

FFYs 2020-24 TIP Amendment 4
Proposed MBTA Capital Program (Federal Funds Only)

Federal Funding Program	ALI	2020	2021	2022	2023	2024	FFY20-24 Total (Federal)	FFY20-24 Total (Incl. Match)
5307		\$189,360,213	\$150,670,497	\$153,246,962	\$155,867,485	\$158,532,819	\$807,677,977	\$1,009,597,471
Revenue Vehicle Program	12.12.00	\$150,558,238	\$97,660,130	\$124,671,267	\$127,291,790	\$129,957,124	\$630,138,550	\$787,673,187
Signals/Systems Upgrade Program	12.63.01	\$0	\$48,000,000	\$27,136,607	\$27,136,607	\$27,136,607	\$129,409,820	\$161,762,276
Stations and Facilities Program	12.34.00	\$38,801,975	\$5,010,366	\$1,439,088	\$1,439,088	\$1,439,088	\$48,129,607	\$60,162,008
5337		\$258,088,311	\$147,760,137	\$150,286,835	\$152,856,739	\$155,470,590	\$864,462,611	\$1,080,578,264
Bridge & Tunnel Program	12.24.05	\$6,868,628	\$23,927,558	\$42,698,292	\$42,698,292	\$42,698,292	\$158,891,063	\$198,613,828
Revenue Vehicle Program	12.12.00	\$0	\$0	\$16,986,118	\$16,986,118	\$16,986,118	\$50,958,355	\$63,697,944
Signals/Systems Upgrade Program	12.63.01	\$112,688,625	\$62,601,253	\$28,932,637	\$28,932,637	\$28,932,637	\$262,087,790	\$327,609,738
Stations and Facilities Program	12.34.00	\$138,531,058	\$61,231,326	\$61,669,786	\$64,239,691	\$66,853,541	\$392,525,403	\$490,656,753
5339		\$6,645,206	\$6,758,840	\$6,874,416	\$6,991,968	\$7,111,531	\$34,381,962	\$42,977,452
Bus Program	11.14.00	\$6,645,206	\$6,758,840	\$6,874,416	\$6,991,968	\$7,111,531	\$34,381,962	\$42,977,452
FY20-24 FTA Formula Funding		\$454,093,731	\$305,189,473	\$310,408,213	\$315,716,193	\$321,114,940	\$1,706,522,549	\$2,133,153,186
5309 - GLX		\$300,000,000	\$100,000,000	\$46,121,000	\$0	\$0	\$446,121,000	\$892,242,000
Green Line Extension	13.23.03	\$300,000,000	\$100,000,000	\$46,121,000	\$0	\$0	\$446,121,000	\$892,242,000
Other Federal		\$35,550,000	\$100,570,000	\$526,000,000	\$115,680,000	\$80,000,000	\$857,800,000	\$864,100,000
Passenger Ferry Grant Program	12.33.05	\$7,050,000	\$0	\$0	\$0	\$0	\$7,050,000	\$13,350,000
PTC/ATC/Fiber - RRIF Financing	12.63.01	\$28,500,000	\$100,570,000	\$526,000,000	\$115,680,000	\$80,000,000	\$850,750,000	\$850,750,000
FY20-24 Total Federal Funding		\$789,643,731	\$505,759,473	\$882,529,213	\$431,396,193	\$401,114,940	\$3,010,443,549	\$3,889,495,186

Note:

FTA formula funds (5307, 5337 and 5339) are based on estimated apportionments.

TIP programs and projects are based on a draft FY21-24 CIP as of Apr-20. Adjustments will be made to federal projects and budgets as the CIP process is finalized.

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

Green Line Extension funding is based on the FFGA. \$550M has been obligated to date.

RRIF loan funding for the PTC/ATC/Fiber Resiliency project is based on the planned drawdown schedule as of Apr-20, and is subject to change.

FFYs 2020-24 TIP Amendment 4
Summary of Changes to MBTA Capital Program (Federal Funds Only)

Federal Funding Program	ALI	2020	2021	2022	2023	2024	FFY20-24 Total (Federal)	FFY20-24 Total (Incl. Match)
5307		\$39,863,588	(\$1,382,521)	(\$1,406,162)	(\$1,430,209)	(\$1,454,664)	\$34,190,033	\$42,737,541
Revenue Vehicle Program	12.12.00	\$29,385,260	(\$25,584,906)	(\$681,259)	(\$204,265)	\$280,887	\$3,195,718	\$3,994,647
Signals/Systems Upgrade Program	12.63.01	(\$28,323,647)	\$31,620,400	(\$2,163,991)	(\$2,665,032)	(\$3,174,639)	(\$4,706,910)	(\$5,883,637)
Stations and Facilities Program	12.34.00	\$38,801,975	(\$7,418,016)	\$1,439,088	\$1,439,088	\$1,439,088	\$35,701,225	\$44,626,531
5337		\$97,457,418	(\$15,617,544)	(\$15,884,604)	(\$16,156,232)	(\$16,432,502)	\$33,366,535	\$41,708,169
Bridge & Tunnel Program	12.24.05	(\$19,955,131)	(\$3,354,887)	\$14,949,317	\$14,474,809	\$13,992,188	\$20,106,297	\$25,132,871
Revenue Vehicle Program	12.12.00	\$0	\$0	\$16,986,118	\$16,986,118	\$16,986,118	\$50,958,355	\$63,697,944
Signals/Systems Upgrade Program	12.63.01	\$36,459,333	(\$14,931,560)	(\$49,925,987)	(\$51,274,470)	(\$52,646,011)	(\$132,318,694)	(\$165,398,367)
Stations and Facilities Program	12.34.00	\$80,953,216	\$2,668,903	\$2,105,946	\$3,657,310	\$5,235,201	\$94,620,577	\$118,275,721
5339		\$33,366	\$33,937	\$34,518	\$35,107	\$35,708	\$172,637	\$215,796
Bus Program	11.14.00	\$33,366	\$33,937	\$34,518	\$35,107	\$35,708	\$172,637	\$215,796
FY20-24 FTA Formula Funding		\$137,354,373	(\$16,966,129)	(\$17,256,248)	(\$17,551,333)	(\$17,851,458)	\$67,729,204	\$84,661,505
5309 - GLX		\$150,000,000	\$0	\$0	\$0	\$0	\$150,000,000	\$300,000,000
Green Line Extension	13.23.03	\$150,000,000	\$0	\$0	\$0	\$0	\$150,000,000	\$300,000,000
Other Federal		\$35,550,000	(\$253,881,665)	\$526,000,000	\$115,680,000	\$80,000,000	\$503,348,335	\$421,035,419
Passenger Ferry Grant Program	12.33.05	\$7,050,000	\$0	\$0	\$0	\$0	\$7,050,000	\$13,350,000
PTC/ATC/Fiber - RRIF Financing	12.63.01	\$28,500,000	(\$253,881,665)	\$526,000,000	\$115,680,000	\$80,000,000	\$496,298,335	\$407,685,419
FY20-24 Total Federal Funding		\$322,904,373	(\$270,847,794)	\$508,743,752	\$98,128,667	\$62,148,542	\$721,077,539	\$805,696,924

Explanations for TIP Funding Adjustments:

This table compares the proposed FFY20-24 TIP Amendment to the most recent FFY20-24 TIP that was endorsed by the MPO. FFY20 was adjusted to reflect the projects that we expect to incorporate into FTA grants during the rest of FFY20 based on readiness. FFY21-24 were adjusted to be consistent with the FFY21-25 TIP.

In terms of total FTA formula funds, FFY20 has increased to reflect the carryover of FFY19 funds. FFY21-24 are lower than initially projected due to a reduction in 5337 formula funds received in FFY20, which is then carried forward into subsequent years as well.

For other FTA funding programs, the GLX increase is due to \$150M of FFY19 funds being carried forward into FFY20. The Ferry Grant funding is likewise carried forward from FFY19 into FFY20. The RRIF financing has been increased to include ATC and Fiber Resiliency (not just PTC), and is based on the current drawdown schedule.

The changes in annual TIP program amounts are based on project readiness and the current draft FY21-25 CIP which is under development. The only significant reduction is for the Signals/Systems Upgrade Program which is due primarily to a change in funding for the ATC Northside project from FTA formula funds to a RRIF loan. These funds were reallocated to other TIP programs (e.g., Revenue Vehicles, Bridge and Tunnel, Stations and Facilities).