

FY19-23 TIP Amendment – April 2019  
Summary of MBTA Funding Totals by FFY and TIP Program (Federal + Local Match)

	2019	2020	2021	2022	2023	FY19-23 Federal Funding Total	Total Funding (Federal + Match)
<b>5307</b>	<b>\$291,435,996</b>	<b>\$149,496,625</b>	<b>\$152,053,018</b>	<b>\$154,653,124</b>	<b>\$157,297,694</b>	<b>\$904,936,457</b>	<b>\$1,131,170,574</b>
Revenue Vehicle Program 12.12.00	\$185,434,154	\$121,172,978	\$123,245,036	\$125,352,526	\$127,496,055	\$682,700,749	\$853,375,938
Signals/Systems Upgrade Program 12.63.01	\$64,123,025	\$28,323,647	\$16,379,600	\$29,300,598	\$29,801,639	\$167,928,509	\$209,910,637
Stations and Facilities Program 12.34.00	\$41,878,817		\$12,428,382			\$54,307,199	\$67,883,999
<b>5309</b>	<b>\$375,000,000</b>	<b>\$150,000,000</b>	<b>\$100,000,000</b>	<b>\$46,121,000</b>		<b>\$671,121,000</b>	<b>\$1,342,242,000</b>
Green Line Extension 13.23.03	\$375,000,000	\$150,000,000	\$100,000,000	\$46,121,000		\$671,121,000	\$1,342,242,000
<b>5337</b>	<b>\$331,833,015</b>	<b>\$160,630,893</b>	<b>\$163,377,681</b>	<b>\$166,171,439</b>	<b>\$169,012,971</b>	<b>\$991,025,999</b>	<b>\$1,238,782,499</b>
Bridge & Tunnel Program 12.24.05	\$72,762,435	\$26,823,759	\$27,282,445	\$27,748,975	\$28,223,483	\$182,841,097	\$228,551,371
Revenue Vehicle Program 12.12.00				\$0	\$0	\$0	\$0
Signals/Systems Upgrade Program 12.63.01	\$188,077,143	\$76,229,292	\$77,532,813	\$78,858,624	\$80,207,107	\$500,904,979	\$626,131,224
Stations and Facilities Program 12.34.00	\$70,993,437	\$57,577,842	\$58,562,423	\$59,563,840	\$60,582,381	\$307,279,923	\$384,099,904
<b>5339</b>	<b>\$13,787,782</b>	<b>\$6,611,840</b>	<b>\$6,724,903</b>	<b>\$6,839,898</b>	<b>\$6,956,861</b>	<b>\$40,921,284</b>	<b>\$51,151,606</b>
Bus Program 11.14.00	\$13,787,782	\$6,611,840	\$6,724,903	\$6,839,898	\$6,956,861	\$40,921,284	\$51,151,606
<b>Other Federal</b>	<b>\$40,279,057</b>		<b>\$354,451,665</b>			<b>\$394,730,722</b>	<b>\$497,950,903</b>
FHWA Flex Funds 12.14.33	\$1,406,951					\$1,406,951	\$1,758,689
Hingham Ferry Dock Modification 12.33.05	\$7,050,000					\$7,050,000	\$13,350,000
Positive Train Control - FRA Award Flexed 12.63.01	\$27,548,335					\$27,548,335	\$34,435,419
Positive Train Control (PTC) - RRIF/TIFIA 12.63.01			\$354,451,665			\$354,451,665	\$443,064,581
Quincy Center Bus Terminal 12.33.11	\$4,273,771					\$4,273,771	\$5,342,214
<b>FY19-23 Federal Funding Total</b>	<b>\$1,052,335,850</b>	<b>\$466,739,358</b>	<b>\$776,607,267</b>	<b>\$373,785,461</b>	<b>\$333,267,526</b>	<b>\$3,002,735,462</b>	<b>\$4,261,297,582</b>

FY19-23 TIP Amendment – April 2019  
Summary of MBTA Funding Changes by FFY and TIP Program (Federal Funds)

	2019	2020	2021	2022	2023	FY19-23 Federal Funding Total	Explanation for Change in Federal Funding
<b>5307</b>	<b>\$22,330,495</b>	<b>\$3,374,692</b>	<b>\$5,931,085</b>	<b>\$8,531,191</b>	<b>\$11,175,761</b>	<b>\$51,343,224</b>	For 5307 formula funds, \$51.3M funding increase due to higher FFY18 carryover and FFY19 base (per actual apportionment) plus 1.7% annual escalation. Funding shifts between TIP programs based on project readiness. Some Signals/Systems work moved from 5307 to 5337.
Revenue Vehicle Program	\$127,464,665	\$25,051,045	\$40,163,103	\$29,230,593	\$30,928,444	<b>\$252,837,850</b>	
Signals/Systems Upgrade Program	(\$109,669,325)	(\$21,676,353)	(\$33,620,400)	(\$20,699,402)	(\$19,752,683)	<b>(\$205,418,163)</b>	
Stations and Facilities Program	\$4,535,155	\$0	(\$611,618)	\$0	\$0	<b>\$3,923,537</b>	
<b>5337</b>	<b>\$14,506,967</b>	<b>\$14,737,889</b>	<b>\$17,484,677</b>	<b>\$20,278,435</b>	<b>\$23,119,967</b>	<b>\$90,127,935</b>	For 5337 formula funds, \$90.1M funding increase due to higher FFY19 base (per actual apportionment) and 1.7% annual escalation. Funding shifts between TIP programs based on project readiness. Revenue Vehicle projects moved from 5337 to 5307; some pushed out to FFY24.
Bridge & Tunnel Program	\$8,325,838	\$26,823,759	(\$27,074,428)	\$27,748,975	\$28,223,483	<b>\$64,047,627</b>	
Revenue Vehicle Program	\$0	\$0	\$0	(\$60,000,000)	(\$58,118,226)	<b>(\$118,118,226)</b>	
Signals/Systems Upgrade Program	\$100,393,812	(\$9,663,712)	\$45,683,738	(\$7,034,380)	(\$7,567,671)	<b>\$121,811,787</b>	
Stations and Facilities Program	(\$94,212,683)	(\$2,422,158)	(\$1,124,633)	\$59,563,840	\$60,582,381	<b>\$22,386,747</b>	
<b>5339</b>	<b>\$1,687,108</b>	<b>\$928,187</b>	<b>\$1,041,250</b>	<b>\$1,156,245</b>	<b>\$1,273,208</b>	<b>\$6,085,998</b>	For 5339 formula funds, \$6.1M funding increase due to higher FFY19 base (per actual apportionment) and 1.7% annual escalation.
Bus Program	\$1,687,108	\$928,187	\$1,041,250	\$1,156,245	\$1,273,208	<b>\$6,085,998</b>	
<b>FY19-23 FTA Formula Funding</b>	<b>\$38,524,570</b>	<b>\$19,040,768</b>	<b>\$24,457,012</b>	<b>\$29,965,871</b>	<b>\$35,568,936</b>	<b>\$147,557,157</b>	
<b>5309 - GLX</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	No change
Green Line Extension	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>	
<b>Other Federal</b>	<b>\$27,889,458</b>	<b>\$0</b>	<b>(\$27,548,335)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$341,123</b>	Additional year of FHWA Ferry Flex funds now available No change Recently awarded FRA funds for PTC project RRIF/TIFIA funds reduced due to new FRA award for PTC No change
FHWA Ferry Flex Funds	\$341,123	\$0	\$0	\$0	\$0	<b>\$341,123</b>	
Hingham Ferry Dock Modification	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>	
Positive Train Control - FRA Award	\$27,548,335	\$0	\$0	\$0	\$0	<b>\$27,548,335</b>	
Positive Train Control - RRIF/TIFIA	\$0	\$0	(\$27,548,335)	\$0	\$0	<b>(\$27,548,335)</b>	
Quincy Center Bus Terminal	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>	
<b>FY19-23 Total Federal Funding</b>	<b>\$66,414,028</b>	<b>\$19,040,768</b>	<b>(\$3,091,323)</b>	<b>\$29,965,871</b>	<b>\$35,568,936</b>	<b>\$147,898,280</b>	

Note: This table compares the current FFY19-23 TIP Amendment to the most recent FFY19-23 TIP that was endorsed by the MPO in December 2018. FFY19 was adjusted to reflect the projects that will be incorporated into FTA grants during FFY19, based on readiness. FFY20-23 were adjusted to be consistent with the FFY20-24 TIP.