

FFYs 18-22 Transportation Improvement Program
Table 2: FFYs 2018-2022 Draft TIP Amendment 2 Summary of Proposed Changes, REVISED

| Program | Agency | Proposed Change | What's the Impact? | From | To | Difference |
|---------------------------------|--------|--------------------|---|---------------|---------------|-----------------|
| Section 5307 Funds | | | | | | |
| Revenue Vehicle Program | MBTA | Increase Funding | Increased FFY18-22 vehicle funding (subject to Fleet Plan) | \$428,000,000 | \$512,145,327 | \$84,145,327 |
| Stations and Facilities Program | MBTA | Decrease Funding | Some station work accelerated; included in FFY17 grants | \$75,445,210 | \$46,852,042 | (\$28,593,168) |
| Systemwide Signals Program | MBTA | Reclassify Funding | Reclassified as Signals/Systems Upgrade Program | \$218,969,914 | \$0 | (\$218,969,914) |
| Signals/Systems Upgrade Program | MBTA | Reclassify Funding | Reclassified and decreased (R/O Line Signals moved to 5337) | \$0 | \$133,200,000 | \$133,200,000 |
| Elevator and Escalator Program | MBTA | Transfer Funding | Elevators shifted from 5337; \$52M moved from FFY17 to FFY18-22 | \$0 | \$100,800,000 | \$100,800,000 |
| | | | | \$722,415,125 | \$792,997,370 | \$70,582,245 |

Note: \$70.6M total increase reflects carryover of 5307 formula funds from FFY17 into FFY18.

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|---------------------------------|------|--------------------|---|---------------|---------------|----------------|
| Section 5337 Funds | | | | | | |
| Bridge and Tunnel Program | MBTA | Decrease Funding | Slight decrease to reflect current cost estimates | \$264,000,000 | \$261,410,743 | (\$2,589,257) |
| Elevator and Escalator Program | MBTA | Transfer Funding | Elevator Program shifted to 5307 | \$48,000,000 | \$0 | (\$48,000,000) |
| Stations and Facilities Program | MBTA | Increase Funding | Slight increase to reflect current cost estimates | \$281,299,171 | \$283,862,653 | \$2,563,482 |
| System Upgrades Program | MBTA | Reclassify Funding | Reclassified as Signals/Systems Upgrade Program | \$72,000,000 | \$0 | (\$72,000,000) |
| Systemwide Signals Program | MBTA | Reclassify Funding | Reclassified as Signals/Systems Upgrade Program | \$64,000,000 | \$0 | (\$64,000,000) |
| Signals/Systems Upgrade Program | MBTA | Reclassify Funding | Reclassified and increased (R/O Line Signals, N. Station) | \$0 | \$330,639,393 | \$330,639,393 |
| | | | | \$729,299,171 | \$875,912,789 | \$146,613,618 |

Note: \$146.6M total increase reflects carryover of 5337 formula funds from FFY17 into FFY18.

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|---------------------------|------|------------------|--|--------------|--------------|--------------|
| Section 5339 Funds | | | | | | |
| Bus Program | MBTA | Increase Funding | FFY17 carryover funds shifted into FFY18 | \$27,409,749 | \$38,535,953 | \$11,126,204 |
| | | | | \$27,409,749 | \$38,535,953 | \$11,126,204 |

Note: \$11.1M total increase reflects carryover of 5339 formula funds from FFY17 into FFY18.

| | | | | | | |
|-----------------------------|------|------------------|--|---------------|---------------|---------------|
| Green Line Extension | | | | | | |
| Green Line Extension | MBTA | Increase Funding | FFY15-17 funding carried over into FFY18 | \$596,121,000 | \$996,121,000 | \$400,000,000 |
| | | | | \$596,121,000 | \$996,121,000 | \$400,000,000 |

Note: GLX New Start (FFGA) funding has been programmed annually since FFY15 (\$100M in FFY15, \$150M in FFY16 and \$150M in FFY17). All \$400M will carry over into FFY18.

| | | | | | | |
|----------------------------|------|------------------|---|-----|---------------|---------------|
| Other FTA Funding | | | | | | |
| Quincy Center Bus Terminal | MBTA | Increase Funding | \$4.2M included in FFY17 TIP; carried over into FFY18 | \$0 | \$4,273,771 | \$4,273,771 |
| Repurposed Bus Earmarks | MBTA | Increase Funding | Repurposed bus earmarks; carried over to FFY18 | \$0 | \$2,039,691 | \$2,039,691 |
| PTC - RRIF/TIFIA Financing | MBTA | Increase Funding | \$365M included in FFY17 TIP; carried over into FFY18 | \$0 | \$382,000,000 | \$382,000,000 |
| PTC - Discretionary Grant | MBTA | New Funding | New discretionary grant | \$0 | \$7,815,963 | \$7,815,963 |
| | | | | \$0 | \$396,129,425 | \$396,129,425 |

FFYs 18-22 Transportation Improvement Program
 Table 2: FFYs 2018-2022 Draft TIP Amendment 2 Summary of Proposed Changes

| Initial TIP (Endorsed by MPO on 5/25/17) | | | | | |
|--|-------|-------|-------|-------|----------------|
| FFY18 | FFY19 | FFY20 | FFY21 | FFY22 | FFY18-22 Total |

| | | | | | |
|---------------|---------------|---------------|---------------|---------------|---------------|
| \$76,000,000 | \$112,000,000 | \$40,000,000 | \$120,000,000 | \$80,000,000 | \$428,000,000 |
| \$0 | \$31,445,210 | \$44,000,000 | \$0 | \$0 | \$75,445,210 |
| \$65,446,986 | \$0 | \$61,840,976 | \$25,840,976 | \$65,840,976 | \$218,969,914 |
| \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| \$141,446,986 | \$143,445,210 | \$145,840,976 | \$145,840,976 | \$145,840,976 | \$722,415,125 |

| | | | | | |
|---------------|---------------|---------------|---------------|---------------|---------------|
| \$72,000,000 | \$0 | \$24,000,000 | \$96,000,000 | \$72,000,000 | \$264,000,000 |
| \$0 | \$0 | \$48,000,000 | \$0 | \$0 | \$48,000,000 |
| \$50,401,533 | \$136,853,672 | \$47,347,989 | \$35,347,989 | \$11,347,989 | \$281,299,171 |
| \$20,000,000 | \$8,000,000 | \$28,000,000 | \$16,000,000 | \$0 | \$72,000,000 |
| \$0 | \$0 | \$0 | \$0 | \$64,000,000 | \$64,000,000 |
| | | | | | \$0 |
| \$142,401,533 | \$144,853,672 | \$147,347,989 | \$147,347,989 | \$147,347,989 | \$729,299,171 |

| | | | | | |
|-------------|-------------|-------------|-------------|-------------|--------------|
| \$5,318,786 | \$5,434,322 | \$5,552,214 | \$5,552,214 | \$5,552,214 | \$27,409,749 |
| \$5,318,786 | \$5,434,322 | \$5,552,214 | \$5,552,214 | \$5,552,214 | \$27,409,749 |

| | | | | | |
|---------------|---------------|---------------|---------------|--------------|---------------|
| \$150,000,000 | \$150,000,000 | \$150,000,000 | \$100,000,000 | \$46,121,000 | \$596,121,000 |
| \$150,000,000 | \$150,000,000 | \$150,000,000 | \$100,000,000 | \$46,121,000 | \$596,121,000 |

| | | | | | |
|-----|--|--|--|--|-----|
| \$0 | | | | | \$0 |
| \$0 | | | | | \$0 |
| \$0 | | | | | \$0 |
| \$0 | | | | | \$0 |

| TIP Amendment (To MPO on 12/21/17) | | | | | |
|------------------------------------|-------|-------|-------|-------|----------------|
| FFY18 | FFY19 | FFY20 | FFY21 | FFY22 | FFY18-22 Total |

| | | | | | |
|---------------|---------------|---------------|---------------|---------------|---------------|
| \$76,857,975 | \$74,521,552 | \$114,121,933 | \$100,521,933 | \$146,121,933 | \$512,145,327 |
| \$30,852,042 | \$0 | \$0 | \$16,000,000 | \$0 | \$46,852,042 |
| \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| \$64,000,000 | \$69,200,000 | \$0 | \$0 | \$0 | \$133,200,000 |
| \$39,200,000 | \$0 | \$32,000,000 | \$29,600,000 | \$0 | \$100,800,000 |
| \$210,910,017 | \$143,721,552 | \$146,121,933 | \$146,121,933 | \$146,121,933 | \$792,997,370 |

| | | | | | |
|---------------|---------------|---------------|---------------|---------------|---------------|
| \$140,512,259 | \$16,000,000 | \$29,104,000 | \$37,064,000 | \$38,730,484 | \$261,410,743 |
| | | | | | \$0 |
| \$108,483,133 | \$65,823,318 | \$37,109,004 | \$37,586,910 | \$34,860,288 | \$283,862,653 |
| | | | | | \$0 |
| | | | | | \$0 |
| \$45,815,066 | \$61,600,000 | \$79,680,000 | \$71,242,094 | \$72,302,233 | \$330,639,393 |
| \$294,810,458 | \$143,423,318 | \$145,893,004 | \$145,893,004 | \$145,893,004 | \$875,912,789 |

| | | | | | |
|--------------|-------------|-------------|-------------|-------------|--------------|
| \$15,922,023 | \$5,562,970 | \$5,683,653 | \$5,683,653 | \$5,683,653 | \$38,535,953 |
| \$15,922,023 | \$5,562,970 | \$5,683,653 | \$5,683,653 | \$5,683,653 | \$38,535,953 |

| | | | | | |
|---------------|---------------|---------------|---------------|-----|---------------|
| \$550,000,000 | \$150,000,000 | \$150,000,000 | \$146,121,000 | \$0 | \$996,121,000 |
| \$550,000,000 | \$150,000,000 | \$150,000,000 | \$146,121,000 | \$0 | \$996,121,000 |

| | | | | | |
|---------------|--|--|--|--|---------------|
| \$4,273,771 | | | | | \$4,273,771 |
| \$2,039,691 | | | | | \$2,039,691 |
| \$382,000,000 | | | | | \$382,000,000 |
| \$7,815,963 | | | | | \$7,815,963 |