

**FFYs 2022-26 Transportation Improvement Program (TIP)  
Amendment Five**

4/28/2022

Project	Proposed Change	Explanation	Section/Funding Source	Overall Changes in Funding in TIP		
				From	To	Difference
<b>FFY 2023 Transit Program</b>						
TBD: CATA - Buy Replacement 35-Foot Bus	New Project	Project proposed for addition using \$965,000 in FTA Section 5307 funds and \$450,000 in matching state funds. This project is the replacement of two 2010 transit buses that reached the end of their useful life in 2020/2021 (10-year useful-life benchmark). CATA will be purchasing two hybrid-electric buses using the MVRTA procurement CATA participated in. The project supports CATA's Transit Management Program by keeping assets in a state of good repair and investing in assets before the asset's condition deteriorates to an unacceptable level.	FTA Section 5307: Urbanized Area Formula Funding	\$0	\$1,415,000	\$1,415,000

MBTA Capital Program - Federal Funding  
FFY 2022-2026 Transportation Improvement Program (TIP) Amendment Five - April 2022

4/28/2022

Federal Funding Program	ALI	2022	2023	2024	2025	2026	FFY22-26 Total (Federal)	FFY22-26 Total (Incl. Match)
<b>5307</b>		<b>\$229,594,343</b>	<b>\$188,718,272</b>	<b>\$193,663,464</b>	<b>\$197,677,960</b>	<b>\$202,720,389</b>	<b>\$1,012,374,428</b>	<b>\$1,265,468,035</b>
Bridge & Tunnel Program	12.24.05	\$0	\$0	\$10,000,000	\$10,000,000	\$10,000,000	\$30,000,000	\$37,500,000
Revenue Vehicle Program	12.12.00	\$154,316,086	\$88,612,555	\$106,661,899	\$110,676,395	\$115,718,824	\$575,985,758	\$719,982,198
Signals/Systems Upgrade Program	12.63.01	\$0	\$6,070,405	\$49,580,129	\$49,580,129	\$49,580,129	\$154,810,793	\$193,513,492
Stations and Facilities Program	12.34.00	\$75,278,257	\$94,035,312	\$27,421,436	\$27,421,436	\$27,421,436	\$251,577,877	\$314,472,346
<b>5337</b>		<b>\$393,387,432</b>	<b>\$229,289,490</b>	<b>\$234,344,881</b>	<b>\$238,400,903</b>	<b>\$243,546,639</b>	<b>\$1,338,969,345</b>	<b>\$1,673,711,681</b>
Bridge & Tunnel Program	12.24.05	\$138,238,238	\$17,263,690	\$84,522,118	\$88,578,140	\$93,723,876	\$422,326,063	\$527,907,578
Revenue Vehicle Program	12.12.00	\$113,771,226	\$103,904,747	\$21,876,517	\$21,876,517	\$21,876,517	\$283,305,523	\$354,131,904
Signals/Systems Upgrade Program	12.63.01	\$88,000,946	\$27,746,281	\$36,113,602	\$36,113,602	\$36,113,602	\$224,088,033	\$280,110,042
Stations and Facilities Program	12.34.00	\$53,377,021	\$80,374,771	\$91,832,644	\$91,832,644	\$91,832,644	\$409,249,725	\$511,562,157
<b>5339</b>		<b>\$11,155,225</b>	<b>\$6,016,454</b>	<b>\$6,253,263</b>	<b>\$6,445,503</b>	<b>\$6,686,969</b>	<b>\$36,557,414</b>	<b>\$45,696,767</b>
Bus Program	11.14.00	\$11,155,225	\$6,016,454	\$6,253,263	\$6,445,503	\$6,686,969	\$36,557,414	\$45,696,767
<b>FFY22-26 FTA Formula Funding</b>		<b>\$634,137,000</b>	<b>\$424,024,215</b>	<b>\$434,261,608</b>	<b>\$442,524,367</b>	<b>\$452,953,997</b>	<b>\$2,387,901,187</b>	<b>\$2,984,876,484</b>
<b>Green Line Extension</b>		<b>\$249,675,165</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$249,675,165</b>	<b>\$395,796,165</b>
Green Line Extension - FFGA	13.23.03	\$146,121,000	\$0	\$0	\$0	\$0	\$146,121,000	\$292,242,000
Green Line Extension - ARP/CIG	13.23.03	\$103,554,165	\$0	\$0	\$0	\$0	\$103,554,165	\$103,554,165
<b>Other Federal</b>		<b>\$573,872,756</b>	<b>\$175,100,000</b>	<b>\$163,500,000</b>	<b>\$516,564,667</b>	<b>\$225,085,333</b>	<b>\$1,654,122,756</b>	<b>\$1,701,198,300</b>
RRIF Financing - PTC/ATC/Fiber	12.63.01	\$382,000,000	\$0	\$0	\$369,064,667	\$100,085,333	\$851,150,000	\$851,150,000
RRIF/TIFIA Financing Program	12.24.05	\$147,500,000	\$147,500,000	\$147,500,000	\$147,500,000	\$125,000,000	\$715,000,000	\$715,000,000
Passenger Ferry Grant Program (FTA)	12.33.05	\$7,435,140	\$0	\$0	\$0	\$0	\$7,435,140	\$14,870,280
Quincy Bus Facility Modernization (FTA)	11.43.02	\$5,000,000	\$0	\$0	\$0	\$0	\$5,000,000	\$5,000,000
North Wilmington Station (CARS)	12.34.02	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$1,300,000
Worcester Union Station (WRTA Flex)	12.64.01	\$3,159,200	\$0	\$0	\$0	\$0	\$3,159,200	\$3,949,000
Somerville - Davis Sq. Signals (CMAQ)	11.63.01	\$176,000	\$0	\$0	\$0	\$0	\$176,000	\$220,000
Cambridge - Concord Ave. TSP (CMAQ)	11.63.01	\$128,000	\$0	\$0	\$0	\$0	\$128,000	\$160,000
Alewife Wayfinding Impr. (CMAQ)	12.33.09	\$233,824	\$0	\$0	\$0	\$0	\$233,824	\$292,280
MBTA Systemwide Bike Racks (CMAQ)	12.43.41	\$220,592	\$0	\$0	\$0	\$0	\$220,592	\$275,740
Everett Main Street TSP (CMAQ)	11.63.01	\$180,000	\$0	\$0	\$0	\$0	\$180,000	\$225,000
Columbus Ave. Bus Lane Ph. II (CMAQ)	11.23.01	\$11,840,000	\$0	\$0	\$0	\$0	\$11,840,000	\$14,800,000
Lynn Station Improvements (STP)	12.34.02	\$0	\$27,600,000	\$10,880,000	\$0	\$0	\$38,480,000	\$48,100,000
Forest Hills Station Improv (STP)	12.34.02	\$0	\$0	\$5,120,000	\$0	\$0	\$5,120,000	\$6,400,000
Blue Hill Ave. Corridor Project (RAISE)	11.23.01	\$15,000,000	\$0	\$0	\$0	\$0	\$15,000,000	\$39,456,000
<b>FFY22-26 Total Federal Funding</b>		<b>\$1,457,684,921</b>	<b>\$599,124,215</b>	<b>\$597,761,608</b>	<b>\$959,089,034</b>	<b>\$678,039,330</b>	<b>\$4,291,699,108</b>	<b>\$5,081,870,949</b>

Note:

FTA formula funds (5307, 5337 and 5339) are based on estimated apportionments for FFY22-26. This includes additional funding to be made available through the Bipartisan Infrastructure Law (BIL), based on current estimates.

TIP programs and projects are based on the draft FY23-27 CIP and planned federal obligations as of Apr-22. Adjustments will be made to federal projects and budgets as the FY23-27 CIP 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.

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.

**MBTA Capital Program - Federal Funding**  
**FFY 2022-2026 Transportation Improvement Program (TIP) Amendment Five - April 2022 Proposed Changes**

Federal Funding Program	ALI	2022	2023	2024	2025	2026	FFY22-26 Total (Federal)	FFY22-26 Total (Incl. Match)
<b>5307</b>		<b>\$47,887,799</b>	<b>\$36,316,445</b>	<b>\$38,655,565</b>	<b>\$40,019,426</b>	<b>\$42,365,894</b>	<b>\$205,245,129</b>	<b>\$256,556,412</b>
Bridge & Tunnel Program	12.24.05	\$0	\$0	\$10,000,000	\$10,000,000	\$10,000,000	\$30,000,000	\$37,500,000
Revenue Vehicle Program	12.12.00	\$44,812,540	(\$29,143,826)	(\$11,094,482)	(\$7,079,986)	(\$44,635,671)	(\$47,141,426)	(\$58,926,783)
Signals/Systems Upgrade Program	12.63.01	\$0	\$6,070,405	\$49,580,129	\$49,580,129	\$49,580,129	\$154,810,793	\$193,513,492
Stations and Facilities Program	12.34.00	\$3,075,259	\$59,389,866	(\$9,830,082)	(\$12,480,717)	\$27,421,436	\$67,575,762	\$84,469,703
<b>5337</b>		<b>\$73,403,845</b>	<b>\$75,621,943</b>	<b>\$78,049,618</b>	<b>\$79,432,992</b>	<b>\$81,860,376</b>	<b>\$388,368,774</b>	<b>\$485,460,967</b>
Bridge & Tunnel Program	12.24.05	\$10,577,174	(\$29,967,852)	\$37,290,576	\$41,346,598	\$12,606,557	\$71,853,055	\$89,816,318
Revenue Vehicle Program	12.12.00	\$81,358,902	\$91,772,885	\$9,744,655	\$9,744,655	\$9,744,655	\$202,365,752	\$252,957,190
Signals/Systems Upgrade Program	12.63.01	(\$51,044,075)	(\$40,690,801)	(\$32,323,480)	(\$32,323,480)	(\$32,323,480)	(\$188,705,318)	(\$235,881,647)
Stations and Facilities Program	12.34.00	\$32,511,844	\$54,507,710	\$63,337,867	\$60,665,219	\$91,832,644	\$302,855,285	\$378,569,107
<b>5339</b>		<b>(\$354,515)</b>	<b>(\$297,706)</b>	<b>(\$168,869)</b>	<b>(\$86,447)</b>	<b>\$43,322</b>	<b>(\$864,216)</b>	<b>(\$1,080,270)</b>
Bus Program	11.14.00	(\$354,515)	(\$297,706)	(\$168,869)	(\$86,447)	\$43,322	(\$864,216)	(\$1,080,270)
<b>FFY22-26 FTA Formula Funding</b>		<b>\$120,937,129</b>	<b>\$111,640,681</b>	<b>\$116,536,314</b>	<b>\$119,365,971</b>	<b>\$124,269,592</b>	<b>\$592,749,687</b>	<b>\$740,937,109</b>
<b>Green Line Extension</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Green Line Extension - FFGA	13.23.03	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Green Line Extension - ARP/CIG	13.23.03	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Other Federal</b>		<b>(\$17,209,010)</b>	<b>\$27,600,000</b>	<b>\$16,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$26,390,990</b>	<b>\$12,712,580</b>
RRIF Financing - PTC/ATC/Fiber	12.63.01	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RRIF/TIFIA Financing Program	12.24.05	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Passenger Ferry Grant Program (FTA)	12.33.05	\$3,935,140	\$0	\$0	\$0	\$0	\$3,935,140	\$7,870,280
Quincy Bus Facility Modernization (FTA)	11.43.02	\$5,000,000	\$0	\$0	\$0	\$0	\$5,000,000	\$5,000,000
North Wilmington Station (CARSI)	12.34.02	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Worcester Union Station (FRA)	12.64.01	(\$29,303,350)	\$0	\$0	\$0	\$0	(\$29,303,350)	(\$58,606,700)
Worcester Union Station (WRTA Flex)	12.64.01	\$3,159,200	\$0	\$0	\$0	\$0	\$3,159,200	\$3,949,000
Somerville - Davis Sq. Signals (CMAQ)	11.63.01	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Cambridge - Concord Ave. TSP (CMAQ)	11.63.01	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Alewife Wayfinding Impr. (CMAQ)	12.33.09	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MBTA Systemwide Bike Racks (CMAQ)	12.43.41	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Everett Main Street TSP (CMAQ)	11.63.01	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Columbus Ave. Bus Lane Ph. II (CMAQ)	11.23.01	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Lynn Station Improvements (STP)	12.34.02	\$0	\$27,600,000	\$10,880,000	\$0	\$0	\$38,480,000	\$48,100,000
Forest Hills Station Improv (STP)	12.34.02	\$0	\$0	\$5,120,000	\$0	\$0	\$5,120,000	\$6,400,000
Blue Hill Ave. Corridor Project (RAISE)	11.23.01	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>FFY22-26 Total Federal Funding</b>		<b>\$103,728,119</b>	<b>\$139,240,681</b>	<b>\$132,536,314</b>	<b>\$119,365,971</b>	<b>\$124,269,592</b>	<b>\$619,140,677</b>	<b>\$753,649,689</b>

Explanation of Major Changes:

Since the last FFY22-26 TIP amendment in December 2021 the amount of FTA formula funds projected to be available for FFY22-26 has been adjusted to reflect Bipartisan Infrastructure Law (BIL) funding increases. FFY22 is based on recently published FTA apportionment tables, while FFY23-26 are based on tables previously made available by the House Committee on Transportation & Infrastructure. It is anticipated that over the five-year TIP period, 5307 funding will increase by \$205.2M, 5337 funding will increase by \$388.4M and 5339 funding will be generally stable (a slight \$0.86M decrease).

As a result of the additional BIL formula funding, the allocation of funds across TIP Programs (e.g., Bridge & Tunnel, Revenue Vehicles) has been adjusted to reflect the draft FY23-27 CIP and project readiness (i.e., when projects will be ready for obligation of federal funds).

Since the last TIP Amendment the MBTA has received two discretionary awards: \$3.9M for Passenger Ferry and \$5.0M for Bus & Bus Facilities (Quincy).

The FRA grant for Worcester Union Station (\$29.3M federal funds) has been executed, so the project has been removed from the TIP. Meanwhile, the WRTA is in the process of transferring \$3.16M of federal funds to the MBTA for the project.

On March 31, 2022 the Boston MPO voted to transfer \$33.48M to the MBTA for the Lynn Station project (FFY23-24) and \$5.12M for Forest Hills Station (FFY24). These projects have now been added to the FFY22-26 TIP.