

## FFYs 2021-2025 Transportation Improvement Program (TIP) Amendment Six

Project	Proposed Change	Explanation	Section/Funding Source	Overall Changes in Funding in TIP		
				From	To	Difference
<b>FFY 2021 Highway Element</b>						
<b>608079:</b> Sharon- Bridge Replacement, S-09,-003 (40N), Maskwonicut Street Over Amtrak/MBTA	<b>Cost Increase</b>	Project cost increase covered using available Surface Transportation Block Grant funds from other FFY 2021 project close-outs.	Section 2A: State Prioritized Reliability Projects (Bridge Off-System)	<b>\$6,736,333</b>	<b>\$9,434,816</b>	<b>\$2,698,483</b>
<b>608637:</b> Maynard- Bridge Replacement, M-10-006, Carrying Florida Road Over the Assabet River	<b>Cost Increase</b>	Project cost increase covered using available Surface Transportation Block Grant funds from other FFY 2021 project close-outs.	Section 2A: State Prioritized Reliability Projects (Bridge Off-System)	<b>\$2,661,282</b>	<b>\$3,654,028</b>	<b>\$992,746</b>
<b>606528:</b> Somerville- Bridge Preservation, S-17-031, I-93 NB and SB from Route 28 to Temple Street	<b>Project Description Change</b>	Project description updated to reflect that project is no longer a bridge rehabilitation/ reconstruction project, but rather a preservation project.	Section 2A: State Prioritized Reliability Projects (Roadway Improvements)	<b>\$37,076,130</b>	<b>\$37,076,130</b>	<b>\$0</b>
<b>FFY 2021 Transit Element</b>						
<b>RTD0008441:</b> CATA- Buy Associated Capital Maintenance Items	<b>New Project</b>	\$15,000 in State RTA Capital Assistance Program funds (currently programmed in the FFYs 2021-25 TIP as "Other Non-Federal" funds) will be used as a match for \$49,632 of FFY 2018 5339 funds. CATA will utilize these funds for the replacement of approximately 10,000 square feet of carpeting in the agency's Administration & Operations Facility. Proposed state match would meet the 20% threshold for matching federal 5339 funds (will represent 23% of final project cost).	Section 5339: Bus and Bus Facilities	<b>\$0</b>	<b>\$64,632</b>	<b>\$64,632</b>

FFYs 2021-25 Transportation Improvement Program (TIP) Amendment Six  
Summary of MBTA Changes by FFY and TIP Program (Federal Funds)

Federal Funding Program	ALI	2021	2022	2023	2024	2025	FFY21-25 Total (Federal)	FFY21-25 Total (Incl. Match)
<b>5307</b>		<b>(\$3,350,102)</b>	<b>(\$3,407,391)</b>	<b>(\$3,465,658)</b>	<b>(\$3,524,920)</b>	<b>(\$3,585,196)</b>	<b>(\$17,333,268)</b>	<b>(\$21,666,586)</b>
Revenue Vehicle Program	12.12.00	\$42,401,357	\$1,790,334	(\$830,190)	(\$3,495,524)	(\$6,206,435)	\$33,659,543	\$42,074,429
Signals/Systems Upgrade Program	12.63.01	(\$7,422,768)	(\$37,280,915)	(\$37,280,915)	(\$37,280,915)	(\$37,280,915)	(\$156,546,427)	(\$195,683,034)
Stations and Facilities Program	12.34.00	\$92,671,309	\$32,083,190	\$34,645,446	\$37,251,518	\$39,902,153	\$236,553,616	\$295,692,020
Preventive Maintenance	12.7A.00	(\$131,000,000)	\$0	\$0	\$0	\$0	(\$131,000,000)	(\$163,750,000)
<b>5337</b>		<b>(\$45,670,032)</b>	<b>\$797,176</b>	<b>\$810,808</b>	<b>\$824,673</b>	<b>\$838,774</b>	<b>(\$42,398,600)</b>	<b>(\$52,998,250)</b>
Bridge & Tunnel Program	12.24.05	\$11,162,597	\$4,533,249	\$4,533,249	\$4,533,249	\$4,533,249	\$29,295,595	\$36,619,493
Revenue Vehicle Program	12.12.00	\$20,280,463	(\$4,854,257)	(\$4,854,257)	(\$4,854,257)	(\$4,854,257)	\$863,437	\$1,079,296
Signals/Systems Upgrade Program	12.63.01	\$80,207,941	\$28,513,508	\$28,513,508	\$28,513,508	\$28,513,508	\$194,261,973	\$242,827,466
Stations and Facilities Program	12.34.00	\$61,678,968	\$2,604,675	(\$27,381,693)	(\$27,367,828)	(\$27,353,727)	(\$17,819,604)	(\$22,274,505)
Preventive Maintenance	12.7A.00	(\$219,000,000)	(\$30,000,000)	\$0	\$0	\$0	(\$249,000,000)	(\$311,250,000)
<b>5339</b>		<b>(\$652,446)</b>	<b>(\$666,413)</b>	<b>(\$677,808)</b>	<b>(\$689,399)</b>	<b>(\$701,188)</b>	<b>(\$3,387,254)</b>	<b>(\$4,234,067)</b>
Bus Program	11.14.00	(\$652,446)	(\$666,413)	(\$677,808)	(\$689,399)	(\$701,188)	(\$3,387,254)	(\$4,234,067)
<b>FFY21-25 FTA Formula Funding</b>		<b>(\$49,672,580)</b>	<b>(\$3,276,628)</b>	<b>(\$3,332,659)</b>	<b>(\$3,389,646)</b>	<b>(\$3,447,610)</b>	<b>(\$63,119,122)</b>	<b>(\$78,898,902)</b>
<b>5309 - GLX</b>		<b>(\$150,000,000)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>(\$150,000,000)</b>	<b>(\$300,000,000)</b>
Green Line Extension	13.23.03	(\$150,000,000)	\$0	\$0	\$0	\$0	(\$150,000,000)	(\$300,000,000)
<b>Other Federal</b>		<b>\$107,316,155</b>	<b>\$147,500,000</b>	<b>\$147,500,000</b>	<b>\$147,500,000</b>	<b>\$147,500,000</b>	<b>\$697,316,155</b>	<b>\$656,432,310</b>
Passenger Ferry Grant Program	12.33.05	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RRIF Financing - PTC/ATC/Fiber	12.63.01	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RRIF/TIFIA Financing Program	12.24.05	\$147,500,000	\$147,500,000	\$147,500,000	\$147,500,000	\$147,500,000	\$737,500,000	\$737,500,000
North Wilmington Station - CARSI	12.34.02	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$1,300,000
Tower One - FRA Grant	12.34.02	(\$41,183,845)	\$0	\$0	\$0	\$0	(\$41,183,845)	(\$82,367,690)
Worcester Union Station - FRA Grant	12.64.01	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>FFY21-25 Total Federal Funding</b>		<b>(\$92,356,425)</b>	<b>\$144,223,372</b>	<b>\$144,167,341</b>	<b>\$144,110,354</b>	<b>\$144,052,390</b>	<b>\$484,197,033</b>	<b>\$277,533,408</b>

**Explanations for TIP Funding Adjustments:**

This table compares the proposed FFY21-25 TIP Amendment to the most recent FFY21-25 TIP that was presented to the MPO in November 2020. FFY21 was adjusted to reflect the projects that we expect to incorporate into FTA grants during the rest of FFY21 based on readiness. FFY22-25 reflects available funding and projected obligations by program, which will be refined as part of the CIP process.

In terms of total FTA formula funds, FFY21 has been decreased because we're no longer deobligating 5337 federal funds for Winchester Station as the project will move forward. FFY21-25 funding levels are also slightly lower because the actual FFY21 apportionment (5307/5339) was lower than projected, and all future years are based on this.

The November 2020 TIP reprogrammed a total of \$380M from capital projects to Preventive Maintenance in order to help address anticipated FY21-22 operating budget funding shortfalls due to reduced revenues and COVID-related expenses. However, with the receipt of CRRSAA and American Rescue Plan funding, all \$380M is now available for the capital program. This table shows what TIP programs were impacted by this shift from Preventive Maintenance. In some cases (e.g., Signals/Systems) this also resulted in a shift of projects from one funding source (5307) to another (5337).

For the Other Federal Funding Programs, the GLX (\$150.0M) and Tower One (\$41.2M) decreases are due to the obligation of these federal funds since November 2020. The \$1.0M for North Wilmington Station reflects a recently awarded FHWA/CARSI discretionary grant for which funds are not yet obligated. The RRIF/TIFIA Financing Program is included in the TIP to show planned funding through these federal loan programs.

FFYs 2021-25 Transportation Improvement Program (TIP) Amendment Six  
MBTA Capital Program - Federal Funding

Federal Funding Program	ALI	2021	2022	2023	2024	2025	FFY21-25 Total (Federal)	FFY21-25 Total (Incl. Match)
<b>5307</b>		<b>\$232,855,504</b>	<b>\$149,839,571</b>	<b>\$152,401,827</b>	<b>\$155,007,899</b>	<b>\$157,658,534</b>	<b>\$847,763,335</b>	<b>\$1,059,704,169</b>
Revenue Vehicle Program	12.12.00	\$113,957,349	\$117,756,381	\$117,756,381	\$117,756,381	\$117,756,381	\$584,982,873	\$731,228,591
Signals/Systems Upgrade Program	12.63.01	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Stations and Facilities Program	12.34.00	\$118,898,155	\$32,083,190	\$34,645,446	\$37,251,518	\$39,902,153	\$262,780,462	\$328,475,578
Preventive Maintenance	12.7A.00	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>5337</b>		<b>\$264,625,016</b>	<b>\$151,084,011</b>	<b>\$153,667,547</b>	<b>\$156,295,263</b>	<b>\$158,967,911</b>	<b>\$884,639,748</b>	<b>\$1,105,799,685</b>
Bridge & Tunnel Program	12.24.05	\$35,090,154	\$47,231,542	\$47,231,542	\$47,231,542	\$47,231,542	\$224,016,322	\$280,020,402
Revenue Vehicle Program	12.12.00	\$20,280,463	\$12,131,862	\$12,131,862	\$12,131,862	\$12,131,862	\$68,807,910	\$86,009,888
Signals/Systems Upgrade Program	12.63.01	\$81,407,941	\$68,437,082	\$68,437,082	\$68,437,082	\$68,437,082	\$355,156,270	\$443,945,338
Stations and Facilities Program	12.34.00	\$127,846,458	\$23,283,525	\$25,867,061	\$28,494,777	\$31,167,425	\$236,659,246	\$295,824,057
Preventive Maintenance	12.7A.00	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>5339</b>		<b>\$6,106,394</b>	<b>\$6,208,003</b>	<b>\$6,314,160</b>	<b>\$6,422,132</b>	<b>\$6,531,951</b>	<b>\$31,582,640</b>	<b>\$39,478,300</b>
Bus Program	11.14.00	\$6,106,394	\$6,208,003	\$6,314,160	\$6,422,132	\$6,531,951	\$31,582,640	\$39,478,300
<b>FFY21-25 FTA Formula Funding</b>		<b>\$503,586,914</b>	<b>\$307,131,585</b>	<b>\$312,383,534</b>	<b>\$317,725,294</b>	<b>\$323,158,396</b>	<b>\$1,763,985,723</b>	<b>\$2,204,982,153</b>
<b>5309 - GLX</b>		<b>\$100,000,000</b>	<b>\$46,121,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$146,121,000</b>	<b>\$292,242,000</b>
Green Line Extension	13.23.03	\$100,000,000	\$46,121,000	\$0	\$0	\$0	\$146,121,000	\$292,242,000
<b>Other Federal</b>		<b>\$286,684,066</b>	<b>\$586,594,981</b>	<b>\$316,691,912</b>	<b>\$284,582,391</b>	<b>\$147,500,000</b>	<b>\$1,622,053,350</b>	<b>\$1,655,156,700</b>
Passenger Ferry Grant Program	12.33.05	\$3,500,000	\$0	\$0	\$0	\$0	\$3,500,000	\$7,000,000
RRIF Financing - PTC/ATC/Fiber	12.63.01	\$105,380,716	\$439,094,981	\$169,191,912	\$137,082,391	\$0	\$850,750,000	\$850,750,000
RRIF/TIFIA Financing Program	12.24.05	\$147,500,000	\$147,500,000	\$147,500,000	\$147,500,000	\$147,500,000	\$737,500,000	\$737,500,000
North Wilmington Station - CARSI	12.34.02	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$1,300,000
Worcester Union Station - FRA Grant	12.64.01	\$29,303,350	\$0	\$0	\$0	\$0	\$29,303,350	\$58,606,700
<b>FFY21-25 Total Federal Funding</b>		<b>\$890,270,980</b>	<b>\$939,847,566</b>	<b>\$629,075,446</b>	<b>\$602,307,685</b>	<b>\$470,658,396</b>	<b>\$3,532,160,073</b>	<b>\$4,152,380,853</b>

Note:

FTA formula funds (5307, 5337 and 5339) are based on estimated apportionments for FFY21-25.

TIP programs and projects are based on the FY21 CIP and planned FY22-25 federal obligations as of Apr-21. Adjustments will be made to federal projects and budgets as the FY22-26 CIP process is finalized.

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.

With additional CRRSAA and American Rescue Plan Act federal relief funding to help offset COVID-related revenue loss, Preventive Maintenance is reduced to \$0.

Green Line Extension funding is based on the FFGA. \$850.0M has been obligated to date; \$146.1M balance.

RRIF loan funding for the PTC/ATC/Fiber Resiliency project is based on the 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.