilities. While the CIP fully funds both the North Cambridge and Quincy Bus Facilities, the MBTA acknowledges that significant additional funding will be needed to bring Arborway and other high priority future facility projects to completion.

The MBTA is committed to working with its federal and state partners to secure the necessary funding to keep the MBTA on a path to a fully electrified bus fleet. We appreciate your feedback and will continue to use the comments we received to help guide the development of future capital plans.

Bus | Key Mentions and Responses

Requests to increase funding allocated to bus lanes and transit signal priority

The FY25-29 CIP continues to support the widespread implementation of transit supportive infrastructure, including dedicated bus lanes, shared bus/bike lanes, and transit signal priority on bus routes across the system. The MBTA adopted a Transit Priority Vision in 2023 to invest in areas with chronic delays and high ridership. The MBTA works closely with municipal partners to advance both major corridor improvements and quick-build, location-specific projects that improve the reliability of bus service across the system.

The CIP includes over 20 projects directly focused on bus lanes, transit signal priority, and related infrastructure and initiatives. Project highlights include Bus Priority Project Construction (P1113), Bus Lanes and Other Bus Priority (P1005), Columbus Ave Phase 2 (P1005a), Blue Hill Ave Transit Priority Corridor (P1005b), Nubian Square Station Circulation and Accessibility Improvements (P0915), Lynn Broad Street Corridor TSP (P1330), Boston Regional TSP Program (P1331), among others.

We appreciate your feedback regarding these planned investments, and the comments we received will help guide the development of future capital plans as we update the CIP annually.

Requests to increase bus service frequency and service hours

The FY25-29 CIP continues to fund those capital investments that allow for increased bus service frequency and service hours. Specific changes to bus service frequency and hours are funded by the MBTA's operating budget and are guided by the Bus Network Redesign (BNR) service plan. Bus Network Redesign, a plan adopted by the MBTA in 2022, is implementing service changes that grow service and better match the MBTA bus network to our growing region over the next several years. Bus Network Redesign Implementation (P0916) received new funding in the FY25-29 CIP to further advance work on the infrastructure needed to deliver BNR, including berthing and layover space, bus stops, roadway and crosswalk alterations, operator facilities, and rider amenities. Concurrently, the MBTA is hiring operators and support staff and working with municipal partners to deliver this service increase and additional service changes.

The FY25-29 CIP includes over 60 projects in our Bus mode with a programmed spend of approximately \$1.2B. These investments seek to improve the reliability and frequency of bus service, modernize our fleet and facilities, and advance the targets of the MBTA's Better Bus Project and Bus Network Redesign.



Commuter Rail | Key Mentions and Responses

Support for Commuter Rail modernization and the Fairmount Line Infrastructure for Decarbonized Service pilot

The FY25-29 CIP continues to advance work to decarbonize the Commuter Rail system and move to a modern Regional Rail system. The CIP supports the MBTA's commitment to the first phase of Regional Rail and includes ongoing early action work needed for implementation of Regional Rail and future fleet procurements. We appreciate the many comments received specifically supporting the inclusion in the FY25-29 CIP of new funding for Fairmount Line Infrastructure for Decarbonized Service (P1315). This project includes track, signal, and power infrastructure upgrades on the Fairmount line to enable the MBTA to operate decarbonized 20-minute all day bidirectional service. This service will be the highest frequency service on the system and advances the service and carbon reduction goals of the Authority.

We appreciate your feedback on our decarbonization efforts, and we will continue to incorporate that feedback into our future modernization plans.

Support for investments toward Regional Rail early action items

The MBTA is continuing to make significant progress on early action items to enable future Regional Rail service. The FY25-29 CIP includes funding for items such as the replacement of 1970s-era single level coaches with bi-level coaches, conceptual design of power improvements, maintenance facilities and permitting to advance decarbonized service on the Environmental Justice Corridor (North Station through Chelsea and Lynn to Beverly), planning and design for the Old Colony Line double-tracking, and track and signal improvements to enable higher frequency service on the Worcester Line.

The CIP also includes funds to support necessary technology and planning studies, track and signal improvements and other “no regrets” capital investments. These efforts include, but are not limited to, Rail Modernization – Early Action Items (P0940), Rail Modernization Early Actions – Old Colony Double Track (P1209) and Commuter Rail Infrastructure Improvements (P1257). New funding in the CIP for Rail Modernization Planning (P0934) also supports continued strategic planning for upcoming early action items. These targeted investments will support decarbonized, all-day, bidirectional regional rail and high frequency urban rail service. More FY25-29 CIP funding requests for Regional Rail early action items were submitted than could be accommodated given available new funding sources totaling \$843M. However, the CIP is updated annually, and we will continue to use the comments we received to help guide the development of future capital plans.



Commuter Rail | Key Mentions and Responses

Requests for construction funding to rehabilitate Commuter Rail stations in Newton

During the FY25-29 CIP Development process, more funding requests were submitted than could be accommodated given available new funding sources totaling \$843M. While the FY25-29 CIP funds several accessibility improvements on the MBTA Commuter Rail system, there are many inaccessible stations including Newtonville, West Newton, and Auburndale that are not funded with available resources, and which will require significant additional funding to design and construct to achieve full accessibility. As a result, construction funding for the rehabilitation of Commuter Rail stations in Newton was not included in the FY25-29 CIP. However, the MBTA is continuing to work with municipal, State, and Federal partners to develop a strategy for addressing accessibility at Newton Commuter Rail stations and will update the CIP as needed if additional funding is identified. These efforts also include continuing to aggressively pursue discretionary grant funds and Federal funds to secure funding for this and similar priority projects.

Support for North Station Draw 1 Bridge Replacement

The MBTA is prioritizing full funding for the replacement of North Station Draw 1, a 1930's drawbridge currently out of a State of Good Repair, to ensure continued ability to run Commuter Rail service from North Station. The MBTA is committed to improving public transportation infrastructure and bringing our assets into a State of Good Repair, and the North Station Draw 1 Bridge Replacement (P0018) is a critical undertaking that will ensure the continued safe and efficient operation of our rail services in the communities we serve. The MBTA remains committed to collaborating with the DCR and other stakeholders to pursue improved pedestrian connectivity between North Bank Park and Nashua St. Park and are committed to working together to find solutions that benefit the community while ensuring the successful completion of the Draw 1 drawbridge replacement project.

We appreciate the community's support as we work to modernize our infrastructure and provide safe, reliable transportation services for all.



Commuter Rail | Key Mentions and Responses

Support for accessibility improvements at Commuter Rail stations

Significant investments are included in the FY25-29 CIP includes investments that will build towards enhanced and improved accessibility on the Commuter Rail system through accessible platforms, tactile warning strips, elevators, crosswalks, curb ramps, and other features.

Ongoing projects that support these efforts include but are not limited to: High Priority Stations Accessibility Improvements Program (P1150), Winchester Center Station Improvements (P0179), North Wilmington Station Platform Safety Improvements (P1245), Natick Center Station Accessibility Project (P0174), and On-Call Commuter Rail Mini-Highs and Detectable Edge Repair (P0491c).

Additionally, funding is included to support the MBTA's initiative to install freestanding "mini-high" platforms at selected commuter rail stations as an interim measure to provide accessibility. Wellesley Square, West Medford, Franklin and Walpole are anticipated to be installed in 2025; funding has been secured to install Wakefield, Concord, Lincoln, Wyoming Hills, and Endicott, if feasible; Wellesley Hills, Greenwood, Melrose/Cedar Park, and Belmont will be installed subject to technical feasibility and available funding.

While the FY25-29 CIP funds these accessibility improvements on the MBTA Commuter Rail system, the MBTA acknowledges that there are many inaccessible stations that are not possible

to bring to full accessibility within the constraints of available resources, and which will require significant additional funding to design and construct to achieve full accessibility.



Systemwide / Other | Key Mentions and Responses

Requests to focus investments on addressing State of Good Repair

The MBTA's FY25-29 CIP supports an unprecedented level of investment addressing critical asset needs, keeping the T on a path to better safety, service, and sustainability, and building towards a transportation system of the future. Our capital plan is informed by asset data derived from the 2023 Capital Needs Assessment and Inventory (CNAI), a routine analysis of the overall condition of the assets that make up our transit system and the magnitude of need. The 2023 CNAI also calculates the SGR Index, which reflects the baseline cost necessary to bring all existing assets into SGR. Asset condition and criticality data from the 2023 CNAI is a key input into the FY25-29 CIP and supports the effective allocation of resources to assets most in need.

The CIP prioritizes State of Good Repair by including over 490 projects linked to the safety, reliability, and modernization of our system. In alignment with the results of the CNAI, these projects bolster our track, power, structures, and asset management programs, and set the Authority for continued progress towards addressing our reliability and modernization needs.

With the renewed focus on the system's asset needs, this year's CIP funds critical projects related to State of Good Repair, including the Green Line Type 10 Vehicle Replacement Program (P0369), replacement of outdated signal assets with PTC and ATC technology on the Commuter Rail, and North Station Draw 1 Bridge Replacement (P0018).

General interest in the capital planning and project prioritization process

As has occurred since the FY23-27 CIP, the MBTA FY25-29 CIP is again published as a standalone document, part of our commitment to improve communication and transparency around the Authority's capital program. Our goal is to inform stakeholders of our capital investment priorities, our current funding sources, the investment programs built out of these priorities and the current financial resources, and how these investments relate to the T's multiple transit services. We have also provided project descriptions, project phase updates, and investment details for all 642 projects included in the FY25-29 CIP as part of our commitment to increased transparency. This CIP also provides additional detail regarding our Capital Program Strategy. Our goal with sharing this asset-focused, information-driven, coordinated, and disciplined strategy for capital investments is to showcase how the CIP fits into the larger goals of the Authority.

Central to the development of the MBTA's FY25-29 CIP were four investment objectives that will help us build toward a transportation system of the future: prioritizing safety, reliability, and modernization; building toward enhanced and improved system accessibility; promoting system sustainability and resiliency; and supporting equity and diversity. These objectives address critical asset needs and keep the T on a path to better safety, service, and sustainability. The CIP is updated annually, and we will continue to use the comments we received to help guide the development of future capital plans.



Systemwide / Other | Key Mentions and Responses

Support for communicating funding needs

The MBTA has increased capital spend significantly over the past decade, however, based on current assumptions we project that CIP funding sources are expected to decline far below what is necessary to support recent annual spending levels. In light of these funding challenges, the MBTA is revamping its Capital Program Strategy to more efficiently prioritize our limited financial resources. The MBTA is also pursuing an aggressive grant strategy to seek out any additional dollars to support our ambitious capital plan. That said, the MBTA will continue to illustrate the significant capital funding challenges that we face in the coming years and will work with the Healey-Driscoll administration, our federal delegation, and our external partners on a path to sustainable funding.

During the FY25-29 CIP cycle, the Capital Program Planning team received over \$11B in requests, comprising important work that would address critical asset needs over the next five years and beyond. This year, the CIP has only \$843M in new FY25-29 funding available to allocate, allowing for less than 10% of project requests to be funded. The CIP is updated annually, and we will continue to use the comments we received to help guide the development of future capital plans.

Support for CIP investment objectives, including accessibility, sustainability and resiliency, equity, and environmental justice

In accordance with the priorities of Governor Healey, Lt. Gov. Driscoll, Secretary Tibbits-Nutt, and General Manager Eng, our investment objectives were central to the development of the MBTA's FY25-29 CIP. Our objectives help sustain an unprecedented level of investment that advances the transportation system of the future and prioritizes safety and reliability, modernization of our assets, enhanced and improved system accessibility, system sustainability and resiliency, and equity and diversity.

The CIP builds toward enhanced and improved accessibility with investments that upgrade previously inaccessible passenger facilities, provide redundant and modernized elevators, and fund bus and ferry system improvements to accessibility. The CIP promotes system sustainability and resiliency with investments that help reduce the MBTA's carbon footprint and harden the system against extreme weather events. Additionally, the CIP keeps the T on a path to supporting equity, diversity, and environmental justice that support our frontline workers and better serve our transit-dependent communities. Subject matter experts in departments across the Authority support the evaluation of project requests against these investment objectives.



CIP Additional Resources

The CIP Book summarizes the vision for the MBTA's FY25-29 capital update and our Capital Program Strategy. In addition to the CIP Book, there are other resources at your disposal to learn more about projects included in the proposed plan as well as key milestones in the CIP development process.

MBTA's Capital Investment Plan website

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

MBTA's Capital Needs Assessment website

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

FY25-29 CIP Project List

The project list provides a detailed listing of all capital projects included in the FY25-29 CIP. The list includes description, phase, primary mode, planned five-year spend, and total authorized budget by project.

MBTA's Projects website

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

MBTA's Board of Directors materials and presentations

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

Below are selected engagements we had with the MBTA's Board of Directors and the Audit and Finance Subcommittee in the initial stages of the FY25-29 CIP:

- **[FY25-29 CIP Intro](#)**: overview of the CIP development process and funding sources. Presented to the MBTA's Board of Directors in [January 2024](#).
- **[FY25-29 CIP Scoring Preview](#)**: project scoring and prioritization approach for the FY25-29 CIP. Presented to the Audit and Finance Subcommittee in [October 2023](#).
- **[Final FY24-28 CIP](#)**: overview of the FY24-28 CIP as approved by the MBTA's Board of Directors. Presented in [July 2023](#).





**Massachusetts Bay Transportation Authority
FY25-29 Capital Investment Plan (CIP)
Final - July 2024**



FY25-29 Capital Investment Plan (CIP) Project List

The project list provides detailed information about the projects included in the FY25-29 CIP. Organized by CIP Program and Primary Mode/Line, and ordered by FY25-29 Programmed Spend, the list includes:

- 1 **Project Name** and **CIP ID** number, the two unique identifiers that indicate a specific capital project.
- 2 A short **Description** of the project's scope and purpose.
- 3 The **Primary Mode/Line** associated with this project. Primary Mode/Line refers to the transit mode most impacted by a given capital project.
- 4 The **Current Phase**, indicating the current stage of development or implementation of a project:
 - **New Projects** are in the early stages of development.
 - **Planning** or **Pre-Design** may refer to assessments, feasibility studies, and other preliminary work.
 - Many projects require a **Design** stage to develop specifications and fully define the project scope.
 - Some projects involve a brief stage of **Procurement** for materials, services, or assets, such as vehicles.
 - **Construction** indicates a project is physically being built.
 - **Implementation** indicates a project is being implemented/advanced. This typically applies to projects that do not have a traditional construction phase, such as technology upgrades.
 - The **Closeout** phase is an administrative period after a project's construction or implementation is complete.
- 5 Project funding information, including the **FY25-29 Programmed Spend** and current **Total Authorized Budget**. **FY25-29 Programmed Spend** refers to the amount of spending anticipated within the five-year window. Some CIP projects may show \$0 programmed spend in FY25-29 as they are expected to complete in FY24 but are not yet formally finalized or closed out. The **Total Authorized Budget** refers to the total amount of funding programmed to a project to date, and may include funding programmed before FY25 or beyond FY29.

Structures Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
Longfellow Approach (P0551)	Rehabilitation of Longfellow Approach viaduct, Span 1 of the Longfellow Bridge, and station platforms at Charles/MGH Station. Includes new track, power, communication and signal systems, and additional emergency egress and redundant elevators.	Red Line	Design	\$41.1 M	\$52.4 M
Red Line Hi-Rail Access Tunnel (P1265)*	Construction of a new hi-rail vehicle access tunnel at Alewife Station to improve right-of-way access on the north side of the Red Line.	Red Line	Design	\$31.1 M	\$32.9 M
Savin Hill Underpass (P0023)	Stabilization of the Savin Hill Underpass carrying the Red Line beneath Savin Hill Avenue in Dorchester.	Red Line	Closeout	\$0.0 M	\$3.5 M
Airport Tunnel Portal Flood Protection (P0912a)	Addition of floodgates and large steel doors to the entrance of the Blue Line tunnel at the tunnel's Airport Portal to prevent flooding. Includes updates to pump rooms and traction power systems.	Blue Line	Pre-Design	\$21.5 M	\$21.5 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.	Blue Line	Design	\$2.3 M	\$30.3 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.	Green Line	Closeout	\$2.3 M	\$32.3 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 complete reconstruction of the track, signals, and traction power on the viaduct.	Green Line	Closeout	-	\$99.6 M
North Station Draw 1 Bridge Replacement (P0018)*	Replacement of North Station Draw 1 bridge structures and control tower. Includes construction of three new vertical lift bridges, and extension of existing station platform to accommodate track 11 and 12.	Commuter Rail	Design	\$384.7 M	\$1,200.0 M
South Elm Street Bridge Replacement (P1115)	Replacement of South Elm Street bridge on the Haverhill Line serving Commuter Rail, Downeaster, and Pan Am freight trains.	Commuter Rail	Construction	\$20.0 M	\$20.3 M

* Project received new funding or is new in the FY25-29 CIP

Note: Some CIP projects may show \$0 programmed spend in FY25-29, as they are expected to complete in FY24 but are not yet formally finalized or closed out.

Structures Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
East Street Bridge Replacement (Dedham) (P0907)	Replacement of East Street bridge carrying the Franklin Line in Dedham. The new bridge will feature improved vertical and horizontal clearance, improved roadway features, and improved pedestrian and vehicle access to East Street.	Commuter Rail	Design	\$19.6 M	\$20.0 M
Saugus Drawbridge Replacement (P0892)	Design of Saugus Drawbridge replacement on the Newburyport/Rockport Line. The new bridge would include a widened approach embankment, a new control house, signal upgrades, and relocation of submerged utilities.	Commuter Rail	Design	\$10.8 M	\$19.7 M
Repairs and Rehabilitation of MBTA-Owned Dams (P0909)	Repairs, rehabilitation and/or decommissioning of the Spillway Dam on the Providence/Stoughton Line in Canton and the Cordaville Pond Dam on the Framingham/Worcester Line in Southborough.	Commuter Rail	Pre-Design	\$9.1 M	\$10.0 M
Gloucester Drawbridge Replacement (P0006)	Replacement of Gloucester Drawbridge on the Rockport Line. The new bridge will consist of a moveable bascule span with two independent barrels, two spans of precast concrete box beams, a new steel superstructure, and a new micro-pile abutment.	Commuter Rail	Closeout	\$6.6 M	\$100.4 M
Norfolk Ave and East Cottage St Bridges (P0851)	Replacement and repair of Norfolk Ave. and East Cottage St. bridges on the Fairmount line. This work addresses section loss in girders, gussets, web stiffeners, rivets, lateral bracing, and cracks and spalls on abutment and wing walls.	Commuter Rail	Construction	\$3.5 M	\$20.6 M
Boyd Street Pedestrian Bridge Demolition (P1240)	Demolition of the closed Boyd Street pedestrian bridge to eliminate trespassing and reduce safety risks to Commuter Rail operations on the Haverhill Line.	Commuter Rail	Pre-Design	\$2.3 M	\$2.3 M
Beverly Drawbridge Rehabilitation (P0027)	Rehabilitation of the Beverly Drawbridge carrying the Newburyport/Rockport Line over the Danvers River. Includes upgrade of the approach spans and movable swing span, as well as repairs to concrete support piles and equipment.	Commuter Rail	Closeout	\$1.8 M	\$36.7 M
Merrimack River Bridge (P0014)	Rehabilitation, strengthening, and painting of the superstructure of the Merrimack River and Washington Street Bridges. Includes repairs to stone piers, substructure, scour countermeasures, and replacement of bearings.	Commuter Rail	Closeout	\$1.2 M	\$87.8 M

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Structures Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
Rapid Transit and Commuter Rail Bridge Replacement (P1253)	Design and construction funding to bring structurally deficient bridges in the rail network into a state of good repair. Funds allocated through the Governor's FFY24 H.1 budget recommendation.	Multimodal	Pre-Design	\$50.0 M	\$50.0 M
Systemwide Pump Room Upgrades (P0912b)	Design phase funding for state of good repair improvements to rapid transit and Silver Line tunnel pump rooms, including state of good repair and SCADA upgrades.	Multimodal	Design	\$2.4 M	\$2.4 M
Rapid Transit Tunnel Lighting Upgrades (P1200)	Assessment and design of tunnel LED lighting in 12 areas where interlockings and switches are located across the Red, Orange, and Blue Lines, in support of easier maintenance and safer emergency egress.	Multimodal	Pre-Design	\$2.1 M	\$2.2 M
Emergency Generators, Egress Lighting, and Ventilation (P1001)	Design of life-safety systems improvements (e.g., 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.	Multimodal	Design	\$0.7 M	\$1.0 M
Bridge Program Pipeline - Rehabilitation, Repair and Replacement (P1107)*	This program uses information provided through the bridge inspection and load rating program to design and construct prioritized bridge rehabilitation, repair, or replacement projects.	Systemwide	Pre-Design	\$110.1 M	\$111.5 M
Structural Repairs Systemwide (P0852)*	Funding to support systemwide structural repairs to bridges, tunnels, retaining walls, buildings, stairs, and other structures on an on-call basis.	Systemwide	Construction	\$84.0 M	\$106.6 M
Systemwide Bridge Inspection and Rating (P0627)	Program to support in-depth inspection and load rating of MBTA-owned bridges at regular intervals. Load ratings are used to establish a systemwide priority list of bridge repairs, rehabilitation, and replacement.	Systemwide	Implementation	\$38.5 M	\$105.2 M
Bridge Bundling Contract (P0495)*	Replacement of six Commuter Rail bridges at Intervale Rd. in Weston; Bacon St. in Wellesley; High Line Bridge in Somerville; Lynn Fells Parkway in Melrose; Parker St. in Lawrence; and Commercial St. in Lynn.	Systemwide	Construction	\$36.4 M	\$144.2 M

* Project received new funding or is new in the FY25-29 CIP

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Structures Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
Dorchester Avenue Bridge (P0552)	Replacement of Dorchester Avenue Bridge and installation of a new tunnel roof beneath the bridge.	Systemwide	Construction	\$23.2 M	\$47.1 M
Tunnel Inspection Systemwide (R0074)	Ongoing inspection and rating of Red Line, Orange Line, Green Line, and Blue Line tunnels.	Systemwide	Design	\$15.2 M	\$30.6 M
Tunnel Emergency Ventilation Program (P0704)	Funding to support inventory, inspection, monitoring, design, and necessary construction to improve emergency ventilation in the tunnel network.	Systemwide	Pre-Design	\$13.0 M	\$14.7 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. The scope of work includes an initial inspection to establish baseline condition, followed by inspection every five years.	Systemwide	Pre-Design	\$12.4 M	\$12.5 M
Systemwide Tunnel Flood Mitigation Program (P0912)	Planning, training, and infrastructure improvements to make the tunnel network more resilient to flooding exposures due to storm surge, precipitation, and sea level rise.	Systemwide	Planning	\$10.0 M	\$120.2 M
Bridges - Design (P0009)	Design funding to support the repair, rehabilitation, and replacement of bridges across the system.	Systemwide	Design	\$9.5 M	\$35.4 M
Urgent Structural Design Support (P1000)	Addresses emergency structural or safety-related deficiencies that require immediate follow-up inspection or action.	Systemwide	Design	\$8.2 M	\$11.5 M
Bridge & Tunnel Structural Repair (P1123)	Funding to support non-routine structural repairs of bridges, tunnels, stairways, and platforms systemwide. This project focuses on relatively minor repairs that fall outside the scope of routine maintenance.	Systemwide	Construction	\$7.2 M	\$7.5 M
Systemwide Retaining Wall Inspection and Rating (P1119)	Routine inspection and repair 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, and is a critical safety element.	Systemwide	Pre-Design	\$4.8 M	\$5.5 M
Emergency Bridge Repair (P0037)	Funding to support emergency bridge repairs on an on-call basis.	Systemwide	Construction	\$3.8 M	\$27.0 M

* Project received new funding or is new in the FY25-29 CIP

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Structures Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
352 General Engineering Services for Transit Facilities Maintenance (P1124)	Engineering support services for repair and replacement projects. This includes the design of various repairs throughout the system, as well as the production of stamped drawings and plans.	Systemwide	Construction	\$3.2 M	\$3.8 M
Tunnel Repairs (On-Call) (P0466)	Construction services to perform steel and concrete tunnel repairs throughout the system on an on-call basis.	Systemwide	Construction	\$2.4 M	\$22.1 M
Systemwide Tunnel Dewatering Pump System Upgrades (P1125)	Upgrade of approximately 52 dewatering pump systems, which are required to pump out rainwater from low points in the track and tunnel systems.	Systemwide	Construction	\$2.3 M	\$2.5 M
Emergency Bridge Design / Inspection & Rating (P0008)	Funding to support as-needed emergency design, inspection, and rating of bridges.	Systemwide	Design	\$1.8 M	\$27.8 M
Bridge Repairs Systemwide (Contracts 4 and 5) (P0611)	Construction services to perform structural repairs on bridges, retaining walls, buildings, stairs, and other structures throughout the system on an on-call basis.	Systemwide	Construction	\$1.0 M	\$12.3 M
Tunnel Rehabilitation (P0182)	Construction and professional services relating to tunnel repair and inspection.	Systemwide	Closeout	-	\$11.3 M
Underground Structure Design/Repair & Geotechnical Engineering Services (P0667)	Engineering services for the repair and rehabilitation of underground structures systemwide.	Systemwide	Design	-	\$1.8 M

* Project received new funding or is new in the FY25-29 CIP

Note: Some CIP projects may show \$0 programmed spend in FY25-29, as they are expected to complete in FY24 but are not yet formally finalized or closed out.

Guideway, Signal, and Power Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
Track Improvement Program - Red Line (P1263)	Implementation of the MBTA Track Improvement Plan to remove speed restrictions on the Red Line.	Red Line	Construction	\$110.4 M	\$185.0 M
Red Line DC Cable (P0281)	Improvements to cable infrastructure between Andrew and Kendall on the Red Line. Includes asset investigation, quantification of needs, implementation design, and replacement of approximately 27,500ft of cables, duct banks, and manholes.	Red Line	Construction	\$15.2 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.	Red Line	Construction	\$10.1 M	\$12.0 M
Alewife Crossover Improvements (R0117)	Replacement and upsizing of track crossover near Alewife Station on the Red Line.	Red Line	Construction	\$8.5 M	\$12.6 M
Red Line Floating Slabs (Alewife-Harvard) (P0273)	Replacement of concrete slabs that "float" underneath the tracks and rubber disks that absorb sound and vibration from trains. This work involves demolishing old slabs, placing new rebar, and pouring new concrete.	Red Line	Construction	\$7.7 M	\$42.7 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.	Red Line	Design	\$4.1 M	\$5.0 M
Red Line Cable Replacement (P0286)	Cable replacement to improve power infrastructure reliability on the Red Line.	Red Line	Construction	\$2.7 M	\$29.0 M
Braintree Line Track Replacement (P1133)	Design and construction for partial reconstruction of track and track support systems on the Braintree Branch of the Red Line. This is part of a series of Red Line track replacement projects.	Red Line	Pre-Design	\$1.4 M	\$1.5 M
Red Line Rehabilitation (P0184)	Rehabilitation of the Red Line tunnel infrastructure.	Red Line	Closeout	\$0.6 M	\$11.7 M
Red Line Substation, Traction Power Upgrades (P0144)	Replacement of DC electrical equipment at five traction power stations along the Red Line and improvements to control systems to add automation technology known as System Automation System (SAS).	Red Line	Construction	-	\$21.7 M

* Project received new funding or is new in the FY25-29 CIP

Note: Some CIP projects may show \$0 programmed spend in FY25-29, as they are expected to complete in FY24 but are not yet formally finalized or closed out.

Guideway, Signal, and Power Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
Track Improvement Program – Orange Line (P1260)	Implementation of the MBTA Track Improvement Plan to remove speed restrictions on the Orange Line.	Orange Line	Construction	\$86.0 M	\$90.0 M
Orange Line Traction Power Upgrade (P0139)	Major renovation of four aging Orange Line 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.	Orange Line	Construction	\$17.7 M	\$68.3 M
Orange Line Southwest Corridor Track Replacement (P0675)	Reconstruction of track and support systems on the Southwest Corridor of the Orange Line between Chinatown and Forest Hills Stations.	Orange Line	Pre-Design	\$11.6 M	\$23.1 M
Orange Line DC Cable (P0279)	Improvements to cable infrastructure between Back Bay and North Station on the Orange Line. Includes asset investigation, quantification of needs, implementation design, and replacement of approx. 27,500ft of cables, duct banks, and manholes.	Orange Line	Pre-Design	\$8.2 M	\$21.7 M
Rapid Transit Rail Fastener Upgrades Assessment (P1207)	Evaluation and assessment of existing rail fastener infrastructure for improved alternative fastening methods.	Orange Line	Pre-Design	\$5.0 M	\$6.2 M
Orange Line Surge - Track Rehabilitation (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.	Orange Line	Construction	\$3.0 M	\$12.3 M
Oak Grove Utility Feeders and Wellington Transformer 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.	Orange Line	Design	\$2.0 M	\$2.1 M
South Boston to Forest Hills Duct Bank Replacement - Phase 1 (P0688)	Replacement of duct banks and cables carrying AC power from the South Boston power complex to Forest Hills.	Orange Line	Design	\$0.8 M	\$1.5 M

* Project received new funding or is new in the FY25-29 CIP

Note: Some CIP projects may show \$0 programmed spend in FY25-29, as they are expected to complete in FY24 but are not yet formally finalized or closed out.

Guideway, Signal, and Power Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
Tufts Curve Rail Fasteners Replacement (P2204a)	Repair or replacement of rail fasteners (cologne eggs) at the Orange Line's Tufts Curve area on both northbound and southbound tracks in response to FTA's directives.	Orange Line	Construction	\$0.6 M	\$5.4 M
Orange Line Surge - Track Rehabilitation (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.	Orange Line	Construction	-	\$2.8 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.	Red / Orange Line	Construction	\$131.5 M	\$289.1 M
Red Line / Orange Line Infrastructure Improvements (P0157)	Renovation and expansion of the Wellington Maintenance Facility for Orange Line and the Cabot Maintenance Facility for Red Line, including various yard and carhouse improvements to prepare the facilities for new Orange and Red Line trains.	Red / Orange Line	Construction	\$0.3 M	\$93.0 M
Blue Line Communications Rooms Improvements (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.	Blue Line	Design	\$18.7 M	\$20.5 M
Long Wharf Egress & Maverick Communications Room (P0631d)	Reconstruction of stairs within Long Wharf emergency egress shaft east of Aquarium Station on the Blue Line. Project also includes the relocation of the existing Maverick communications room.	Blue Line	Construction	\$12.1 M	\$19.1 M
Bowdoin to Aquarium Infrastructure Improvements (P0631a)	Assessment of Blue Line tunnel infrastructure between Bowdoin and Aquarium stations, resulting in a technical memoranda outlining next steps.	Blue Line	Design	\$1.0 M	\$1.5 M
Blue Line Signal System Mechanical Trip Stops - Baseline Analysis (P0558)	Analysis of mechanical trip stop systems for potential implementation on the Blue Line.	Blue Line	Design	\$0.7 M	\$2.0 M

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Guideway, Signal, and Power Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
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.	Blue Line	Planning	\$0.2 M	\$1.4 M
Blue Line PLC Replacement (R0132a)	Replacement of Programmable Logic Controllers (PLCs) at various locations on the Blue Line.	Blue Line	Construction	-	\$0.3 M
Green Line Train Protection (P0370)	Procurement and installation of on-board and wayside equipment for a train protection and information system on the Green Line to mitigate red signal violations, train-to-train collisions, derailments, and intrusions into work zones.	Green Line	Construction	\$106.3 M	\$212.9 M
E Branch Accessibility & Capacity Improvements (P0923)	Improvements to surface track and stations on the E branch of the Green Line, extending from the Northeastern Station portal to Heath Street Station.	Green Line	Pre-Design	\$85.1 M	\$85.9 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.	Green Line	Construction	\$59.7 M	\$68.7 M
B Branch Accessibility & Capacity Improvements (P0924)	Track realignments, accessibility improvements, potential consolidation, and station and traction power upgrades along the Green Line B branch between Blandford St. and Warren St. Stations.	Green Line	Planning	\$53.6 M	\$204.2 M
Green Line Overhead Catenary System State of Good Repair (P0919)	Repair and replacement of traction power and catenary system components (e.g., hangers, crossarms, yokes, insulators) throughout the Green Line.	Green Line	Pre-Design	\$13.2 M	\$13.8 M
Green Line Type 10 Dedicated High-Speed Test Track (P0921)*	Design and construction of a dedicated high-speed test track for the future Green Line Type 10 fleet. Construction of this track will accelerate testing and limit impacts to revenue service.	Green Line	Design	\$10.4 M	\$11.1 M
Green Line Traction Power Upgrades for Increased Capacity (P0922)	Traction power upgrades on all Green Line branches to address DC power system requirements for the future Type 10 fleet.	Green Line	Design	\$7.8 M	\$10.0 M

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Guideway, Signal, and Power Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
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.	Green Line	Construction	\$7.3 M	\$28.5 M
Overhead Contact System Relocation for Type 10 Vehicles (P1102)	Assessment of overhead contact system (OCS) on the Green Line to identify areas out of compliance with the conceptual Type 10 design. This project will also establish systemwide standards for the location of the OCS and realign the OCS as necessary.	Green Line	Pre-Design	\$4.8 M	\$5.0 M
Green Line Central Tunnel Track and Signal Replacement (P0591)	Rehabilitation and upgrades to signal and track infrastructure within the Green Line Central Tunnel. Includes central instrumentation houses and signal, track, and power systems at Copley, Park Street, and Government Center.	Green Line	Design	\$4.3 M	\$39.3 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.	Green Line	Closeout	\$2.9 M	\$107.2 M
Green Line Track Upgrades (P0879)	Full-depth track replacement on Green Line's E branch. Includes replacement of Northeastern's special trackwork and storage track, Longwood to Brigham Circle main line, Heath Street loop track, and Forsyth, Parker, and Wigglesworth's crossovers.	Green Line	Construction	\$2.7 M	\$64.5 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.	Green Line	Closeout	\$1.3 M	\$16.8 M
Copley to Arlington Track Replacement (P0917)	Full-depth track reconstruction at Copley and Arlington Stations within eastbound and westbound pits to realign tracks. This work is intended to overcome delays caused by vehicles doors being jammed due to track conditions.	Green Line	Design	\$1.1 M	\$2.2 M

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Guideway, Signal, and Power Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
Green Line Signal Microlok and Fiber Modernization (P1211)*	Implementation of Microlok II Signal System and related infrastructure between Reservoir and Fenway Stations on the Green Line.	Green Line	Pre-Design	\$1.0 M	\$1.0 M
Signal Program - Green Line (P0284)	Construction of new signals room at Copley Station to support Green Line operations.	Green Line	Construction	\$0.2 M	\$6.2 M
E&M MOW Green Line Track Rehabilitation (P0686)	Rehabilitation of track elements on the Green Line to support continued reliability of the system.	Green Line	Construction	\$0.1 M	\$6.1 M
D Branch Pedestrian Crossing Speed Restriction Removal (P0926)	Evaluation and design of pedestrian crossing solutions for the Green Line's D branch between Webster and Houghton Conservation Areas. This comprises a crossing gate and a pedestrian underpass/overpass to increase pedestrian safety and vehicle speeds.	Green Line	Pre-Design	\$0.0 M	\$0.0 M
Mattapan HSL Transformation (P0857)	State of good repair and accessibility improvements, power upgrades, and other infrastructure investments on the Mattapan Line.	Mattapan Line	Pre-Design	\$76.8 M	\$114.5 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.	Bus	Design	\$31.5 M	\$34.1 M
Blue Hill Ave Transit Priority Corridor (P1005b)	Design and Construction of 3.3 mile Blue Hill Avenue center-running bus lane in Boston. The project extends from Mattapan Sq. to Grove Hall.	Bus	Pre-Design	\$25.5 M	\$26.2 M
Lynnway Multimodal Corridor (P1332)	Design and construction funding for center-running bus lanes, enhanced bus stops, separated bike lane, and sidewalk improvements on the Lynnway (MA Route 1A).	Bus	New Project	\$25.3 M	\$25.3 M
Bus Priority Project Construction (P1113)*	Funding to support construction of bus priority infrastructure. This may include side- or center-running bus lanes, transit signal priority, pavement markings, and stop upgrades.	Bus	Pre-Design	\$24.8 M	\$24.8 M
Bus Lanes and Other Bus Priority (P1005)	This program provides local match funding for potential bus lane projects.	Bus	Planning	\$14.0 M	\$15.7 M

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Guideway, Signal, and Power Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
Boston Regional TSP Program (P1331)	Development and implementation of transit signal priority equipment and technology along bus routes and light rail throughout the Boston region.	Bus	New Project	\$3.0 M	\$3.0 M
Lynn Broad Street Corridor TSP (P1330)	Upgrades to traffic signal equipment at signalized intersections on Broad Street in Lynn to facilitate the efficiency of all modes of transportation on a key transportation corridor.	Bus	New Project	\$0.3 M	\$0.3 M
Malden/Everett Main Street Transit Signal Priority (P1006)	Local match funding for a Community Connections project funded through the Boston Region MPO. This project will install transit priority infrastructure along Main Street in Malden and Everett.	Bus	Planning	\$0.2 M	\$0.2 M
Ashmont Station BEB Charger Design (P1329)	Design of on-route battery-electric bus chargers at Ashmont bus station to support transit reliability.	Bus	New Project	\$0.2 M	\$0.2 M
Shared Streets/ Washington St. Roslindale (P0953a)	Enhancements to peak-only shared bus/bike lane southbound on Washington St. and northbound around Adams Park in Roslindale Village. Includes new curb-extended bus stops, shelters, sidewalks, and curb ramps on Poplar and Corinth Streets.	Bus	Construction	-	\$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.	Bus	Construction	-	\$0.2 M
Shared Streets/ Washington St Boston Washington St Somerville and Western Ave Lynn (P0953c)	Design and construction of three bus lane corridors on Washington St. (Somerville), North Washington St. (Boston), and Western Ave. (Lynn). Includes lane pavement markings, flex posts, signage, traffic signals, and transit signal priority.	Bus	Construction	-	\$0.7 M
Shared Streets/ Chelsea-Revere (P0953d)	New painted bus lane on Broadway in the southbound direction from City Hall towards Chelsea city line.	Bus	Construction	-	\$0.3 M
Shared Streets/ Bus Shelters and Bus Boxes (P0953e)	Procurement and installation of five bus shelters at designated bus stops in Boston and Medford, as well as the installation of pavement markings that designate bus stop zones at multiple bus stops systemwide.	Bus	Closeout	-	\$0.2 M

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Guideway, Signal, and Power Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
Shared Streets/ Brookline Gateway East (P0953f)	Conversion of one parking lane in each direction to bus-only lanes at Brookline Gateway East. Includes bus lane painting, signage, and traffic signal priority equipment.	Bus	Construction	-	\$0.4 M
Shared Streets/ Malden Centre Street (P0953g)	New dedicated bus and bike lanes on Centre St. between Main St. and Malden Center Station, as well as protected bike lanes on Eastern Ave. between Main St. and Franklin St in the City of Malden.	Bus	Construction	-	\$0.5 M
Massachusetts Ave (Arlington) Outbound Bus Lane (P0953h)	New dedicated bus and bike lanes on Massachusetts Ave. from Alewife Brook Parkway to opposite Lafayette St. Includes extension of existing inbound shared bus/bike lane from Boulevard Rd. to Alewife Brook Parkway in the town of Arlington.	Bus	Design	-	\$0.1 M
Davis Square Signal Improvements and TSP (P1023)	Procurement and installation of new traffic signal equipment throughout Davis Square, including the incorporation of transit signal priority (TSP) technology to improve bus movements through the intersection.	Bus	Construction	-	\$0.5 M
Concord Ave. Transit Signal Priority (P1027)	Installation of transit signal priority technology along Concord Ave. in Cambridge from the Harvard Busway to the Cambridge-Belmont municipal boundary.	Bus	Design	-	\$0.2 M
Tower 1 Interlocking Early Action Project (P0889)	Upgrade of interlocking components outside South Station to support Commuter Rail and Amtrak operations. This includes new signals, switches, track, and generators and is considered early action work for the South Station Expansion project.	Commuter Rail	Construction	\$137.3 M	\$169.4 M
ATC Implementation - North Side Commuter Rail Lines (P0606)	Implementation of Automatic Train Control (ATC, also known as cab signals) on the North Side Commuter Rail Lines to support full implementation of federally mandated Positive Train Control (PTC).	Commuter Rail	Construction	\$68.0 M	\$466.7 M
Commuter Rail Fiber Optic Resiliency (P0612)	Installation of a buried fiber-optic cable network for railroad vital systems, including signals, communications, and Positive Train Control (PTC) on the Fitchburg and Lowell Lines.	Commuter Rail	Construction	\$60.8 M	\$120.6 M

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Guideway, Signal, and Power Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
Fairmount Line Infrastructure for Decarbonized Service (P1315)	Delivery of infrastructure necessary to operate decarbonized service every 20 minutes on the Fairmount line.	Commuter Rail	New Project	\$59.9 M	\$59.9 M
Rail Modernization - Early Action Items (P0940)	Design and construction of early action items related to power, track, station, and accessibility upgrades on the Fairmount, Providence/Stoughton, Newburyport/Rockport, Haverhill, Fitchburg, and Lowell Lines	Commuter Rail	Planning	\$51.4 M	\$55.0 M
Commuter Rail Positive Train Control (P0148)	Installation of Positive Train Control (PTC) train monitoring system to prevent unauthorized speeds and unexpected movement and reduce the risk of collision.	Commuter Rail	Construction	\$32.7 M	\$444.2 M
PRIIA-NEC Baseline Capital Charges (P0692)*	Payments to Amtrak related to the use, dispatch, and maintenance of the Providence Line and Northeast Corridor between South Station and the Rhode Island border. Includes Attleboro Agreement payments as well as capital improvements.	Commuter Rail	Construction	\$31.3 M	\$69.8 M
Commuter Rail Signal State of Good Repair and Resiliency Program (P0861)*	Signal improvements on the Commuter Rail system, including a north-side dispatch software system, systemwide signal and power upgrades, HLC upgrades on the Old Colony Line, and grade-crossing safety improvements.	Commuter Rail	Construction	\$31.2 M	\$37.2 M
Keolis Capitalization Initiatives and Extra Work (P0553)	Annual costs related to capital maintenance activities required per the Keolis Operating Agreement. Work generally relates to switches, ties, track, rail grinding, timbers, and fencing.	Commuter Rail	Construction	\$30.7 M	\$136.5 M
Worcester Line Track and Station Accessibility Improvements (P0261)	New third track and realignment of existing tracks on the Framingham and Worcester Commuter Rail lines between Weston and Framingham. Includes upgrades to Wellesley Farms, Wellesley Hills, Wellesley Square, and West Natick Stations.	Commuter Rail	Design	\$23.3 M	\$32.4 M
Franklin Double Track and Signal (P0214)	Extension of double track segments between Franklin and Norwood Central stations to create a continuous second track along nearly all of the Franklin Line.	Commuter Rail	Construction	\$20.3 M	\$67.8 M

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Guideway, Signal, and Power Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
Commuter Rail Infrastructure Improvements (P1257)	Track and signal improvements to reduce journey times and enable 30-minute frequency on the Framingham/Worcester Line. Includes construction of a new interlocking, crossover, and track modifications for increased speed.	Commuter Rail	Construction	\$20.0 M	\$20.0 M
Commuter Rail Track State of Good Repair and Resiliency Program (P0862)	Various improvements to track infrastructure on the Commuter Rail system, including interlocking upgrades, ledge cutting, and replacement of ties and switch timbers.	Commuter Rail	Construction	\$19.9 M	\$37.7 M
Keolis Mechanical Parts (P1145)	Procurement of mechanical parts inventory to support Commuter Rail maintenance.	Commuter Rail	Pre-Design	\$17.9 M	\$32.1 M
North Station Terminal Signal (P0212)	Upgrade of signal system at North Station, including new microprocessor technology, nine new signal houses, two new crossovers, and the relocation of critical signal equipment above the 500-year floodplain.	Commuter Rail	Construction	\$14.1 M	\$45.2 M
Keolis General & Administrative Contract (P1004)	Funding for required general and administrative fees paid annually to Keolis for maintenance and operation of the Commuter Rail system.	Commuter Rail	Construction	\$12.7 M	\$31.2 M
Rail Modernization Early Actions - Old Colony Double Track (P1209)	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 modifications of Middleboro Station's tracks.	Commuter Rail	Pre-Design	\$10.0 M	\$10.0 M
Commuter Rail Washout Prevention Program (P1326)	Program to address immediate climate vulnerabilities related to track and retaining wall washout, rock and tree fall, and replacement of HVAC systems for power/signal assets.	Commuter Rail	New Project	\$8.0 M	\$8.0 M
Commuter Rail Culverts, Bridges & ROW Improvements (On-Call) (P0465)	Funding to support urgent repair and reconstruction needs on the Commuter Rail system.	Commuter Rail	Construction	\$4.3 M	\$16.8 M
PTC Startup After Implementation (P0913)	Costs associated with the transition of the Positive Train Control (PTC) system from the system integrator (Hitachi) to the operator (Keolis).	Commuter Rail	Planning	\$4.3 M	\$9.6 M

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Guideway, Signal, and Power Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
PRIIA-212 Amtrak Baseline Capital Charges (P0769)	Annual capital maintenance payments required per the MBTA's agreement with Amtrak.	Commuter Rail	Construction	\$4.0 M	\$85.1 M
On-Call Commuter Rail Track 2 (P0211)	On-call construction services to support track and rail repair, replacement, and upgrades.	Commuter Rail	Construction	\$2.2 M	\$20.4 M
Worcester Line Rail Corridor Improvements (P0262)	Various state-of-good-repair improvements along the Framingham/Worcester Commuter Rail Line.	Commuter Rail	Design	\$1.9 M	\$11.2 M
Commuter Rail - Replace CP3 Crossover (P0224)	Replacement of track elements at the CP3 Crossover just west of Lansdowne Station on the Framingham/Worcester Line.	Commuter Rail	Construction	\$1.6 M	\$2.7 M
Commuter Rail - Systemwide Tree Removal (P0235)	Removal of aging trees and vegetation along the Commuter Rail right-of-way to ensure a clear line of sight for operators and reduce weather-induced safety risks.	Commuter Rail	Construction	\$1.4 M	\$33.5 M
Commuter Rail Gas Switch Heater Conversions (P0827)	Procurement and installation of 65 switch heaters systemwide to prevent switch failures, reduce delays, and increase reliability and on-time performance during ice and snow conditions.	Commuter Rail	Construction	\$1.0 M	\$5.0 M
Rail Crossing Safety Upgrades (P1146)	Assessment, procurement, and testing of non-signalized protective devices to improve safety at open pedestrian crossings on the Commuter Rail system.	Commuter Rail	Pre-Design	\$1.0 M	\$1.0 M
Fitchburg Line Small Starts - Track / Signal / Stations (P0083)	Track, signal, and station improvements on the Fitchburg Line supported by federal Small Starts grant funding.	Commuter Rail	Closeout	\$1.0 M	\$142.4 M
Wayside Bearing Acoustic Monitoring/Defect Detection (P0839)	Procurement and installation of wheel bearing acoustic monitoring and defect detection equipment on the Commuter Rail network.	Commuter Rail	Construction	\$0.9 M	\$4.0 M
CSX ROW Property Acquisition (P0869)	Acquisition of Milford secondary right-of-way from CSX to ensure continued operation of the Franklin Line to Forge Park.	Commuter Rail	Planning	\$0.2 M	\$13.2 M
NNEPRA-Haverhill Line Improvements (P0421)	Rail replacement along the Haverhill Line in collaboration with the Northern New England Passenger Rail Authority to support Downeaster service.	Commuter Rail	Closeout	\$0.2 M	\$11.4 M

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Guideway, Signal, and Power Program

Reliability / Modernization

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Walpole Lewis Wye Signal Improvements (P0206)	Reconstruction of track and signal elements at Lewis Wye near Walpole station to support pilot service on the Foxboro Line.	Commuter Rail	Construction	\$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.	Commuter Rail	Planning	\$0.1 M	\$0.4 M
Commuter Rail Slippery Rail Mitigation Project (P0617)	Upgrades to Commuter Rail layover locations to add sanding capability to mitigate track's slippery conditions, improve traction and braking, and reduce delays in revenue service during fall and winter months.	Commuter Rail	Planning	\$0.1 M	\$0.6 M
Haverhill Interlocking Improvements (P0880)	Installation of a new universal crossover at Franklin Street on the Haverhill Line.	Commuter Rail	Planning	\$0.1 M	\$6.0 M
Lynn Station Direct Fixation Repairs Track 1 & Station Amenities (P0632)	Removal of existing tracks and concrete base for the installation of two new tracks on wooden ties at Lynn Commuter Rail Station. Includes land purchase in Lynn for project development.	Commuter Rail	Construction	\$0.0 M	\$1.8 M
Blandin Ave Grade Crossing (P0752)	Partnership with MassDOT to perform improvements to the Blandin Avenue grade crossing on the Framingham/Worcester Line in Framingham.	Commuter Rail	Construction	-	\$0.9 M
Auburndale Fiber Optic Cable (P0821)	Installation of fiber optic connection between the Cobble Hill dispatching center in Somerville and Auburndale Station on the Framingham/Worcester Line.	Commuter Rail	Construction	-	\$1.7 M
On-Call Contracts to Support Track State of Good Repair (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.	Multimodal	Construction	\$66.9 M	\$91.7 M
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.	Multimodal	Construction	\$45.4 M	\$54.2 M
Implementation of Special Maintenance Repair Plan - Materials and Labor (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.	Multimodal	Construction	\$39.2 M	\$55.5 M

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Guideway, Signal, and Power Program

Reliability / Modernization

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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.	Multimodal	Pre-Design	\$14.5 M	\$14.8 M
Traction Power Substation Replacement (P1104)*	Complete replacement of electrical systems and structural, mechanical, and plumbing improvements at aging traction power substations (TPSS). This scope also includes a TPSS Design Guide to standardize future improvements.	Multimodal	Planning	\$11.8 M	\$12.2 M
Systemwide 15kV Feeder and Duct Bank Replacement (P1212)	Design and systemwide replacement of cables with Paper Insulated Lead Covered (PILC) feeders with new cables containing Ethylene Propylene Rubber (EPR) feeders to increase employee safety and power system resiliency.	Multimodal	Pre-Design	\$9.0 M	\$15.0 M
Systemwide DC and AC Cable and Ductbank Replacement Program (P1318)	Program addressing and replacing aging AC and DC cables and ductbanks out of a State of Good Repair systemwide.	Multimodal	New Project	\$7.0 M	\$7.0 M
Overhead Catenary Systems Upgrades (P1319)	Program addressing Overhead Catenary Systems (OCS) that are out of a State of Good Repair across the rapid transit system.	Multimodal	New Project	\$7.0 M	\$7.0 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.	Multimodal	New Project	\$3.5 M	\$3.5 M
Systemwide Electrical Unit Substation Upgrade/Replacement (P1149)	Development of a unit substation (USS) design guide and replacement of existing power and electrical equipment at USS locations, including AC feeder disconnect switches.	Multimodal	Pre-Design	\$2.3 M	\$2.3 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.	Multimodal	New Project	\$2.0 M	\$2.0 M

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Guideway, Signal, and Power Program

Reliability / Modernization

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Systemwide Train Signal Design Circuit Plans (P1141)	Development of new signal design circuit plans for all wayside cases and control point locations on all rapid transit and light rail lines. This will include both hard copy designs and digital copies maintained in an MBTA database.	Multimodal	Pre-Design	\$1.9 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.	Multimodal	Construction	\$1.8 M	\$54.2 M
MOW Systemwide CWR Replacement Project (P0642)	Replacement of selective jointed and continuously welded rail (CWR) on the Commuter Rail system to reduce rail breaks, track maintenance, signal issues, noise, vibration, and impacts to the rolling stock lifespan.	Multimodal	Construction	\$1.5 M	\$10.0 M
Track Improvement Program - Miscellaneous Funding (P1267)	Miscellaneous costs related to implementation of the MBTA Track Improvement Plan to remove speed restrictions.	Multimodal	Construction	\$0.9 M	\$0.9 M
Signal Infrastructure ROW Hazards and Safety Cleanup (P1208)	Removal of obsolete and retired signal infrastructure along tunnels and the MBTA's right-of-way to address risk of asbestos exposure and obsolete insulated joints in the tracks.	Multimodal	Pre-Design	\$0.9 M	\$1.0 M
Systemwide Signal Bungalow CIH HVAC -Assessment, Design and Replacement (P1241)*	Rehabilitation and modernization of HVAC systems linked to signal control points and inclusion of remote-viewing capability to improve safety and reliability of signaling equipment operations.	Multimodal	Pre-Design	\$0.7 M	\$0.8 M
Systemwide Manual Signal Switch Heater Replacement (P1214)	Assessment and modernization of manually operated switch heaters with switch heaters that can be remotely operated by the Operations Control Center.	Multimodal	Pre-Design	\$0.5 M	\$0.5 M
Capital Maintenance Expenses - Power (P0687)	Funding to support a variety of power-related capital maintenance expenses systemwide.	Multimodal	Closeout	\$0.4 M	\$4.0 M
Nubian Square Ductbank Replacement - Phase II (P0897)	Replacement of duct banks and manholes located in the Dudley Street and Warren Street area, to be performed concurrently with the full-depth reconstruction planned under the City of Boston's Complete Streets Program.	Multimodal	Design	\$0.1 M	\$3.5 M

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Guideway, Signal, and Power Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
Restraining Rail Fasteners Upgrade (P1126)	Upgrade of all restraining rail fasteners on the transit track system with a more resilient fastener system.	Multimodal	Planning	-	-
Power Systems Capital Maintenance (P0674)	The Red Line Type Vehicle Selective Systems Replacement project will address systems at or nearing the end of their intended service. Material includes: Train Line cables, batteries for #2 and 3 Fleets, Propulsion control boards for #3 Car, Brake Transducers for #3 Car and #2 Car Brake Valve overhaul kits.	Systemwide	Construction	\$22.8 M	\$25.0 M
Track Capital Program (P1309)	Systemwide program to support the planning, design, and execution of track upgrade projects.	Systemwide	New Project	\$21.7 M	\$21.7 M
Traction Power Substation Phase 3 & 4 (P0143)	Funding to support a number of upgrades to traction power substations supporting MBTA transit service.	Systemwide	Planning	\$14.5 M	\$19.6 M
Systemwide Power Systems Reliability Program (P0900)	Repairs and replacement of electrical distribution infrastructure on facilities systemwide. Includes AC and DC cables, generators, transformers, traction power, unit substations, conductors, and manholes.	Systemwide	Planning	\$13.6 M	\$22.2 M
Systemwide Transformer Replacement, Phase 2 (P0147)	Replacement of 15 transformers at 7 MBTA power substations: Bennett (3 units), Shawmut (2 units), Quincy Adams (2 units), Reservoir (2 units), Riverside (2 units), Braintree (2 units), and Airport (2 units).	Systemwide	Construction	\$10.0 M	\$27.9 M
Systemwide SCADA Equipment Upgrade (P1213)	Equipment and fiber optic network upgrades to the Supervisory Control and Data Acquisition (SCADA) system that controls critical power infrastructure. Upgrades incl. a new master terminal, programmable logic controllers, and remote terminal units.	Systemwide	Pre-Design	\$9.0 M	\$15.0 M
Ductbank Relocation Acceleration (P0705c)	Urgent repair, replacement, and relocation of collapsed AC and DC cable duct banks and manholes to ensure safe working conditions at Copley Square (Boston), Comm. Ave. and Hospital Road (Brighton), and Mount Auburn St. and Aberdeen Ave. (Cambridge).	Systemwide	Construction	\$8.1 M	\$12.7 M

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Guideway, Signal, and Power Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 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.	Systemwide	Closeout	\$6.7 M	\$41.8 M
Power Systems Capital Maintenance Phase II (P0674d)	Replacement, rebuilding, and renewal of AC/DC distribution cables, pumping motors, air compressors, evacuation fans, transit line overhead contact systems, standby power generation equipment, and fire and CNG alarm systems.	Systemwide	Construction	\$6.6 M	\$28.8 M
E&M MOW Systemwide Initiatives (P0555)	Renewal of assets in addition to preventative or predictive maintenance associated with approximately 4,000ft of full depth track replacement and 3,000 tie replacements on the Blue, Red, and Orange Lines. Includes materials and support services.	Systemwide	Construction	\$5.4 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.	Systemwide	Construction	\$4.9 M	\$10.9 M
115KV Electro-Mechanical to Digital Relay Replacement (P0845)	Replacement of existing electro-mechanical relays with digital delays at 50 traction power substations systemwide.	Systemwide	Construction	\$1.9 M	\$2.4 M
Power Systems Capital Maintenance - Distribution Cable Improvements (P0674a)	Replacement of out-of-service AC/DC distribution cables and associated infrastructure, including asbestos abatement and services to locate underground utility.	Systemwide	Construction	\$1.9 M	\$6.5 M
E&M Capital Maintenance Improvements (R0132)	Funding to support a variety of capital maintenance efforts systemwide.	Systemwide	Construction	\$0.8 M	\$2.5 M
Traction Power Substation FPE Circuit Breaker Replacement (P0842)	Replacement of 103 existing circuit breakers at 13 traction power substations throughout the system.	Systemwide	Construction	\$0.4 M	\$2.1 M

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Guideway, Signal, and Power Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
115KV Transformer Replacement Project (P0846)	Replacement of 3 transformers at the South Boston Power Complex which have reached the end of their useful life.	Systemwide	Construction	\$0.3 M	\$5.8 M
115KV Primary and Back-up Relay Replacement (P0847)	Replacement of outdated primary and backup relays at the MBTA's bulk power complex.	Systemwide	Construction	\$0.2 M	\$0.8 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.	Systemwide	Construction	\$0.2 M	\$2.1 M
Short-Term Power Investments (P0280)	Funding to support a number of near-term priority investments in the MBTA power infrastructure.	Systemwide	Construction	\$0.2 M	\$9.5 M
Systemwide Power Study (P0674b)	Development of a 15-year action plan for MBTA's power system (generation, transmission, and distribution) to ensure state of good repair, modernize assets and systems, improve resiliency, and enable the system's future expansion and capabilities.	Systemwide	Pre-Design	\$0.0 M	\$0.5 M
Systemwide Jumper Connections (P0841)	Systemwide repairs to electrical jumpers, wires, and welds across the Orange, Red, Blue, and Green Lines to minimize service delays and improve on-time performance.	Systemwide	Construction	-	-
Forest Hills to Roxbury Cable Replacement (P0843)	Replacement of medium voltage AC cable between the Forest Hills and Roxbury traction power substations.	Systemwide	Closeout	-	\$2.8 M
Traction Power Substation Control Battery Replacement (P0844)	Replacement of existing batteries at 50 traction power substations which have reached the end of their useful life.	Systemwide	Construction	-	\$0.9 M
FTA Findings Program - ROW Access and Alternative Service Analysis (P1029)	Identification of infrastructure upgrades to improve right of way access; development of alternative service plans for diversions and work zone requests	Systemwide	Planning	-	\$9.6 M

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Maintenance and Administrative Facilities Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
Cabot Yard Complete Upgrade (P0512)	Full rebuild of Cabot Yard, including upgrades to track, power, signal, communications, drainage, and other yard elements. This project includes upgrading track components to enable new Red Line trains to be stored in the yard.	Red Line	Construction	\$168.5 M	\$317.7 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.	Red Line	Construction	\$74.7 M	\$116.7 M
Codman Yard Storage and Office Facility (P1222)	Establishment of a dedicated storage and office facility at the Codman Yard to house staff and to store, repair, and maintain critical equipment.	Red Line	Pre-Design	\$9.6 M	\$9.6 M
Cabot Signal Relay Shop Upgrades (P1134)	Improvements to the Signal Repair Facility located in Cabot Yard, including electrical HVAC and safety systems, as well as concrete walkways and stairs.	Red Line	Pre-Design	\$4.1 M	\$4.1 M
Red and Orange Line Facilities WiFi (P1322)	Addition of Wireless Access Points to rail maintenance facilities and storage yards in support of the new Red and Orange Line fleets.	Red Line	New Project	\$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.	Red Line	Closeout	\$2.7 M	\$4.1 M
Von Hillern Yard Storage Facility (P1223)	Design of a dedicated facility at the Von Hillern Yard to store, repair, and maintain critical rail bound work equipment in response to the FTA's findings.	Red Line	Pre-Design	\$2.0 M	\$2.0 M
Braintree and Codman Yard Security Upgrades (P0390)	Implementation of security improvements at Braintree Station and Codman Yard on the Red Line.	Red Line	Closeout	-	\$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.	Orange Line	Construction	\$29.2 M	\$297.4 M

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Maintenance and Administrative Facilities Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
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.	Orange Line	Construction	\$0.9 M	\$1.2 M
Riverside Vehicle Maintenance Facility Modifications & Upgrades (P1010)	Upgrades to existing hoists, pits, and mezzanines at the Riverside Vehicle Maintenance Facility to accommodate the future Type 10 fleet.	Green Line	Planning	\$48.1 M	\$49.4 M
Reservoir Yard and Non-Revenue Track Optimization and Reconfiguration (P1103)	Reconfiguration of various track elements at Reservoir, including the lower west yard, East/West Wye, Chestnut Hill Avenue connection, B-branch connection, and non-revenue track around Cleveland Circle.	Green Line	Pre-Design	\$30.4 M	\$30.5 M
Green Line Extension Vehicle Maintenance Facility Modifications & Upgrades (P1011)	Design and installation of a new hoist at the Green Line Extension (GLX) Vehicle Maintenance Facility to accommodate the future Type 10 fleet.	Green Line	Planning	\$12.1 M	\$12.4 M
Green Line Maintenance Facilities and Yards (P0920)	Assessment and design for improvements to Reservoir, Riverside, Lake Street, and GLX maintenance facilities and yards needed to support the future Type 10 fleet. Includes infrastructure, testing, assembly, and maintenance considerations.	Green Line	Pre-Design	\$7.2 M	\$10.0 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 fleet.	Green Line	Pre-Design	\$6.1 M	\$29.3 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.	Green Line	Pre-Design	-	\$2.3 M

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Maintenance and Administrative Facilities Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
Quincy Bus Facility Modernization (P0671a)	Relocation and replacement of the Quincy Bus Maintenance Facility. The new, modernized facility will expand capacity and includes the infrastructure necessary to support the MBTA's first battery-electric bus (BEB) fleet.	Bus	Construction	\$352.1 M	\$476.2 M
Bus Facility Improvements (P0942)	Upgrades to lighting, drainage, paving, locker and break rooms, and other components at bus facilities as part of the MBTA's commitment to Local 264. Includes replacement of the overhead doors at Albany Garage to increase height clearance.	Bus	Construction	\$45.9 M	\$80.1 M
North Cambridge Bus Facility Retrofit (P0671c)	Renovation of North Cambridge facility to support conversion to battery electric bus (BEB) fleets and bus electrification.	Bus	Construction	\$39.2 M	\$44.1 M
Bus Facility Modernization Program (P0671)	Strategy development and initial planning and design for the replacement or rehabilitation of MBTA bus facilities to improve workforce conditions and efficiency while supporting the transition to battery electric bus (BEB) infrastructure.	Bus	Pre-Design	\$32.8 M	\$96.4 M
Arborway Bus Facility - Design Funding (P0671b)	Design funding to support the construction of a new Arborway bus facility to accommodate battery electric bus (BEB) infrastructure and bus electrification.	Bus	Pre-Design	\$27.8 M	\$27.9 M
Bus Facility Circulation Safety Improvements (P1003)	Assessment of vehicular and pedestrian circulation at MBTA bus facilities and the implementation of necessary improvements to enhance employee safety.	Bus	Design	\$10.3 M	\$15.5 M
Charlestown Campus State of Good Repair (P1136)	Improvements to address deficiencies in code compliance, occupant safety, and state of good repair in 12 buildings at the Charlestown campus. This work is informed by campus facility assessments conducted in 2020 and 2021.	Bus	Pre-Design	\$8.9 M	\$9.0 M
Bus Wi-Fi (P0673r)*	Addition of wireless access points to bus maintenance facilities and storage yards to support better tracking of maintenance issues and activities and allow maintenance staff to use tablets for tracking and inspection.	Bus	Design	\$2.5 M	\$3.0 M

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Maintenance and Administrative Facilities Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
Rail and Bus Lift Upgrade Program (P0494)	Procurement of lifts for bus and rail cars to enable preventive maintenance work and associated repairs to revenue fleet vehicles.	Bus	Construction	\$1.8 M	\$10.0 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.	Bus	Construction	\$1.6 M	\$7.5 M
Everett Bus - Flowfill Repairs (P0106)	Floor slab maintenance to support undermined foundations by filling crawl space with air-entrained cellular concrete and performing required environmental remediation by capping contaminated soil below floor slab.	Bus	Closeout	\$1.2 M	\$13.9 M
Arborway Bus Operators Trailer Replacement (P1002)	Installation of permanent modular buildings at Arborway to replace existing temporary trailers that have exceeded their useful life.	Bus	Planning	\$0.7 M	\$1.5 M
Charlestown Bus - Seawall Rehabilitation (P0104)	Stabilization of the Mystic River shoreline and replacement of existing seawall to protect Charlestown Bus Facility from flooding. Includes a collaboration with Massachusetts DCR to build a multi-use public path along the seawall.	Bus	Closeout	\$0.5 M	\$46.2 M
Charlestown Bus Barn Facade Investigation & Repairs (P1018)	Assessment and renovation of brick façade at the Charlestown bus garage.	Bus	Planning	\$0.2 M	\$0.6 M
Commuter Rail Facilities State of Good Repair (P1144)*	Funding to support Commuter Rail facilities improvements, including design support contracts, roof and roof equipment replacement, WiFi and IT infrastructure, fluid systems, and maintenance of way facilities.	Commuter Rail	Construction	\$56.9 M	\$64.7 M
BET Fluid Systems Replacement (P1144a)*	Partial funding for urgently needed replacement of fuel and lube oils lines from exterior tank locations to the Commuter Rail Facility in Somerville.	Commuter Rail	Planning	\$19.5 M	\$19.8 M

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Maintenance and Administrative Facilities Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
Energy Efficiency Program (P0290)*	Evaluation and installation of energy conservation measures across the MBTA system. This includes but is not limited to high performance windows/doors, HVAC systems and controls, compressor/leak fixes, envelope improvements, and renewable energy.	Commuter Rail	Construction	\$12.0 M	\$31.3 M
Widett Layover and Maintenance Facility (P0952)	Preliminary design for a Commuter Rail layover facility at Widett Circle in South Boston.	Commuter Rail	Design	\$9.1 M	\$11.2 M
BET Roof and HVAC Replacement (P1144b)	Replacement of roofing system, skylights, and rooftop HVAC equipment along with energy efficiency measures including HVAC and lighting upgrades at the Commuter Rail Facility in Somerville.	Commuter Rail	Planning	\$7.8 M	\$7.8 M
Iron Horse Operations Control Center (P0472)*	Construction of new operations control center in Billerica to support up to 38 dispatchers for north-side Commuter Rail and Pan Am freight operations.	Commuter Rail	Construction	\$6.7 M	\$48.9 M
Commuter Rail Maintenance Facility Improvements (P1258)	Improvements to maintain a state of good repair for MBTA Commuter Rail facility assets, such as stations and vehicle maintenance facilities, that are essential to providing safe and reliable Commuter Rail Service.	Commuter Rail	Construction	\$4.4 M	\$4.4 M
South-Side Commuter Rail Maintenance Facility (P0863)	Assessment and design for a new Commuter Rail maintenance and layover facility at Readville. Includes design for future construction of multiple maintenance bays within Yard 1 and Upper Yard 2.	Commuter Rail	Design	\$2.2 M	\$9.6 M
Commuter Rail Employee Facility Replacement and State of Good Repair Program (P1305)	Replacement of staff accommodations beyond their useful life for Commuter Rail maintenance-of-way staff, rolling stock maintenance staff, and train crews. In addition to trailers, upgrades include construction of permanent bathrooms and showers.	Commuter Rail	New Project	\$2.0 M	\$2.0 M
Widett Layover and Maintenance Facility - Site Securement (P0952b)	Funding for security and life-safety measures at the site of future Commuter Rail layover facility at Widett Circle in South Boston	Commuter Rail	Design	\$1.7 M	\$2.2 M

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Maintenance and Administrative Facilities Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
Fluid Dispensing System Upgrades (P0622)	Replacement and upgrade of fluid, fuel filling, and dispensing equipment at Boston Engine Terminal in Somerville and Widett S&I Facility in Boston to increase maintenance efficiency at locations where locomotives are serviced and fueled.	Commuter Rail	Construction	\$1.7 M	\$4.0 M
Haverhill Layover Facility Relocation (P0865)	Relocation of the Bradford Layover facility on the Haverhill Line.	Commuter Rail	Design	\$1.5 M	\$5.2 M
Billerica MOW Repair and Storage Facility (P1171)	Funds to design and construct a new, fully accessible Commuter Rail maintenance facility, storage yards, and tracks in Billerica, with eight service bays, wash bay, overhead bridge crane, office space, and employee amenities.	Commuter Rail	Design	\$1.0 M	\$1.1 M
CRMW Wastewater Treatment Plant Compliance Program (P0955)	Funding to support wastewater treatment at the MBTA Commuter Rail Maintenance Facility in Somerville.	Commuter Rail	Planning	\$0.7 M	\$4.7 M
Pawtucket Layover Improvements (P0515)	Improvements to the Pawtucket Layover Facility, including additional roof clearance for catenary installation, an additional track pit on Track 5, sanitary facilities, and welding equipment for repairs.	Commuter Rail	Design	\$0.2 M	\$10.9 M
Southside Service & Inspection Facility Train Wash System (P0640)	Upgrade of Commuter Rail washing systems at Widett Service and Inspection (S&I) Facility in Boston to improve filter wash system and water drainage disposal.	Commuter Rail	Design	\$0.2 M	\$1.7 M
South Station Office Space Restoration (P0838)	Restoration of administrative office space at South Station.	Commuter Rail	Construction	\$0.1 M	\$0.2 M
Retrofit Building for HVAC Shop at BET (P0231)	Installation of roof, siding, roll-up doors for storage shed, and interior and exterior shelving to supplement existing work performed at the HVAC shop at Boston Engine Terminal, the MBTA's main Commuter Rail facility.	Commuter Rail	Construction	\$0.1 M	\$4.4 M
Upgrade HVAC & Exhaust Systems at Widett Circle (P0668)	Upgrades and replacement of HVAC and exhaust systems at Boston Engine Terminal (BET) in Somerville and the Widett Service and Inspection (S&I) Facility in Boston.	Commuter Rail	Construction	\$0.0 M	\$2.5 M

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Maintenance and Administrative Facilities Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
Rochester Improvements (P0657)	Wheel truing machine, track and layover modifications, inspection pit, lighting upgrades, fire suppression systems, and HVAC improvements at the Rochester Commuter Rail Facility in Wareham, MA.	Commuter Rail	Construction	\$0.0 M	\$6.0 M
Neponset Midday Layover Electric Plug-ins (P0258)	Installation of electric plug-ins to supply power to Commuter Rail fleets during midday layover periods at Readville.	Commuter Rail	Design	-	\$3.9 M
Billerica MOW Repair Facility (P0609)	Design and construction of a new maintenance-of-way equipment facility, storage yards, and tracks to provide yard access in Billerica to support Green Line extension project and maintenance needs of the new fleet.	Commuter Rail	Design	-	\$5.0 M
Rochester Facility Vehicle Acceptance Support (P1163)	Infrastructure improvements to the Rochester Commuter Rail facility in Wareham to enable the testing and commissioning of new South Coast Rail coaches.	Commuter Rail	Construction	-	\$14.0 M
Wheel Truing Machine Replacement Project (P0407)	Procurement of wheel truing machine to support Commuter Rail operations and maintenance.	Commuter Rail	Construction	(\$0.0 M)	\$4.2 M
Everett Building 2 Floor Repairs (P1216)	Repairs to the heavily deteriorated structure on the first floor of Everett's Building 2 facility that supports heavy rail service.	Multimodal	Pre-Design	\$18.4 M	\$18.8 M
Everett Main Repair Equipment Upgrade (P0673zb)	Procurement of industry-specific equipment and machinery intended to increase production capacity and efficiency of departments within the Everett Main Repair facility.	Multimodal	Construction	\$3.3 M	\$3.3 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	Multimodal	Design	\$2.8 M	\$2.8 M
E&M Facilities Standpipe Capital Expenses (P1127)	Upgrade of fire suppression systems through the replacement of existing hydrants and installation of a dry fire standpipe system at Cabot Yard, Wellington Carhouse, and Orient Heights Carhouse.	Multimodal	Construction	\$2.0 M	\$2.2 M

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Maintenance and Administrative Facilities Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
Orient Heights Storage and Office Facility (P1221)	Design of a dedicated storage and office facility at the Orient Heights Yard to house skilled tradespeople and to store, repair, and maintain critical signal equipment.	Multimodal	Pre-Design	\$2.0 M	\$2.0 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.	Multimodal	Construction	\$1.0 M	\$2.1 M
Facility Roof Replacement (P0126)	Replacement and repair of roofs at MBTA facilities and on-call contract to support systemwide roof repairs. This project also includes verification of structural capacity and code review to provide modifications if needed.	Systemwide	Construction	\$30.1 M	\$72.5 M
Facilities Improvements On-Call (P1111)*	Small- to medium-sized facility repairs and improvements on an on-call basis. Work takes place at facilities across the system and is prioritized based on safety and operation needs.	Systemwide	Construction	\$19.5 M	\$22.0 M
Systemwide Employee Breakroom and Bathroom Upgrades Program (P1220)	Systemwide improvements and renovations to MBTA's employee breakrooms and bathrooms.	Systemwide	Pre-Design	\$15.0 M	\$15.0 M
Capital Spares Warehousing (P1135)	Lease of a warehouse to serve as a central repository for capital spares.	Systemwide	Design	\$11.3 M	\$15.0 M
OCC Operator Workstation Upgrades and Reconfiguration - FTA Dir 22-6, CAP 6 (P2206a)	Expansion and upgrades of existing Operations Control Center (OCC) to include 21 new stations, video wall with improved viewing angle, and additional training stations in response to the FTA's directives. Includes upgrades to backup OCCs.	Systemwide	Pre-Design	\$11.0 M	\$11.5 M
Systemwide Trailer Replacement Program (P1224)	Systemwide identification of employee-occupied trailers and development of a replacement plan with permanent structures aligned with safety, fire and life safety systems, accessibility, and compliance regulations.	Systemwide	Pre-Design	\$10.4 M	\$10.4 M

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Maintenance and Administrative Facilities Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
Systemwide Fire Suppression Systems Repairs (P1117)	Replacement and upgrade of fire-suppression systems. Includes replacement of standpipe system at Braintree Station, and replacement of sprinkler systems at Albany bus garage and Andrew Station.	Systemwide	Construction	\$9.9 M	\$11.0 M
Systemwide Replacement of Lifts and Cranes (P1215)	Systemwide renewal, replacement, and overhaul of vehicle lifts and cranes. This effort supports bus and train maintenance to help those groups ensure maximum uptime for passenger service.	Systemwide	Pre-Design	\$9.8 M	\$10.0 M
Systemwide Sprinkler & Fire Life Safety Systems - Transit Facilities (P0564)	Professional and construction services for the assessment of fire sprinkler systems, identification and design of replacements, and demolition and construction activities necessary to implement improvements.	Systemwide	Design	\$8.7 M	\$18.4 M
Everett Office Fit Out/Construction (P1256)	Reconfiguration and reconstruction of office space for MBTA staff at Building 2 of the MBTA's Everett facility.	Systemwide	Construction	\$8.4 M	\$9.0 M
45 High Street Master Plan and Systems Resiliency (P0603)	Design of master plan to increase systems resiliency at the 45 High Street facility, which houses the Operation Control Center and Data Center. Includes resiliency plans for future power and communications systems located on site.	Systemwide	Pre-Design	\$7.6 M	\$8.3 M
Systemwide Storage Tank Compliance Program (P0663)*	Upgrade and replacement of fluid storage tanks and associated infrastructure across the MBTA system. Immediate priority work includes permanent closure of existing steel underground tanks and replacement of such tanks at select locations.	Systemwide	Construction	\$5.4 M	\$7.0 M
Rail Wi-Fi (P1156)	Addition of wireless access points to rail maintenance facilities and storage yards to support better tracking of maintenance issues and activities and allow maintenance staff to use tablets for tracking and inspection.	Systemwide	Planning	\$4.7 M	\$5.6 M

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Maintenance and Administrative Facilities Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
Systemwide Pavement Repairs (P1118)	Asphalt and concrete repairs to yards and busways systemwide. Sites include Everett Maintenance Facility, North Quincy busway, Arlington Heights busway, Clarendon Hill busway, Lebanon Loop busway, and numerous manhole and asphalt patch repairs across the system.	Systemwide	Construction	\$4.2 M	\$5.0 M
Facility Safety Improvements (P1219)	Funds to ensure that facilities and buildings are compliant with safety regulations. This includes, but is not limited to, fall-hazard elimination, upgrades to bus entry doorways, maintenance of exhaust fans, and other safety related initiatives.	Systemwide	Pre-Design	\$3.8 M	\$4.0 M
Various Remediation Projects (P0297)*	Funding to support environmental remediation efforts at various maintenance and operational facilities.	Systemwide	Implementation	\$3.0 M	\$3.6 M
Storage Building at South Boston Power Facility (P1217)	Establishment of new, at-grade dedicated storage facility at the South Boston Power Facility to decrease fire risk and increase on-site safety.	Systemwide	Pre-Design	\$2.5 M	\$2.5 M
Transit Facilities Maintenance Capital Expenses (P1300)	Overhauls, renovations, and proactive maintenance on aging capital assets to extend useful life, address deferred maintenance needs, and reduce emergency maintenance needs at transit facilities systemwide.	Systemwide	New Project	\$2.5 M	\$2.5 M
Transit Facilities Maintenance Capital Expenses (P1218)	Renewal and extension of the useful life of assets across transit facilities. These assets include, but are not limited to, heating, ventilation, air-conditioning systems, pump systems, compressed air systems, and exhaust systems.	Systemwide	Pre-Design	\$2.2 M	\$2.5 M
MBTA Electric Vehicle Charging Stations Program (P1302)	Installation of Electric Vehicle Charging Stations for MBTA non-revenue vehicles and customers at MBTA maintenance facilities and stations.	Systemwide	New Project	\$2.1 M	\$2.1 M
Systemwide Water and Drainage System Repairs (P1301)	Updates and repairs to extend the useful life of water and drainage systems, including drain unblocking, piping replacement and repair, and drain maintenance at facilities across the system.	Systemwide	New Project	\$2.0 M	\$2.0 M

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Maintenance and Administrative Facilities Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
Facility Masterplan (P1303)	Development of a masterplan to strategically identify and address State of Good Repair and modernization needs at passenger and workforce-facing facilities.	Systemwide	New Project	\$2.0 M	\$2.0 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.	Systemwide	Design	\$1.7 M	\$2.3 M
E&M Facilities Safety and Reliability Capital Expenses (P1128)	Funding to support a variety of improvements to facilities to be carried out by Transit Facilities Maintenance. Includes replacement of compressed air systems, pump systems, crane and hoist systems, HVAC, exhaust systems, and others.	Systemwide	Construction	\$1.4 M	\$1.6 M
Future of Work - 10 Park Plaza Leasehold Improvements (P1015)	Funding to support leasehold improvements at 10 Park Plaza administrative offices.	Systemwide	Construction	\$1.2 M	\$9.0 M
Wastewater Discharge Infrastructure (P0670)	Systemwide program to inventory, assess, and plan for the rehabilitation of the MBTA's underground pump infrastructure.	Systemwide	Construction	\$1.1 M	\$3.4 M
Charlestown Master Plan (P0616)	Development of a master plan for the MBTA's Charlestown campus. Includes replacements and upgrades to rail shop boiler, steam pipes, sprinkler system, fencing, and environmental cleanup procedures.	Systemwide	Pre-Design	\$1.0 M	\$3.0 M
Transit Facilities Capital Maintenance (P0914)	Systemwide replacement or improvement of bus lifts, cranes, boilers, HVAC components, leaks, cracks, and air, sewer, and exhaust systems, as well as other facility elements that support revenue service and vehicle maintenance.	Systemwide	Construction	\$0.8 M	\$2.5 M
Traction Power Substation Epoxy Floor Replacement (P0905)	Replacement of 30 epoxy floors designed to isolate high currents used to provide power to DC traction service to minimize risks and ensure personnel safety.	Systemwide	Construction	\$0.7 M	\$1.0 M

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Maintenance and Administrative Facilities Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
Facilities - Future of Work Fit-Out/Construction (P1110)	Retrofitting of existing MBTA office space to align with the future of work/hybrid work environment at 10 Park Plaza.	Systemwide	Construction	\$0.7 M	\$5.5 M
45 High Street - Data Center Upgrades (P0097)	Data server upgrades, additional workspace, renovations to Fire Command Center and Security Desk, infill of basement holes carrying train power cables, replacement of actuators and fire dampeners, and installation of HVAC and transformer.	Systemwide	Closeout	\$0.2 M	\$13.7 M
Facility On-Call (P0112)	Facilities improvements related to asphalt repairs, general engineering services, and the reconstruction of the Reservoir Station Busway.	Systemwide	Construction	\$0.2 M	\$27.2 M
Everett Carpentry Shop Relocation (P0673u)	Relocation of the existing carpentry shop at the MBTA's Everett facility to a new building at the same facility. Shop machinery will also be upgraded.	Systemwide	Construction	\$0.0 M	\$0.4 M
10 Park Plaza - Data Center Upgrades (P0096)	Upgrades to data center at 10 Park Plaza administrative offices.	Systemwide	Closeout	\$0.0 M	\$0.8 M
Systemwide Employee Facility Needs and Programming Study (P0661)	Comprehensive analysis of MBTA facilities to prioritize improvements. This project is part of a broader systemwide facility improvement program to achieve a state of good repair at the maintenance and operations facilities.	Systemwide	Planning	-	\$1.0 M
Transit Facility Maintenance Program (P0763)	Funding to support various ad hoc improvements to MBTA transit facilities.	Systemwide	Construction	-	\$2.0 M
Warehouse & Garage Stockroom Security (P0764)	Security improvements to warehouse and garage stockroom facilities.	Systemwide	Closeout	-	\$0.8 M
Office/Facility Renovations - 10 Park Plaza Accessible Bathroom (P1015a)	Construction of an accessible bathroom at 10 Park Plaza administrative offices.	Systemwide	Construction	-	\$1.0 M

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Maintenance and Administrative Facilities Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
HVAC Inspection and Evaluation (P1022)	Systemwide inspection and evaluation of HVAC systems.	Systemwide	Planning	-	\$0.9 M
Quincy Newport Ave Property Acquisition (P1264)	Purchase of property in Quincy, MA with the intent to use as MBTA administrative office space.	Systemwide	Pre-Design	-	\$13.5 M

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Passenger Facilities Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
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.	Red Line	Design	\$49.1 M	\$52.5 M
Alewife Garage Rehabilitation (P0605)	Near-term maintenance needs for Alewife parking garage including repairs to structural elements	Red Line	Construction	\$20.5 M	\$76.0 M
Braintree and Quincy Adams Garage Rehabilitation (P0087)*	Full rehabilitation of the Red Line's Braintree Station and Quincy Adams Station parking garages to extend the operable service life of each facility by forty years.	Red Line	Construction	\$9.0 M	\$129.9 M
Alewife Roof and Flooring Permanent Repairs (P1179)	Post accident temporary and permanent repairs to the Alewife garage, roof, and mezzanine flooring	Red Line	Design	\$7.4 M	\$8.1 M
Wollaston Station / Quincy Center Garage Demolition (P0169)	Complete modernization of Wollaston Station, demolition of the top 3 levels of the Quincy Center parking garage, replacement of one elevator at Quincy Center, and construction of an accessible walkway from Burgin Parkway to Quincy Center Station.	Red Line	Closeout	\$3.1 M	\$102.9 M
Alewife Site and Garage Deconstruction Planning (P0605a)	Conceptual planning activities to investigate scenarios for the future state of Alewife Station, including a feasibility assessment for the deconstruction of the Alewife Garage.	Red Line	Planning	\$2.2 M	\$3.0 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.	Red Line	Construction	\$1.1 M	\$19.5 M
Elevator Program (P0066)	Design and construction funding for elevator improvements on the rapid transit system. Individual elevator projects are separated into unique projects once construction stage is reached.	Red Line	Closeout	\$1.1 M	\$49.4 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.	Red Line	Construction	\$0.5 M	\$13.6 M

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Passenger Facilities Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
Harvard Station Brightening and Improvements (P0895)	Station brightening and related customer-facing improvements at Harvard Station.	Red Line	Closed	-	\$3.4 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.	Orange Line	Design	\$33.5 M	\$33.5 M
Forest Hills Improvement Project (P0163)	Accessibility and state of good repair improvements at Forest Hills Station. Includes elevator replacement, new elevator/stair tower to connect upper and lower busway, accessibility upgrades, station brightening, wayfinding, and platform repairs.	Orange Line	Design	\$26.7 M	\$32.6 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.	Orange Line	Construction	\$0.7 M	\$40.7 M
Oak Grove Elevator 800 Outage - Emergency Shuttle (P1026)	Emergency shuttle to support accessible service at Oak Grove Station due to elevator outage.	Orange Line	Construction	-	\$0.3 M
Downtown Crossing Vertical Transportation Improvements Phase 2 (P0074)	Design and construction of 3 new elevators to provide vertical transfers from the Red Line northbound to the Orange Line southbound platform, and from the Orange Line northbound to the Red Line southbound platform at Downtown Crossing.	Red / Orange Line	Design	\$70.1 M	\$77.8 M
Downtown Crossing Elevator Phase 1 (P0066g)	Installation of two new elevators at Downtown Crossing to meet ADA and BCIL requirements. Includes exit gate improvements, creation of 'points of safety' with fire/smoke rated wall and door assemblies, and a new fire alarm system.	Red / Orange Line	Construction	\$0.0 M	\$19.8 M
Blue Line Studies and Improvements (P0901)	Funding to support various improvements on the Blue Line.	Blue Line	Planning	\$29.7 M	\$20.0 M
Orient Heights Station Drainage and Flood Vulnerability Assessment (P0167)	Funding for integrated drainage model and flood vulnerability assessment of the MBTA Orient Heights maintenance site.	Blue Line	Closeout	\$2.2 M	\$32.9 M

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Passenger Facilities Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
Suffolk Downs Alternatives Analysis (P0631c)	Conduct alternatives analysis and feasibility for a future Suffolk Downs station.	Blue Line	Planning	\$0.7 M	\$1.2 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.	Blue Line	Construction	\$0.2 M	\$6.2 M
Wonderland Parking Facility (P0093)	Replacement of PVC conduit at Wonderland garage elevators and lobbies, transit station, plaza elevators, and egress paths.	Blue Line	Closeout	\$0.1 M	\$11.3 M
Blue Line Flood Protection (P0582)	Development and implementation of measures to prevent flooding on the Blue Line.	Blue Line	Closeout	-	\$0.3 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.	Green Line	Construction	\$102.8 M	\$120.8 M
Newton Highlands Green Line Station Accessibility Project (P0129)*	Accessibility improvements at Newton Highlands Station on the Green Line D Branch, including three ramps covered with canopies, raised platforms, one at-grade pedestrian crossing, site lighting, new platform shelters, and covered bike racks.	Green Line	Design	\$61.0 M	\$67.3 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.	Green Line	Design	\$54.6 M	\$57.5 M
Hynes Convention Center Station (P0626)	Improvements to Hynes Convention Center Station, including upgraded fare gates, egress, wayfinding, and signage; raised platforms; redundant elevators; and electrical, fire, communications, HVAC, plumbing, lighting, and security systems.	Green Line	Design	\$40.1 M	\$45.7 M
Green Line Surface Station Accessibility Improvements (P0890)*	Funds to rebuild Green Line surface stations and related infrastructure on the B, C, D, and E lines to promote ADA compliance and infrastructure improvements aligned with the Green Line's capacity and accessibility studies and analyses.	Green Line	Design	\$25.2 M	\$32.9 M

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Passenger Facilities Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
Green Line D Branch Enhanced Accessibility Improvements (P1232)*	Accessibility improvements on the Green Line D Branch to improve existing station entrances and increase accessibility.	Green Line	Planning	\$22.6 M	\$24.0 M
Green Line E Ink Sign Deployment (P0910)	Installation of solar-powered, electronic ink (E Ink) screens at up to 32 surface-level Green Line stations to provide riders with in-station real-time arrival information.	Green Line	Pre-Design	\$2.9 M	\$3.4 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 Type 10s.	Green Line	Closeout	\$1.3 M	\$31.5 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.	Bus	Implementation	\$24.1 M	\$26.9 M
Bus Priority and Accessibility Improvements (P0613)*	Project includes design and construction of accessibility improvements at bus stops as part of the PATI program, bus priority improvements, and improvements to bus shelters.	Bus	Construction	\$6.5 M	\$48.9 M
Nubian Square Station Circulation and Accessibility Improvements (P0915)	Design of accessible passenger platforms at Nubian Station to allow for a new circulation pattern at the station. The project leverages the City of Boston's street network improvements. Includes signals, striping, and curb modifications.	Bus	Planning	\$5.8 M	\$6.0 M
Bus Stop Accessibility Improvements (PATI Phase 3) (P1109)	The Plan for Accessible Infrastructure (PATI) project addresses bus stops that are unsafe or have significant barriers to accessibility.	Bus	Planning	\$3.0 M	\$3.0 M
Bus Route Safety and Service Improvements (P0044)	Design and construction of accessibility improvements at critical bus stops across 20 municipalities. Improvements include new sidewalks, curbing, accessible landing pads, crosswalks, pavement markings, curb ramps, and pedestrian traffic signals.	Bus	Closeout	\$2.1 M	\$9.5 M

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Passenger Facilities Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
Harvard Square Busway Repairs (P0165)	Rehabilitation of roadway, lighting, signage, drainage, and catenary systems in the Harvard busway and accessibility upgrades to ensure near level boarding for the 71 and 73 buses.	Bus	Closeout	-	\$30.8 M
Bus Stop Customer Satisfaction (P0689c)	Placement of digital displays with real-time bus information and bus stops, near bus stops, and on buses on different lines to test and determine information delivery approaches that increase customer satisfaction and ridership.	Bus	Construction	-	\$1.5 M
Courthouse NE Headhouse (P0858)	Construction of two headhouses at Silver Line's Courthouse Station. 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.	Silver Line	Construction	\$10.5 M	\$21.1 M
Courthouse Station Leaks (P0404)*	Repairs to address sources of water intrusion at Courthouse Station on the Silver Line to achieve a dry, safe, fully functional station interior space.	Silver Line	Construction	\$10.5 M	\$44.1 M
Back Bay Station Ventilation (P0108)	Improvements and upgrades to ventilation, air quality, and electrical power systems on the Commuter Rail and Orange Line platforms at Back Bay station as part of the station concourse's renovations.	Commuter Rail	Design	\$45.5 M	\$59.3 M
Lynn Station and Parking Garage Improvements Phase II (R0071)	Design funding for new elevators, stairs, platform, canopy, and architectural improvements to the station and the intent to acquire and demolish structures under station's viaduct. Existing parking garage will also be replaced by surface parking.	Commuter Rail	Design	\$37.7 M	\$51.3 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.	Commuter Rail	Construction	\$29.2 M	\$67.3 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 to improve accessibility, operations, and service capacity at Worcester Union Station.	Commuter Rail	Construction	\$26.6 M	\$78.3 M

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Passenger Facilities Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
Lynn Station Parking Garage Deconstruction (P1025)	Decommissioning of the closed Lynn Station parking garage.	Commuter Rail	Design	\$22.2 M	\$22.9 M
Natick Center Station Accessibility Project (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 connection to the Cochituate Rail Trail.	Commuter Rail	Construction	\$16.6 M	\$57.0 M
Newton Commuter Rail Stations Design (P0170)	Design of a fully accessible Commuter Rail station in Newton with 400' platform and the potential for either a double-sided or center-running high-level platform.	Commuter Rail	Design	\$12.9 M	\$22.5 M
High Priority Stations Accessibility Improvements Program (P1150)	Design and construction of short-term solutions at several inaccessible stations on the Commuter Rail. This includes, but is not limited to freestanding mini-high-level platforms, detectable warning edges restoration, and accessible path upgrades.	Commuter Rail	Design	\$8.8 M	\$10.8 M
Free-Standing Mini Highs at Inaccessible Stations (P1150a)	Construction of freestanding mini-high platforms, detectable warning edges restoration, and accessible path upgrades at inaccessible stations around the Commuter Rail system, including Wellesley Square, West Medford, Walpole, and Franklin stations.	Commuter Rail	Construction	\$7.9 M	\$8.2 M
Commuter Rail Stations and Facilities On-Call Improvements (P1314)	Construction services on an on-call basis to support both immediate and non-urgent repairs at stations and facilities across the Commuter Rail system.	Commuter Rail	New Project	\$4.0 M	\$4.0 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, joint sealants, and beams.	Commuter Rail	Construction	\$2.8 M	\$17.0 M
Commuter Rail Mini-High Platform Repairs (P0256)	Replacement of existing mini-high platforms at Beverly Depot with free-standing mini-high level platforms.	Commuter Rail	Design	\$2.3 M	\$2.5 M

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Passenger Facilities Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
Attleboro Station Improvements (GATRA) (P0970)	Platform reconstruction, repair of stairs and ramps, and path-of-travel improvements at Attleboro Station on the Providence Line. Includes collaboration with GATRA to support improvements to the station area.	Commuter Rail	Design	\$1.9 M	\$2.4 M
South Attleboro Station Improvements (P0178)	Design for the construction of a new South Attleboro station, to include 800-ft. high-level platforms, three elevators, platform access ramps, a bus bay, egress to Newport Ave., additional parking, improved vehicular circulation, updated lighting.	Commuter Rail	Design	\$1.4 M	\$7.0 M
North Wilmington Station Platform Safety Improvements (P1245)	Relocation and replacement of the platform at the North Wilmington station on the Commuter Rail by an accessible high-level platform. Includes new accessible ramps, canopy, lighting, and wayfinding.	Commuter Rail	Pre-Design	\$1.3 M	\$1.3 M
On-Call Commuter Rail Mini-Highs and Detectable Edge Repair (P0491c)	Installation of freestanding mini-high platforms, detectable warning edges restoration and upgrades, and accessible path upgrades. Includes ramps, wayfinding and accessible parking upgrades at Beverly Depot Commuter Rail Station.	Commuter Rail	Design	\$0.9 M	\$3.0 M
South Station Noise Wall Installation (P1261)	Design and construction of a noise wall along the West side of South Station to reduce sound emitting from trains idling in the platform area.	Commuter Rail	Design	\$0.3 M	\$0.5 M
Lynn Parking Garage Phase 1 (P0090)	Elevator, waterproofing, HVAC, electrical, plumbing, and fire protection system improvements at Lynn Station and parking garage.	Commuter Rail	Closeout	\$0.3 M	\$6.3 M
South Salem Station Study (P1176)	This project includes planning funds for the conceptual design of a South Salem Commuter Rail station.	Commuter Rail	Planning	\$0.3 M	\$0.5 M
Floating Barge / Gangway Systems Overhauls Reconditioning (P0621)	Reconstruction of the Charlestown Ferry's Pier 4 landing. Includes two new steel barges, new aluminum gangways, ramps, platforms, and all removal and installation charges.	Commuter Rail	Construction	\$0.2 M	\$0.8 M
North Andover Commuter Rail Station Feasibility Study (P1244)	Study to determine the feasibility of the construction of a new Commuter Rail station in North Andover.	Commuter Rail	Pre-Design	\$0.1 M	\$0.1 M

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Passenger Facilities Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
Commuter Rail Station Transformation and Revitalization (P0832)	Parking expansion at critical lots and funding for a program to add cameras and connect communications devices at stations using PTC fiber.	Commuter Rail	Construction	-	\$20.0 M
Hingham Ferry Dock Modification (P0078)	Replacement of existing floating dock, access gangway, canopy, and walkways; extension of canopy structure to the Hingham Intermodal Center; and upgraded lighting, safety, and security systems.	Ferry	Design	\$20.7 M	\$24.9 M
Ferry Enhancements and SGR (P0928)*	Improvements to ferryboats and related dock infrastructure, including any necessary emergency repairs and development of a low/no emissions ferry study. Includes reliability, safety, and accessibility improvements across the system.	Ferry	Construction	\$12.4 M	\$12.4 M
Ferry System Improvements (P0077)	Funding to support a number of improvements to Pemberton Pier ferry terminal in Hull.	Ferry	Construction	\$0.3 M	\$0.6 M
Ferry System Improvements - Lovejoy Wharf/BRA (P0815)	Funding to support improvements to Lovejoy Wharf near North Station.	Ferry	Closeout	-	\$0.8 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.	Multimodal	Design	\$128.0 M	\$134.0 M
Track Improvement Program - Piggyback Projects (P1266)	Various improvements to passenger facilities and assets on the right-of-way accomplished as a result of access enabled by the Track Improvement Program.	Multimodal	Construction	\$44.7 M	\$44.7 M
Rapid Transit and Commuter Rail Station Accessibility Improvements (P1252)	Design and construction funding for station renovations and accessibility improvements in the rail network, including elevators and escalators. Funds allocated through the Governor's FFY24 H.1 budget recommendation.	Multimodal	Pre-Design	\$22.9 M	\$22.9 M

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Passenger Facilities Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
Systemwide Emergency Power and Lighting for Passenger Facilities (P1137)	Improvements to power and lighting systems at stations with identified deficiencies.	Multimodal	Pre-Design	\$7.8 M	\$8.0 M
Systemwide Passenger Facility Needs Assessments (R0031)	State of good repair assessment of stations on the rapid transit system (Blue, Green, Orange, and Red Lines) and minor repairs as needed.	Multimodal	Planning	\$4.2 M	\$5.8 M
Back Bay Station Concourse (P1178)	Rehabilitation of Back Bay Station's street level concourse, including repairs to the building envelope, new entrances, improved circulation, lighting, flooring, and new retail and office spaces.	Multimodal	Construction	\$3.5 M	\$3.7 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.	Multimodal	Pre-Design	\$2.3 M	\$2.3 M
Park Street Station Wayfinding Improvements (R0069)	Various improvements to lighting, CCTV placement, wayfinding and illuminated exit signage, Braille signage, floor finishes, benches, and 24 staircases at Park Street. Includes artwork restoration and reopening of Tremont Street's Temple Place stairs.	Multimodal	Construction	\$1.9 M	\$25.9 M
Systemwide Transit Station Overhead Inspections (P1177)	Systemwide inspection and replacement of stations' ceiling tiles.	Multimodal	Pre-Design	\$1.6 M	\$5.0 M
Back Bay Groundwater Remediation (P0181)	Development and implementation of solutions to address groundwater recharge systems at Back Bay.	Multimodal	Construction	\$1.3 M	\$5.0 M
Platform Gap Assessments on Heavy Rail Platforms (P0491d)	Funding for horizontal and vertical gap measurements at every heavy rail station platform while each train is berthed. Program will analyze ADA compliance and provide proper direction to mitigate locations in non-compliance.	Multimodal	Design	\$0.4 M	\$0.6 M
Alewife Wayfinding Improvements (P1248)	Project provides wayfinding measures at Alewife Station to support 128 Business Council shuttles.	Multimodal	Pre-Design	\$0.3 M	\$0.3 M

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Passenger Facilities Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
Ruggles Station Upgrade (P0175)	Addition of a new, 800-ft. Commuter Rail platform to service Track 2 at Ruggles Station. Includes replacement of existing elevators for ease of access, as well as interior and exterior repairs and improvements to station facilities.	Multimodal	Construction	\$0.1 M	\$37.4 M
Park Street Station Wayfinding Improvements (Design) (P0400)	Design of 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 Temple Place stairs.	Multimodal	Closeout	\$0.0 M	\$1.5 M
State Street Elevator Replacement (P0491b)	Replacement of elevator at State Street Station to improve accessibility on the rapid transit system.	Multimodal	Construction	-	\$0.5 M
Transit Station Economic Development Improvements - Norfolk County (P1165)	Funding to support economic development improvements to transit stations in Norfolk County.	Systemwide	Pre-Design	\$31.3 M	\$100.0 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.	Systemwide	Design	\$27.7 M	\$54.7 M
Systemwide Stair Repairs at Passenger Facilities (R0029)*	Inspection, design, and construction for the systemwide repair and replacement of stairs and escalators, prioritized for improvement according to condition.	Systemwide	Construction	\$12.3 M	\$15.0 M
Station Inspection and Improvement Program (P1308)	Station inspections, overhead structural investigations and repairs, station surveys, and station brightening initiatives systemwide.	Systemwide	New Project	\$10.0 M	\$10.0 M
Systemwide Escalator and Elevator Replacement Program (P1225)	Replacement of escalators and elevators systemwide that are in poor condition, have limited parts available, and require replacement as identified in the MBTA's 20-Year Vertical Transportation Capital Plan.	Systemwide	Pre-Design	\$9.8 M	\$15.0 M
Accessibility Improvements (P0491)	Supports a variety of miscellaneous accessibility-related improvements across the system.	Systemwide	Design	\$7.1 M	\$9.0 M

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Passenger Facilities Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
Minor to Moderate Ad Hoc Station Accessibility Improvements (P0639)	Small to medium-scale upgrades at stations throughout the system focused on improving accessibility--including the installation of automated door openers, resolution of noncompliant sidewalks, curb ramps, paths of travel, and inaccessible restrooms.	Systemwide	Construction	\$6.1 M	\$10.7 M
Systemwide Drainage Mapping and Repairs Program (P1227)	Systemwide identification of drainage components at stations and maintenance facilities that require corrective actions to maintain a state of good repair and improve flood resiliency.	Systemwide	Pre-Design	\$5.0 M	\$5.0 M
Systemwide Door Replacement Program (P1228)	Systemwide identification and improvement of doors and frames at facilities that require corrective actions to address fire protection and life safety systems, accessibility, and compliance, as well as state of good repair.	Systemwide	Pre-Design	\$4.9 M	\$5.3 M
Vertical Transportation Safety Modernization (P1226)	Modernization of safety and control components of escalators and elevators systemwide that are not scheduled for replacement.	Systemwide	Pre-Design	\$4.6 M	\$5.0 M
Connectivity and Customer Convenience Program (P0761)	Improvements to bus shelters in poor condition and addition of new bus shelters and amenities for customers and bus operations across the 7,000 bus stops in the MBTA service network.	Systemwide	Design	\$4.5 M	\$9.5 M
Systemwide Facility Needs (P1024)	Funding to support a variety of facility improvements to address identified needs.	Systemwide	Pre-Design	\$3.6 M	\$5.4 M
Systemwide Fire Alarm Upgrades (P1140)	This project will provide major renovations to aging fire alarm systems at Alewife, Beachmont, Davis, Harvard, Porter, North Quincy, Wellington Tower, and Charlestown Bus Wash and Repair.	Systemwide	Pre-Design	\$3.4 M	\$3.5 M
Parking Technology Upgrade Program (P0881a)	Improvements to MBTA's parking access and revenue control equipment at parking garages and surface lots.	Systemwide	Construction	\$2.9 M	\$4.7 M
Pedal & Park System Modernization (P1328)	Modernization of Pedal & Park facilities systemwide, including upgrades to access control systems, wayfinding, and equipment to provide a more efficient and inclusive standard of bike and micromobility parking.	Systemwide	New Project	\$2.5 M	\$2.5 M

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Passenger Facilities Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
Parking Lot Paving - On-Call (P0456)	On-call construction services to support urgent repair/reconstruction needs related to parking lot maintenance and repair work, paving of existing and proposed access roads, bus maintenance areas, bus stops, and ancillary facilities.	Systemwide	Construction	\$2.2 M	\$31.0 M
Parking & Paving Minor Improvements Initiative (P0881b)	Design and implementation of light construction projects to enhance station access and improve rider experience.	Systemwide	Planning	\$2.0 M	\$2.0 M
Systemwide Tactile Paving and Platform Edge Repairs (P1229)	Systemwide inspection, assessment, design, and repairs of tactile paving, platform pavers, and platform edges to ensure station platforms are in sound structural shape and adhering to accessibility guidelines.	Systemwide	Pre-Design	\$1.8 M	\$2.0 M
Parking and Paving II (P0881)	On-call construction services to maintain and repair systemwide parking lots, bus stop maintenance areas, ancillary facilities, paving of existing/proposed access roads; install LED lighting fixtures; and improve parking lot accessibility.	Systemwide	Construction	\$1.6 M	\$7.3 M
Urgent Response On-Call - Stations and Facilities (P1120)	On-call contract to respond to demolition needs systemwide. Sites for demolition include Everett Silo and the old Fellsway Heating Plant building.	Systemwide	Construction	\$0.8 M	\$1.5 M
Commercial Tenant Billing System (P1230)	Installation of remotely readable electricity meters and procurement of a software for automatic billing of 75 commercial billing tenants across the MBTA system.	Systemwide	Pre-Design	\$0.5 M	\$0.5 M
Station Brightening and Map Upgrades (R0132b)	Funds to support station brightening, map upgrades, and other general improvements systemwide. Includes paving of the busway at Kenmore Station and the Town Field busway in Dorchester.	Systemwide	Construction	\$0.2 M	\$6.3 M
Systemwide Bike Racks (P1007)	State of good repair improvements to bike parking locations across the system, as well as upgrades to access technology and Pedal and Park features.	Systemwide	Design	\$0.2 M	\$0.5 M

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Passenger Facilities Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
Wayfinding Improvements - Downtown Crossing, State, Haymarket, and North Station (P0677)	Replacement, repairs, and update of wayfinding signage, tactile edges, lighting, stair treads, and back-house system code, as well as cleaning and painting at Downtown Crossing, State, Haymarket, and North Stations.	Systemwide	Closeout	\$0.2 M	\$79.7 M
MBTA Vertical Transportation Capital 20 Year Plan (P0636)	Assessment of MBTA's nearly 400 elevators and escalators to develop a 20-year capital investment and state of good repair maintenance plan for these assets. The plan will be amended based on work progression and stakeholder feedback.	Systemwide	Planning	\$0.1 M	\$1.3 M
Systemwide Platform Edge Inspections (P0546)	Inspection of rail platform edges throughout the system.	Systemwide	Construction	-	\$1.0 M

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Vehicles Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
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.	Red Line	Construction	\$5.1 M	\$44.0 M
Red Line Selective Systems Replacement (P1262)	The Red Line Vehicle Selective Systems Replacement project will address systems at or nearing the end of their intended service on the existing fleet of Red Line cars.	Red Line	Construction	\$1.9 M	\$2.6 M
Red Line #2 Car - Draft Gear and Coupler Replacement (P0673v)	Replacement of draft gear and coupler on Red Line #2 cars.	Red Line	Construction	\$0.2 M	\$0.7 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.	Orange Line	Construction	\$2.3 M	\$5.9 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.	Red / Orange Line	Construction	\$737.7 M	\$1,221.5 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.	Red / Orange Line	Construction	\$0.3 M	\$0.6 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).	Red / Orange Line	Closeout	-	\$0.9 M
Blue Line Coupler Overhaul (P0673q)	Overhaul of Blue Line couplers to support service reliability.	Blue Line	Construction	\$2.3 M	\$3.3 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.	Blue Line	Construction	\$0.9 M	\$9.7 M

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Vehicles Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 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.	Green Line	Design	\$484.5 M	\$1,000.0 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.	Green Line	Construction	\$19.0 M	\$66.5 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.	Green Line	Construction	\$2.3 M	\$2.5 M
Green Line Type 7 Selective Systems Overhaul Option (P0448)	Overhaul of selective systems on the Green Line Type 7 light rail fleet. Includes new installation of high-speed circuit breakers, public address systems, and other elements.	Green Line	Closeout	\$1.0 M	\$34.9 M
Green Line Vehicle Support (P0673m)	Replacement of car wash at Reservoir Maintenance Facility and creation of transom bearing replacement program for the Green Line Type 8 fleet.	Green Line	Construction	\$0.8 M	\$1.4 M
Green Line Type 7 Midlife Overhaul (P0368)	Selective System Overhaul of the Green Line Type 7 fleet to ensure their continued reliable operation until the type 10 Green Line cars are delivered.	Green Line	Closeout	\$0.8 M	\$127.1 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.	Green Line	Planning	\$0.7 M	\$0.7 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.	Green Line	Pre-Design	\$0.7 M	\$1.3 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.	Mattapan Line	Construction	\$3.8 M	\$6.2 M

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Vehicles Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
PCC Mattapan High Speed Line (Due Diligence and Initial Study) (P0379)	Assessment of existing conditions on the Mattapan Line and study of future needs beyond the useful life of the existing assets.	Mattapan Line	Closeout	-	\$1.2 M
Procurement of 40ft Enhanced Electric Hybrid Buses (P0618)	Procurement of 460 40ft Enhanced Electric Hybrid (EEH) buses to replace 310 40ft diesel buses purchased in 2006-2008 and support more reliable, efficient, and sustainable operations. Includes vehicle testing, warranty, and inspection.	Bus	Construction	\$159.4 M	\$302.9 M
Procurement of 40ft Battery Electric Buses and Related Infrastructure (P0653)	A five year 460 Battery Electric bus contract is being initiated with the purchase of 80 40ft battery electric buses (BEBs) to support bus electrification and replace fleets currently running diesel bus service.	Bus	Design	\$130.0 M	\$136.9 M
Hybrid Bus Overhaul (New Flyer XDE40 - SR1983) (P0911)	Midlife overhaul of major systems and components of 156 40ft hybrid buses to ensure reliable and safe operations that meet FTA requirements. Also includes condition assessment activities for 175 40ft CNG buses, and 45 60ft hybrid buses.	Bus	Planning	\$102.7 M	\$102.7 M
CNG Bus Overhaul (New Flyer XN40 - SR 1982) (P1154)*	Planning for the midlife overhaul of 175 40-foot New Flyer CNG buses delivered 2016 to 2017. These buses require overhaul of major systems and components to ensure continued reliable and safe operations and to meet FTA service life requirements.	Bus	Design	\$53.9 M	\$54.2 M
Hybrid Bus Overhaul (New Flyer XDE40 - SR 1881) (P0860)	Midlife overhaul of major systems and components (e.g., engine, battery upgrade, drive unit, cooling systems, axles, brakes) of 60 40ft BAE hybrid buses to ensure reliable and safe operations and to meet FTA service life requirements.	Bus	Construction	\$29.0 M	\$43.5 M
Virginia DOT 40ft Hybrid Bus Procurement (P0620)	Procurement of 60 40ft buses through a Virginia Department of Transportation bus procurement. All 60 buses are in service.	Bus	Closeout	\$5.6 M	\$57.3 M
Option Order Procurement of New Flyer Hybrid 40ft Buses (P0649)	Procurement of 194 40ft buses with hybrid propulsion to replace an aging fleet and improve fuel economy.	Bus	Closeout	\$5.6 M	\$157.9 M

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Vehicles Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
Bus Fleet Security Camera Upgrade (P1317)	Bus security camera upgrades to 500 vehicles, resulting in a total installation of 4500 cameras.	Bus	New Project	\$3.7 M	\$3.7 M
CM2150 Engine Replacements (P1237)	Engine replacement of approximately 90 New Flyer SR122 buses that have been in service since 2015/2016 to support another 5-7 years of safe and reliable service.	Bus	Construction	\$2.4 M	\$2.4 M
SR1982 & SR2011 Radiator Replacement Project (P1327)	Radiator replacement on the SR1982 & SR2011 bus fleets.	Bus	New Project	\$1.7 M	\$1.7 M
Midlife Overhaul of New Flyer Allison Hybrid 60ft Articulated Buses (P0638)	Overhaul of 25 60ft buses purchased in 2009. Includes major systems and components (e.g., engine, transmission, axles, brakes, suspension, HVAC, flooring).	Bus	Construction	\$1.1 M	\$22.9 M
Hybrid Bus Overhaul (New Flyer XDE40 - SR 2011) (P1155)	Planning for the midlife overhaul of 44 60-foot New Flyer hybrid buses delivered 2016 to 2017. These buses require overhaul of major systems and components to ensure continued reliable and safe operations and to meet FTA service life requirements.	Bus	Pre-Design	\$0.9 M	\$1.0 M
Pilot Procurement of 60ft Battery Electric Buses (P0373)	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 MBTA's BRT Silver Line to support bus electrification.	Bus	Closeout	\$0.8 M	\$12.9 M
Power-Ex Air Compressor Replacement (P0673k)	Replacement of Power-Ex inline air compressors in 219 New Flyer buses.	Bus	Construction	\$0.4 M	\$1.0 M
New Flyer Bus Diesel Particulate Filter and Overhead Set Maintenance (P0673za)	Servicing of 254 New Flyer buses to address recommended diesel particulate filter changeout at 6,500 hours and overhead set valve maintenance at 5,000 hours.	Bus	Pre-Design	\$0.4 M	\$0.6 M
Bus Fleet Secondary Compartment Door Latches (P0673z)	Installation of supplementary door latches on side compartment doors of MBTA bus fleet. Intended to prevent untimely opening of compartment doors while in service.	Bus	Construction	\$0.2 M	\$0.4 M

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Vehicles Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
Bus Fuel Injector Upgrade (P0673a)	Replacement, upgrade, overhaul, and procurement of vehicles' capital equipment and components related to engines, brake and electrical components, command fuel control, monitoring systems, and diesel particulate filters.	Bus	Construction	\$0.1 M	\$1.5 M
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.	Bus	Construction	\$0.0 M	\$1.3 M
New Flyer 40ft Bus Procurement (P0374)	Procurement of 156 Diesel and 175 Compressed Natural Gas (CNG) New Flyer buses to replace existing CNG fleet. All buses are currently in service.	Bus	Closeout	-	\$232.3 M
New Flyer 60ft Hybrid Bus Procurement (P0375)	Procurement of 44 new 60ft hybrid buses to update MBTA's fleet. Includes capital spare parts to support the fleet, mechanical and operator training, and full documentation package for maintenance and materials.	Bus	Closeout	-	\$58.8 M
New Flyer SR1222 & SR1105 A/C Condenser Replacement (P1158)	Replacement of the HVAC condensers on New Flyer SR1105 and SR122 buses to accommodate new EPA regulations and make the vehicles more resilient to extreme heat.	Bus	Pre-Design	-	\$3.0 M
Procurement of 60ft Enhanced Electric Hybrid Buses (P0619)	Procurement of 45 60ft Enhanced Electric Hybrid (EEH) buses to replace aging bus fleet and support Silver Line service on the zero-emissions tunnel, Chelsea gateway expansion, airport operations, and other high-density routes.	Silver Line	Construction	\$10.9 M	\$89.4 M
Procurement of Hyundai Rotem Bi-Level Coaches - Option (P1152)	Procurement of bi-level coaches to replace the 30+-year-old bi-level Commuter Rail coaches currently in use. Also includes partial funding to support the option order of up to 80 additional coaches.	Commuter Rail	Pre-Design	\$203.4 M	\$203.4 M
HSP46 Locomotive Overhaul (P1173)*	Midlife overhaul of 40 HSP46 Locomotives to improve reliability and reduce risk of unplanned maintenance.	Commuter Rail	Planning	\$125.1 M	\$154.1 M

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Vehicles Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
Procurement of 67 Bi-Level Commuter Rail Coaches (P0893)	Procurement of 67 bi-level coaches from Hyundai Rotem to replace existing single-level vehicles due for retirement. Coaches, spares, training, force account and professional service are associated with this portion of the contract.	Commuter Rail	Construction	\$62.1 M	\$276.1 M
Future Rolling Stock (P0918)	Planning funds to support future procurement of 25 electrified or decarbonized Commuter Rail rolling stock to replace the oldest vehicles in the fleet and support rail electrification.	Commuter Rail	Planning	\$45.2 M	\$50.0 M
Rolling Stock - Locomotive and Coach State of Good Repair and Resiliency (P0927)*	Program to upgrade system reliability, correct deficiencies, standardize procedures, and increase equipment availability for Commuter Rail rolling stock through vehicle procurement, testing, service life enhancement, and overhauls.	Commuter Rail	Construction	\$39.1 M	\$61.6 M
F40 Commuter Rail Locomotive Overhaul (P0239)*	Overhaul of 37 F40 Commuter Rail locomotives to improve reliability and reduce risk of unplanned maintenance.	Commuter Rail	Construction	\$21.9 M	\$128.4 M
Kawasaki Bi-Level Coaches Overhaul (P0372)	Midlife overhaul of 24 control trailer coaches (CTCs) and 50 blind trailer coaches (BTCs) produced by Kawasaki. This work addresses brake systems, trucks, cab signals, doors, coupler and draft gear, wheels, axles, batteries, and other elements.	Commuter Rail	Closeout	\$4.9 M	\$132.9 M
Kawasaki Bi-Level Coaches - Overhaul Option (P0371)	Midlife overhaul of 34 blind trailer coaches (BTCs) produced by Kawasaki. This work addresses brake systems, trucks, cab signals, doors, coupler and draft gear, wheels, axles, batteries, and other elements.	Commuter Rail	Closeout	\$3.5 M	\$37.6 M
Coach Refurbishment (P0882)	Provision of qualified maintenance personnel and staff, as well as the tools, supplies, and diagnostic equipment to perform maintenance, repair, inspection, cleaning, and other services on the MBTA's Commuter Rail passenger fleet.	Commuter Rail	Construction	\$3.5 M	\$33.0 M
Procurement of Commuter Rail Locomotives (P0380)	Base procurement of 40 Commuter Rail locomotives to replace aging vehicles in the fleet. All locomotives are in service and contract is closed.	Commuter Rail	Construction	\$1.6 M	\$224.1 M

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Vehicles Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
Remote Monitoring of Rolling Stock Subsystems (P0655)	Procurement and installation of video and monitoring systems on Commuter Rail locomotives and control coaches to improve remote monitoring, provision of critical alerts, vehicle diagnosis, and preventive maintenance.	Commuter Rail	Construction	\$0.8 M	\$6.1 M
Locomotives and Coach Mini-Rehabilitation (P0213)	Overhaul activities to ensure the continued reliability of the MBTA's Commuter Rail locomotive and coach fleets.	Commuter Rail	Construction	\$0.6 M	\$10.3 M
Oil Analytics Initiative (P0647)	Procurement of oil analytics software services and technical support to identify locomotives susceptible to engine failures to avoid impacts to transit service and engine replacement.	Commuter Rail	Construction	\$0.2 M	\$1.9 M
Commuter Rail Legacy Fleet Investment (P0528)	Mechanically focused investments to legacy locomotive and coach fleet to normalize fleet condition; improve reliability, longevity, and asset value; accommodate future ridership growth; and increase performance and customer satisfaction.	Commuter Rail	Construction	\$0.2 M	\$18.4 M
Commuter Rail Rolling Stock Damage Emergency Repairs (P0658)	Funds to procure services and subject matter expertise to assess damages to locomotives and coaches, prepare solicitation packages, and finance required repairs to ensure fleet is repaired in a timely manner for continued and reliable service.	Commuter Rail	Construction	\$0.1 M	\$1.5 M
Commuter Rail Wheel Defect Detection Services (P0529)	Installation of the Wheel Impact Load Detector (WILD) system to detect wheel impacts for targeted replacement on the Fitchburg Main Line in Leominster. Includes power supply extension, cases, wood tie spacing adjustments, and hot box reinstallation.	Commuter Rail	Construction	\$0.1 M	\$2.3 M
NRE Genset Switcher Locomotive Overhaul (P0644)	Overhaul of two switcher locomotives and seven engine/generator modules to support train yard transportation and maintenance of passenger locomotives and coaches. Includes services to perform yearly preventive maintenance on overhauled locomotives.	Commuter Rail	Construction	\$0.1 M	\$1.4 M
Commuter Rail Misc. Equipment (Winter Resiliency) (P0263)	Funding to support purchase of equipment to manage severe winter weather events.	Commuter Rail	Construction	-	\$33.7 M
Hyundai Rotem Coach Procurement (P0363)	Procurement of 75 Hyundai Rotem passenger coaches to support Commuter Rail service.	Commuter Rail	Closeout	-	\$192.5 M

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Vehicles Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
Commuter Rail Locomotive Main Engine Procurement (P0595)	Procurement of spare engines for locomotives to support Commuter Rail service, in partnership with the Rhode Island Department of Transportation	Commuter Rail	Construction	-	\$4.0 M
Procurement of 100 Bi-Level Commuter Rail Coaches (P0652)	Procurement of 100 Bi-Level Commuter Rail coaches to replace aging single-level coaches, expand capacity from 120 to 180 passengers per coach, reduce number of coaches required, and mitigate operational bottlenecks.	Commuter Rail	Planning	-	\$1.3 M
Locomotive Reliability Improvements (P0799)	Overhaul of 16 locomotives, including all mechanical, pneumatic, electrical, and metal work.	Commuter Rail	Construction	-	\$15.3 M
MBTA Catamaran Overhauls (P0633)	Overhaul of two 149-passenger subchapter "T" ferries. Includes end products as well as capital spare parts, manuals, diagnostic test equipment, tools, training, training aids, warranty, and associated materials, equipment, and services.	Ferry	Design	\$11.5 M	\$18.4 M
Procurement of MV Schoodic Explorer Ferry (P1259)	Procurement of a new ferry vessel that will be used as a back-up vessel for the Lynn service and other MBTA ferry routes as necessary. Costs will include a marine survey, sea trials, winterization improvements and capital spares.	Ferry	Procurement	\$8.0 M	\$8.0 M
Ferry Engine Overhaul & Upgrades (P0360)	Replacement of engine components on the MBTA ferry fleet.	Ferry	Construction	\$0.4 M	\$3.2 M
Quincy High Speed Catamaran (P0381)	Procurement and construction of two 150-passenger, high-speed catamarans from Gladding Hearn Shipbuilding to support ferry service. The Champion and Glory catamarans entered service in 2017 and 2018, respectively.	Ferry	Closeout	-	\$13.6 M
Replacement of RIDE Revenue Vehicles (P0656)	Ongoing replacement of RIDE vans and sedans, equipment of the full fleet with reliable in-vehicle technology, and procurement of a maintenance quality control consultant.	Paratransit	Construction	\$51.4 M	\$77.2 M
Heavy Rail Vehicle Conditional and Reliability Assessment (P1151)*	Funds to develop and perform conditional and reliability assessments of the Red Line and Blue Line vehicles. The project will address systems at or nearing the end of their intended service lives, obsolete components, and functional improvements.	Multimodal	Pre-Design	\$88.9 M	\$94.1 M

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Vehicles Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
Reliability Centered Maintenance - Blue, Orange and Red Line (P1162)	Improvements to trucks, brakes, motors, current collectors, propulsion, and auxiliary fuses on the Blue Line and improvements to propulsion, brakes, HVAC, and doors on the Red and Orange Lines.	Multimodal	Pre-Design	\$34.3 M	\$35.4 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.	Multimodal	New Project	\$17.1 M	\$17.1 M
Everett Test Equipment Upgrades (P1159)	Addition of two AC traction motor test cells, two tread brake unit test benches, one air compressor test unit, and a thermal chamber at the Everett Main Repair Facility.	Multimodal	Pre-Design	\$3.0 M	\$3.0 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.	Multimodal	Pre-Design	\$2.5 M	\$2.5 M
Hot Box Detector (P1161)	Addition of hot box detectors to the heavy rail lines. The hot box detector is used to monitor the journal bearings of the heavy rail fleet axles.	Multimodal	Pre-Design	\$2.1 M	\$2.1 M
Bus and RIDE Air Filtration System (P0973)	Installation of in-vehicle air treatment solutions to capture or inactivate airborne viruses on buses and RIDE vehicles.	Multimodal	Construction	\$0.9 M	\$5.0 M
Systemwide Non-Revenue Vehicles Program - Phase 1 (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.	Multimodal	Construction	\$0.1 M	\$16.0 M
Third Rail Jumper (P0673s)	Assessment of third rail jumpers by a third party and recommendation of improvements to safe operating practices.	Multimodal	Construction	-	\$0.1 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.	Systemwide	Closeout	\$41.8 M	\$63.2 M

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Vehicles Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 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.	Systemwide	Procurement	\$17.7 M	\$26.3 M
Maintenance of Way Track Equipment Program (P1313)	Procurement and replacement of track maintenance machines and equipment to assist in track maintenance activities across the system.	Systemwide	New Project	\$8.4 M	\$8.4 M
Revenue Vehicle Capital Maintenance (P0673)	Funding to support revenue vehicle maintenance projects beyond routine preventative maintenance. Previously funded efforts include bus fuel injector, Green Line fleet flooring, and Orange Line rail vehicle component upgrades.	Systemwide	Construction	\$2.5 M	\$2.5 M
Transit Police Fleet Replacement Program (P0666)*	Replacement of police vehicles and equipment to ensure that the Transit Police Department can maintain a safe and reliable fleet of emergency response vehicles.	Systemwide	Procurement	\$1.1 M	\$5.8 M
Hydraulic Wheel Press for Subway Main Repair Facility (P0673o)	Purchase and installation of a new wheel press for the Subway Main Repair Facility. The new state-of-the-art wheel press will improve work efficiency and allow real-time data collection on each wheel installed.	Systemwide	Construction	\$1.0 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.	Systemwide	Construction	\$0.2 M	\$0.3 M
RFID Rail Vehicle Fleet and Components (P0796)	Development, implementation and installation of a Radio Frequency Identification Detection (RFID) system and best-practice model for heavy rail and light rail vehicle maintenance. This system tracks component locations and vehicles.	Systemwide	Construction	\$0.0 M	\$0.6 M
Equipment Lease - Power Department Support (P0673L)	Lease of 17 pieces of non-revenue vehicle equipment to support power-related capital maintenance efforts systemwide.	Systemwide	Closeout	-	\$1.2 M
Non-Revenue Vehicle Repair (P0673w)	Repairs to non-revenue vehicle used to remove and install track ties and ballast on all rail lines.	Systemwide	Closeout	-	\$0.1 M

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Vehicles Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
Emergency Response Vehicle Procurement (P0673x)	Procurement of heavy duty vehicles to support emergency response at rail maintenance facilities.	Systemwide	Design	-	\$0.4 M

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Business and Operational Support Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
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.	Red Line	Implementation	\$15.7 M	\$31.4 M
Red Line TOD District Framework Study (P0939a)	Provides for research, planning services and an assessment of public financing opportunities to fund station capital improvements in transit-oriented development areas along the Red Line that are currently experiencing rapid growth.	Red Line	Planning	\$0.7 M	\$0.7 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.	Orange Line	Implementation	\$8.9 M	\$22.3 M
Orange Line Surge - Support Costs (P1167c)	Shuttle costs, construction of a bus lane on Huntington Ave. between Francis St. and Gainsborough St., and other related costs to support service provision during the Orange Line Surge.	Orange Line	Closeout	-	\$35.4 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.	Green Line	Planning	\$23.0 M	\$61.9 M
Type 10 Operator Simulator Installation (P1105)*	Construction of physical space and infrastructure necessary to accommodate a Type 10 operator training simulator, to be provided by the carbuilder.	Green Line	Pre-Design	\$6.2 M	\$6.4 M
MVSS Camera Technology Refresh Program (P1203)	Replacement of legacy vehicle cameras with latest generation equipment. Includes installation, configuration, and validation of new camera system on priority bus vehicles located at Arborway, Cabot, Charlestown, Quincy, and South Hampton facilities.	Bus	Implementation	\$4.2 M	\$6.8 M
Bus Video Security System Mandatory Platform Upgrade (P1013)	Purchase and installation of new video recording systems on the bus fleet to enable transition to updated security video software. This funding supports the upgrade of 380 buses.	Bus	Implementation	\$3.8 M	\$6.8 M

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Business and Operational Support Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
Transit Supportive Infrastructure Program (P1168)	Program to fund dedicated bus lanes, transit signal priority, bus stops, and accessibility improvements, among other transit-supportive infrastructure. Funds provided through MassDOT's Transit Supportive Infrastructure Partnership.	Bus	Design	\$3.1 M	\$3.5 M
Bus Service Replacement Plan (P0568)	Funding for early phases of the Better Bus Project (BBP), as well as BBP initiatives related to improving internal operations (e.g., scheduling).	Bus	Design	\$1.1 M	\$4.1 M
Chelsea and Everett Cross-Town Route Implementation Planning Study (P1246)	Planning study for new, high-frequency cross-town bus routes in the cities of Chelsea, Everett, Revere, and adjacent municipalities.	Bus	Pre-Design	\$0.6 M	\$0.8 M
Rail Modernization Contract Procurement Support (P1202)	Funds to support legal, technical, and financial advice for the procurement of operational partners to implement the initial phases of Rail Modernization and deliver all-day, bi-directional regional rail and high-frequency urban rail service.	Commuter Rail	Planning	\$10.2 M	\$10.2 M
Rail Modernization Planning (P0934)*	Funding to support conceptual planning of Phase 1 of Regional Rail Modernization, as well as the planning, development, and procurement of the future operating contract(s).	Commuter Rail	Planning	\$4.3 M	\$14.0 M
Durante Wetland Mitigation - Greenbush Expansion Remediation (P1129)*	Mitigation of PCB contamination at the Durante Property and transfer to the Town of Weymouth. This project is part of the Order of Conditions for the Greenbush Commuter Rail Rehabilitation project.	Commuter Rail	Design	\$3.0 M	\$3.3 M
Rail Modernization Planning - EJ Corridor Electrification Conceptual Design (P0934a)	Conceptual design of power systems, substation, signal upgrades, track improvements and associated modifications for environmental permitting, as well as other critical path activities for the electrification of the Environmental Justice Corridor.	Commuter Rail	Pre-Design	\$2.0 M	\$2.0 M
MBTA Suicide Trespass Prevention (P1247)	Training programs to increase employee awareness of rail trespass suicide and improve intervention skills.	Commuter Rail	Pre-Design	\$0.1 M	\$0.1 M
Keolis Flagger Training (P0823)	Temporary funding set up for Keolis to train flaggers.	Commuter Rail	Closeout	-	\$5.5 M

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Business and Operational Support Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
New Paratransit Software Solution (P0643)	Procurement and Implementation of updated software for reserving and scheduling trips on the RIDE. This software will also manage vehicle dispatch and compile reporting data.	Paratransit	Planning	\$6.0 M	\$12.6 M
Implementation of Special Maintenance Repair Plan - Busing and Support Costs (P2204e)	Funding for busing and diversion support costs to support the implementation fo a special maintenance repair plan to reduce the percentage of system track under a speed restriction, in response to the FTA's directives.	Multimodal	Implementation	\$8.0 M	\$57.2 M
Anticipated FTA Directive-Related Capital Costs (P1251)	Funds assigned to cover anticipated costs and scope of work of corrective action plans related to the FTA's findings and additional directives from the federal agency as necessary.	Multimodal	Planning	\$0.1 M	\$0.4 M
Systemwide Force Account (Z0008)	Funding to support force account costs for capital projects.	Multimodal	Planning	-	\$3.0 M
Asset Management Program (P1139)*	Implementation of the MBTA Asset Management Program in accordance with FTA requirements, including asset inventory and condition assessments, updates to the National Transit Database and the Transit Asset Management Plan, and EAMS implementation.	Systemwide	Implementation	\$56.4 M	\$66.7 M
Capital Program XG/Reserve Fund (Z0010)	Reserve funding used to cover unforeseen project costs as they arise.	Systemwide	Planning	\$21.1 M	\$21.8 M
Capital Program Support (P0886)*	Funding for capital support staff in the areas of Change and Claims Management, Field Inspection, Resident Engineering, and Project Controls.	Systemwide	Implementation	\$19.5 M	\$24.0 M
Bond Costs / SOMWBA (P0321)	Funding to support the issuance of MBTA bonds, as well as support for loan financing.	Systemwide	Implementation	\$18.5 M	\$60.6 M
Electrical Safety - Incident Energy Analysis and System Upgrades (P0932)	Funding to assess and address systemwide electrical hazards and cover replacement, improvement, and new material or equipment costs to comply with the Electrical Safety Program and occupational safety and health requirements.	Systemwide	Planning	\$13.7 M	\$16.2 M

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Business and Operational Support Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
OHS Program Development and Implementation (P0645)	Development and implementation of a systemwide Occupational Health and Safety (OHS) program.	Systemwide	Planning	\$12.2 M	\$22.3 M
Surplus and Contingency Funds (Z0007)	Contingency funding set aside to cover unforeseen project costs as they arise.	Systemwide	Planning	\$8.7 M	\$8.7 M
FTA Safety Management Inspection CAP Funding - Asset Management EAM (P1175)	Adoption of the Enterprise Asset Management System (EAM) and deployment of digital tools, software, and training to support state of good repair initiatives and comply with FTA's directives.	Systemwide	Pre-Design	\$7.8 M	\$8.6 M
Workforce Modernization Program - HASTUS (R0128)	Upgrades to the MBTA's workforce scheduling and pick software to support and improve operations and prepare for scheduling of future battery-electric bus (BEB) fleets.	Systemwide	Implementation	\$7.3 M	\$40.5 M
Development of Design Standards and Guidelines (P0690)	Update to the MBTA's Manual of Guidelines and Standards and related documents in a user-friendly electronic format. This manual guides the preparation of plans and specifications for stations, facilities, and infrastructure.	Systemwide	Pre-Design	\$7.2 M	\$10.9 M
Procurement of Document Management System - FTA Dir 22-12 CAP 3 (P2212b)	Procurement, implementation, and comprehensive training of a Document Management System for use across the MBTA. The system will control, store, manage, and safeguard electronic documents for all MBTA departments.	Systemwide	Planning	\$7.0 M	\$7.0 M
Climate Change Vulnerability Assessments and Adaptation Planning (P0680)*	Evaluation of the impacts of climate change and extreme weather events on facilities and systems across all modes and development of adaptation strategies, programs and procedures to address these threats.	Systemwide	Planning	\$6.1 M	\$8.0 M
OHS Steering Committee - PPE and Infrastructure Improvements (P0646)	Funding to support projects designed to bring MBTA facilities and infrastructure into compliance with OSHA standards to create a safer workplace. Sample projects include systemwide fire hydrant repair and fall protection harnesses.	Systemwide	Construction	\$6.0 M	\$19.3 M

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Business and Operational Support Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
Safety Management System (SMS) Implementation (P0931)	Costs associated with implementing the MBTA's Safety Management System (SMS), required in accordance with 49 CFR Part 673 and 220 CMR 151.	Systemwide	Implementation	\$5.9 M	\$11.3 M
Systemwide Security Upgrades (P0676)	Supports the addition of new cameras, access-control devices, and other security equipment and professional services that the Authority deems necessary to ensure the safety of frontline personnel and riders.	Systemwide	Construction	\$5.4 M	\$20.7 M
Capital Program Support - Capital Delivery (P0886b)	Funding for capital support staff in the areas of Change and Claims Management, Field Inspection, Resident Engineering, and Project Controls.	Systemwide	Implementation	\$4.6 M	\$13.3 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.	Systemwide	Pre-Design	\$4.3 M	\$4.3 M
FY21 Homeland Security Funds - Project A (P1019)	Funds provided by the Department of Homeland Security for security enhancements.	Systemwide	Implementation	\$3.9 M	\$8.4 M
FY22 Homeland Security Funds - Project A (P1169)	Funds provided by the Department of Homeland Security for security enhancements.	Systemwide	Design	\$3.3 M	\$4.9 M
Security Facility and Station Hardening (P1147)*	Security upgrades at various stations and facilities, including additional fencing and camera views, facility perimeter fencing, and access control.	Systemwide	Pre-Design	\$3.0 M	\$3.3 M
Systemwide Asset Management Program Phase 3 (P0904)	Continuation of implementing the Asset Management Program in accordance with FTA requirements. Includes professional services, audit, inventory, condition assessments, updates to the National Transit Database, and Transit Asset Management Plan.	Systemwide	Implementation	\$2.6 M	\$9.5 M
Capital Programs Safety Assurance Support (P1201)	Funds to support the capital program safety assurance through proactive safety measures at construction worksites, as well as the development of analytical tools to capture data, draw safety insights, and implement preventive actions.	Systemwide	Pre-Design	\$2.2 M	\$12.5 M

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Business and Operational Support Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
Emergency Management Coordination and Support (P1204)	Emergency management improvements to enhance the MBTA's ability to plan for, respond to, and recover from incidents and events. Incl. threat assessment, planning and preparedness coordination, technology integration, subject matter expert support.	Systemwide	Implementation	\$2.2 M	\$3.0 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 (A&E) Contracts.	Systemwide	Implementation	\$2.1 M	\$8.5 M
Environmental Compliance Management (P0435)	Remediation and removal of contaminated soils, development of permit applications or compliance plans, and installation of compliance equipment such as small treatment plants in order to address small-scale environmental matters.	Systemwide	Implementation	\$1.9 M	\$3.0 M
Operations Control Center Board Upgrade (P1142)	Replacement and upgrade of key elements of the Bus and Rail Operations Control Center real-time information boards and video processing system.	Systemwide	Pre-Design	\$1.8 M	\$1.8 M
Systemwide Climate Resilience Program (P1205)	Planning funds for the development of a resiliency program with solutions for the long-term protection of the Authority's assets against climate change impacts.	Systemwide	Pre-Design	\$1.3 M	\$1.5 M
Capital Program Support - Capital Delivery Multi-Year Contracts (P0886w)	Funding for multi-year capital support initiatives, including a three -year contract with DPU for Building Inspectors and Signmaker IT Software.	Systemwide	Implementation	\$1.2 M	\$2.4 M
Capital Program Support - Capital Planning (P0886d)	Funding to support the Capital Planning program.	Systemwide	Implementation	\$1.2 M	\$1.7 M
Capital Program Support - CPO (P0886a)	Funding to support Capital Program Oversight.	Systemwide	Implementation	\$1.2 M	\$2.3 M
Systemwide TOD Advanced Support Program (P0939)	Funding to support Transit-Oriented Development staff and initiatives linked to planning, coordination, and delivery of public and private projects with funding from third parties that support the MBTA and its facilities.	Systemwide	Implementation	\$1.1 M	\$1.4 M

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Business and Operational Support Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
FY22 Homeland Security Funds - Project B (P1170)	Funds provided by the Department of Homeland Security for security enhancements.	Systemwide	Construction	\$1.1 M	\$2.0 M
Biometric Timeclock Replacement (P1143)	Replacement of approximately 120 handscanners used throughout the system for maintenance employees to clock in and out. Support for the current product is being discontinued, and the selection of a new system is ongoing.	Systemwide	Pre-Design	\$0.8 M	\$0.9 M
Capital Acceleration Support Costs (P0872)	Funding for support services and consulting to advance the deployment of technology solutions that enhance the management and reporting of capital projects.	Systemwide	Implementation	\$0.8 M	\$2.5 M
Stormwater Management Program (P1324)	Development of a stormwater management and permitting program in accordance with EPA standards, including mapping and identifying storm water conveyance systems along MBTA transit lines and support facilities.	Systemwide	New Project	\$0.8 M	\$0.8 M
Wayfinding Materials Research and Specification Updates (P0886u)	Design of guidelines and specifications for permanent and temporary wayfinding materials in use systemwide.	Systemwide	Design	\$0.7 M	\$0.7 M
Employee Quality of Life Initiative (P0533)	Improvements to employee workspaces, development of a new MBTA Intranet, and deployment of digital internal communication signage throughout MBTA-owned facilities.	Systemwide	Construction	\$0.7 M	\$2.9 M
Gap Analysis of Contractor Oversight (P2209b)	Funds to assess gaps, define roles and responsibilities, and develop a staffing plan for the oversight of construction activities led by contractors in response to the FTA's directives.	Systemwide	Implementation	\$0.5 M	\$2.0 M
Systemwide Climate Resilience Program (P1206)	Development of a roadmap to improve redundancy of safety critical communications systems to support service in the event of communications network failures.	Systemwide	Pre-Design	\$0.5 M	\$0.5 M
Infrastructure Asset Management Program Phase 1 (R0020)	Implementation of the Asset Management Program in accordance with FTA req. Includes professional services; audit, inventory, and condition assessments; updates to the National Transit Database (NTD); and the Transit Asset Management Plan (TAMP).	Systemwide	Implementation	\$0.4 M	\$20.1 M

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Business and Operational Support Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
Capital Programs Technical Support Services for Construction Oversight Activities (P2209a)	Funds to evaluate near-term staffing needs and supplement workforce through contracted staff, as needed, to oversee construction activities in response to the FTA's directives.	Systemwide	Pre-Design	\$0.3 M	\$1.1 M
Capital Program Support - ARG Contract Services (P0886x)	DBE monitoring and compliance support including CUF reviews, prompt payment form analysis, and project meeting support.	Systemwide	Implementation	\$0.2 M	\$6.3 M
Asset Condition and Performance Assessments (P0459)	Condition and performance assessments of all MBTA-owned assets to support the MBTA's Asset Management program and compliance with FTA requirements.	Systemwide	Implementation	\$0.1 M	\$4.2 M
Security Technology End of Life Upgrades (P1148)	Replacement of security video workstation laptops that push live feeds of activity happening across the Authority and technology systems at 200 power and communications rooms across the system.	Systemwide	Closeout	\$0.1 M	\$1.5 M
Capital Program Support - Bid Advertising Services (P0886z)	Funding for the advertisement of MBTA Professional Service and Construction Contracts.	Systemwide	Implementation	\$0.1 M	\$0.6 M
Independent Reviews (P0127)	Professional services to support a number of capital maintenance initiatives.	Systemwide	Implementation	\$0.0 M	\$6.9 M
Canine Explosive Detect Program (P0338)	Establishment of a TSA-certified explosive detection canine teams program, providing 24/7 coverage to respond to threats which affect public safety or transportation operations.	Systemwide	Closeout	-	\$0.6 M
MIT Research Agreement (P0557)	Collaboration between the MBTA and MIT to conduct research at the direction of the Authority to improve service planning, operations, and capital delivery.	Systemwide	Implementation	-	\$3.2 M
Occupational Health and Safety (OHS) Program (P0569)	Funding to support the development and implementation of the MBTA's Occupational Health and Safety (OHS) program.	Systemwide	Implementation	-	\$0.8 M

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Business and Operational Support Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
FY17 Homeland Security Funds - Project A (P0571)	Funds provided by the Department of Homeland Security for security enhancements.	Systemwide	Closeout	-	\$0.5 M
FY17 Homeland Security Funds - Project B (P0572)	Funds provided by the Department of Homeland Security for security enhancements.	Systemwide	Closeout	-	\$0.2 M
FY17 Homeland Security Funds - Project C (P0573)	Funds provided by the Department of Homeland Security for security enhancements.	Systemwide	Closeout	-	\$0.1 M
FY17 Homeland Security Funds - Project D (P0574)	Funds provided by the Department of Homeland Security for security enhancements.	Systemwide	Closeout	-	\$2.1 M
FY17 Homeland Security Funds - Project E (P0576)	Funds provided by the Department of Homeland Security for security enhancements.	Systemwide	Closeout	-	\$2.4 M
FY17 Homeland Security Funds - Project F (P0578)	Funds provided by the Department of Homeland Security for security enhancements.	Systemwide	Closeout	-	\$3.2 M
FY17 Homeland Security Funds - Project G (P0579)	Funds provided by the Department of Homeland Security for security enhancements.	Systemwide	Closeout	-	\$0.8 M
MBTA Police - Larimore Computer-Aided Dispatch System Upgrade (P0596)	Upgrades to various modules in the Larimore Public Safety Software System, including Computer-Aided Dispatch (CAD), Record Incident Management, and the addition of Automatic Vehicle Locator.	Systemwide	Closeout	-	\$0.4 M
Lean Strategy Implementation (P0630)	Implementation of a Lean Strategy program to support MBTA operations.	Systemwide	Implementation	-	\$0.4 M
FY18 Homeland Security Funds - Project A (P0833)	Funds provided by the Department of Homeland Security for security enhancements.	Systemwide	Closeout	-	\$3.0 M
FY18 Homeland Security Funds - Project B (P0834)	Funds provided by the Department of Homeland Security for security enhancements.	Systemwide	Closeout	-	\$2.5 M
FY18 Homeland Security Funds - Project C (P0836)	Funds provided by the Department of Homeland Security for security enhancements.	Systemwide	Closeout	-	\$1.2 M

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Business and Operational Support Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
FY19 Homeland Security Funds - Project A (P0875)	Funds provided by the Department of Homeland Security for security enhancements.	Systemwide	Closeout	-	\$0.1 M
FY19 Homeland Security Funds - Project B (P0876)	Funds provided by the Department of Homeland Security for security enhancements.	Systemwide	Closeout	-	\$0.8 M
FY19 Homeland Security Funds - Project C (P0877)	Funds provided by the Department of Homeland Security for security enhancements.	Systemwide	Closeout	-	\$1.8 M
Capital Program Support - CPSI (P0886e)	Funding for capital programs strategic initiatives group, includes safety assurance field observation equipment, IT Software, Outreach to support DBE, SBE, Safety Training and Conferences	Systemwide	Implementation	-	\$0.0 M
ROW-Commercial Assessment (P0894)	Assessment of potential addition of commercial infrastructure (conduit, fiber, access points) to the Fiber Optic Resiliency project along the Commuter Rail right-of-way.	Systemwide	Planning	-	\$1.0 M
Transit Speed & Reliability Toolkit (P0949)	Development of planning and design "toolkit" to help standardize design strategies for improving the speed and reliability of bus service.	Systemwide	Closeout	-	\$0.4 M
FY20 Homeland Security Funds (P0971)	Funds provided by the Department of Homeland Security for security enhancements.	Systemwide	Closeout	-	\$1.1 M
FY21 Homeland Security Funds - Project B (P1020)	Funds provided by the Department of Homeland Security for security enhancements.	Systemwide	Implementation	-	\$2.0 M
Inclusive Outreach Strategy - Accessibility (P1021)	Development of a strategy to improve outreach/engagement among older adults and riders with disabilities, particularly those in underrepresented communities.	Systemwide	Implementation	-	\$0.2 M
Capital Program Safety Assurance (P1164)	Funding to support safety inspections and related personnel, training, reporting, and manual and procedure development.	Systemwide	Pre-Design	-	\$1.0 M
ATTEND Application Replacement Project (P1172)	Modernization of current Employee Attendance Application (ATTEND) with a newer application possessing enhanced functionalities to help support the MBTA's operator attendance and leave policies.	Systemwide	Closeout	-	\$0.3 M

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Business and Operational Support Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
Development of Preventive Maintenance Checklist & Tools (P2212a)	Funds to support identification, documentation, digitization, analysis, and formalization of maintenance procedures and rules in response to the FTA's directives. Includes training and work in the field with front-line and management MBTA personnel.	Systemwide	Implementation	-	\$1.6 M

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Technology and Innovation Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
Green Line - Real Time Tracking (P0266)	Creation of a Green Line Tracking System (GLTS) to provide real-time information to MBTA dispatchers, field inspectors, and riders.	Green Line	Implementation	\$0.3 M	\$15.7 M
Green Line Real Time Crowding (P0706)	Design and engineering of a system to extract real-time train crowding information and share it with riders and MBTA staff to allow boarding of less-crowded cars on Green Line Type 9 cars.	Green Line	Pre-Design	-	\$0.2 M
Automated Passenger Counters (P0693)	Procurement and installation of automated passenger counters (APC) for the MBTA Commuter Rail coach fleet.	Commuter Rail	Construction	\$2.3 M	\$15.0 M
Systemwide Radio and Security Cameras Equipment Replacement (P0848)	Upgrades to existing radio infrastructure used by train operators, dispatchers, and other front-line employees on the Commuter Rail system.	Commuter Rail	Construction	\$0.6 M	\$3.2 M
Onboard Passenger Train Information Systems (PTIS) Modernization (P0829)	Modernization of back-office and on-board components of the Commuter Rail's Passenger Train Information System (PTIS+). Includes replacement of back-end systems and on-board controls on 91 coaches.	Commuter Rail	Implementation	-	\$2.6 M
The RIDE Vehicle Radio Upgrade (P0699)	Replacement of in-vehicle radios with Push-to-Talk software and installation of backup cell phones.	Paratransit	Construction	\$0.3 M	\$0.8 M
TRAC Technology Improvements (P0643a)	One-time technology-related costs to support The RIDE's move to a new call center in 2025.	Paratransit	Implementation	-	\$1.1 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.	Multimodal	Design	\$10.4 M	\$12.8 M
Dispatching Technology for Safety and Bus Modernization (P0689d)	Improvements to TransitMaster bus dispatch system, Skate bus dispatch app, and Glides light rail management app to provide MBTA officials with improved service management tools and give more accurate arrival predictions to riders.	Multimodal	Implementation	\$8.2 M	\$11.3 M
Light Rail Safety Dispatch and Tracking Improvements (P1028)	Assessment of various technologies used to track light rail vehicles to recommend future enhancements that contribute to service safety and reliability.	Multimodal	Implementation	\$2.7 M	\$4.2 M

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Technology and Innovation Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
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.	Multimodal	Design	\$0.3 M	\$1.2 M
Glides 2.0 (P0689p)	Continued improvements to the Glides light rail management app to provide light rail instructors and inspectors with improved service management tools related to real-time data and trend analysis.	Multimodal	Closed	-	\$0.6 M
Fare Transformation (P0265)*	Fare system upgrades and new features that streamlines payments for riders and improves rider experience with updated technology.	Systemwide	Construction	\$488.5 M	\$879.5 M
Systemwide Radio (P0301)*	Upgrade of the MBTA's existing two-way radio system used by MBTA Transit Police and operations personnel. This project includes mobile radios for heavy rail, light rail, and bus vehicles.	Systemwide	Construction	\$123.9 M	\$147.0 M
Fare Transformation – AFC 2025 (P0265b)	Migrates the current Automated Fare Collection (AFC) system from a legacy on-premise solution to a hosted back office environment while also addressing state of good repair and ensuring PCI compliance.	Systemwide	Pre-Design	\$38.2 M	\$61.3 M
PA/ESS Critical Upgrades (P0972)	Major overhaul of the hardware and software that makes up the in-station countdown clocks and PA system.	Systemwide	Planning	\$10.4 M	\$14.5 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.	Systemwide	Implementation	\$7.5 M	\$23.2 M
ACE Network (P0946)	Upgrade a Synchronous Optical Network (SONET) into one Agile Carrier Ethernet-based (ACE) network to streamline technology-related operations.	Systemwide	Construction	\$7.4 M	\$13.0 M
Capital Projects Advancement (P1316)	Upgrades the MBTA's core financial system to improve the MBTA's capital program delivery and administration.	Systemwide	New Project	\$6.3 M	\$6.3 M
Project Connect - Financial Systems Transformation (P0683)*	Upgrade of the MBTA's core financial system, to support the streamlining of business processes for day-to-day finance, accounting, procurement, inventory, and capital project management.	Systemwide	Implementation	\$5.7 M	\$29.3 M

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Technology and Innovation Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
IT Disaster Recovery Plan (P0945)	Establishment of a disaster recovery initiative to enable business continuity and redundancy of our existing Data Centers. This initiative aligns with the TSA Cyber Initiative announced last September.	Systemwide	Design	\$3.7 M	\$7.9 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.	Systemwide	New Project	\$3.3 M	\$3.3 M
Customer Technology Access Initiatives (P0491a)	Funds to support accessibility-related technology projects and pilots. Examples include feasibility assessments to deploy digital screens at elevator entrances and technology testing to support indoor navigation by riders with visual impairments.	Systemwide	Implementation	\$3.1 M	\$4.3 M
IT Infrastructure State of Good Repair (P0944)	Technology refresh of various IT assets, including storage, servers, data network, and telephone systems, to support lifecycle management and maintain assets in a state of good repair.	Systemwide	Construction	\$3.0 M	\$7.4 M
IT Hardware Refresh and New Services (P1307)	Upgrade of IT servers and storage which are reaching the end of their useful lives. The project will also include further enhancement and usage of cloud based, virtual storage.	Systemwide	New Project	\$2.8 M	\$2.8 M
OHS System Improvements (P0542)	Technology upgrades providing secure self-service solutions for protected health information portals to maintain HIPAA compliance, automation for data exchange, dashboard and interface development, and other safety and customer service solutions.	Systemwide	Implementation	\$2.4 M	\$5.6 M
Energy Management System (P0434)	Procurement of an Energy Management System to track, manage, and analyze utility billing, energy consumption, and environmental impact.	Systemwide	Construction	\$2.3 M	\$3.5 M
PMIS Implementation (P0451)	Implementation and maintenance of a project management information software (PMIS) across the Authority to assist with management of capital projects and deliver of digital advancement and strategy.	Systemwide	Implementation	\$2.3 M	\$17.2 M

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Technology and Innovation Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
MBTA Phone System Upgrade and Expansion (P1306)	Replacement and upgrade of the MBTA telephone system software and hardware which supports multiple call centers, offices, and field facilities.	Systemwide	New Project	\$2.1 M	\$2.1 M
Technology Innovation Capital Project (P0689)*	Funding to support technology projects and pilots. Past projects included the Skate mobile bus dispatching app, E Ink real time arrival signs, and light rail speed monitoring and reporting.	Systemwide	Planning	\$1.7 M	\$1.9 M
Rider Service Alerts Resiliency & Improvements (P0689o)	Technology improvements to provide riders with upgraded, real-time service alerts about delays and other disruptions.	Systemwide	Implementation	\$1.5 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 .	Systemwide	Pre-Design	\$1.4 M	\$2.6 M
Digital Transformation Capital Program (P1236)*	Funds set aside for safety-focused technology pilot efforts and strategic implementation of high-impact process and improvements across the MBTA, including digitized forms and training, software development, systems integration, and other elements.	Systemwide	Pre-Design	\$1.3 M	\$1.4 M
MBTA Mobile Application (P1254)	Development of a first-party mobile app (iOS and Android) to provide all MBTA riders with an authoritative source of real-time information.	Systemwide	Pre-Design	\$1.2 M	\$2.3 M
Performance Data Modernization (P0948)	Replacement and upgrade of back-end performance systems to improve tracking and information on vehicles, operations, service performance, quality of transit service, and customer communication while reducing operational and maintenance costs.	Systemwide	Planning	\$1.2 M	\$2.3 M
Data Center Relocation (P1234)	Relocation of the MBTA's datacenter and equipment from 10 Park Plaza to a vendor-hosted facility to achieve a higher degree of fault tolerance and redundancy per the recommendation of a disaster recovery assessment.	Systemwide	Pre-Design	\$1.1 M	\$2.8 M

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Technology and Innovation Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
MCRS2 v17 and Business Process Update (P0637)	Review and development of standardized business processes, reporting tools, and vehicle live monitoring to establish an enterprise CMMS (MCRS) system that consolidates maintenance databases and improves accountability, transparency, and compliance.	Systemwide	Implementation	\$0.8 M	\$5.2 M
Source One Replacement (P1235)*	Migration of the Authority's email archive platform to a new email archiving solution compliant with the Freedom of Information Act.	Systemwide	Planning	\$0.5 M	\$0.8 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.	Systemwide	Design	\$0.4 M	\$0.8 M
Project Evolution (P1311)	Upgrades to the MBTA's technology data infrastructure, including data integration and ETL, data warehousing, and business intelligence.	Systemwide	New Project	\$0.4 M	\$0.4 M
ServiceNow Migration and Configuration (P1325)	Creation of a standalone ServiceNow instance for the MBTA to automate IT services across the enterprise. MBTA and MassDOT currently share an instance of ServiceNow.	Systemwide	New Project	\$0.4 M	\$0.4 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.	Systemwide	New Project	\$0.3 M	\$0.3 M
The Digital Ride (P0689M)	Creation of a unified back-end content management system for all rider-facing digital screens.	Systemwide	Implementation	\$0.3 M	\$1.6 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.	Systemwide	Planning	\$0.2 M	\$0.6 M
Intranet Modernization (P0701)	Replacement of the intranet used by MBTA employees for sharing information and storing reference materials. Includes implementation of TSTOP employee intranet site and the installation of digital signage in MBTA work areas to replace bulletin boards.	Systemwide	Implementation	\$0.1 M	\$0.2 M

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Technology and Innovation Program

Reliability / Modernization

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
T Digital Service (P0544)	Funds to support core customer technology functions and operations, including the MBTA.com website, transit data for Google maps and internal applications, and subway real-time application.	Systemwide	Implementation	\$0.1 M	\$9.0 M
IDCS Readiness (P1130)	Replacement of up to 100 bar code scanners and 35 printers used in warehouses and stockrooms.	Systemwide	Implementation	\$0.0 M	\$0.6 M
AFC 1.0 (P0264)	Ongoing maintenance and support of the current fare system to ensure the continuity of fare collection in anticipation of future upgrades.	Systemwide	Closeout	-	\$8.7 M
Customer Technology Improvements (P0541)	Various improvements to technology assets designed to improve the customer experience.	Systemwide	Closeout	-	\$2.3 M
Document Management and Retrieval D2 (P0588)	Archiving and storage of documents to a cloud-based repository.	Systemwide	Implementation	-	\$4.4 M
Document Scanning and Retrieval (P0695)	Scanning of existing paper-based documentation to store in an electronic format.	Systemwide	Closeout	-	\$0.4 M
Operations Control System Integration (P0859)	Source code additions/modifications for the MBTA Operations Control System (OCS) to support integration of ongoing MBTA capital projects and procurements.	Systemwide	Implementation	-	\$1.5 M
Enterprise HR Automation (P0947)	Streamlining and automation of various HR systems, including the build-out of employee-facing self-service functions and internal HR business processes.	Systemwide	Planning	-	-

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Green Line Extension Program

Expansion

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
Green Line Extension (P0095)	Extension of the northern end of the Green Line from Lechmere to Union Square in Somerville and College Avenue in Medford.	Green Line	Construction	\$197.8 M	\$2,118.6 M
Green Line Extension - Vehicles (P0095a)	Procurement of 24 Type 9 light rail vehicles to support the Green Line Extension. All vehicles have been received and are in service as of July 2021.	Green Line	Closeout	\$17.4 M	\$170.0 M

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South Coast Rail Program

Expansion

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
South Coast Rail Expansion (P0160)	Extension of Commuter Rail service to Fall River, New Bedford, and Taunton on the South Coast of Massachusetts.	Commuter Rail	Construction	\$120.9 M	\$920.8 M
South Coast Rail - Coach Procurement (P0160a)	Procurement of additional coaches to support the expansion of Commuter Rail service to the South Coast. Includes procurement of 16 coaches, spares, training, force account and professional services.	Commuter Rail	Design	\$22.4 M	\$69.0 M
SCR Municipal Fire and Rescue Equipment (P0160b)	Purchase of fire and rescue equipment to support South Coast Rail.	Commuter Rail	Construction	-	\$0.9 M

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Expansion Projects Program

Expansion

Project	Project Description	Primary Mode / Line	Current Phase	FY25-29 Programmed Spend	Total Authorized Budget
Silver Line through Everett (P0868)	Assessment of the feasibility, utility, and service frequency options for a Silver Line extension from Chelsea.	Silver Line	Planning	-	-
Knowledge Corridor (P0100)	Collaboration with MassDOT to upgrade 50 miles of the Pan Am Southern Connecticut River Line between Springfield and East Northfield with new ties, rail, grade crossings, signal systems, bridge and culvert repairs, and station facilities.	Commuter Rail	Closeout	-	\$114.3 M
Fairmount Line Improvements - Blue Hill Ave. Station (P0171)	Construction of Blue Hill Avenue station on the Fairmount Line in the Mattapan neighborhood of Boston. This station opened for passenger service in early 2019.	Commuter Rail	Closeout	-	\$26.6 M
Fairmount/Indigo Commuter Rail Study (P0800)	Study of options for additional stations on the Fairmount Line. This study resulted in the opening of several new stations, the last of which opened for service in 2019.	Commuter Rail	Closeout	-	\$0.4 M
Red-Blue Connector - Planning (P0866)	Blue Line's extension from its terminus at Bowdoin Station to Charles/MGH Station, connecting the Blue and Red Lines. Funded for planning and 30% design only and includes funds allocated through the State's FFY24 budget.	Multimodal	Planning	\$23.4 M	\$29.8 M

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