

Supporting the Transportation System of the Future

Discussion of
Proposed FY25-29 CIP

MBTA's Board of Directors
May 23, 2024





Building for the System of the Future

- The MBTA is in a time of transition
- Considering a changing region and ridership, aging infrastructure, workforce challenges, and a warming planet this is a critical moment for the Authority
- We have ambitious plans embodied in our **Strategic Plan**, **Capital Investment Plan**, and **Beyond Mobility**, however, we have work to do to become the world class transit system we strive for in the future
- Current funding levels impede our ability to fully realize our potential today and for the future

MBTA's Financial Challenges are not Unique



Public Transit Agencies Face Severe Fiscal Cliff

LOCAL NEWS

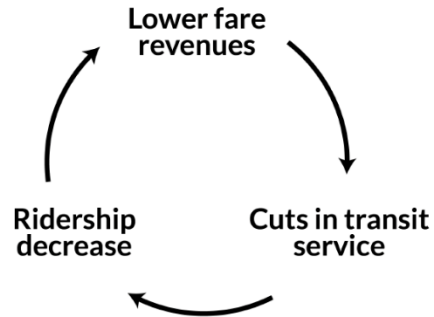
SEPTA gets record \$317M grant from feds, but it won't stave off looming "fiscal cliff"

CBS NEWS PHILADELPHIA

By Dan Snyder, Ed Specht, Joe Brandt
Updated on: February 21, 2024 / 6:37 PM EST / CBS Philadelphia



The Vicious Cycle for Transit Agencies



URBAN INSTITUTE

State could put Bay Area transit relief in voters' hands

By James Salazar | Examiner staff writer
Mar 18, 2024



Senate Bill 1031, also known as the Connect Bay Area Act, hopes to make improvements throughout the Bay Area's 27 public transportation operators, such as making transfers between BART and Muni easier.

Craig Lee/The Examiner

Two Bay Area state senators will introduce a 2026 ballot measure that would send hundreds of millions of dollars a year to the region's dozens of struggling transit agencies, some of which could consolidate.

Opinion | Metro is dangling from a fiscal cliff. Regional leaders can't sit by.



By the Editorial Board
| + Follow

September 29, 2023 at 5:45 p.m. EDT

PLANNING MAGAZINE

On the Edge of a Fiscal Cliff: Transit Agencies Seek Solutions Post-COVID

Big-city transit struggles amid mounting budget pressures, lost ridership, and changing customer expectations while smaller systems are leading through innovation.

Transit is the Backbone of the Commonwealth and its Future



The MBTA supports the economy of the Boston region and by extension much of New England

- MBTA customers took more than 233M trips in FY2023
- System serves 175 cities and towns across 3,200 square miles
- Transit spending has a **threefold** economic impact
- In 2018, A Better City estimated the regional benefit of the T at \$11.4 billion per year - more than 3 percent of the region's GDP
- Regional benefits include travel cost and time savings, crash avoidance, and reduced pollution costs
- Transit supports access to jobs, housing, school, healthcare, and cultural institutions

Sources:

APTA Economic Benefit of Public Transportation Investment report, 2020 <https://www.apta.com/wp-content/uploads/APTA-Economic-Impact-Public-Transit-2020.pdf>

The Transportation Dividend," A Better City, 2018 <https://www.tbf.org/news-and-insights/videos/2018/feb/transportation-dividend>



Community Support



Clean Transportation and Climate



Equity



Affordability



Public Health and Wellness

Funding Gaps to Supporting Visionary Service

To build a world class system and to achieve our Strategic Plan goals, the MBTA's investments must go beyond achieving state of good repair & reliability. We must also focus on:



Mode shift

Increasing the frequency, reliability, integration, and quality of our service to support our goal of shifting more riders to transit

Providing sustainable transportation options to Commonwealth residents, supporting Commonwealth goals and alternatives to travel by road



Sustainability and Resilience

Protecting our system, staff, and riders from the catastrophic impacts of climate change

Reducing our footprint by decarbonizing our fleets and facilities

Ensuring our power infrastructure meets the needs of an electrified system



Service and Economic Vitality

Building a fully accessible transit system

Improving customer experience through wayfinding, digital communication, and integration between modes

Achieving social equity, including through Low-Income Fare program



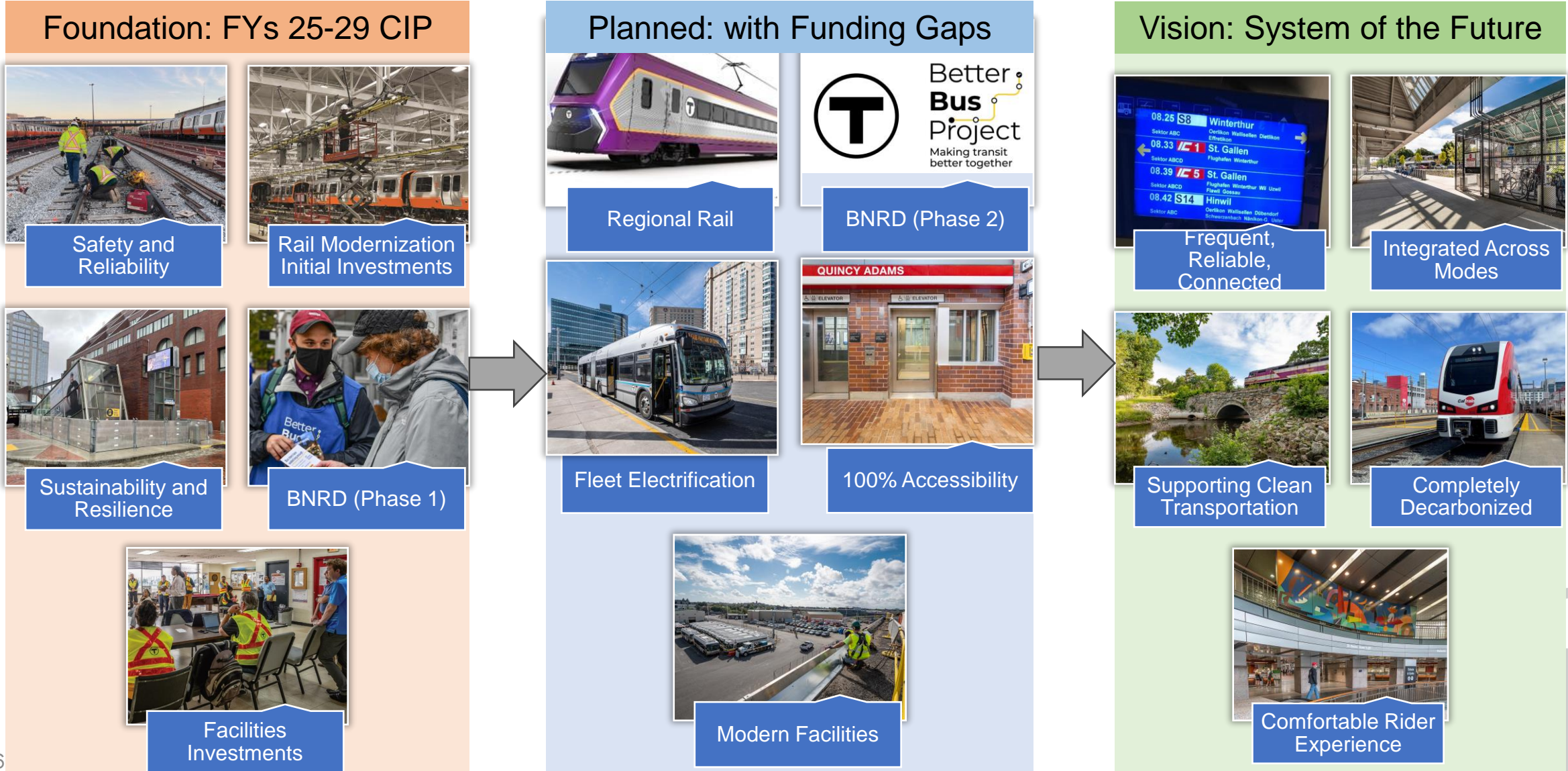
Workforce

Investing in growing, retaining and empowering our workforce to enable safe, high-quality service for our customers

Making the MBTA an employer of choice in the region

We are already investing in and are prepared on current and future plans.

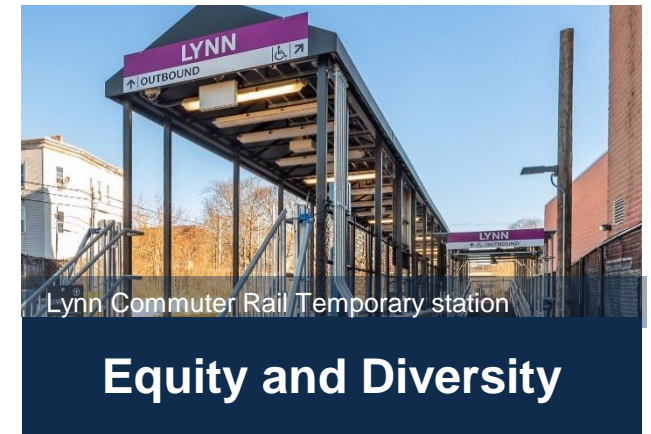
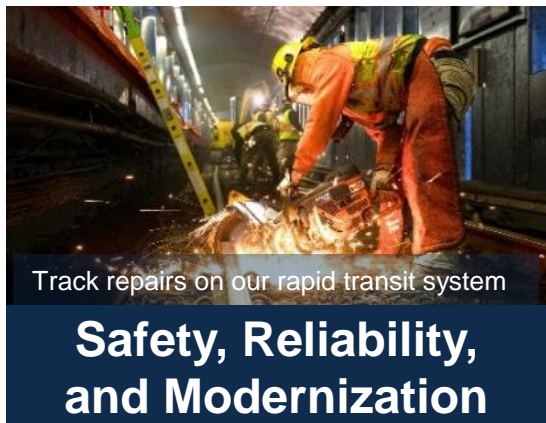
But we have funding for only a small portion of the necessary work.



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

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

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



Proposed FY25-29 CIP Highlights

Major Investments



Stations and Structures

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



Commuter Rail & Ferry

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



Equity and Diversity

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



Track

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



Bus Network

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



Sustainability and Resilience

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



Significant Unfunded Needs

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

Project Name	FY25-29 Requested Funding ¹
Arborway Bus Maintenance Facility	\$511.5M
Widett Layover and Maintenance Facility	\$227.0M
Hynes Convention Center Station	\$120.0M
Chinatown Station Accessibility Improvements	\$118.7M
Rail Modernization Early Actions - Old Colony Double Track	\$97.0M
JFK Station and Busway Safety and Accessibility Reconstruction	\$89.8M



Hynes Convention Center Station on the Green Line



A rendering of the future Arborway bus maintenance facility.



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

FY25-29 CIP: Towards June Final Presentation

Public Comment Now Closed

The MBTA hosted two public meetings and accepted public comment on the proposed FY25-29 Capital Investment Plan (CIP) from April 25 to May 16, 2024.

With the public comment period now closed, all comments from over 300 individuals that the MBTA received are being reviewed.

Additional detail on comments received will be shared with the Board in June.

Board Discussion

The final FY25-29 CIP will be presented for approval at the June Administration and Finance Subcommittee and Special MBTA Full Board Meetings.

Today's discussion about the proposed FY25-29 CIP, other unfunded needs, and the relationship with the MBTA's capital vision and strategy supports the delivery of the final FY25-29 CIP.

