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October 31, 2025

In January, Governor Healey announced a plan to make historic investments in the state's roads, bridges, regional transportation systems and to stabilize the MBTA, putting it on a path of long-term stability. The investments – representing \$8 billion over the next 10 years – will be done without raising taxes and represent the largest state transportation investment in more than 20 years by maximizing Fair Share revenue and leveraging other existing resources. This comprehensive and fiscally responsible plan was placed before the Legislature in January, and over the following seven months, members of the Healey-Driscoll Administration and Legislative members and their respective staffs worked collaboratively and purposefully to move these proposals forward. We are happy to announce that this historic level of investment is now a reality and the transportation agencies are hard at work on implementation.

On behalf of my team in the Executive Office for Administration and Finance and the entire Administration, we are grateful for the partnership and the successful results it has produced. Through the efforts of your committees, leadership, members, staff and the tireless advocacy of our communities and constituents, we are now in a position to put these resources to work around the state. The expansion of the Commonwealth Transportation Fund capital program, through the dedication of \$550 million of Fair Share revenue annually, will allow us to fix more roads, bridges,

transit infrastructure, and culverts across the state. Following the Legislature's passage of Chapter 17 of the Acts of 2025 enhancing the Chapter 90 local road funding program and the associated terms bill, MassDOT has apportioned additional Chapter 90 funding to all 351 cities and towns in Massachusetts this year, including \$100 million in additional funds allocated on the basis of road miles to address funding needs of small and rural communities. These investments are already putting construction crews to work on critical projects around the state.

The expansion of the Commonwealth Transportation Fund capital program will have an impact in geographically diverse communities in every region of Massachusetts, from small rural communities with culvert and small bridge infrastructure that is increasingly vulnerable to floods and storm damage; to Gateway Cities with immediate needs for sidewalks, lighting and other safety improvements; to the workers who depend on reliable transit systems to get to work and the many businesses and other institutions who rely on them; to families who travel across highways and bridges to school or a local park; and the millions of residents and visitors who travel to Massachusetts destinations like the Berkshires, the Cape, or our many museums, historical sites, campgrounds, trails, beaches, forests and farms every year, contributing to our economy and connected by our transportation system.

With this historic investment, we will be in a better position to address safety and congestion hot spots to improve conditions for drivers, pedestrians, bicyclists, and transit users. These are smart investments that save time and save lives. Together, these policies will help build better infrastructure across the state, resulting in a modern multimodal transportation system that our residents, businesses and communities want and deserve. These investments are sustainable, fiscally responsible, and targeted to maximize the benefits of the Fair Share revenue approved by voters for transportation investments.

Enclosed please find a report under Subsection (a ½) of Section 2BBBBBB of Chapter 29 of the General Laws, as most recently amended by Section 19 of Chapter 9 of the Laws of 2025, which provides as follows:

*Annually, not later than October 31, the secretary of administration and finance shall submit a report to the joint committee on transportation and the chairs of the senate and house committees on ways and means detailing: (i) approved transportation projects funded during the prior fiscal year; (ii) a 5-year spending plan for the projects to be funded, in whole or in part, by special obligation bonds or notes issued by virtue of the increase in bonding capacity from the transportation income surtax revenue amount dedicated pursuant to this section; and (iii) the bonds or notes issued or scheduled to be issued.*

I want to thank you for your continued commitment to improving the state's transportation system through innovative financing structures, including dedication of Fair Share revenues to expand the capital financing capacity of the Commonwealth Transportation Fund.

Respectfully submitted,

*Matthew J. Gorzkowicz*

Matthew J. Gorzkowicz  
Secretary

## Acknowledgements

The Executive Office for Administration and Finance (A&F) prepared this report in collaboration with the Massachusetts Department of Transportation (MassDOT) and the Massachusetts Bay Transportation Authority (MBTA). A&F also acknowledges the collaboration and contributions of State Treasurer and Receiver-General Deborah Goldberg and Deputy Treasurer for Debt Management Sue Perez. This report is informed by the Massachusetts Transportation Funding Task Force (TFTF) and the Chapter 90 Program Advisory Group. The Community Culvert Grant Program was developed in collaboration among MassDOT, the Executive Office of Energy and Environmental Affairs, the Office of Climate Innovation and Resilience, the Department of Fish and Game, and the Department of Environmental Protection.

### **TFTF Members:**

Monica Tibbits-Nutt, MassDOT Secretary, Co-Chair  
Matthew Gorzkowicz, A&F Secretary, Co-Chair  
Brendan Crighton, Senate Chairman – Joint Committee of Transportation  
William Straus, House Chairman – Joint Committee on Transportation  
Phillip Eng, General Manager of the MBTA  
Edward Augustus, Secretary Housing and Livable Communities  
Yvonne Hao, Secretary of Economic Development  
Economic Development  
Lauren Jones, Secretary of Labor and Workforce Development  
Rebecca Tepper, Secretary of Energy and Environmental Affairs  
Melissa Hoffer, Chief of Office of Climate Innovation and Resilience  
Quentin Palfrey, Director of Federal Funds and Infrastructure Office  
Jonathan Butler  
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Amie Shei  
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### **Chapter 90 Advisory Group Members:**

Meghan Haggerty, MassDOT, Co-Chair  
Mark Fine, A&F, Co-Chair  
Heather Butler  
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## Introduction

In November 2022, the voters of Massachusetts approved a new 4 percent surtax on income above \$1 million annually, known as the Fair Share amendment. This new revenue source is constitutionally dedicated to “quality public education and affordable public colleges and universities, and for the repair and maintenance of roads, bridges, and public transportation.” The Healey-Driscoll Administration is committed to maximizing this historic funding opportunity and utilizing Fair Share revenues to make impactful investments in education and transportation.

The Healey-Driscoll Administration has focused on improving affordability, equity, and competitiveness across Massachusetts by deploying Fair Share revenues strategically to boost investments in high priority areas. As part of this effort, the Administration proposed dedicating a portion of Fair Share revenues to the existing Commonwealth Transportation Fund (CTF) in its fiscal year 2025 and 2026 budget recommendations.

The CTF was established in 2009 through comprehensive transportation reform legislation that was enacted to reorganize the state’s transportation agencies and revise certain transportation-related statutes. The CTF is subject to appropriation and is used for transportation expenses of MassDOT, including the payment of debt service on bonds issued for transportation investments. Appropriations from the CTF are also used to support the operations of MassDOT’s Highway, Registry of Motor Vehicles (RMV), Aeronautics and Rail and Transit Divisions, including essential operational programs for incident responses, high occupancy vehicle lanes, accident recovery, snow and ice removal and other transportation functions. The 2009 transportation reform legislation also amended state finance law to provide that the state could pledge or assign monies credited to the CTF to the payment of special obligation bonds. Under this authority, certain receipts from motor fuels taxes imposed under Chapters 64A, 64E and 64F of the General Laws (excluding 0.15% of the gasoline tax credited to the Inland Fisheries and Game Fund) and a portion of RMV fees imposed under Chapter 90 of the General Laws that are credited to the CTF were pledged to payment of special obligation bonds under a trust agreement in 2010. Since that time, Massachusetts has utilized the CTF as a valuable tool for transportation investments.

The CTF credit was used to finance the Accelerated Bridge Program (ABP) and Rail Enhancement Program (REP)<sup>1</sup>. There are currently over \$4 billion principal amount of CTF special obligation bonds outstanding. CTF bonds are not general obligations of the Commonwealth and are not secured by the state’s full faith and credit. Under the trust agreement, CTF bonds are not payable out of any funds of the state other than the pledged funds identified in the agreement. CTF bonds carry the highest investment grade ratings of AAA/Aa1/AAA, stable outlook, by Kroll Bond Rating Agency, Moody’s Investors Services, Inc. and by S&P Global Ratings, respectively. CTF bonds are rated above the Commonwealth’s general obligation bonds.

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<sup>1</sup> The ABP was authorized by Chapter 233 of the Acts of 2008 and was financed by a combination of CTF bonds and federal highway grant anticipation notes. Approximately \$3 billion of MassDOT projects were financed through the ABP, including five mega projects and repairs of more than 300 structurally deficient bridges. The REP was authorized by Chapter 79 of the Acts of 2014 to provide for the issuance of up to \$6.7 billion of CTF bonds. Approximately \$3.3 billion of MBTA projects have been financed by the Commonwealth through the REP, including the South Coast Rail Project, Green Line Extension Project, new Red Line, Orange Line and Commuter Rail vehicles and infrastructure.

By fiscal year 2025, both the ABP and REP financing programs had reached near capacity and were closed to new projects. However, the CTF bond program remains highly rated and desirable to investors, creating an opportunity for the Commonwealth to unlock new financing ability if additional revenue sources could be identified to boost the CTF's borrowing capacity. Through dedicating new Fair Share revenues to the CTF, Massachusetts has found a creative solution to the constraints of the CTF while harnessing the power of Fair Share revenue for infrastructure investment in transportation. This approach will build upon the success of the ABP and REP and take advantage of the CTF's credit strength and market recognition.

The innovative method to dedicate a portion of new Fair Share revenues to the CTF and expand its available capital capacity for future transportation infrastructure investments was guided by the TFTF and the Chapter 90 Program Advisory Group. Both groups provided in-depth policy and strategic review from their members. Their work was informed by capital planning and analysis conducted by A&F, MassDOT, and the MBTA and strengthened by the contributions of the Office of the Treasurer and Receiver-General.

Guided by the hard work of many contributors, the Healey-Driscoll Administration has identified certain priority areas for capital investment for CTF Expansion. These priority investments will ensure that dedicated Fair Share revenue and the CTF special obligation bond financing structure are put to their most efficient use for the benefit of the state's residents, economic growth and opportunity for all, long-term fiscal health, and the mobility and well-being of the work force, business owners, individuals, and families who depend upon the state's transportation infrastructure every day, while preserving the state's bond ratings and maintaining responsible debt financing practices. These investment priorities and the financing contemplated by this policy will support the continued affordability and competitiveness of Massachusetts as a whole.

#### Transportation Capital Investment Priorities for CTF Expansion

- Strengthen state-municipal partnerships to develop and implement critical local transportation projects through enhanced Chapter 90
- Preserve and improve critical highway bridge infrastructure and pavement
- Upgrade culverts and small bridges to avert flood and storm damage and proactively adapt to climate challenges
- Improve safety and ease congestion in hotspots around the state
- Support reliable, accessible and safe MBTA service through key investments in core infrastructure such as track, vehicles, maintenance and support facilities, power systems, and stations

The Administration's proposal was adopted by the Legislature in the General Appropriation Act for fiscal year 2026 (see Chapter 9 of the Laws of 2025), which dedicated \$550 million per year to the CTF. With this legislation in place, dedicated Fair Share revenues flow to the CTF and can be pledged to secure special obligation bonds under state finance law. Dedicated Fair Share revenues will not be pledged to any indebtedness unless and until the Commonwealth pledges these amounts. The state is currently evaluating options for how these dedicated funds could be used to support the issuance of special obligation bonds to advance the infrastructure investment priorities above. However, no such pledge has been made as of the date of this report.

### CTF Expansion Initiative

This initiative was designed to unlock over \$5 billion in additional CTF capital capacity for transportation over 10 years:

- \$1.5 billion for Chapter 90 aid to municipalities including rural road funds
- \$1.5 billion for pavement and bridge repair and replacement statewide
- \$1.45 billion for the MBTA to support the Rail Reliability Program (RRP)
- \$615 million for the Allston I-90 multi-modal project<sup>2</sup>
- \$200 million for municipally-owned culverts and small bridges
- \$185 million for safety and congestion hotspots

The fiscal year 2026 budget included a reporting requirement on projects to be funded, in whole or in part, by any increase in bonding capacity of the CTF through dedication of Fair Share revenues (referred to as CTF Expansion in this report). Due to the iterative nature of capital planning, the number of external stakeholders including municipalities, and the extensive timelines associated with design and delivery of infrastructure projects, the information below is preliminary, subject to change and represents a snapshot of priorities and plans underway as of the date of this report. Dedicated Fair Share revenues have not been pledged under any trust agreement as of this date.

#### **I. Transportation Capital Projects funded by CTF Expansion in Fiscal Year 2025**

CTF Expansion programming during fiscal year 2025 was based on a calculation of dedicated transportation Fair Share revenue in the fiscal year 2025 budget, which was up to \$250 million per year. (See Section 52 of Chapter 140 of the Acts of 2024). In October 2024, the MBTA and MassDOT boards approved a funding agreement for \$601 million to provide state support for critical investments at the MBTA, including track improvements to eliminate slow zones; new Red Line, Orange Line, and commuter rail vehicles; station accessibility and related projects. This support helps the MBTA to improve service, advance needed repair work and provide reliability to riders without adding to the MBTA's debt. During fiscal year 2025, the following amounts were spent under CTF Expansion:

##### Rail Reliability Program (RRP)

- Commuter Rail Bi-Level Coaches – \$48.3 million
- Track Improvement Program (TIP) – \$47.4 million
- Red and Orange Line Vehicles – \$34.0 million
- TOTAL: \$129.7 million

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<sup>2</sup> The CTF Expansion plan in January 2025 included \$615 million for the Allston Multimodal Project. In July 2025, MassDOT received confirmation that the Trump Administration had rescinded a federal grant of \$327 million that had been awarded for the project. MassDOT is engaging in a strategic review of the Allston Multimodal Project, utilizing independent review consultants to perform a two-step process. The first step will be to perform an in-depth project cost analysis that reflects the effects of the grant rescission and additional cost drivers such as recent tariffs and inflation; the second step will be to perform an independent engineering analysis to examine how to deliver the most transportation benefits with available resources. The outcome of these efforts will help the project team determine the path forward. MassDOT is holding funding in reserve and will not propose programming it until after the conclusion of the independent review.

## **II. Transportation Capital Projects to be funded by the CTF Expansion Program during Fiscal Year 2026-2030**

During the next five fiscal years 2026-2030, the projects and investment programs below are expected to be funded by CTF Expansion. Going forward, capital planning and programming for CTF Expansion is expected to occur through the Capital Investment Plan process.

### Enhanced Chapter 90

- Supports all 351 Massachusetts cities and towns with critical transportation funding
- Helps small and rural communities with additional funding based on road miles
- Improves sidewalks, roads and other transportation infrastructure in local communities

The Chapter 90 program provides municipalities with annual funding for capital improvements on local public ways—improving pavement quality, building sidewalks, restoring bridges, and financing bike and pedestrian infrastructure. Under the program, Massachusetts municipalities are allocated a portion of total program dollars, which allows them to evaluate their unique transportation needs and goals and distribute funding dollars accordingly. The Administration’s proposals were informed by the work of the Chapter 90 Program Advisory Group. The Advisory Group noted that overall statewide funding for Chapter 90 had been fixed at \$200 million since 2012, except for a one-time increase in 2015, an amount that had not kept pace with municipal needs considering inflation, rising construction costs, and the impacts of climate change on local infrastructure.

Governor Healey filed legislation in January 2025 to substantially increase funding for municipal transportation projects, including \$300 million in annual Chapter 90 funds for five years. The Administration also updated the Chapter 90 program to ensure that every community in Massachusetts would receive an increase with enhanced support for small and rural communities based on road miles. The Legislature embraced this approach, passing Chapter 17 of the Acts of 2025 (Chapter 17), which included an authorization of \$300 million for Chapter 90 funding from CTF Expansion.

Enhanced Chapter 90 includes a 50% increase above previous levels, with \$100 million allocated by road miles to help address funding challenges faced by small and rural communities. Chapter 17 was a one-year authorization. If reauthorized in the future, the Administration could fund Chapter 90 at \$300 million per year from fiscal year 2026 through fiscal year 2030, for a total investment of \$1.5 billion over 5 years. This would maintain elevated local road funding and extend enhanced support for small and rural communities. See Appendix A for Chapter 90 apportionments for fiscal year 2026. Source: MassDOT.

### Bridge and Pavement Lifecycle Asset Management Programs (LAMP)

- Invests in bridge and pavement infrastructure to improve conditions across the state
- Reduces backlog of deferred maintenance through rehabilitation, repair and replacements
- Builds on success of Accelerated Bridge Program
- Supports local communities with critical bridge funding

Lifecycle asset management-oriented investments will save the Commonwealth money over the lifetime of the assets and support safer and smoother roadway travel. This approach is focused on making the right investment at the right time. MassDOT's objective is to prioritize investments which sustain asset quality before critical infrastructure declines into poor condition. Where already in poor condition, MassDOT prioritizes construction techniques that limit travel disruption while ensuring long term resiliency of the asset. Enhanced capital investment results in measurable performance improvements. The deferred maintenance backlog for bridges and pavement exceeds currently programmed capital spending levels.

CTF Expansion resources will be deployed by MassDOT over the next five to 10 years to help achieve better bridge and pavement quality statewide. In the immediate term, MassDOT will engage in planning and design to advance individual projects and programs of investment in bridges and pavement statewide, including in the upcoming fiscal year 2027-2031 capital investment plan.

MassDOT has identified immediate opportunities to extend work that is already underway using funding from CTF Expansion. These projects are an efficient way to deploy new resources on critical needs rapidly, while keeping active construction crews at work and locking in favorable pricing. Delaying these investments would likely result in construction inflation, making the same projects more expensive if postponed until a future date. The Highway Division will put a portion of this funding to work immediately, including:

- Bridge Maintenance – approximately \$51 million
- Pavement Resurfacing – approximately \$43 million

In addition, the Highway Division is implementing a Rapid Repair and Replacement Program for municipal bridges. Under this program, the Division will identify municipal bridges for repair or replacement through an expedited procurement and construction process. Total projected spending for fiscal year 2026 through fiscal year 2030 is \$75 million.

See Appendix B for a summary of MassDOT investments. Source: MassDOT.

#### Rail Reliability Program

- Supports MBTA's capital investment needs including track, vehicles, and other core capital projects that reduce deferred maintenance, improve reliability and safety
- Builds on success of existing Rail Enhancement Program
- Helps MBTA to achieve fiscal stability and safe, reliable service for riders
- Makes key investments to modernize and transform the MBTA including facilities and infrastructure needed to deploy battery electric buses and trains

The Rail Reliability Program (RRP) is a joint initiative between the MBTA and the state to enhance safety and improve reliability on the MBTA transit system. The RRP will help the MBTA restore rider trust by delivering more consistent and reliable service across all modes. The state, acting through MassDOT, will contribute RRP resources to support the MBTA's capital investment portfolio including track, vehicles, and other core capital projects.



RRP investments are targeted to reduce deferred maintenance across the MBTA's systems and asset classes, improve reliability and safety and address state of good repair. These state-funded investments will address critical infrastructure investment needs that would otherwise be unfunded or underfunded in the MBTA's rolling five-year capital investment plan. MassDOT and the MBTA established the RRP in October 2024 with an initial allocation of \$601 million. In October 2025, MassDOT and MBTA added an additional \$850 million, for a combined total of \$1.45 billion over 10 years.

The following RRP investments are contemplated in fiscal years 2026-2030:

- Track Improvement Program (TIP)
- Vehicle Modernization
  - Commuter Rail Bi-Level Coaches
  - Red and Orange Line Vehicles
  - Commuter Rail Locomotives
- Maintenance and Support Facilities
  - Widett Regional Rail Layover Facility- Phase 1
  - Arborway Battery Electric Bus Maintenance Facility
- Passenger Facilities
  - Station Accessibility & Resiliency (STAR) Program
- Power System Reliability and Resiliency
- Green Line Infrastructure Investments
- 5-YEAR TOTAL: approximately \$1.2 billion

See Appendix C for a summary of RRP. Source: MBTA.

#### Community Culvert Grant Program

- Supports repair, replacement, removal, modernization, and resiliency of municipally owned culverts and small bridges
- Funds entire lifecycle of project through design and construction
- Builds on success of existing Small Bridge Program
- Supports local communities with critical infrastructure improvements

Culverts represent a pressing challenge for municipalities across Massachusetts. Obsolete and undersized drainage and stream-crossing culverts are increasingly recognized as vulnerable to storm-related damage, particularly as climate change yields more frequent storm surges and intense precipitation. A significant backlog of municipally-owned small bridges and culverts are undersized, deteriorating, or poorly constructed and need to be replaced. These degraded assets can lead to serious consequences, which might include roadway flooding, costly infrastructure damage, disruption of transportation access, and systemic risks to property and people in the area.

In 2017, MassDOT launched the Municipal Small Bridge capital grant program to assist municipalities with small bridges on public ways with spans too small to be eligible for federal funding. The Municipal Small Bridge capital grant program is successful, but demand has exceeded the capacity of the program.

To fund growing culvert and small bridge maintenance and modernization needs at the local level, shorten timelines for action, and lower the administrative barriers for smaller municipalities, MassDOT will launch a new municipal grant program to fund the repair, replacement, removal, modernization, and resiliency of municipally owned culverts and small bridges across the state. The Community Culvert Grant Program will launch on November 6, 2025 on MassDOT's Grant Central portal:

<https://madothway.my.site.com/GrantCentral/s/>.

The entire cost of awarded projects will be funded, including both design and construction. MassDOT expects to award approximately \$20 million for local projects per year. This 10-year program will provide a pipeline of funding for municipalities to upgrade their infrastructure and improve community resilience, making Massachusetts communities more resilient and prepared for storms and flooding.

#### Safety and Congestion Hotspot Investment Program

- Supports safety, reliability and travel experience; three key priority areas
- Safety, the ability of travelers to move through the transportation system free of physical or other harm, is a core value of the Massachusetts transportation system
- Congestion mitigation and shorter, more reliable travel times are known to improve competitiveness, quality of life, productivity and yield valuable co-benefits including reductions in air pollution

Chapter 17 authorized up to \$185 million for capital projects to ease congestion and improve safety in Massachusetts, including intersection improvements, rail grade crossings, bicycle infrastructure and shared use paths, pedestrian walkways and improvements, accessibility improvements, traffic signals and technology, Americans with Disabilities Act (ADA) compliant sidewalks and crossings, roadway reconstruction and repairs and other capital investments to alleviate road congestion and improve road, walking, biking conditions throughout Massachusetts. The Highway Division has begun developing a program of projects to be funded with this authorization. Many of these projects will be programmed in MassDOT's upcoming fiscal year 2027 through 2031 capital investment plan.

MassDOT has identified some immediate opportunities to extend work that is already underway using funding from CTF Expansion. Approximately \$20 million can be deployed in the short term through adding scope to ongoing contracts, expediting project delivery and saving time and money. Additional resources available for this program will be allocated in accordance with statewide capital planning process. Total projected spending on this program for fiscal year 2026 through fiscal year 2030 is not yet known, but not to exceed \$185 million.

### **III. CTF Bond Issuance**

The Commonwealth Transportation Fund Revenue Bonds (Rail Enhancement Program), 2025 Series A (New Money Bonds) and the Commonwealth Transportation Fund Revenue Refunding Bonds, 2025 Series A (Refunding Bonds, and together with the New Money Bonds, the 2025 Bonds) were issued on October 22, 2025. Proceeds of the 2025 Bonds are primarily being used to finance and refinance ABP and REP expenditures. Future CTF bond issuances are expected to be used to finance CTF Expansion programs.

The Executive Office for Administration and Finance works closely with the Office of the State Treasurer to plan and execute financing transactions. Future CTF bond issuance, which may include a pledge of a portion Fair Share revenues consistent with Chapter 29 of the General Laws, will be coordinated through that process. The Commonwealth does not currently plan to issue short term notes under the CTF credit.

## Appendix A

### Chapter 90 Apportionments By Municipality Fiscal Year 2026

<u>City or Town</u>	<u>Apportionment</u>		<u>City or Town</u>	<u>Apportionment</u>
ABINGTON	\$ 584,230.60		BLACKSTONE	\$ 364,691.21
ACTON	1,083,619.78		BLANDFORD	469,029.50
ACUSHNET	510,208.82		BOLTON	493,464.75
ADAMS	468,943.05		BOSTON	17,725,720.53
AGAWAM	1,239,805.84		BOURNE	931,895.10
ALFORD	127,901.03		BOXBOROUGH	313,005.21
AMESBURY	677,223.45		BOXFORD	706,767.00
AMHERST	1,182,822.76		BOYLSTON	337,374.63
ANDOVER	1,977,555.20		BRAINTREE	1,302,349.69
AQUINNAH	70,014.37		BREWSTER	496,321.82
ARLINGTON	1,132,572.14		BRIDGEWATER	1,097,829.66
ASHBURNHAM	580,826.01		BRIMFIELD	488,838.11
ASHBY	393,072.32		BROCKTON	2,833,069.30
ASHFIELD	526,984.83		BROOKFIELD	287,028.46
ASHLAND	728,849.16		BROOKLINE	1,243,826.44
ATHOL	833,691.69		BUCKLAND	321,236.24
ATTLEBORO	1,899,616.05		BURLINGTON	1,391,458.68
AUBURN	924,905.69		CAMBRIDGE	3,350,860.13
AVON	259,649.20		CANTON	1,126,151.94
AYER	412,315.85		CARLISLE	434,191.54
BARNSTABLE	3,151,367.14		CARVER	672,531.32
BARRE	750,097.90		CHARLEMONT	317,590.39
BECKET	420,792.22		CHARLTON	1,042,146.62
BEDFORD	866,074.05		CHATHAM	560,267.33
BELCHERTOWN	1,072,067.20		CHELMSFORD	1,765,431.91
BELLINGHAM	847,016.40		CHELSEA	752,879.81
BELMONT	792,915.91		CHESHIRE	341,590.31
BERKLEY	440,806.59		CHESTER	417,412.26
BERLIN	330,346.65		CHESTERFIELD	400,142.33
BERNARDSTON	319,124.82		CHICOPEE	1,952,023.06
BEVERLY	1,478,061.65		CHILMARK	112,731.03
BILLERICA	1,969,001.30		CLARKSBURG	125,725.22

<u>City or Town</u>	<u>Apportionment</u>		<u>City or Town</u>	<u>Apportionment</u>
CLINTON	\$ 483,746.56		FRAMINGHAM	\$ 2,494,701.27
COHASSET	330,462.48		FRANKLIN	1,408,306.11
COLRAIN	572,696.88		FREETOWN	658,900.77
CONCORD	1,030,062.80		GARDNER	906,180.96
CONWAY	471,823.06		GEORGETOWN	491,912.39
CUMMINGTON	355,482.99		GILL	260,781.70
DALTON	347,868.93		GLOUCESTER	945,620.72
DANVERS	1,237,467.08		GOSHEN	186,277.45
DARTMOUTH	1,801,921.58		GOSNOLD	15,152.74
DEDHAM	947,573.04		GRAFTON	785,780.45
DEERFIELD	633,255.87		GRANBY	464,284.88
DENNIS	1,218,710.55		GRANVILLE	470,957.00
DIGHTON	501,421.13		GREAT BARRINGTON	658,785.78
DOUGLAS	615,937.92		GREENFIELD	962,698.56
DOVER	474,864.27		GROTON	854,360.05
DRACUT	1,287,230.35		GROVELAND	374,181.15
DUDLEY	698,808.36		HADLEY	571,268.11
DUNSTABLE	321,546.98		HALIFAX	434,179.08
DUXBURY	879,817.07		HAMILTON	383,081.71
EAST BRIDGEWATER	616,756.83		HAMPDEN	428,923.23
EAST BROOKFIELD	156,901.91		HANCOCK	116,396.27
EAST LONGMEADOW	902,058.73		HANOVER	809,596.71
EASTHAM	411,912.08		HANSON	518,794.95
EASTHAMPTON	752,943.45		HARDWICK	637,649.31
EASTON	1,110,995.66		HARVARD	566,315.80
EDGARTOWN	389,967.97		HARWICH	1,145,690.89
EGREMONT	269,363.58		HATFIELD	401,973.10
ERVING	141,696.39		HAVERHILL	2,346,590.91
ESSEX	206,535.36		HAWLEY	298,689.70
EVERETT	885,257.44		HEATH	378,367.03
FAIRHAVEN	781,247.07		HINGHAM	1,141,789.26
FALL RIVER	2,653,695.83		HINSDALE	270,054.99
FALMOUTH	2,018,632.40		HOLBROOK	378,935.33
FITCHBURG	1,705,056.24		HOLDEN	1,032,444.20
FLORIDA	291,037.41		HOLLAND	266,100.76
FOXBOROUGH	941,768.60		HOLLISTON	797,090.82

<u>City or Town</u>	<u>Apportionment</u>		<u>City or Town</u>	<u>Apportionment</u>
HOLYOKE	\$ 1,435,484.55		MATTAPOISETT	\$ 372,562.26
HOPEDALE	265,338.51		MAYNARD	401,634.49
HOPKINTON	1,064,506.24		MEDFIELD	664,879.99
HUBBARDSTON	634,782.29		MEDFORD	1,265,555.00
HUDSON	863,249.86		MEDWAY	626,572.60
HULL	442,028.38		MELROSE	761,294.98
HUNTINGTON	280,464.45		METHUEN	1,790,167.48
IPSWICH	681,043.91		MENDON	459,284.79
KINGSTON	642,759.40		MERRIMAC	323,021.40
LAKEVILLE	667,200.64		MIDDLEBOROUGH	1,404,752.18
LANCASTER	534,248.78		MIDDLEFIELD	277,842.47
LANESBOROUGH	374,918.11		MIDDLETON	477,083.84
LAWRENCE	1,773,937.31		MILFORD	1,174,362.28
LEE	466,732.26		MILLBURY	654,979.79
LEICESTER	700,594.51		MILLIS	438,174.36
LENOX	445,113.38		MILLVILLE	183,098.17
LEOMINSTER	1,666,830.53		MILTON	946,681.86
LEVERETT	254,853.24		MONROE	118,509.85
LEXINGTON	1,400,343.04		MONSON	786,750.40
LEYDEN	256,472.86		MONTAGUE	822,495.75
LINCOLN	441,756.61		MONTEREY	353,944.87
LITTLETON	615,510.17		MONTGOMERY	223,503.30
LONGMEADOW	803,724.73		MOUNT WASHINGTON	126,614.21
LOWELL	2,485,300.85		NAHANT	143,233.45
LUDLOW	1,093,910.39		NANTUCKET	1,078,147.76
LUNENBURG	690,660.70		NATICK	1,407,420.61
LYNN	2,047,178.19		NEEDHAM	1,351,593.25
LYNNFIELD	644,599.51		NEW ASHFORD	77,278.30
MALDEN	1,242,524.58		NEW BEDFORD	2,935,137.77
MANCHESTER	224,154.62		NEW BRAINTREE	368,337.11
MANSFIELD	1,117,870.63		NEW MARLBOROUGH	612,951.51
MARBLEHEAD	677,383.39		NEW SALEM	260,768.31
MARION	262,271.98		NEWBURY	440,734.03
MARLBOROUGH	1,647,901.93		NEWBURYPORT	752,395.95
MARSHFIELD	1,176,962.22		NEWTON	3,151,248.25
MASHPEE	976,262.36		NORFOLK	657,571.10

<u>City or Town</u>	<u>Apportionment</u>		<u>City or Town</u>	<u>Apportionment</u>
NORTH ADAMS	\$ 647,231.57		RAYNHAM	\$ 757,009.85
NORTH ANDOVER	1,193,017.92		READING	900,753.57
NORTH ATTLEBOROUGH	1,183,005.95		REHOBOTH	1,071,988.73
NORTH BROOKFIELD	533,348.66		REVERE	1,094,909.87
NORTH READING	779,807.17		RICHMOND	291,294.94
NORTHAMPTON	1,536,627.20		ROCHESTER	532,381.83
NORTHBOROUGH	794,198.92		ROCKLAND	560,353.92
NORTHBRIDGE	726,648.80		ROCKPORT	289,158.76
NORTHFIELD	495,665.62		ROWE	257,062.87
NORTON	857,850.45		ROWLEY	380,475.86
NORWELL	715,569.60		ROYALSTON	507,762.37
NORWOOD	1,158,197.43		RUSSELL	171,803.93
OAK BLUFFS	322,659.53		RUTLAND	651,137.74
OAKHAM	329,890.62		SALEM	1,137,515.26
ORANGE	690,945.04		SALISBURY	359,182.39
ORLEANS	440,242.73		SANDISFIELD	588,990.32
OTIS	315,178.19		SANDWICH	1,267,456.09
OXFORD	806,930.77		SAUGUS	938,568.37
PALMER	749,835.24		SAVOY	356,560.49
PAXTON	318,406.32		SCITUATE	896,213.14
PEABODY	1,763,896.44		SEEKONK	920,953.36
PELHAM	172,949.22		SHARON	937,852.27
PEMBROKE	868,408.49		SHEFFIELD	620,396.53
PEPPERELL	688,624.17		SHELBURNE	369,244.67
PERU	258,384.58		SHERBORN	435,967.95
PETERSHAM	451,586.91		SHIRLEY	389,979.40
PHILLIPSTON	333,955.49		SHREWSBURY	1,489,025.25
PITTSFIELD	1,971,500.90		SHUTESBURY	234,178.27
PLAINFIELD	344,518.90		SOMERSET	782,139.41
PLAINVILLE	463,929.63		SOMERVILLE	1,526,637.39
PLYMOUTH	2,377,409.24		SOUTH HADLEY	775,178.52
PLYMPTON	281,436.52		SOUTHAMPTON	551,733.43
PRINCETON	598,162.54		SOUTHBOROUGH	662,906.22
PROVINCETOWN	194,866.42		SOUTHBRIDGE	754,426.56
QUINCY	2,480,531.03		SOUTHWICK	614,905.32
RANDOLPH	1,028,135.19		SPENCER	816,571.66

<u>City or Town</u>	<u>Apportionment</u>		<u>City or Town</u>	<u>Apportionment</u>
SPRINGFIELD	\$ 5,035,405.80		WELLESLEY	\$ 1,180,418.38
STERLING	751,998.73		WELLFLEET	426,057.37
STOCKBRIDGE	334,666.77		WENDELL	342,703.91
STONEHAM	684,198.31		WENHAM	245,824.06
STOUGHTON	1,145,219.27		WEST BOYLSTON	461,089.83
STOW	461,324.85		WEST BRIDGEWATER	490,498.01
STURBRIDGE	688,044.78		WEST BROOKFIELD	397,151.14
SUDBURY	1,187,387.01		WEST NEWBURY	364,199.65
SUNDERLAND	302,288.69		WEST SPRINGFIELD	1,242,083.35
SUTTON	781,539.58		WEST STOCKBRIDGE	269,076.75
SWAMPSCOTT	435,957.16		WEST TISBURY	132,419.94
SWANSEA	907,378.33		WESTBOROUGH	1,079,212.24
TAUNTON	2,140,652.89		WESTFIELD	1,814,245.75
TEMPLETON	610,738.98		WESTFORD	1,389,252.04
TEWKSBURY	1,394,960.27		WESTHAMPTON	328,136.55
TISBURY	212,310.17		WESTMINSTER	720,107.18
TOLLAND	283,673.33		WESTON	750,100.69
TOPSFIELD	423,258.48		WESTPORT	1,152,933.34
TOWNSEND	692,328.13		WESTWOOD	848,040.76
TRURO	298,033.44		WEYMOUTH	1,661,613.29
TYNGSBOROUGH	705,511.60		WHATELY	246,294.55
TYRINGHAM	186,748.75		WHITMAN	510,935.19
UPTON	531,531.47		WILBRAHAM	896,823.57
UXBRIDGE	866,263.50		WILLIAMSBURG	326,818.21
WAKEFIELD	934,900.52		WILLIAMSTOWN	464,537.89
WALES	195,725.20		WILMINGTON	1,106,268.05
WALPOLE	1,198,883.08		WINCHENDON	796,510.20
WALTHAM	1,963,807.27		WINCHESTER	756,756.54
WARE	707,591.44		WINDSOR	453,185.13
WAREHAM	1,166,609.28		WINTHROP	407,211.65
WARREN	492,277.86		WOBURN	1,690,613.42
WARWICK	403,178.56		WORCESTER	5,593,809.39
WASHINGTON	306,864.87		WORTHINGTON	422,654.27
WATERTOWN	966,224.17		WRENTHAM	636,197.34
WAYLAND	761,244.82		YARMOUTH	1,337,038.91
WEBSTER	707,365.17		<b>Total</b>	<b>\$300,000,000.00</b>



## Appendix B-1

### MassDOT Investments – New Program Summary (\$M)

Plan Item	Project	2026	2027	2028	2029	2030	Total
T009	Chapter 90 Program	\$300.000	\$300.000	\$300.000	\$300.000	\$300.000	\$1,500.000
NEW	Bridge Rapid Repair & Replacements	-	10.000	25.000	25.000	15.000	75.000
NEW	Community Culvert Grant Program	20.000	20.000	20.000	20.000	20.000	120.000

\*Amounts reflect anticipated apportionments or awards and are preliminary, subject to change.

## Appendix B-2

### MassDOT Immediate Opportunities—Bridge

<b>Project Description**</b>	<b>Estimated Cost</b>
Arlington-Lexington RTE 2 Pedestrian Bridge Repairs	\$ 500,000
Beverly - Kernwood Avenue Drawbridge Over Danvers River Fender Repairs	1,000,000
Boston - Bridge Railing Painting on Bridge (1) B-16-272, 3F6, Southampton St over I-93, (2) M-25-021, East Milton SQ over I-93	2,000,000
Boston - Fireproofing replacement for Bridge B-16-048, 4TB, Dartmouth St over I-90.	3,000,000
Boston - Preservation Route 1A Bridges	2,000,000
Boston - Preservation of Bridge B-16-366, Cambridge St over COMB I90 E RPS BDL & CS.	2,500,000
Boston - Preservation of Bridges over E Boston Greenway (B-16-073, B-16-075, & B-16-076)	1,250,000
Canton, C-02-036, I-95 over I-95, Bridge Preservation	2,000,000
Deerfield - Timber Bridge Replacement North Main St. over R/R	1,000,000
District 3- Scheduled and Emergency Structural & Substructure and Related Repairs, Various Locations	3,000,000
District 4 - Bridge Resurfacing At Various Locations	3,000,000
Fitchburg - Installation of a Safety Fence on the Arthur Ditomasso bridge (Bridge No. F-04-019).	1,200,000
Greenfield - Route 2A over the Green River, Bridge Deck Repairs	750,000
Longmeadow - Retaining wall repairs along I91	400,123
Ludlow/Springfield - Steel Repairs Route 21 over Chicopee River	900,000
Medford - Roosevelt Circle Railing Repairs	600,000
Newton - Preservation of bridges carrying local streets over I-90&RR	6,000,000
Newton, N-12-059, 2FM, I-95 Over Quinobequin Rd, Br	5,000,000
Northbridge - Bridge Preservation, Bridge No. N-21-008 (1D0), Mendon Road over the West River	1,380,000
Palmer - Steel Repairs Rte 181 over Ware River	2,000,000
Salem - Schedule Bridge Maintenance Repairs On S-01-018	1,500,000
Springfield - Steel Repairs Roosevelt Ave over I291	550,000
Taunton - Bay Street/Rte. 495 T-01-058 (3YF) - Steel repairs, substructure repairs, clean and paint	4,500,000
District 6 Various Locations, Exposed concrete deck sealing	3,000,000
District 6 Various Locations, Butted box beam bridge preservation	1,000,000
Various Locations - purchase temporary bridges to assist municipalities with emergency bridge closures	1,000,000
<b>TOTAL</b>	<b>\$51,030,123</b>

\*\*Projects listed as of October 17, 2025; preliminary and subject to change.

### Appendix B-3

#### MassDOT Immediate Opportunities—Pavement

<b><u>Project Description*</u></b>	<b><u>Estimated Cost</u></b>
Attleboro - Rte. 1A (Roadway Resurfacing and Related Repairs) - RI Line to Rte. 1	\$ 1,650,000
Becket – Resurfacing & Related Work on Route 20 (MM 31.0 to MM 33.7)	1,710,000
Charlton - Route 20 - Resurfacing and Related Work - Sturbridge townline to Route 169	2,850,000
Chester – Resurfacing & Related Work on Route 20 (MM 33.7 to MM 40.2)	3,840,000
Huntington – Resurfacing & Related Work on Route 20 (MM 40.2 to MM 42.8)	1,430,000
Mattapoisett - Rte. 6 (Roadway Resurfacing & Related Repairs) - Fairhaven TL to Church Street	3,335,200
Milford - Route 140 - Resurfacing and Related Work - Milford/Hopedale townline (mm 59) to Route 16	1,850,000
Northampton - Resurfacing SR 10, Earle Street to Easthampton TL	923,000
Norwood - Rte. 1 (Roadway Resurfacing and Related Repairs) - Coney St. to Norwood/Westwood	4,000,000
Otis- Sandisfield- Resurfacing and Related Work on Route 8	4,500,000
Resurfacing And Related Work At Various Location District 4	2,300,000
Salisbury - Route 110 Drainage Work	1,800,000
Sandisfield- Resurfacing and Related Work on Route 8	5,367,200
Taunton/Norton - Rte. 140 (Roadway Resurfacing and Related Repairs) Chapel Street to Norton Center	3,052,187
Westfield/Southampton - Resurfacing SR 10 MM 14.5 (Westfield) to MM 16.5 (Southampton) +/-	1,080,000
Williamstown – Resurfacing and Related Work on Route 7	<u>3,070,000</u>
<b>TOTAL</b>	<b>\$42,757,587</b>

\*Projects listed as of October 17, 2025; preliminary and subject to change.

### Appendix B-4

#### MassDOT Immediate Opportunities—Safety and Congestion

<b><u>Project Description**</u></b>	<b><u>Estimated Cost</u></b>
West Springfield/Springfield - Highway lighting installation	\$ 300,000
Application Of Reflectorized Pavement Markings at Various Locations District 4	400,000
Greenfield to Erving - SR 2 Guardrail End Treatment upgrades	500,000
Sidewalk Construction - Littleton Rte 2A, Boxborough Rte 111, Shrewsbury Main St & Rte 9, Worcester Rte 20, Northbridge Rte 122	600,000
Repairs to highway lighting - I-290 Worcester, Auburn, Millbury	600,000
Various Locations - Sidewalk Improvements at Various Locations	1,000,000
Chicopee, Springfield, Holyoke - Highway lighting installation	1,000,000
District 4 - Cabinet And Detection Replacement - Locations TBD	1,000,000
Beverly - Kernwood Avenue Drawbridge Over Danvers River	1,000,000
Great Barrington- Russell- Sheffield- Williamstown- Application of Center-Line Rumble Strips and Safety Pavement Markings on Routes 2, 7, and 23 (18-mi total)	1,203,910
Westfield - Route 20 corridor intersection improvement	1,500,000
Lynnfield-Wakefield I-95 Median Barrier Replacement and Resurfacing	<u>10,700,000</u>
<b>TOTAL</b>	<b>\$19,803,910</b>

\*\*Projects listed as of October 17, 2025; preliminary and subject to change.

### Rail Reliability Program

The Rail Reliability Program (RRP) is a joint initiative between the MBTA and the state to enhance safety and improve reliability on the MBTA transit system. The RRP will help the MBTA restore rider trust by delivering more consistent and reliable service across all modes.

<b>Track Improvements</b>	<b>Track Improvement Program</b> Completed on-time in December 2024, the Track Improvement Program (TIP) removed over 220 speed restrictions, replaced 250,000 feet of rail, and improved track reliability across the MBTA rapid transit system, saving riders 2.4 million minutes every weekday and otherwise improving the rider experience. The improved track condition has allowed Red Line speeds to increase to 50 mph, where feasible, and Orange Line speeds to increase to 55 mph, where feasible. Building on the TIP and its successful completion, the MBTA continues to perform regular one-time and programmatic maintenance to further enhance the safety, reliability, and efficiency of the MBTA's network.
<b>Vehicle Modernization</b>	<b>Red Line/Orange Line Vehicles and Infrastructure</b> Rail Reliability Program resources will be used to support a portion of the cost of replacing existing Red and Orange Line vehicles with new, heavy rail vehicles in their entirety. The new Red and Orange Line vehicles are equipped with wider doors, dedicated ADA accessible areas in each vehicle, liquid-crystal display screens for passenger information, vehicle monitoring and wayside communication for maintenance, light emitting diode (LED) lighting, and redundant systems including heating, ventilation, and air conditioning (HVAC) systems and train control to support reliability. Additionally, infrastructure modernization is upgrading the maintenance facilities, track, and signaling system to improve the state of good repair of assets on both Red and Orange Lines.
	<b>Commuter Rail Bi-level Coaches</b> Rail Reliability Program resources will be used to support a portion of the cost of new bi-level coaches to replace the MBTA's fleet of aging single-level coaches. This overhaul will address an immediate need for vehicles and will provide a more efficient way to add capacity on the commuter rail system. These new bi-level coaches include upgrades and improvements such as LED lighting, integration of positive train control and advanced climate control HVAC systems, are compatible with the current fleet and infrastructure and include system improvements to ease preventative maintenance.
	<b>Commuter Rail Locomotives</b> Rail Reliability Program resources will be used to support a portion of the cost of new Commuter Rail locomotives to replace the oldest vehicles in the fleet and ensure the reliability of service across the entire commuter rail network.

<b>Maintenance and Support Facilities</b>	<p><b>Widett Regional Rail Layover Facility- Phase 1</b></p> <p>Rail Reliability Program resources will be used to support regional rail capabilities and critical path investments for clean electric service. The MBTA's new Widett Layover facility will meet the needs of the MBTA's Railroad Operations for mid-day and overnight storage, inspection, light maintenance, fueling, cleaning, federally required inspection and crew facilities. In the future full build, the site will house 26-total layover tracks. Phase 1 will include:</p> <ul style="list-style-type: none"> <li>• demolition of the existing buildings, environmental remediation, and removal of abandoned utilities</li> <li>• site preparation including geotechnical work and elevation of the entire 24-acre site to reduce flood risk</li> <li>• design and construction of a 6- track electrified layover facility to support storage of Battery Electric Multiple Units for fully electrified service on the Fairmount line</li> </ul>
	<p><b>Arborway Battery Electric Bus Maintenance Facility</b></p> <p>Rail Reliability Program resources will be used to support improved operational and maintenance capabilities and enable the deployment of clean electric bus service. The Arborway Battery Electric Bus Maintenance Facility will replace the existing temporary structures that comprise MBTA's Arborway bus maintenance facility (Arborway Garage) with a new, permanent bus maintenance facility. The new facility will be able to store and maintain approximately 200 battery electric buses. The project comprises an approximately 75,000 square foot bus maintenance building with maintenance bays and support spaces, an approximately 15,000 square foot service and wash building, and an open-air canopy covered bus storage and charging yard. The new bus maintenance facility will support the following goals established by MBTA for its Bus Facility Modernization Program:</p> <ul style="list-style-type: none"> <li>• Convert the MBTA's bus fleet to zero emissions technology</li> <li>• Modernize bus maintenance facilities to accommodate zero emissions buses and improve workforce conditions to enable reliable service to passengers</li> <li>• Support the MBTA's bus network redesign to meet the needs of growing ridership</li> </ul>
<b>Passenger Facilities</b>	<p><b>Station Accessibility &amp; Resiliency (STAR) Program</b></p> <p>This program focuses on improving station safety and accessibility, further contributing to overall system reliability.</p>
<b>PowerSystem</b>	<p><b>Power System Reliability and Resiliency Investments</b></p> <p>This program will allow the MBTA to increase investments in the reliability and resiliency of power infrastructure across the system, including critical projects identified in our ongoing power master planning effort. Examples of potential power infrastructure improvements include:</p> <ul style="list-style-type: none"> <li>• upgrades to traction power substations on the rapid transit system</li> <li>• duct bank and cable replacements across the system</li> <li>• repair and replacement of generators and emergency power systems to improve system reliability for riders</li> </ul>

<b>Green Line Infrastructure</b>	<b>Green Line Infrastructure Investments</b> <p>To address crowding, accessibility and aging vehicles, the MBTA is procuring new Green Line Type 10 vehicles. Significant infrastructure investments are needed to support the new vehicles and modernize the MBTA's power system, stations, tracks, maintenance facilities and signal systems, which in some areas exceed 100 years in age. Some priority investments include:</p> <ul style="list-style-type: none"> <li>• signal system modernization</li> <li>• power system upgrades</li> <li>• level boarding station platforms to support safe and accessible passenger mobility</li> <li>• track and station realignments</li> <li>• track reconfiguration within the Green Line Central Tunnel</li> <li>• modernization of vehicle maintenance facilities to service the new Green Line fleet</li> </ul>
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