

# FFYs 2026-30 Transportation Improvement Program (TIP) Amendment Two

				Overall Changes in Funding in TIP		
Project	Proposed Change	Explanation	Section/Funding Source	Current Cost	New Cost	Difference
<b>FFY 2026 Earmark Discretionary Program</b>						
<b>613727:</b> BRAINTREE- RECONSTRUCTION OF ALLEN STREET (MA285)	<b>New Project</b>	This project is funded by a \$3,150,000 federal earmark with \$787,500 in non-federal match. The obligation deadline for this earmark is 9/30/2026. The project has a total budget of \$8,610,285, which is to be funded through a future TIP action.	HPP	\$0	\$3,937,500	\$3,937,500
<b>S13377:</b> QUINCY- RECONSTRUCTION OF TRAFFIC SIGNALS AT SEA STREET AND CODDINGTON STREET ALONG SOUTHERN ARTERY (DESIGN EARMARK)	<b>New Project</b>	This project is funded by a \$500,000 federal earmark with \$125,000 in non-federal match for design work.	HPP	\$0	\$625,000	\$625,000
<b>S13381:</b> CAMBRIDGE- NEIGHBORHOOD ELECTRIC VEHICLE CHARGING INFRASTRUCTURE FOR CAMBRIDGE RESIDENTS (FEDERAL EARMARK)	<b>New Program Year</b>	This project is now programmed in FFY 2026 after previously being programmed in FFY 2025 under Project ID S12992. The project is funded with a \$1,000,000 federal earmark with \$250,000 in non-federal match.	HPP	\$0	\$1,250,000	\$1,250,000
<b>S13382:</b> ARLINGTON- MYSTIC RIVER PATH TO MINUTEMAN BIKEWAY DESIGN (FEDERAL EARMARK MA 284)	<b>New Program Year</b>	This project is now programmed in FFY 2026 after previously being programmed in FFY 2025 under Project ID S13096. The project is funded with a \$1,000,000 federal earmark with \$250,000 in non-federal match.	HPP	\$0	\$1,250,000	\$1,250,000
<b>S13383:</b> MEDFIELD- RECONSTRUCTION OF THE WEST STREET/ROUTE 27 INTERSECTION (FEDERAL EARMARK FOR DESIGN - MA280)	<b>New Project</b>	This project is funded with a \$1,300,000 federal earmark with \$325,000 in non-federal match for design work. This design activity aligns with the construction Project ID# 612807, Medfield-Intersection Improvements at Route 27 and West Street. The construction project is not currently programmed on the TIP.	HPP	\$0	\$1,625,000	\$1,625,000
<b>FFY 2026 Regional Target Program</b>						
<b>S13147:</b> FRAMINGHAM- PRELIMINARY DESIGN OF INTERSECTION IMPROVEMENTS AT ROUTE 126/135/MBTA & CSX RAILROAD CROSSING	<b>Source Change</b>	Due to the nature of the proposed scope of work being more aligned with planning activities than design activities, the source for this project is being changed from STBG to State Planning and Research funds.	PLS	\$1,400,000	\$1,400,000	\$0
<b>FFY 2026 Statewide Highway Program</b>						
<b>610537:</b> BOSTON- ELLIS ELEMENTARY TRAFFIC CALMING (SRTS)	<b>Source Change, Cost Increase</b>	The funding source for this project is changing to incorporate \$391,364 of repurposed FFY 2025 earmark funding. The project was previously funded with \$2,363,537 from the Statewide Highway Program and now has a total federal participating cost of \$2,448,911.	TAP, HPP	\$2,363,537	\$2,057,547	-\$305,990
<b>611997:</b> NEWTON- HORACE MANN ELEMENTARY SCHOOL IMPROVEMENTS (SRTS)	<b>Delay, Cost Increase</b>	This project is being delayed to FFY 2030 based on project readiness. The project scope has increased, leading to the need to alter the project design. The project cost has increased from \$1,519,171 to \$1,762,238 based on a 4% per year inflation factor.	TAP	\$1,519,171	\$0	-\$1,519,171
<b>FFY 2026 Transit Program</b>						
<i>Note: FFY 2026 MBTA project changes are listed in a separate table</i>						
<b>RTD0010591:</b> CATA- REVENUE VEHICLE REPLACEMENT	<b>Source Change, Cost Increase</b>	The funding sources for this project are changing to shift FFY 2026 funds from RTACAP to FTA Section 5339. \$1,800,000 in Section 5339 funding is programmed for the project with \$360,000 in additional Toll Development Credits as the match. RTACAP funding has decreased from \$1,800,000 to \$204,571, and the \$600,000 in FTA Section 5307 funds is unchanged.	FTA SECTION 5307, FTA SECTION 5339, TDC, RTACAP	\$2,400,000	\$2,964,571	\$564,571
<b>FFY 2027 Statewide Highway Program</b>						
<b>612196:</b> BRAINTREE- BRIDGE REPLACEMENT, B-21-067, JW MAHER HIGHWAY OVER MONATQUOT RIVER	<b>Delay, Cost Increase</b>	Based on project readiness, this project is most likely to advertise in FFY 2029 and is being delayed from FFY 2027 as a result. The project cost is increasing to \$13,537,772 from \$12,570,788 based on a 4% per year inflation factor.	NGBP	\$12,570,788	\$0	-\$12,570,788

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<b>612028:</b> STONEHAM- BRIDGE REPLACEMENT S-27-006 (2L2), (ST 28) FELLSWAY WEST OVER I-93	<b>Delay, Cost Increase</b>	Based on project readiness, this project is most likely to advertise in FFY 2028 and is being delayed from FFY 2027 as a result. The project cost is increasing to \$40,730,291 from \$39,221,761 based on a 4% per year inflation factor.	NGBP	\$39,221,761	\$0	-\$39,221,761
<b>609467:</b> HAMILTON- IPSWICH- BRIDGE REPLACEMENT, H-03-002=I-01-006, WINTHROP STREET OVER IPSWICH RIVER	<b>Delay, Cost Increase</b>	Based on project readiness, this project is most likely to advertise in FFY 2028 and is being delayed from FFY 2027 as a result. The project cost is increasing to \$11,822,060 from \$11,384,206 based on a 4% per year inflation factor.	BR-OFF	\$11,384,206	\$0	-\$11,384,206
<b>613099:</b> BOSTON- SLOPE STABILIZATION AND RELATED WORK ON I-93	<b>Delay, Cost Decrease</b>	Based on project readiness, this project is most likely to advertise in FFY 2028 and is being delayed from FFY 2027 as a result. The project cost is decreasing to \$3,141,072 from \$3,247,991	PROTECT	\$3,247,991	\$0	-\$3,247,991
<b>612804:</b> DEDHAM- IMPROVEMENTS AT AVERY ELEMENTARY (SRTS)	<b>Delay, Cost Increase</b>	Due to the replacement of a water main in the project area, the advertising date for this project is being shifted to FFY 2029. The project cost is increasing to \$2,886,070 from \$2,566,884.	TAP	\$2,566,884	\$0	-\$2,566,884
<b>612894:</b> FRAMINGHAM- IMPROVEMENTS AT HARMONY GROVE ELEMENTARY SCHOOL (SRTS)	<b>Delay, Cost Increase</b>	Based on project readiness, this project is most likely to advertise in FFY 2028 and is being delayed from FFY 2027 as a result. The project cost is increasing to \$1,715,521 from \$1,651,982.	TAP	\$1,651,982	\$0	-\$1,651,982
<b>613121:</b> EVERETT- TARGETED MULTI-MODAL AND SAFETY IMPROVEMENTS ON ROUTE 16 (DESIGN ONLY)	<b>Delay, Cost Increase</b>	The advertising date for this project is shifting to FFY 2028 from FFY 2027 due to the scheduling of a project information meeting. The project cost is increasing to \$10,529,266 from \$8,662,582.	NFP, HSIP	\$8,662,582	\$0	-\$8,662,582
<b>612599:</b> LYNN- TARGETED SAFETY AND MULTIMODAL IMPROVEMENTS (PLAYBOOK PRIORITY CORRIDORS)	<b>Delay</b>	The project's advertising year has shifted to FFY 2028 from FFY 2027 due to complications associated with right-of-way.	HSIP, VUS	\$8,000,000	\$0	-\$8,000,000
<b>FFY 2028 Earmark Discretionary Program</b>						
<b>613164:</b> BOSTON- MILTON- NEW BRIDGE AND SHARED-USE PATH CONSTRUCTION OVER NEPONSET RIVER AT OSCEOLA STREET	<b>Source Change, Cost Increase</b>	This project now includes \$1,100,000 in repurposed FFY 2025 earmark funds with \$311,205 in non-federal match. The Statewide Highway-funded component of the project is unchanged at \$4,965,462.	HPP	\$0	\$1,411,205	\$1,411,205
<b>FFY 2028 Statewide Highway Program</b>						
<b>612028:</b> STONEHAM- BRIDGE REPLACEMENT S-27-006 (2L2), (ST 28) FELLSWAY WEST OVER I-93	<b>Delay, Cost Increase</b>	Based on project readiness, this project is most likely to advertise in FFY 2028 and is being delayed from FFY 2027 as a result. The project cost is increasing to \$40,730,291 from \$39,221,761 based on a 4% per year inflation factor.	NGBP	\$0	\$40,730,291	\$40,730,291
<b>609467:</b> HAMILTON- IPSWICH- BRIDGE REPLACEMENT, H-03-002=I-01-006, WINTHROP STREET OVER IPSWICH RIVER	<b>Delay, Cost Increase</b>	Based on project readiness, this project is most likely to advertise in FFY 2028 and is being delayed from FFY 2027 as a result. The project cost is increasing to \$11,822,060 from \$11,384,206 based on a 4% per year inflation factor.	BR-OFF	\$0	\$11,822,060	\$11,822,060
<b>606901:</b> BOSTON- BRIDGE REPLACEMENT, B-16-109, RIVER STREET BRIDGE OVER MBTA/AMTRAK	<b>Delay, Cost Increase</b>	Based on project readiness, this project is most likely to advertise in FFY 2028 and is being delayed from FFY 2027 as a result. The project cost is increasing to \$16,316,192 from \$15,711,888 based on a 4% per year inflation factor.	NGBP	\$0	\$16,316,192	\$16,316,192
<b>613099:</b> BOSTON- SLOPE STABILIZATION AND RELATED WORK ON I-93	<b>Delay, Cost Decrease</b>	Based on project readiness, this project is most likely to advertise in FFY 2028 and is being delayed from FFY 2027 as a result. The project cost is decreasing to \$3,141,072 from \$3,247,991	PROTECT	\$0	\$3,141,072	\$3,141,072
<b>612894:</b> FRAMINGHAM- IMPROVEMENTS AT HARMONY GROVE ELEMENTARY SCHOOL (SRTS)	<b>Delay, Cost Increase</b>	Based on project readiness, this project is most likely to advertise in FFY 2028 and is being delayed from FFY 2027 as a result. The project cost is increasing to \$1,715,521 from \$1,651,982.	TAP	\$0	\$1,715,521	\$1,715,521
<b>613121:</b> EVERETT- TARGETED MULTI-MODAL AND SAFETY IMPROVEMENTS ON ROUTE 16 (DESIGN ONLY)	<b>Delay, Cost Increase</b>	The advertising date for this project is shifting to FFY 2028 from FFY 2027 due to the scheduling of a project information meeting. The project cost is increasing to \$10,529,266 from \$8,662,582.	NFP, HSIP	\$0	\$10,529,266	\$10,529,266
<b>612599:</b> LYNN- TARGETED SAFETY AND MULTIMODAL IMPROVEMENTS (PLAYBOOK PRIORITY CORRIDORS)	<b>Delay</b>	The project's advertising year has shifted to FFY 2028 from FFY 2027 due to complications associated with right-of-way.	HSIP, VUS	\$0	\$8,000,000	\$8,000,000
<b>FFY 2029 Statewide Highway Program</b>						
<b>612196:</b> BRAINTREE- BRIDGE REPLACEMENT, B-21-067, JW MAHER HIGHWAY OVER MONATIQUE RIVER.	<b>Delay, Cost Increase</b>	Based on project readiness, this project is most likely to advertise in FFY 2029 and is being delayed from FFY 2027 as a result. The project cost is increasing to \$13,537,772 from \$12,570,788 based on a 4% per year inflation factor.	NGBP	\$0	\$13,537,772	\$13,537,772

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<b>612804: DEDHAM- IMPROVEMENTS AT AVERY ELEMENTARY (SRTS)</b>	<b>Delay, Cost Increase</b>	Due to the replacement of a water main in the project area, the advertising date for this project is being shifted to FFY 2029. The project cost is increasing to \$2,886,070 from \$2,566,884.	TAP	\$0	<b>\$2,886,070</b>	<b>\$2,886,070</b>
<b>FFY 2030 Statewide Highway Program</b>						
<b>611997: NEWTON- HORACE MANN ELEMENTARY SCHOOL IMPROVEMENTS (SRTS)</b>	<b>Delay, Cost Increase</b>	This project is being delayed to FFY 2030 based on project readiness. The project scope has increased, leading to the need to alter the project design. The project cost has increased from \$1,519,171 to \$1,762,238 based on a 4% per year inflation factor.	TAP	\$0	<b>\$1,762,238</b>	<b>\$1,762,238</b>
<p>BR-OFF = Off-System Bridge. CATA = Cape Ann Transportation Authority-FFY = Federal Fiscal Year. FTA = Federal Transit Administration.HPP = Highway Performance Program. HSIP = Highway Safety Improvement Program. MBTA = Massachusetts Bay Transportation Authority. NFP = National Freight Program. NGBP = Next Generation Bridge Program. PLS = State Planning Funds. PROTECT = Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation. RTACAP = Regional Transit Authority Capital. SRTS = Safe Routes to Schools. TAP = Transportation Alternatives Program. TDC = Toll Development Credits. TIP = Transportation Improvement Program. VUS = Vulnerable User Safety.</p>						

MBTA Capital Program - Federal Funding  
FFY 2026-2030 Transportation Improvement Program (TIP) Amendment - December 2025

Federal Funding Program		ALI	2026	2027	2028	2029	2030	FFY26-30 Total (Federal)	FFY26-30 Total (Incl. Match)
<b>5307</b>			<b>\$398,512,171</b>	<b>\$145,909,196</b>	<b>\$145,909,196</b>	<b>\$145,909,196</b>	<b>\$145,909,196</b>	<b>\$982,148,956</b>	<b>\$1,227,686,195</b>
Bridge & Tunnel Program	12.24.05	\$	-	\$7,800,000	\$7,800,000	\$7,800,000	\$7,800,000	\$31,200,000	\$39,000,000
Revenue Vehicle Program	12.12.00	\$	228,962,210	\$48,909,429	\$48,909,429	\$48,909,429	\$48,909,429	\$424,599,924	\$530,749,905
Signals/Systems Upgrade Program	12.63.01	\$	114,726,857	\$37,272,756	\$37,272,756	\$37,272,756	\$37,272,756	\$263,817,881	\$329,772,351
Stations and Facilities Program	12.34.00	\$	54,823,104	\$51,927,012	\$51,927,012	\$51,927,012	\$51,927,012	\$262,531,151	\$328,163,939
<b>5337</b>			<b>\$477,722,846</b>	<b>\$224,506,694</b>	<b>\$224,506,694</b>	<b>\$224,506,694</b>	<b>\$224,506,694</b>	<b>\$1,375,749,622</b>	<b>\$1,719,687,028</b>
Bridge & Tunnel Program	12.24.05	\$	100,756,894	\$73,337,628	\$73,337,628	\$73,337,628	\$73,337,628	\$394,107,405	\$492,634,256
Revenue Vehicle Program	12.12.00	\$	148,353,132	\$82,879,905	\$82,879,905	\$82,879,905	\$82,879,905	\$479,872,754	\$599,840,942
Signals/Systems Upgrade Program	12.63.01	\$	117,117,426	\$37,120,776	\$37,120,776	\$37,120,776	\$37,120,776	\$265,600,530	\$332,000,663
Stations and Facilities Program	12.34.00	\$	111,495,395	\$31,168,385	\$31,168,385	\$31,168,385	\$31,168,385	\$236,168,934	\$295,211,167
<b>5339</b>			<b>\$24,791,953</b>	<b>\$6,322,602</b>	<b>\$6,322,602</b>	<b>\$6,322,602</b>	<b>\$6,322,602</b>	<b>\$50,082,361</b>	<b>\$62,602,951</b>
Bus Program	11.14.00	\$	24,791,953	\$6,322,602	\$6,322,602	\$6,322,602	\$6,322,602	\$50,082,361	\$62,602,951
<b>FFY26-30 FTA Formula Funding</b>			<b>\$901,026,970</b>	<b>\$376,738,492</b>	<b>\$376,738,492</b>	<b>\$376,738,492</b>	<b>\$376,738,492</b>	<b>\$2,407,980,939</b>	<b>\$3,009,976,174</b>
<b>Other Federal</b>			<b>\$2,625,617,011</b>	<b>\$162,500,000</b>	<b>\$162,500,000</b>	<b>\$162,500,000</b>	<b>\$147,500,000</b>	<b>\$3,260,617,011</b>	<b>\$5,398,777,101</b>
RRIF Financing - PTC/ATC/Fiber	12.63.01		\$27,785,333	\$0	\$0	\$0	\$0	\$27,785,333	\$27,785,333
RRIF/TIFIA Financing Program (Potential)	12.24.05		\$162,500,000	\$162,500,000	\$162,500,000	\$162,500,000	\$147,500,000	\$797,500,000	\$797,500,000
Green Line CIG-Core Capacity (Proposed Funding)	12.23.03		\$2,037,671,038	\$0	\$0	\$0	\$0	\$2,037,671,038	\$4,075,342,077
Attleboro Station Improvements (GATRA)	12.34.02		\$516,277	\$0	\$0	\$0	\$0	\$516,277	\$645,346
Lynnway Multimodal Corridor (RAISE)	11.23.01		\$20,250,000	\$0	\$0	\$0	\$0	\$20,250,000	\$27,000,000
Lower Broadway Everett Corridor (RAISE)	11.23.01		\$22,400,000	\$0	\$0	\$0	\$0	\$22,400,000	\$28,000,000
North Station Draw 1 Bridge Repl. (FFY26 MEGA)	12.23.05		\$189,064,729	\$0	\$0	\$0	\$0	\$189,064,729	\$236,330,911
Quincy Squantom Point Park Ferry Pier (Ferry)	12.34.05		\$4,224,246	\$0	\$0	\$0	\$0	\$4,224,246	\$5,415,699
JFK/UMass Station Improvement - Planning (RCP)	12.31.02		\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000	\$2,500,000
Lynn Broad Street Corridor TSP (CPF)	11.23.01		\$220,000	\$0	\$0	\$0	\$0	\$220,000	\$220,000
Procurement of 40ft BEBs (CRP)	11.43.02		\$2,893,261	\$0	\$0	\$0	\$0	\$2,893,261	\$3,616,576
Quincy Bus Maintenance Facility (CRP)	11.43.02		\$4,716,893	\$0	\$0	\$0	\$0	\$4,716,893	\$5,896,116
Fairmount Line Decarbonization (CRP)	12.23.03		\$21,968,063	\$0	\$0	\$0	\$0	\$21,968,063	\$27,460,079
Systemwide Flood Mitigation (PROTECT)	12.33.03		\$4,000,000	\$0	\$0	\$0	\$0	\$4,000,000	\$5,000,000
Lynn Station Improvements (STP)	12.34.02		\$27,445,731	\$0	\$0	\$0	\$0	\$27,445,731	\$34,307,164
Columbus Ave. Bus Lane Ph. II (CMAQ)	11.23.01		\$27,240,000	\$0	\$0	\$0	\$0	\$27,240,000	\$34,050,000
Lynn Broad Street Corridor TSP (CMAQ)	11.23.01		\$238,240	\$0	\$0	\$0	\$0	\$238,240	\$297,800
Jackson Sq. Station Access Impr. (CMAQ)	12.34.02		\$26,800,000	\$0	\$0	\$0	\$0	\$26,800,000	\$33,500,000
Rail Transformation - Early Action CMAQ)	12.24.03		\$16,000,000	\$0	\$0	\$0	\$0	\$16,000,000	\$20,000,000
Central Station Accessibility Project (CMAQ)	12.33.02		\$4,000,000	\$0	\$0	\$0	\$0	\$4,000,000	\$5,000,000
Nubian Square Bus Circulation Improv. (CMAQ)	12.33.01		\$4,000,000	\$0	\$0	\$0	\$0	\$4,000,000	\$5,000,000
Pedal & Park System Modernization (CMAQ)	12.43.42		\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000	\$2,500,000
Bus Priority and Accessibility - PATI (CMAQ)	11.23.01		\$800,000	\$0	\$0	\$0	\$0	\$800,000	\$1,000,000
MBTA Catamaran Overhaul (CMAQ, FBP)	11.15.33		\$2,107,200	\$0	\$0	\$0	\$0	\$2,107,200	\$2,634,000

Natick Center Station Accessibility (CMAQ)	12.34.02	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000	\$2,500,000
Wellesley Station Upgrades (CMAQ)	12.34.02	\$4,000,000	\$0	\$0	\$0	\$0	\$4,000,000	\$5,000,000
Railroad Crossing Elimination Program (FRA)	12.23.01	\$4,000,000	\$0	\$0	\$0	\$0	\$4,000,000	\$5,000,000
714/716 Bus Route Extension (CMAQ)	11.23.01	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000	\$1,875,000
South Salem Station - Planning (RAISE)	12.32.02	\$2,776,000	\$0	\$0	\$0	\$0	\$2,776,000	\$2,776,000
Wellesley Commuter Rail ADA Compliance (CPF)	12.32.02	\$500,000	\$0	\$0	\$0	\$0	\$500,000	\$625,000
<b>FFY26-30 Total Federal Funding</b>		<b>\$3,526,643,981</b>	<b>\$539,238,492</b>	<b>\$539,238,492</b>	<b>\$539,238,492</b>	<b>\$524,238,492</b>	<b>\$5,668,597,950</b>	<b>\$8,408,753,275</b>

Note:

FTA formula funds (5307, 5337 and 5339) are based on estimated apportionments for FFY26-30. FFY26 includes unobligated fund carryover as of 9/30/25.

TIP programs and projects are based on the FY26-30 CIP and planned federal obligations as of Dec-25. Adjustments may be made to federal projects and budgets as the FY27-31 CIP is developed.

The Activity Line Item (ALI) codes are preliminary only and generally reflect the bulk of the TIP program. Within a program there may be several different ALI codes used.

RRIF loan funding for the PTC/ATC/Fiber Resiliency project is based on the currently planned drawdown schedule and is subject to change.

RRIF/TIFIA financing program funding is an initial estimate and will be refined as projects are identified and loans are finalized with the Build America Bureau.

The "Green Line CIG-Core Capacity (Proposed Funding)" line item represents a preliminary estimate of the MBTA's future FTA CIG-Core Capacity grant application and is a demonstration of the MBTA's participation in the discretionary program. If awarded, this grant would support a number of Green Line Projects intended to increase system capacity by no less than 10%. Each Project will be funded by a combination of FTA Core Capacity grant funds, FTA Boston UZA formula funds and MBTA local match. This line item only reflects the proposed Core Capacity funding. Projects P0591b, P0920, P0922, P0923, P0924, P1010b, P1010c, P1011, P1101, P1103, P1334, P1336, and P1338 are approved in the transit element of the endorsed FFY26-30 Boston Region TIP and the Transit Investment Report of the FFY26-30 Massachusetts STIP. These Projects are elements of the MBTA's Core Capacity application and are identified in the table above. Through the MBTA CIP, Boston Region TIP, and Massachusetts STIP, MBTA has committed the use of \$211,020,142 of Boston UZA 5307 formula funding to support the completion of these projects. Upon award, Projects, budgets, and funding sources will be amended as required.

MBTA Federal Capital Program - FTA Formula Funds  
FFY 2026-2030 TIP Amendment - Project List and Descriptions (80% Federal Share) - December 2025

Funds	TIP Program	CIP ID#	Project Name	FFY25	FFY26-30	Total (Federal)	Project Description
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**5307 - Bridge and Tunnel**

5307	Bridge and Tunnel	P1107	Bridge Program Pipeline - Rehabilitation, Repair and Replacement	\$0	\$31,200,000	\$31,200,000	This program uses information provided through the bridge inspection and load rating program to design and construct, prioritized bridge rehabilitation, repair, or replacement projects.
				\$0	\$31,200,000	\$31,200,000	

**5307 - Revenue Vehicles**

5307	Revenue Vehicles	P0369	Green Line Type 10 Vehicle Replacement Program	\$117,148,359	\$82,549,546	\$199,697,906	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.
5307	Revenue Vehicles	P0618	Procurement of 40ft Enhanced Electric Hybrid Buses	\$11,401,022	\$67,924,158	\$79,325,180	Procurement of up to 160 40ft Enhanced Electric Hybrid (EEH) buses to initiate the replacement of the 40ft diesel buses purchased in 2006-2008 and support more reliable, efficient, and sustainable operations. Includes vehicle testing, warranty, and inspection.
5307	Revenue Vehicles	P0649	Option Order Procurement of New Flyer Hybrid 40ft Buses	\$253,666	\$0	\$253,666	Procurement of 194 40ft buses with hybrid propulsion to replace an aging fleet and improve fuel economy.
5307	Revenue Vehicles	P0652	Procurement of 100 Bi-Level Commuter Rail Coaches	\$0	\$1,021,532	\$1,021,532	Procurement of 100 Bi-Level Commuter Rail coaches to replace aging single-level coaches, expand capacity from 120 to 180 passengers per coach, reduce the number of coaches required, and mitigate operational bottlenecks.
5307	Revenue Vehicles	P0653	Procurement of 40ft Battery Electric Buses and Related Infrastructure	\$0	\$1,742,033	\$1,742,033	Procurement of up to 460 40ft battery electric buses (BEBs), including an initial purchase of 80 buses, to support bus electrification and replace fleets currently running diesel bus service.
5307	Revenue Vehicles	P0860	Hybrid Bus Overhaul (New Flyer XDE40 - SR 1881)	\$1,440,000	\$0	\$1,440,000	Midlife overhaul of major systems and components (engine, battery upgrade, drive unit, cooling systems, axles, brakes) of 60 40ft BAE hybrid buses to ensure reliable and safe operations and to meet FTA service life requirements.
5307	Revenue Vehicles	P0911	Hybrid Bus Overhaul (New Flyer XDE40 - SR1983)	\$36,646,212	\$1,448,709	\$38,094,921	Midlife overhaul of major systems and components for 156 40ft hybrid buses to ensure reliable and safe operations that meet FTA requirements.
5307	Revenue Vehicles	P1154	CNG Bus Overhaul (New Flyer XN40 - SR 1982)	\$2,011,874	\$4,651,925	\$6,663,799	Midlife overhaul of 175 40-foot New Flyer CNG buses delivered from 2016 to 2017. These buses require overhaul of major systems and components to ensure continued reliable and safe operations and to meet FTA service life requirements.
5307	Revenue Vehicles	P1154a	CNG Bus Overhaul (In-House)	\$13,770,998	\$22,951,662	\$36,722,660	Midlife overhaul of 175 40-foot New Flyer CNG buses delivered from 2016 to 2017. These buses require overhaul of major systems and components to ensure continued reliable and safe operations and to meet FTA service life requirements.
5307	Revenue Vehicles	P1155	Hybrid Bus Overhaul (New Flyer XDE40 - SR 2011)	\$30,518,228	\$800,000	\$31,318,228	Midlife overhaul of 44 60-foot New Flyer hybrid buses delivered from 2016 to 2017. These buses require overhaul of major systems and components to ensure continued reliable and safe operations and to meet FTA service life requirements.
5307	Revenue Vehicles	P1162	Reliability Centered Maintenance - Blue, Orange and Red Line	\$11,621,370	\$2,899,630	\$14,521,000	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.
5307	Revenue Vehicles	P1162a	Reliability Centered Maintenance - Bus Fleet	\$4,150,480	\$9,648,520	\$13,799,000	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.

\$228,962,210	\$195,637,714	\$424,599,924
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#### 5307 - Signals and Systems

5307	Signals and Systems	P0285	Signal Program - Red/Orange Line	\$2,800,000	\$0	\$2,800,000	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.
5307	Signals and Systems	P0857	Mattapan High-Speed Line Transformation	\$55,352,338	\$36,276,158	\$91,628,496	This project provides repairs, accessibility improvements, power upgrades, and other infrastructure investments on the Mattapan Line.
5307	Signals and Systems	P0912	Systemwide Tunnel Flood Mitigation Program	\$4,000,000	\$46,218,449	\$50,218,449	This project provides planning, training, and infrastructure improvements for MBTA tunnels to improve their resiliency to flooding.
5307	Signals and Systems	P0912c	Silver Line Tunnel Flood Mitigation	\$2,973,240	\$2,626,760	\$5,600,000	Flood mitigation to protect identified vulnerabilities along the Silver Line against future flood events.
5307	Signals and Systems	P0940	Rail Modernization - Early Action Items	\$12,000,000	\$0	\$12,000,000	Design and construction of early action upgrades for power, track, stations, and accessibility on the Fairmount, Providence/Stoughton, Newburyport/Rockport, Haverhill, Fitchburg, and Lowell Lines to enhance service reliability, capacity, and accessibility.
5307	Signals and Systems	P1210	PILC-EPR Medium Voltage Cable Replacement Program	\$7,800,000	\$4,000,000	\$11,800,000	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.
5307	Signals and Systems	P1212	Systemwide 15kV Feeder and Duct Bank Replacement	\$9,761,938	\$13,047,872	\$22,809,810	This project provides for the design and systemwide replacement of paper insulated lead-covered (PILC) power feeder cables with new cables containing Ethylene Propylene Rubber (EPR) to increase employee safety and power system resiliency.
5307	Signals and Systems	P1213	Systemwide Power Control Equipment Upgrade	\$1,692,900	\$10,307,099	\$11,999,999	This project will provide equipment and fiber optic network upgrades to the MBTA power control system.
5307	Signals and Systems	P1433	Rail Modernization - North-Side Electric Traction Power Substation	\$8,000,000	\$0	\$8,000,000	Develop infrastructure for new battery-electric twenty-minute service on the Newburyport/Rockport Line, including a Traction Power Substation (TPSS) at North Station to provide a redundant subway feed and power a new electric ferry.
5307	Signals and Systems	P0591b	Green Line Central Tunnel Track, Power, and Signal Replacement - Package 2	\$7,080,000	\$32,097,886	\$39,177,886	Rehabilitation and upgrades to the Green Line Central Tunnel infrastructure that includes Structural repairs, Track improvements/replacement and/or alignment, Power upgrades, signals improvement, potential OCR installation, drainage and pump station systems upgrades. This project will modernize systems within the tunnel to support the new Type 10 vehicles.
5307	Signals and Systems	P0922	Green Line Traction Power Upgrades for Increased Capacity (D Branch)	\$3,266,441	\$4,516,801	\$7,783,242	Traction power upgrades on Green Line D-Branch to address DC power system requirements for the future Type 10 trains.
				\$114,726,857	\$149,091,024	\$263,817,881	

#### 5307 - Stations and Facilities

5307	Stations and Facilities	P0066a	Quincy Adams Accessibility Improvements	\$374,634	\$0	\$374,634	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.
5307	Stations and Facilities	P0066e	Harvard/Central Elevator	\$400,000	\$0	\$400,000	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.
5307	Stations and Facilities	P0066g	Downtown Crossing Elevator Phase 1	\$72,000	\$0	\$72,000	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.
5307	Stations and Facilities	P0075	Elevator Program Multiple Location Design	\$1,739,750	\$4,038,812	\$5,778,562	Design and some construction work for the replacement of elevators and/or addition of new, redundant elevators and related wayfinding amenities at transit stations.

5307	Stations and Facilities	P0671a	Quincy Bus Facility Modernization	\$16,695,214	\$50,958	\$16,746,173	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.
5307	Stations and Facilities	P0671b	Arborway Bus Facility - Design Funding	\$6,800,000	\$0	\$6,800,000	Design funding to support the construction of a new Arborway bus facility to accommodate battery electric bus (BEB) infrastructure and bus electrification.
5307	Stations and Facilities	P0912a	Airport Tunnel Portal Flood Protection	\$1,942,322	\$14,456,000	\$16,398,322	This project provides floodgates to the entrance of the Blue Line tunnel at the Airport portal to prevent flooding and includes upgrades to pump rooms and traction power systems.
5307	Stations and Facilities	P0912b	Systemwide Pump Room Upgrades	\$1,920,000	\$0	\$1,920,000	This project provides design services for improvements to rapid transit and Silver Line tunnel pump rooms, including State of Good Repair and control system upgrades.
5307	Stations and Facilities	P1113	Bus Priority Project Construction	\$2,400,000	\$7,200,000	\$9,600,000	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.
5307	Stations and Facilities	P1216	Everett Building Floor Repairs	\$1,384,019	\$13,647,438	\$15,031,457	Floor repairs in the Everett Commuter Rail Maintenance Facility building.
5307	Stations and Facilities	P1225a	Escalator Replacement and Maintenance - On Call Systemwide	\$2,300,784	\$5,699,216	\$8,000,000	Systemwide replacement of escalators to maintain a State of Good Repair. Escalators identified for replacement include those at Broadway and Andrew Stations.
5307	Stations and Facilities	P1232	Green Line D Branch Enhanced Accessibility Improvements	\$0	\$17,350,987	\$17,350,987	Accessibility improvements on the Green Line D Branch to improve existing station entrances and increase accessibility.
5307	Stations and Facilities	P0920	Green Line Maintenance Facilities and Yards	\$1,123,834	\$297,421	\$1,421,255	Assessment and design of improvements to the Reservoir, Riverside, Lake Street, and Inner Belt maintenance facilities and yards. These are needed to support the future Type 10 trains.
5307	Stations and Facilities	P0923	E Branch Accessibility & Capacity Improvements	\$2,921,158	\$15,058,662	\$17,979,820	Accessibility improvements to stations and right-of-way upgrades on the E Branch of the Green Line from Brigham Circle to Heath Street Station. These improvements are needed to support future Type 10 trains.
5307	Stations and Facilities	P0924	B Branch Accessibility & Infrastructure Improvements	\$348,774	\$55,889,600	\$56,238,374	This project will upgrade B Branch stations to accommodate 2-car Type 10 vehicles by adjusting track alignment, building accessible platforms, and enhancing traction power from Blandford Portal to Boston College.
5307	Stations and Facilities	P1010b	Riverside Vehicle Maintenance Facility Modifications and Upgrades (Package 2A)	\$1,767,674	\$0	\$1,767,674	The Green Line Riverside Vehicle Maintenance Facility upgrade includes receiving, assembling, testing, and supporting maintenance for the new low-floor Type 10 LRVs. This project is necessary to support the maintenance, repair, and testing of the new Type 10 vehicles, and to enable the operation of coupled Type 10 trains on the Green Line branches. Package 2A is focused on longer-term facility improvements needed to support full fleet maintenance operations.
5307	Stations and Facilities	P1010c	Riverside Vehicle Maintenance Facility Modifications and Upgrades (Package 2B)	\$2,307,012	\$27,577,906	\$29,884,918	The Green Line Riverside Vehicle Maintenance Facility upgrade includes receiving, assembling, testing, and supporting maintenance for the new low-floor Type 10 LRVs. This project is necessary to support the maintenance, repair, and testing of the new Type 10 vehicles, and to enable the operation of coupled Type 10 trains on the Green Line branches. Package 2B will address upgrades necessary to support the increasing number of Type 10 vehicles entering service.
5307	Stations and Facilities	P1011	Inner Belt Vehicle Maintenance Facility Modifications & Upgrades	\$495,672	\$1,982,434	\$2,478,106	Design and installation of a new hoist at the Inner Belt Vehicle Maintenance Facility to accommodate the future Type 10 trains. This upgrade will enhance the facility's maintenance capabilities and improve efficiency.
5307	Stations and Facilities	P1101	Lake Street Complex Demolition and Reconfiguration	\$2,469,071	\$17,673,670	\$20,142,741	Demolition of the Lake Street facility and reconfiguration into an expanded yard. The site will be designed to maximize train storage, streamline yard operations, and eliminate a sharp curve in anticipation of the larger Type 10 light rail trains.
5307	Stations and Facilities	P1103	Reservoir Yard and Non-Revenue Track Optimization and Reconfiguration	\$2,847,126	\$15,714,186	\$18,561,312	Reconfiguration of various track elements in the vicinity of Reservoir Yard, including the lower West yard, East/West Wye, Chestnut Hill Avenue connection, B Branch connection, and the non-revenue track around Cleveland Circle.
5307	Stations and Facilities	P1334	Riverside Yard Optimization Design	\$1,231,772	\$1,968,229	\$3,200,001	Reconfiguration of Riverside Yard to optimize storage capacity to accommodate the new Type 10 trains.



5307	Stations and Facilities	P1336	GLX Yard Expansion & Land Acquisition	\$2,112,000	\$5,001,212	\$7,113,212	Expansion of the Green Line Extension (GLX) Yard and adjacent construction of a new yard and Engineering & Maintenance building.
5307	Stations and Facilities	P1338	Reservoir Vehicle Maintenance Facility Modifications & Upgrade	\$1,170,287	\$4,101,315	\$5,271,602	Address traction power requirements and work platforms that accommodate the need to maintain roof-mounted systems and equipment for the inspection, repair, and maintenance of new Type 10 vehicles at Reservoir VMF. The purpose of the Project is to upgrade Reservoir carhouse infrastructure to maintain and operate Type10 trains. The project will accomplish needed improvements by installing high-level work platforms with associated interlocks, provide power sectionalizing to suit the length of Type 10 vehicles, and installing a floor-level cross-track platform in the center of the building with new pit stairs.
				\$54,823,104	\$207,708,046	\$262,531,151	

#### 5337 - Bridge and Tunnel

5337	Bridge and Tunnel	P0008	Emergency Bridge Design / Inspection & Rating	\$248,999	\$975,948	\$1,224,947	Funding to support as-needed emergency design, inspection, and rating of bridges.
5337	Bridge and Tunnel	P0009	Bridges - Design	\$5,470,263	\$1,636,236	\$7,106,499	Design funding to support the repair, rehabilitation, and replacement of bridges across the system.
5337	Bridge and Tunnel	P0018	North Station Draw 1 Bridge Replacement	\$41,655,905	\$222,977,218	\$264,633,122	Replacement of North Station Draw 1 moveable bridge structures and control tower. Includes construction of three new vertical lift bridges, extending an existing station platform to accommodate new station tracks 11 and 12, and track & signal improvements extending 1.5 miles from North Station.
5337	Bridge and Tunnel	P0495	Bridge Bundling Contract	\$7,200,001	\$0	\$7,200,001	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.
5337	Bridge and Tunnel	P0551	Longfellow Approach	\$7,972,396	\$33,930,051	\$41,902,447	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.
5337	Bridge and Tunnel	P0627	Systemwide Bridge Inspection and Rating	\$10,210,470	\$11,715,224	\$21,925,694	Program to support in-depth inspection and load rating of MBTA-owned bridges at regular intervals.
5337	Bridge and Tunnel	P0892	Saugus Drawbridge Replacement	\$3,048,263	\$4,951,737	\$8,000,000	Rehabilitation and maintenance of Saugus Drawbridge on the Newburyport/Rockport Line.
5337	Bridge and Tunnel	P1107	Bridge Program Pipeline - Rehabilitation, Repair and Replacement	\$9,439,999	\$5,600,000	\$15,039,999	This program uses information provided through the bridge inspection and load rating program to design and construct, prioritized bridge rehabilitation, repair, or replacement projects.
5337	Bridge and Tunnel	P1116	Systemwide Culvert Inspection and Load Rating	\$5,802,704	\$4,197,297	\$10,000,001	Inventory, inspection, and load rating of the MBTA's approx. 1,300 culverts supporting in-service structures systemwide.
5337	Bridge and Tunnel	R0074	Tunnel Inspection Systemwide	\$9,707,894	\$7,366,801	\$17,074,694	Ongoing inspection and rating of Commuter Rail, Red Line, Orange Line, Green Line, and Blue Line tunnels.
				\$100,756,894	\$293,350,511	\$394,107,405	

#### 5337 - Revenue Vehicles

5337	Revenue Vehicles	P0239	F40 Commuter Rail Locomotive Overhaul	\$13,052,716	\$0	\$13,052,716	Overhaul of thirty-seven F40 Commuter Rail locomotives to enhance reliability and reduce the risk of unplanned maintenance.
5337	Revenue Vehicles	P0369	Green Line Type 10 Vehicle Replacement Program	\$16,856,019	\$137,980,770	\$154,836,789	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.

5337	Revenue Vehicles	P0370	Green Line Train Protection	\$17,697,528	\$0	\$17,697,528	Installation of equipment for a train protection and information system across the whole Green Line system. These improvements will enhance safety and reliability by mitigating red signal violations, train-to-train collisions, derailments, and intrusions into work zones.
5337	Revenue Vehicles	P0370a	Green Line Train Protection 2 (GLTPS2)	\$40,207,930	\$14,853,033	\$55,060,962	Implementation of a Train Protection System that will provide an audible alarm and indicator light for collision avoidance, red signal violation protection, and speed enforcement for all Green Line cars. Type 9 and Type 10 cars will also include brake activation in the event of a violation.
5337	Revenue Vehicles	P0918	Procurement of Passenger Locomotives - Future Fleet	\$20,162,296	\$81,765,086	\$101,927,382	Procurement of new Commuter Rail locomotives to replace the oldest vehicles in the fleet and ensure the reliability of service.
5337	Revenue Vehicles	P0927	Rolling Stock - Locomotive and Coach State of Good Repair and Resilience	\$3,375,006	\$10,650,114	\$14,025,120	Programmatic mechanical improvements to increase reliability, correct system deficiencies, standardize maintenance systems, and improve equipment availability for Commuter Rail rolling stock, ensuring a State of Good Repair.
5337	Revenue Vehicles	P1173	HSP46 Locomotive Overhaul	\$37,001,638	\$86,270,619	\$123,272,257	Midlife overhaul of 40 HSP46 Locomotives to improve reliability and reduce risk of unplanned maintenance.
				\$148,353,132	\$331,519,622	\$479,872,754	

#### 5337 - Signals and Systems

5337	Signals and Systems	P0139	Orange Line Traction Power Upgrade	\$1,959,354	\$5,880,647	\$7,840,001	Major renovation of four aging Orange Line traction power substations at Oak Grove, Malden Center, Sullivan and Wellington. Work includes total replacement of the traction power electrical systems, as well as minor repairs to other systems.
5337	Signals and Systems	P0146	SCADA Upgrades	\$0	\$1,600,000	\$1,600,000	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.
5337	Signals and Systems	P0212	North Station Terminal Signal	\$5,856,358	\$0	\$5,856,358	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.
5337	Signals and Systems	P0261	Worcester Line Track and Station Accessibility Improvements	\$8,253,801	\$6,887,081	\$15,140,882	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.
5337	Signals and Systems	P0283	Green Line Central Tunnel Signal - 25 Cycle	\$3,840,000	\$0	\$3,840,000	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.
5337	Signals and Systems	P0285	Signal Program - Red/Orange Line	\$32,000,000	\$29,200,000	\$61,200,000	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.
5337	Signals and Systems	P0301	Systemwide Radio	\$0	\$54,894,533	\$54,894,533	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.
5337	Signals and Systems	P0675a	Orange Line Cedar St Truckpad	\$3,554,400	\$74,631	\$3,629,031	This project will construct a new truck pad along the Orange Line Southwest Corridor at Cedar Street to improve maintenance access and support future modernization efforts with minimal disruption to rail service.
5337	Signals and Systems	P0675b	Needham Branch Monument Crossing	\$2,797,114	\$912,327	\$3,709,442	This project implements a signalized railroad grade crossing to improve safe and cost effective access to Forest Hills Yard.
5337	Signals and Systems	P0675c	Forest Hills Crossover Replacement	\$7,787,205	\$6,817,317	\$14,604,522	The Forest Hills front crossover will be upgraded to No. 15 turnouts on all legs, improving track speed. The station track will be lowered to achieve ADA compliance. All track direct fixation will be upgraded to low vibration technology.

5337	Signals and Systems	P1117	Systemwide Fire Suppression Systems Repairs	\$3,200,000	\$12,800,000	\$16,000,000	Replacement and upgrade of fire-suppression systems. Includes replacement of standpipe system at Braintree Station, and replacement of sprinkler systems at Albany Bus garage, Andrew Station and Charlestown Building No. 14.
5337	Signals and Systems	P1132	Ashmont Branch Track Replacement	\$858,849	\$3,141,151	\$4,000,000	Design and construction for partial reconstruction of track and track support systems on the Ashmont Branch of the Red Line.
5337	Signals and Systems	P1139	Asset Management Program	\$14,686,719	\$19,630,074	\$34,316,794	Continued implementation of the MBTA Asset Management Program in accordance with FTA requirements, including asset inventory and condition assessments, updates to the National Transit Database and the Transit Asset Management Plan, and EAMS implementation.
5337	Signals and Systems	P1315	Fairmount Line Infrastructure for Decarbonized Service	\$25,980,737	\$0	\$25,980,737	Infrastructure upgrades to support decarbonized 20-minute service on the Fairmount Line, enhancing sustainability, frequency, and reliability.
5337	Signals and Systems	P1404	Blue Line Auxiliary Power Supply Units Replacement	\$6,222,889	\$6,645,343	\$12,868,232	Replacement of obsolete Auxiliary Power Supply (APS) units on Blue Line vehicles to reduce the risk of failure and extend the useful life of these vehicles.
5337	Signals and Systems	P1419	Kendall Crossover	\$120,000	\$0	\$120,000	Replacement of the existing hand-throw crossover north of Kendall Station with a fully signalized universal crossover south of Kendall Station to improve operational flexibility, shorten diversion limits, and reduce construction costs on the northern Red Line right-of-way.
				\$117,117,426	\$148,483,105	\$265,600,530	

#### 5337 - Stations and Facilities

5337	Stations and Facilities	P0066	Elevator Program	\$716,726	\$501,594	\$1,218,320	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.
5337	Stations and Facilities	P0074	Downtown Crossing Vertical Transportation Improvements Phase 2	\$10,400,000	\$5,786,950	\$16,186,950	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.
5337	Stations and Facilities	P0076	Oak Grove Station Vertical Transportation Improvements	\$1,828,000	\$0	\$1,828,000	Accessibility upgrades at Oak Grove station, including three elevators, replacement of one existing elevator, sidewalk repairs, and wayfinding and station-brightening improvements.
5337	Stations and Facilities	P0129	Newton Highlands Green Line Station Accessibility Project	\$11,111,370	\$0	\$11,111,370	Accessibility improvements at Newton Highlands Station on the Green Line D Branch, including ramps covered with canopies, raised platforms, one at-grade pedestrian crossing, site lighting, new platform shelter, and covered bike racks.
5337	Stations and Facilities	P0163	Forest Hills Improvement Project	\$4,999,370	\$21,090,394	\$26,089,764	Design and construction of various upgrades at Forest Hills Station to deliver improved accessibility, safety, and comfort for riders.
5337	Stations and Facilities	P0168	Symphony Station Improvements	\$5,514,789	\$18,024,830	\$23,539,619	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.
5337	Stations and Facilities	P0170	Newtonville Station	\$13,570,581	\$29,389,419	\$42,960,000	Design and construction of a fully accessible Newtonville Commuter Rail Station with 400 ft. high-level double-sided platforms.
5337	Stations and Facilities	P0179	Winchester Center Station	\$5,137,167	\$0	\$5,137,167	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.
5337	Stations and Facilities	P0395	Worcester Union Station Accessibility and Infrastructure Improvements	\$2,841,410	\$0	\$2,841,410	Includes high-level center platform with elevators, ramps, and stairs; replacement and realignment of station tracks; and construction of a new rail crossover (CP-44) to improve accessibility, operations, and service capacity at Worcester Union Station.
5337	Stations and Facilities	P0603	45 High St. Master Plan, Systems Resiliency, and Tenant Fit-Out	\$0	\$800,000	\$800,000	This project will develop a master plan for increasing systems resiliency (power, communications) at the Operation Control Center located at 45 High Street.
5337	Stations and Facilities	P0631b	Blue Line Comm Rooms & Suffolk Downs Platform-Stair Repair	\$5,606,030	\$10,260,062	\$15,866,092	Rehabilitation of communications rooms along the Blue Line to bring them into a state of good repair and support the implementation of Fare Transformation.

5337	Stations and Facilities	P0679	Codman Yard Expansion and Improvements	\$10,465,600	\$0	\$10,465,600	Improvements to Codman Yard, including in-kind replacement of existing infrastructure and the expansion of storage capacity to support the new Red Line trains.
5337	Stations and Facilities	P0970	Attleboro Station Improvements (GATRA)	\$736,489	\$0	\$736,489	This project includes platform reconstruction, stair and ramp repairs, and path-of-travel improvements at the Attleboro Station and includes collaboration with GATRA on improvements to the station area.
5337	Stations and Facilities	P1009a	B Branch Short Term Accessibility Improvements – FTA Compliance Actions	\$6,092,399	\$9,223,406	\$15,315,806	This project will upgrade all inaccessible station platforms along Commonwealth Avenue on the B Branch. It includes design and construction for Blandford St., Packard's Corner, Warren St., Griggs St., Allston St., Sutherland Rd., Chiswick Rd., Chestnut Hill Ave., and South St.
5337	Stations and Facilities	P1025	Lynn Station Parking Garage Deconstruction	\$635,817	\$17,714,420	\$18,350,237	Decommissioning of the partially closed Lynn Station parking garage.
5337	Stations and Facilities	P1144b	BET Roof and HVAC Replacement	\$22,058,558	\$1,941,442	\$24,000,000	Replacement of a 400-square-foot roof at the Boston Engine Terminal (BET) maintenance facility in Somerville with a new 25-year roofing system to ensure long-term durability and protection.
5337	Stations and Facilities	P1171	Billerica MOW Repair and Storage Facility	\$1,280,552	\$5,599,448	\$6,880,000	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.
5337	Stations and Facilities	P1249	Jackson Square Station Accessibility Improvements	\$4,000,000	\$4,341,573	\$8,341,573	Accessibility improvements at Jackson Square Station on the Orange Line, including construction of a new elevator and modernization of existing elevator.
5337	Stations and Facilities	P1339	Waverley Station Accessibility Improvements Assessment	\$249,600	\$0	\$249,600	Accessibility upgrades to the Fitchburg Line's Waverly Station in Belmont.
5337	Stations and Facilities	R0069	Park Street Station Wayfinding Improvements	\$1,669,130	\$0	\$1,669,130	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.
5337	Stations and Facilities	R0071	Lynn Station Phase 2	\$2,581,808	\$0	\$2,581,808	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.
				\$111,495,395	\$124,673,538	\$236,168,934	

#### 5339 - Bus Program

5339	Bus Program	P0911	Hybrid Bus Overhaul (New Flyer XDE40 - SR1983)	\$24,791,953	\$18,654,334	\$43,446,287	Midlife overhaul of major systems and components for 156 40ft hybrid buses to ensure reliable and safe operations that meet FTA requirements.
5339	Bus Program	P1155	Hybrid Bus Overhaul (New Flyer XDE40 - SR 2011)	\$0	\$6,636,074	\$6,636,074	Midlife overhaul of 44 60-foot New Flyer hybrid buses delivered from 2016 to 2017. These buses require overhaul of major systems and components to ensure continued reliable and safe operations and to meet FTA service life requirements.
				\$24,791,953	\$25,290,408	\$50,082,361	

Note: Project descriptions and dollar amounts are preliminary only and are provided for informational purposes. In many cases, the scopes of work and project budgets will become more fully developed as the design process proceeds and is completed. The MBTA may also opt to fund a project from a different FTA funding source based on the timing of projects and the availability of FTA funds.

#### Capital Investment Grant / Core Capacity Program

##### FTA 5307 Formula Funds Currently in the TIP (80% Federal Share) - December 2025

CC ID	TIP Program	CIP #	Project Name	FFY25	FFY26-30	Total (Federal)	Core Capacity ID#
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5307	Signals and Systems	P0591b	Green Line Central Tunnel Track, Power, and Signal Replacement - Package 2	\$7,080,000	\$32,097,886	\$39,177,886	17
5307	Stations and Facilities	P0920	Green Line Maintenance Facilities and Yards	\$1,123,834	\$297,421	\$1,421,255	N/A
5307	Signals and Systems	P0922	Green Line Traction Power Upgrades for Increased Capacity (D Branch)	\$3,266,441	\$4,516,801	\$7,783,242	13
5307	Stations and Facilities	P0923	E Branch Accessibility & Capacity Improvements	\$2,921,158	\$15,058,662	\$17,979,820	11
5307	Stations and Facilities	P0924	B Branch Accessibility & Infrastructure Improvements	\$348,774	\$55,889,600	\$56,238,374	16a, b, c
5307	Stations and Facilities	P1010b	Riverside Vehicle Maintenance Facility Modifications and Upgrades (Package 2A)	\$1,767,674	\$0	\$1,767,674	18
5307	Stations and Facilities	P1010c	Riverside Vehicle Maintenance Facility Modifications and Upgrades (Package 2B)	\$2,307,012	\$27,577,906	\$29,884,918	18
5307	Stations and Facilities	P1011	Inner Belt Vehicle Maintenance Facility Modifications & Upgrades	\$495,672	\$1,982,434	\$2,478,106	7
5307	Stations and Facilities	P1101	Lake Street Complex Demolition and Reconfiguration	\$2,469,071	\$17,673,670	\$20,142,741	9
5307	Stations and Facilities	P1103	Reservoir Yard and Non-Revenue Track Optimization and Reconfiguration	\$2,847,126	\$15,714,186	\$18,561,312	8
5307	Stations and Facilities	P1334	Riverside Yard Optimization Design	\$1,231,772	\$1,968,229	\$3,200,001	12
5307	Stations and Facilities	P1336	GLX Yard Expansion & Land Acquisition	\$2,112,000	\$5,001,212	\$7,113,212	10
5307	Stations and Facilities	P1338	Reservoir Vehicle Maintenance Facility Modifications & Upgrade	\$1,170,287	\$4,101,315	\$5,271,602	15
				\$29,140,821	\$181,879,322	\$211,020,142	

CC ID	TIP Program	CIP #	Project Name	FFY25	FFY26-30	Total (Federal)	Core Capacity ID#
TBD	Signals and Systems	P0591a	Green Line Central Tunnel Track, Power, and Signal Replacement - Package 1	\$10,166,682	\$42,352,622	\$52,519,304	1
TBD	Signals and Systems	P0921	Green Line Type 10 Dedicated High-Speed Test Track	\$4,764,092	\$24,974,673	\$29,738,765	3
TBD	Stations and Facilities	P1010a	Riverside Vehicle Maintenance Facility Modifications and Upgrades (Package 1)	\$18,956,483	\$1,818,589	\$20,775,072	2
TBD	Signals and Systems	P1102	Overhead Catenary System Relocation On-Call, Systemwide, MA	\$4,034,230	\$22,256,777	\$26,291,006	4
TBD	Signals and Systems	P1105	Type 10 Operator Simulator Installation	\$8,082,708	\$736,540	\$8,819,248	5

\$46,004,194	\$92,139,201	\$138,143,395
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Note: The "Green Line CIG-Core Capacity (Proposed Funding)" line item represents a preliminary estimate of the MBTA's future FTA CIG-Core Capacity grant application and is a demonstration of the MBTA's participation in the discretionary program. If awarded, this grant would support a number of Green Line Projects intended to increase system capacity by no less than 10%. Each Project will be funded by a combination of FTA Core Capacity grant funds, FTA Boston UZA formula funds and MBTA local match. This line item only reflects the proposed Core Capacity funding. Projects P0591b, P0920, P0922, P0923, P0924, P1010b, P1010c, P1011, P1101, P1103, P1334, P1336, and P1338 are approved in the transit element of the endorsed FFY26-30 Boston Region TIP and the Transit Investment Report of the FFY26-30 Massachusetts STIP. These Projects are elements of the MBTA's Core Capacity application and are identified in the table above. Through the MBTA CIP, Boston Region TIP, and Massachusetts STIP, MBTA has committed the use of \$211,020,142 of Boston UZA 5307 formula funding to support the completion of these projects. Upon award, Projects, budgets, and funding sources will be amended as required.

## RRIF/TIFIA Financing Program

### Projects Potentially Funded by Federal RRIF/TIFIA Loans

TIP Program	CIP ID#	Project Name	Loan Amount and Timing - TBD	Project Description
RRIF/TIFIA Financing	P0671a	Quincy Bus Facility Modernization	Potential RRIF/TIFIA loan - amount and timing to be determined	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.
RRIF/TIFIA Financing	P0952	Widett Layover and Maintenance Facility	Potential RRIF/TIFIA loan - amount and timing to be determined	Preliminary design for a Commuter Rail layover facility at Widett Circle in South Boston.
RRIF/TIFIA Financing	P0170	Newtonville Station	Potential RRIF/TIFIA loan - amount and timing to be determined	Design and construction of a fully accessible Newtonville Commuter Rail Station with 400 ft. high-level double-sided platforms.
RRIF/TIFIA Financing	P0178	South Attleboro Station Improvements	Potential RRIF/TIFIA loan - amount and timing to be determined	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.
RRIF/TIFIA Financing	P0863	South-Side Commuter Rail Maintenance Facility	Potential RRIF/TIFIA loan - amount and timing to be determined	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.

Note: The MBTA is exploring the use of federal loans through the Build America Bureau to finance certain capital projects at a lower interest rate than traditional tax-exempt bonds. This includes loans under the Railroad Rehabilitation & Improvement Financing (RRIF) and Transportation Infrastructure Finance and Innovation Act (TIFIA) programs. The projects listed above are being considered for this program, subject to the approval of funding through the CIP process. Additional project and funding information will be provided through a future TIP/Amendment if federal grant funds or loans are utilized.