

MBTA Capital Program for the Draft FFYs 2014-17 TIP

| Regional Transit Authority | Project Description | Currently Programmed FFY 2013 | Draft Amendment Four FFY 2013 | Currently Programmed FFY 2014 | Proposed FFY 2014 | Currently Programmed FFY 2015 | Proposed FFY 2015 | Currently Programmed FFY 2016 | Proposed FFY 2016 | Proposed FFY 2017 | Prior Funding | Total Funds Proposed in FFYs 2014-17 TIP | Future Funding | Total TIP Funding | Additional Information |
|----------------------------|--|-------------------------------|-------------------------------|-------------------------------|-------------------|-------------------------------|-------------------|-------------------------------|-------------------|-------------------|---------------|--|----------------|-------------------|------------------------|
| MBTA | STATIONS: Funds accessibility improvements at all MBTA heavy rail, light rail, commuter rail, Silver Line, and bus stations. The program also includes major bus transfer stations, bus stops, and shelters. The majority of this program is devoted to renovation of subway stations and systemwide replacement of escalators and elevators. | \$115,291,809 | \$141,206,347 | | \$50,000,000 | | \$123,356,895 | | \$20,000,000 | | | \$193,356,895 | | \$193,356,895 | |
| | Government Center (Blue Line Modernization) | \$40,951,335 | \$0 | | | | \$40,951,335 | | | | | \$40,951,335 | | \$40,951,335 | |
| | Government Center (Light Rail Accessibility Program) | \$52,843,584 | \$66,865,873 | | | | | | | | | \$0 | | \$0 | |
| | State Street | \$21,496,890 | \$21,496,890 | | | | | | | | | \$0 | | \$0 | |
| | Stations & Facilities | | \$52,843,584 | | \$50,000,000 | | \$50,000,000 | | \$20,000,000 | | | \$120,000,000 | | \$120,000,000 | |
| | Elevators/Escalators | | | | | | \$32,405,560 | | | | | \$32,405,560 | | \$32,405,560 | |
| MBTA | REVENUE VEHICLES: Composed primarily of reinvestment in subway, commuter rail and bus fleets. | | \$11,750,000 | \$133,750,000 | \$95,809,900 | \$141,250,000 | \$80,000,000 | \$162,500,000 | \$80,000,000 | \$120,000,000 | | \$375,809,900 | | \$375,809,900 | |
| | Other Revenue Vehicles (Procurement of (7) and (13) Option Locomotives and Green Line #8 Upgrades) | | \$11,750,000 | \$43,750,000 | \$65,809,900 | \$68,750,000 | | \$75,000,000 | | | | \$65,809,900 | | \$65,809,900 | |
| | Red/Orange Lines- New Vehicle Procurement | | | \$90,000,000 | \$30,000,000 | \$72,500,000 | \$80,000,000 | \$87,500,000 | \$80,000,000 | \$120,000,000 | | \$310,000,000 | | \$310,000,000 | |
| MBTA | BRIDGE & TUNNEL PROGRAM: Upgrades and maintains the 476 systemwide bridges owned by the MBTA. | \$60,000,000 | \$105,396,520 | \$75,000,000 | \$75,000,000 | \$75,000,000 | \$75,000,000 | | \$106,250,000 | \$125,000,000 | | | | \$0 | |
| | Bridge & Tunnel Program | \$60,000,000 | \$80,000,000 | \$75,000,000 | \$75,000,000 | \$75,000,000 | \$75,000,000 | | \$106,250,000 | \$125,000,000 | | \$381,250,000 | | \$381,250,000 | |
| | Red Line Leak Repairs | | \$25,396,520 | | | | | | | | | \$0 | | \$0 | |
| MBTA | FACILITIES (YARDS, SHOPS, PARKING, ETC.): Funds maintenance and modernization of the facilities, yards and shops where regularly scheduled maintenance and emergency repairs occur. | \$18,750,000 | \$10,625,000 | \$25,000,000 | \$0 | | | \$31,250,000 | \$0 | | | \$0 | | \$0 | |
| | Parking System Improvements - \$6M Alewife/\$4.5 South Station | | \$10,625,000 | | | | | | | | | \$0 | | \$0 | |
| MBTA | TRACK/RIGHT-OF-WAY: Funds maintenance and modernization of infrastructure within the right-of-way such as track, ties, and ballast. | | \$9,499,304 | | \$24,500,696 | | | \$31,250,000 | \$0 | | | \$24,500,696 | | \$24,500,696 | |
| | Red Line Floating Slab | | \$9,499,304 | | \$24,500,696 | | | | | | | \$24,500,696 | | \$24,500,696 | |
| MBTA | SIGNALS: Funds ongoing maintenance of the MBTA's signal system to ensure that proper train separation principles for route integrity, speed control and broken rail protection are employed in the design. | | \$10,000,000 | | \$19,000,000 | | | | | | | \$19,000,000 | | \$19,000,000 | |
| | Red Line Signal Upgrade | | \$10,000,000 | | \$19,000,000 | | | | | | | \$19,000,000 | | \$19,000,000 | |
| MBTA | SYSTEMS UPGRADES: Funds upgrades on rapid transit and commuter rail systems. The program includes funding for the Light Rail Accessibility Program (LRAP) for the Green Line to modernize stations, install elevators, raise platforms, and construct new headhouses. | \$15,616,376 | \$18,950,873 | \$34,992,593 | \$11,501,438 | \$52,492,593 | \$33,096,967 | \$43,742,593 | \$105,203,862 | \$66,453,862 | | \$216,256,129 | | \$216,256,129 | |
| | Systems Upgrades | \$15,616,376 | \$14,250,873 | \$34,992,593 | \$11,501,438 | \$52,492,593 | \$33,096,967 | \$43,742,593 | \$105,203,862 | \$66,453,862 | | \$216,256,129 | | \$216,256,129 | |
| | Systems Upgrades - AFC Upgrades/Relational Database/Operational System | | \$4,700,000 | | | | | | | | | \$0 | | \$0 | |
| MBTA | POWER PROGRAM: Responsible for powering the entire network of subway, trackless trolley, light rail lines, commuter rail system, and ferry facilities. | \$59,084,408 | | | \$35,641,828 | | | | | | | \$35,641,828 | | \$35,641,828 | |
| | Power Program | \$59,084,408 | \$0 | | \$35,641,828 | | | | | | | \$35,641,828 | | \$35,641,828 | |
| MBTA | PREVENTATIVE MAINTENANCE: Funds preventative maintenance on buses, vehicles, stations, and other MBTA facilities. | \$15,000,000 | \$15,000,000 | \$15,000,000 | \$15,000,000 | \$15,000,000 | \$15,000,000 | \$15,000,000 | \$15,000,000 | \$15,000,000 | | \$60,000,000 | | \$60,000,000 | |
| | Preventative Maintenance | \$15,000,000 | \$15,000,000 | \$15,000,000 | \$15,000,000 | \$15,000,000 | \$15,000,000 | \$15,000,000 | \$15,000,000 | \$15,000,000 | | \$60,000,000 | | \$60,000,000 | |

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|----------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|--|-----------------|--|--|--|
| MBTA Program Total: | \$283,742,593 | \$322,428,044 | \$283,742,593 | \$326,453,862 | \$283,742,593 | \$326,453,862 | \$283,742,593 | \$326,453,862 | \$326,453,862 | \$326,453,862 | | \$1,305,815,448 | | | |
|----------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|--|-----------------|--|--|--|

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MWRTA and CATA Capital Programs for the Draft FFYs 2014-17 TIP

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|----------------------------|--|-------------------------------|-------------------------------|-------------------------------|--------------------|-------------------------------|--------------------|-------------------------------|--------------------|--------------------|---------------|--|----------------|-------------------|------------------------|
| MWRTA | ADA PARATRANSIT | \$2,675,000 | \$2,675,000 | \$1,379,248 | \$2,000,000 | \$1,625,000 | \$1,800,000 | \$1,625,000 | \$1,600,000 | \$1,400,000 | | \$6,800,000 | | \$6,800,000 | |
| | Non Fixed Route ADA Paratransit Service | \$1,625,000 | \$1,625,000 | \$1,379,248 | \$2,000,000 | \$1,625,000 | \$1,800,000 | \$1,625,000 | \$1,600,000 | \$1,400,000 | | \$6,800,000 | | \$6,800,000 | |
| | Paratransit Call Center (VTCLI) | \$1,050,000 | \$1,050,000 | | | | | | | | | \$0 | | \$0 | |
| MWRTA | EQUIPMENT AND FACILITIES | \$510,873 | \$510,873 | \$706,625 | \$44,848 | \$460,873 | \$44,848 | \$460,873 | \$44,848 | \$44,848 | | \$179,392 | | \$179,392 | |
| | Purchase Signage | | | | \$7,348 | | \$7,348 | | \$7,348 | \$7,348 | | \$29,392 | | \$29,392 | |
| | Acquire - Mobile Surveillance/Security Equipment | | | | \$12,500 | | \$12,500 | | \$12,500 | \$12,500 | | \$50,000 | | \$50,000 | |
| | Acquisition of Bus Support Equipment/Facilities | | | | \$25,000 | | \$25,000 | | \$25,000 | \$25,000 | | \$100,000 | | \$100,000 | |

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|-----------------------------|-------------|--------------------|-------------|--------------------|-------------|--------------------|-------------|--------------------|--------------------|--|--|--------------------|--|--|--|
| MWRTA Program Total: | \$3,185,873 | \$3,185,873 | \$2,085,873 | \$2,044,848 | \$2,085,873 | \$1,844,848 | \$2,085,873 | \$1,644,848 | \$1,444,848 | | | \$6,979,392 | | | |
|-----------------------------|-------------|--------------------|-------------|--------------------|-------------|--------------------|-------------|--------------------|--------------------|--|--|--------------------|--|--|--|

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| CATA | PREVENTATIVE MAINTENANCE | \$375,000 | \$0 | \$375,000 | \$406,250 | \$375,000 | \$406,250 | \$133,000 | \$406,250 | \$406,250 | | \$1,625,000 | | \$1,625,000 | |
| | Preventative Maintenance | \$375,000 | \$0 | \$375,000 | \$406,250 | \$375,000 | \$406,250 | \$133,000 | \$406,250 | \$406,250 | | \$1,625,000 | | \$1,625,000 | |
| CATA | EQUIPMENT AND FACILITIES | \$420,000 | \$206,000 | \$421,114 | \$228,845 | \$421,114 | \$851,197 | \$341,000 | \$1,110,000 | \$341,526 | | \$2,531,568 | | \$2,531,568 | |
| | Bus Replacement | \$420,000 | \$0 | \$221,114 | \$0 | \$221,114 | \$350,000 | \$230,000 | \$900,000 | | | \$1,250,000 | | \$1,250,000 | |
| | Van Replacement | | | | | | \$250,000 | | | \$195,000 | | \$445,000 | | \$445,000 | |
| | Rehabilitation/Renovation of Maintenance Facility | | \$206,000 | \$200,000 | \$228,845 | \$200,000 | \$0 | | \$140,000 | \$146,526 | | \$515,371 | | \$515,371 | |
| | Equipment | | | | | | \$251,197 | \$111,000 | \$40,000 | | | \$291,197 | | \$291,197 | |
| | Acquire Support Vehicles | | | | | | | | \$30,000 | | | \$30,000 | | \$30,000 | |

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|----------------------------|-----------|------------------|-----------|------------------|-----------|--------------------|-----------|--------------------|------------------|--|--|--------------------|--|--|--|
| CATA Program Total: | \$795,000 | \$206,000 | \$796,114 | \$635,095 | \$796,114 | \$1,257,447 | \$474,000 | \$1,516,250 | \$747,776 | | | \$4,156,568 | | | |
|----------------------------|-----------|------------------|-----------|------------------|-----------|--------------------|-----------|--------------------|------------------|--|--|--------------------|--|--|--|

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