



U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION 1  
Connecticut, Maine,  
Massachusetts,  
New Hampshire,  
Rhode Island, Vermont

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55 Broadway, Suite 920  
Cambridge, MA 02142-1093  
617-494-2055  
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August 7, 2019

Mr. David J. Mohler  
Executive Director  
Office of Transportation Planning  
Massachusetts Department of Transportation  
10 Park Plaza, Room 4150  
Boston, MA 02116-3969

**Re: Massachusetts FY19-23 STIP Action #5 (Transit Only)**

Dear Mr. Mohler:

The Federal Transit Administration (FTA) has reviewed the transit portions of the Fiscal Years 2019-2023 Statewide Transportation Improvement Program (STIP) Action #5 submitted by the Massachusetts Department of Transportation (MassDOT) on July 18, 2019 along with an addendum received on August 2, 2019 and a revised fiscal constraint analysis received on August 6, 2019. This amendment incorporates changes made to transit projects programmed in the Boston Region Metropolitan Planning Organization (MPO), Cape Cod MPO, and Pioneer Valley MPO Transportation Improvement Programs (TIPs).

In accordance with the 1990 Clean Air Act Amendments and 23 C.F.R. §450.218(b), a conformity determination is not needed since the projects in this amendment fall under the air quality conformity exemption for Mass Transit (40 C.F.R. §93.126, Table 2).

In accordance with the final rule on statewide and nonmetropolitan and metropolitan transportation planning published in the Federal Register on May 27, 2016, and the FTA Transit Asset Management (TAM) final rule, published in the Federal Register on July 26, 2016, any TIP updated or amended after October 1, 2018 must include a discussion of the anticipated effect of the TIP toward achieving the region's TAM targets. FTA acknowledges that the MPOs have made changes to the TIPs to bring them into compliance and that all parties have worked to address this requirement in the draft 2020-2024 S/TIPs.

We make the following determinations:

1. The projects in the STIP are based on a planning process that substantially meets the requirements of Title 23 U.S.C. 134 and 135, 49 U.S.C. Section 5303-5305, and 23 C.F.R. 450 Subparts A, B, and C.
2. The component TIPs are based on a continuing, comprehensive transportation planning process carried on cooperatively with the State, the MPOs, and the transit operators in accordance with the provisions of 23 U.S.C. 134 and 135 and 49 U.S.C. 5303-5305.
3. The changes called for in this STIP amendment maintain financial constraint as required under 23 C.F.R. 450.218.

On behalf of the Federal Highway Administration, the FTA has determined that the STIP, as revised, substantially meets all requirements and is hereby approved. If you have any questions, please contact Leah Sirmin (617-494-2459 | [leah.sirmin@dot.gov](mailto:leah.sirmin@dot.gov)).

Sincerely,

Peter Butler  
Acting Regional Administrator

cc: Ariel Garcia, EPA  
Amy Sullivan, FHWA



Charles D. Baker, Governor  
Karyn E. Polito, Lieutenant Governor  
Stephanie Pollack, MassDOT Secretary & CEO

**massDOT**  
Massachusetts Department of Transportation

July 18, 2019

Peter Butler  
Acting Regional Administrator  
Federal Transit Administration  
55 Broadway – 9<sup>th</sup> floor  
Cambridge, Massachusetts 02142

Dear Mr. Butler:

On behalf of Secretary Stephanie Pollack, I am writing to request your approval of the attached transit actions pertaining to the Federal Fiscal Years 2019-2023 State Transportation Improvement Program (STIP), as endorsed by the Boston Region Metropolitan Planning Organization (MPO) and Cape Cod MPO. Attached please also find the updated transit performance measures section of the STIP, as requested.

These actions do not require an air quality conformity determination and are consistent with currently adopted Regional Transit Authority (RTA) and MassDOT Transit Asset Management (TAM) targets. If you have any questions, please call me at (857) 368-8865.

Sincerely,

David J. Mohler  
Executive Director  
Office of Transportation Planning

cc: Steve Woelfel, Deputy Executive Director  
Bryan K. Pounds, Manager, MPO Activities  
Tom Schiavone, Deputy Rail and Transit Administrator  
Federal Highway Administration

2019-2023 Statewide Transportation Improvement Program  
Fiscal Constraint Charts

Fiscal Constraint Analysis - 2019									
Federal Funding Source	Unobligated Carryover	Current Year Available (est.)	Total Funds Available (Carryover + Current Year Available)	Programmed Funds	Unprogrammed Funds	Net Change in Programmed Funds from Previous STIP	State Funding Source	Programmed Funds	
5307	\$175,979,051	\$212,540,725	\$388,519,776	\$361,842,024	\$26,677,752	\$29,888,417	RTACAP	\$35,830,480	
5309	\$225,000,000	\$150,000,000	\$375,000,000	\$375,000,000	\$0	\$0	VW Mitigation Funds	\$10,939,000	
5310	\$123,743	\$6,169,129	\$6,292,872	\$5,562,631	\$730,241	\$0	SCA	\$33,791,833	
5311	\$0	\$3,749,029	\$3,749,029	\$3,219,859	\$529,170	\$0	TDC*	\$2,304,724	
5337	\$185,672,405	\$337,613,731	\$523,286,136	\$523,286,136	\$0	\$202,584,110	MAP	\$4,008,700	
5339	\$29,122,856	\$10,032,035	\$39,154,891	\$23,144,723	\$16,010,168	\$3,231,671	Local Funds	\$7,758,880	
Other Federal	\$0	\$38,872,106	\$38,872,106	\$38,872,106	\$0	\$26,482,507	MBTA Matching Funds	\$595,539,012	
	\$615,898,055	\$758,976,755	\$1,374,874,810	\$1,330,927,479	\$43,947,331	\$262,186,705	Total Non-Federal Aid	\$687,867,905	
Fiscal Constraint Analysis - 2020									
Federal Funding Source	Unobligated Carryover	Current Year Available (est.)	Total Funds Available (Carryover + Current Year Available)	Programmed Funds	Unprogrammed Funds	Net Change in Programmed Funds from Previous STIP	State Funding Source	Programmed Funds	
5307	\$26,677,752	\$216,961,572	\$243,639,324	\$213,978,251	\$29,661,073	\$3,374,692	RTACAP	\$16,374,457	
5309	\$0	\$150,000,000	\$150,000,000	\$150,000,000	\$0	\$0	VW Mitigation Funds	\$0	
5310	\$730,241	\$6,220,333	\$6,950,574	\$6,035,578	\$914,996	\$0	SCA	\$29,171,402	
5311	\$529,170	\$3,827,009	\$4,356,179	\$2,081,399	\$2,274,780	\$0	TDC*	\$1,193,839	
5337	\$0	\$173,080,959	\$173,080,959	\$163,938,885	\$9,142,074	\$14,737,889	MAP	\$4,000,000	
5339	\$16,010,168	\$10,416,262	\$26,426,430	\$12,164,590	\$14,261,840	\$928,187	Local Funds	\$5,360,425	
Other Federal	\$0	\$0	\$0	\$0	\$0	\$0	MBTA Matching Funds	\$229,184,840	
	\$43,947,331	\$560,506,135	\$604,453,466	\$548,198,703	\$56,254,763	\$19,040,768	Total Non-Federal Aid	\$284,091,124	
Fiscal Constraint Analysis - 2021									
Federal Funding Source	Unobligated Carryover	Current Year Available (est.)	Total Funds Available (Carryover + Current Year Available)	Programmed Funds	Unprogrammed Funds	Net Change in Programmed Funds from Previous STIP	State Funding Source	Programmed Funds	
5307	\$29,661,073	\$221,474,373	\$251,135,446	\$217,145,340	\$33,990,106	(\$137,757,641)	RTACAP	\$18,535,486	
5309	\$0	\$100,000,000	\$100,000,000	\$100,000,000	\$0	(\$275,000,000)	VW Mitigation Funds	\$10,939,000	
5310	\$914,996	\$6,350,338	\$7,265,334	\$6,035,578	\$1,229,756	\$472,947	SCA	\$29,633,367	
5311	\$2,274,780	\$3,906,611	\$6,181,390	\$2,093,550	\$4,087,840	(\$1,126,309)	TDC*	\$701,905	
5337	\$9,142,074	\$167,870,094	\$177,012,168	\$166,722,944	\$10,289,224	(\$356,563,192)	MAP	\$4,008,700	
5339	\$14,261,840	\$10,815,205	\$25,077,045	\$11,426,426	\$13,650,619	(\$10,751,938)	Local Funds	\$5,499,289	
Other Federal	\$0	\$382,000,000	\$382,000,000	\$354,451,665	\$27,548,335	\$315,579,559	MBTA Matching Funds	\$269,151,817	
	\$56,254,763	\$892,416,621	\$948,671,383	\$857,875,503	\$90,795,880	(\$465,146,574)	Total Non-Federal Aid	\$337,767,659	
Fiscal Constraint Analysis - 2022									
Federal Funding Source	Unobligated Carryover	Current Year Available (est.)	Total Funds Available (Carryover + Current Year Available)	Programmed Funds	Unprogrammed Funds	Net Change in Programmed Funds from Previous STIP	State Funding Source	Programmed Funds	
5307	\$33,990,106	\$226,081,040	\$260,071,146	\$222,883,397	\$37,187,749	\$8,531,191	RTACAP	\$14,979,184	
5309	\$0	\$46,121,000	\$46,121,000	\$46,121,000	\$0	\$0	VW Mitigation Funds	\$0	
5310	\$1,229,756	\$6,483,060	\$7,712,816	\$6,035,578	\$1,677,238	\$0	SCA	\$30,311,187	
5311	\$4,087,840	\$3,987,868	\$8,075,708	\$2,105,955	\$5,969,753	\$0	TDC*	\$729,982	
5337	\$10,289,224	\$179,086,148	\$189,375,372	\$169,554,408	\$19,820,964	\$20,278,435	MAP	\$4,000,000	
5339	\$13,650,619	\$11,229,427	\$24,880,046	\$9,181,926	\$15,698,120	\$1,156,245	Local Funds	\$5,449,576	
Other Federal	\$0	\$0	\$0	\$0	\$0	\$0	MBTA Matching Funds	\$128,037,117	
	\$63,247,545	\$472,988,543	\$536,236,088	\$455,882,264	\$80,353,824	\$29,965,871	Total Non-Federal Aid	\$182,777,064	
Fiscal Constraint Analysis - 2023									
Federal Funding Source	Unobligated Carryover	Current Year Available (est.)	Total Funds Available (Carryover + Current Year Available)	Programmed Funds	Unprogrammed Funds	Net Change in Programmed Funds from Previous STIP	State Funding Source	Programmed Funds	
5307	\$37,187,749	\$230,783,526	\$267,971,275	\$225,195,504	\$42,775,771	\$11,175,761	RTACAP	\$20,254,073	
5309	\$0	\$0	\$0	\$0	\$0	\$0	VW Mitigation Funds	\$0	
5310	\$1,677,238	\$6,618,556	\$8,295,794	\$6,035,578	\$2,260,216	\$0	SCA	\$29,276,939	
5311	\$5,969,753	\$4,070,816	\$10,040,569	\$2,368,620	\$7,671,949	\$0	TDC*	\$885,711	
5337	\$19,820,964	\$182,166,430	\$201,987,394	\$172,421,135	\$29,566,259	\$23,119,967	MAP	\$4,000,000	
5339	\$15,698,120	\$11,659,514	\$27,357,634	\$11,568,900	\$15,788,734	\$1,273,208	Local Funds	\$9,038,258	
Other Federal	\$0	\$0	\$0	\$0	\$0	\$0	MBTA Matching Funds	\$83,316,882	
	\$80,353,824	\$435,298,842	\$515,652,666	\$417,589,737	\$98,062,929	\$35,568,936	Total Non-Federal Aid	\$145,886,152	

Updated August 6, 2019

Note: Transportation Development Credits (TDC) are a soft match.

Note: Carryover Funds are Federal Transit funds which have been apportioned to Regional Transit partners, but not previously obligated

# FFYs 2019-23 Transportation Improvement Program (TIP) - Amendment Three

## Changes to MBTA Transit Projects and Programs

5/30/2019

by FTA Funding Program

Indicates a change in project cost
Indicates removed from TIP (cost not reflected in total)
Indicates a new addition to the TIP (action taken as denoted)
Indicates no change to project schedule or funding

Program Name	Funding Source	Federal Proportion	Local Proportion	Amended Total Cost	Change in Total Cost	Prior Requested Amount
<b>FFY 2019</b>						
Bridge & Tunnel Program	5337	80%	20%	\$ 90,953,044.00	\$ 10,407,298	\$ 80,545,746.00
Bus Program	5339	80%	20%	\$ 17,234,728.00	\$ 2,108,885	\$ 15,125,843.00
Green Line Extension	5309	50%	50%	\$ 750,000,000.00	\$ -	\$ 750,000,000.00
Hingham Ferry Dock Modification	Other Federal	53%	47%	\$ 13,350,000.00	\$ -	\$ 13,350,000.00
Quincy Center Bus Terminal	Other Federal	80%	20%	\$ 5,342,214.00	\$ -	\$ 5,342,213.75
Revenue Vehicle Program	5307	80%	20%	\$ 231,792,693.00	\$ 159,330,832	\$ 72,461,861.00
Signals/Systems Upgrade Program	5307	80%	20%	\$ 80,153,781.00	\$ (137,086,657)	\$ 217,240,438.00
Signals/Systems Upgrade Program	5337	80%	20%	\$ 235,096,429.00	\$ 125,492,265	\$ 109,604,164.00
Stations and Facilities Program	5307	80%	20%	\$ 52,348,521.00	\$ 5,668,943	\$ 46,679,578.00
Stations and Facilities Program	5337	80%	20%	\$ 88,741,796.00	\$ (117,765,854)	\$ 206,507,650.00
Positive Train Control - FRA Award Flexed	Other Federal	80%	20%	\$ 34,435,419.00	\$ 34,435,419	\$ -
<b>FFY 2020</b>						
Bus Program	5339	80%	20%	\$ 8,264,800.00	\$ 1,160,234	\$ 7,104,566.00
Green Line Extension	5309	50%	50%	\$ 300,000,000.00	\$ -	\$ 300,000,000.00
Revenue Vehicle Program	5307	80%	20%	\$ 151,466,223.00	\$ 31,313,807	\$ 120,152,416.00
Signals/Systems Upgrade Program	5307	80%	20%	\$ 35,404,559.00	\$ (27,095,441)	\$ 62,500,000.00
Signals/Systems Upgrade Program	5337	80%	20%	\$ 95,286,615.00	\$ (12,079,640)	\$ 107,366,255.00
Stations and Facilities Program	5337	80%	20%	\$ 71,972,303.00	\$ (3,027,697)	\$ 75,000,000.00
Bridge & Tunnel Program	5337	80%	20%	\$ 33,529,698.00	\$ 33,529,698	\$ -
<b>FFY 2021</b>						
Bridge & Tunnel Program	5337	80%	20%	\$ 34,103,056.00	\$ (33,843,035)	\$ 67,946,091.00
Bus Program	5339	80%	20%	\$ 8,406,129.00	\$ 1,301,563	\$ 7,104,566.00
Green Line Extension	5309	50%	50%	\$ 200,000,000.00	\$ -	\$ 200,000,000.00
Positive Train Control (PTC) - RRIF/TIFIA	Other Federal	80%	20%	\$ 443,064,581.00	\$ (34,435,419)	\$ 477,500,000.00
Revenue Vehicle Program	5307	80%	20%	\$ 154,056,295.00	\$ 50,203,879	\$ 103,852,416.00
Signals/Systems Upgrade Program	5307	80%	20%	\$ 20,474,500.00	\$ (42,025,500)	\$ 62,500,000.00
Signals/Systems Upgrade Program	5337	80%	20%	\$ 96,916,016.00	\$ 57,104,672	\$ 39,811,344.00
Stations and Facilities Program	5307	80%	20%	\$ 15,535,478.00	\$ (764,522)	\$ 16,300,000.00
Stations and Facilities Program	5337	80%	20%	\$ 73,203,029.00	\$ (1,405,791)	\$ 74,608,820.00
<b>FFY 2022</b>						
Bridge & Tunnel Program	5337	80%	20%	\$ 34,686,219.00	\$ 34,686,219	\$ -
Bus Program	5339	80%	20%	\$ 8,549,873.00	\$ 1,445,307	\$ 7,104,566.00
Green Line Extension	5309	50%	50%	\$ 92,242,000.00	\$ -	\$ 92,242,000.00
Revenue Vehicle Program	5307	80%	20%	\$ 156,690,658.00	\$ 36,538,242	\$ 120,152,416.00
Revenue Vehicle Program	5337	80%	20%	\$ -	\$ (75,000,000)	\$ 75,000,000.00
Signals/Systems Upgrade Program	5307	80%	20%	\$ 36,625,748.00	\$ (25,874,252)	\$ 62,500,000.00
Signals/Systems Upgrade Program	5337	80%	20%	\$ 98,573,280.00	\$ (8,792,975)	\$ 107,366,255.00
Stations and Facilities Program	5337	80%	20%	\$ 74,454,800.00	\$ 74,454,800	\$ -
<b>FFY 2023</b>						
Bridge & Tunnel Program	5337	80%	20%	\$ 35,279,354.00	\$ 35,279,354	\$ -
Bus Program	5339	80%	20%	\$ 8,696,076.00	\$ 1,591,510	\$ 7,104,566.00
Revenue Vehicle Program	5307	80%	20%	\$ 159,370,069.00	\$ 38,660,555	\$ 120,709,513.80
Revenue Vehicle Program	5337	80%	20%	\$ -	\$ (72,647,783)	\$ 72,647,783.00
Signals/Systems Upgrade Program	5307	80%	20%	\$ 37,252,049.00	\$ (24,690,854)	\$ 61,942,903.20
Signals/Systems Upgrade Program	5337	80%	20%	\$ 100,258,883.75	\$ (9,459,589)	\$ 109,718,472.50
Stations and Facilities Program	5337	80%	20%	\$ 75,727,976.00	\$ 75,727,976	\$ -



## TIP 2019 - 2023 2019

### 5307

Project Number	Agency	Line Item	Project Description	Carry Over	Federal Funds	State Funds	TDC	Local Funds	Total
RTD0006610	CCRTA	300900	OPERATING ASSISTANCE		\$600,000	\$600,000	\$0	\$0	\$1,200,000
RTD0006611	CCRTA	117C00	NON FIXED ROUTE ADA PARA SERV		\$542,769	\$135,692	\$0	\$0	\$678,461
RTD0006612	CCRTA	117A00	PREVENTIVE MAINTENANCE		\$4,896,000	\$1,224,000	\$0	\$0	\$6,120,000
RTD0006613	CCRTA	117L00	MOBILITY MANAGEMENT		\$1,231,001	\$307,750	\$0	\$0	\$1,538,751
RTD0006614	CCRTA	113400	REHAB/RENOVATE BUS STATIONS		\$330,800	\$82,700	\$0	\$0	\$413,500
RTD0006627	CCRTA	117000	OTHER CAPITAL ITEMS (BUS)		\$864,000	\$216,000	\$0	\$0	\$1,080,000
RTD0006650	CCRTA	442400	SHORT RANGE TRANSIT PLANNING		\$40,000	\$10,000	\$0	\$0	\$50,000
RTD0007265	CCRTA	111309	BUY TROLLEY BUS		\$444,000	\$111,000	\$0	\$0	\$555,000
RTD0007279	CCRTA	111203	BUY REPLACEMENT 30-FT BUS		\$129,600	\$0	\$32,400	\$0	\$129,600
RTD0006648	CCRTA	111204	BUY REPLACEMENT <30 FT BUS		\$180,000	\$45,000	\$0	\$0	\$225,000
RTD0008216	CCRTA	117A00	PREVENTIVE MAINTENANCE		\$769,638	\$0	\$0	\$192,410	\$962,048
					\$10,027,808	\$2,732,142	\$32,400	\$192,410	\$12,952,360

### 5310

Project Number	Agency	Line Item	Project Description	Carry Over	Federal Funds	State Funds	TDC	Local Funds	Total
RTD0007465	CCRTA	1000018	TRAINING		\$4,000	\$1,000	\$0	\$0	\$5,000
RTD0007468	CCRTA	111104	ENG & DESIGN <30-FT BUS		\$376,960	\$94,240	\$0	\$0	\$471,200
RTD0007469	CCRTA	111204	BUY REPLACEMENT <30 FT BUS		\$102,080	\$403,920	\$0	\$0	\$506,000
					\$483,040	\$499,160	\$0	\$0	\$982,200

### 5339

Project Number	Agency	Line Item	Project Description	Carry Over	Federal Funds	State Funds	TDC	Local Funds	Total
RTD0006615	CCRTA	114200	ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES		\$56,516	\$14,129	\$0	\$0	\$70,645
RTD0006616	CCRTA	114207	ACQUIRE - ADP HARDWARE		\$25,702	\$6,425	\$0	\$0	\$32,127



## TIP 2019 - 2023 2019

### 5307

Project Number	Agency	Line Item	Project Description	Carry Over	Federal Funds	State Funds	TDC	Local Funds	Total
RTD0006918	PVTA	119302	Purchase Bus Shelters, benches, trash receptacles, etc.		\$40,000	\$20,000	\$0	\$0	\$60,000
RTD0006919	PVTA	119308	Purchase & Replace signage and lighting		\$8,000	\$3,000	\$0	\$0	\$11,000
RTD0006920	PVTA	114220	ACQUIRE - MISC SUPPORT EQUIPMENT MATCH IN FY20		\$138,750	\$2,000	\$0	\$0	\$140,750
RTD0006921	PVTA	442400	Transportation Planning		\$188,000	\$47,000	\$0	\$0	\$235,000
RTD0006922	PVTA	117C00	ADA Service subsidy		\$1,226,785	\$312,504	\$0	\$0	\$1,539,289
RTD0006923	PVTA	117A00	Preventive Maintenance MATCH IN FY20		\$6,600,000	\$1,315,496	\$0	\$0	\$7,915,496
RTD0006933	PVTA	116220	Information Technology Systems MATCH IN FY20		\$1,676,214	\$354,450	\$0	\$0	\$2,030,664
RTD0006956	PVTA	114302	Cottage Street Design and Construction Administration, Year 3		\$2,000,000	\$0	\$500,000	\$0	\$2,000,000
RTD0006917	PVTA	114402	REHAB/RENOVATE - Environmental Compliance		\$18,750	\$90,000	\$0	\$0	\$108,750
RTD0006952	PVTA	114302	Retrofit SATCO facility to paratransit		\$0	\$398,088	\$0	\$0	\$398,088
RTD0008404	PVTA	116100	Robbins Rd Intersection Design MATCH IN FY20		\$128,000	\$0	\$0	\$0	\$128,000
RTD0008410	PVTA	117000	Facility Management MATCH IN FY20		\$160,000	\$0	\$0	\$0	\$160,000
RTD0008411	PVTA	119206	Purchase bicycle equipment MATCH IN FY20		\$5,600	\$0	\$0	\$0	\$5,600
RTD0008412	PVTA	111202	Buy Replacement 35' Bus (7) MATCH IN FY20		\$1,889,004	\$0	\$0	\$0	\$1,889,004
RTD0008413	PVTA	111201	Buy Replacement 40' Diesel Bus (8.5)		\$1,534,354	\$0	\$0	\$0	\$1,534,354
					\$15,613,457	\$2,542,538	\$500,000	\$0	\$18,155,995

### 5310

Project Number	Agency	Line Item	Project Description	Carry Over	Federal Funds	State Funds	TDC	Local Funds	Total
RTD0007417	PVTA	111215	Purchase Replacement Vans		\$459,920	\$582,980	\$0	\$0	\$1,042,900

RTD0007419	PVTA	300901	Beyond ADA Operating Assistance		\$80,822	\$0	\$0	\$80,822	\$161,644
RTD0007418	PVTA	117L00	Travel Training		\$71,251	\$0	\$17,813	\$0	\$71,251
RTD0007408	Town of W	300901	UP TO 50% FEDERAL SHARE		\$82,350	\$0	\$0	\$82,350	\$164,700
RTD0007470	Hilltown CC	430000	Hilltown Regional Transportation Planning		\$17,258	\$0	\$0	\$4,314	\$21,572
RTD0007472	Hilltown CC	300900	OPERATING ASSISTANCE		\$15,623	\$0	\$0	\$15,623	\$31,246
RTD0007466	Springfield	300900	OPERATING ASSISTANCE		\$75,000	\$0	\$0	\$75,000	\$150,000
					\$802,224	\$582,980	\$17,813	\$258,109	\$1,643,313

### 5339

Project Number	Agency	Line Item	Project Description	Carry Over	Federal Funds	State Funds	TDC	Local Funds	Total
RTD0006949	PVTA	111215	Purchase Replacement Vans (27)		\$326,510	\$1,510,110	\$0	\$0	\$1,836,620
RTD0008206	PVTA	114302	Retrofit Satco Facility to Paratransit (Discretionary 5339)		\$2,400,000	\$0	\$600,000	\$0	\$2,400,000
RTD0008414	PVTA	111201	BUY REPLACEMENT 40-FT Diesel bus (Match in FY20)		\$966,359	\$0	\$0	\$0	\$966,359
					\$3,692,869	\$1,510,110	\$600,000	\$0	\$5,202,979

### Other NonFederal

Project Number	Agency	Line Item	Project Description	Carry Over	Federal Funds	State Funds	TDC	Local Funds	Total
RTD0006916	PVTA	114406	Purchase & Replace Shop Equipment		\$0	\$300,000	\$0	\$0	\$300,000
RTD0006931	PVTA	114211	Purchase & Replace support vehicles (2)		\$0	\$75,000	\$0	\$0	\$75,000
RTD0006932	PVTA	114211	ACQUIRE - SUPPORT VEHICLES (4)		\$0	\$120,000	\$0	\$0	\$120,000
RTD0006955	PVTA	114302	Cottage Street Construction, Year 3		\$0	\$9,824,862	\$0	\$0	\$9,824,862
RTD0007287	PVTA	114306	UMTS rehab - Reinstall exhaust fans over maintenance bays		\$0	\$15,000	\$0	\$0	\$15,000
RTD0007407	PVTA	114220	ACQUIRE - MISC SUPPORT EQUIPMENT		\$0	\$1,247,000	\$0	\$0	\$1,247,000
RTD0007282	PVTA	111202	Buy Replacement 35" Bus (4)		\$0	\$2,956,000	\$0	\$0	\$2,956,000
RTD0007283	PVTA	111201	Buy Replacement 40' Diesel Bus (4)		\$0	\$2,836,000	\$0	\$0	\$2,836,000
RTD0007422	Springfield	111215	BUY REPLACEMENT VAN (1)		\$0	\$51,040	\$0	\$12,760	\$63,800
RTD0007463	Viability, Inc	993000	Purchase Replacement Vehicles		\$0	\$542,400	\$0	\$135,600	\$678,000
RTD0007438	Sunshine V	111315	BUY VAN FOR SVC EXPANSION (2)		\$0	\$77,440	\$0	\$19,360	\$96,800
					\$0	\$18,044,742	\$0	\$167,720	\$18,212,462
					20,108,550	22,680,370	1,117,813	425,829	43,214,749

RTD0006617	CCRTA	119302	CONSTRUCTION - BUS SHELTERS	\$26,400	\$6,600	\$0	\$0	\$33,000
RTD0006626	CCRTA	114211	ACQUIRE - SUPPORT VEHICLES	\$99,586	\$24,896	\$0	\$0	\$124,482
RTD0006647	CCRTA	111203	BUY REPLACEMENT 30-FT BUS	\$1,250,400	\$0	\$312,600	\$0	\$1,250,400
				\$1,458,604	\$52,050	\$312,600	\$0	\$1,510,654
				11,969,452	3,283,352	345,000	192,410	15,445,214

## Transit Performance Measures

### *Transit Asset Management (TAM)*

Transit Asset Management (TAM) is a performance-based planning approach that uses transit asset condition to guide the optimal prioritization of funding for public transportation capital assets. In line with provisions within the FAST Act, in 2016, FTA published the TAM Final Rule 49 USC 625 to help achieve a state of good repair (SGR) for public transit assets on a national basis. The following measures were established under the TAM Final Rule.

FTA Asset Categories	Performance Measures	Measure Type
<b>Rolling Stock</b>	The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB)	Age-based
<b>Equipment</b>	The percentage of non-revenue service vehicles (by type) that exceed the ULB	Age-based
<b>Facilities</b>	The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale.	Condition-based
<b>Infrastructure</b>	The percentage of track segments (by mode) that have performance restrictions. Track segments are measured to the nearest 0.01 of a mile	Performance-based

Throughout 2018, MassDOT's Rail and Transit Division worked with Massachusetts' fifteen Regional Transit Authority (RTA) partners and the MBTA to incorporate these performance measures into Transit Asset Management (TAM) Plans. The RTAs utilized baseline levels from historical data and planned capital investments to set initial TAM targets. Fourteen out of fifteen RTAs have established their own TAM Plans, with one, the Franklin Regional Transit Authority, opting in to MassDOT's Tier II TAM Plan. The transit targets identified within these plans have been incorporated into their respective regions' Transportation Improvement Programs (TIPs). Performance measure target setting exercises are ongoing in coordination with MassDOT's Rail and Transit Division and MPO boards and will be revised based on projected capital investments.

Additionally, in December 2018, MassDOT's Rail & Transit Division completed its group TAM Plan, establishing targets for public transportation providers that own, operate, or manage a fleet of fewer than 100 vehicles (also known as Tier II providers). The following organizations are included in the MassDOT TAM Plan: Fall River Council on Aging; Franklin Regional Transit Authority; Kennedy Donovan Center, Inc.; Mashpee Wampanoag Tribe; Northeast Independent Living Center, Inc.; Sharon Council on Aging / Town of Sharon; Stoneham Council on Aging / Town of Stoneham; Town of Reading; and the Town of Swansea.

Elements of the TAM Plan include an inventory, condition assessment, and performance targets of capital assets (e.g. buses, vans, other vehicles, and facilities) for the participants of the plan. The table below summarizes the performance targets that were established within MassDOT's TAM Plan for Tier II providers.

Asset Category – Performance Measure	FTA Asset Class	2019 Target	2020 Target
<b>Revenue Vehicles</b>			
<b>Age – Percentage of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)</b>	BU – Bus	10%	10%
	CU – Cutaway	35%	30%
	MB – Minibus	10%	10%
	VN – Van	10%	10%
<b>Equipment</b>			
<b>Age – Percentage of vehicles that have met or exceed their Useful Life Benchmark (ULB)</b>	Non-Revenue / Service Automobiles	100%	67%
	Trucks & Other Rubber Tire Vehicles	50%	25%
<b>Facilities</b>			
<b>Condition – Percentage of facilities with a condition rating below 3.0 on the FTA Term Scale</b>	Administrative / Passenger Facility	0%	0%
	Maintenance Facility	100%	100%

## *Transit Safety*

In July 2018, FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule. This requires certain public transportation operators that receive federal funds under FTA's Urbanized Area Formula Grants to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS). The PTASP rule is effective July 19, 2019 and all applicable transit providers must have PTASPs in place by July 20, 2020.

MassDOT's Rail & Transit Division is responsible for developing PTASPs for all public transportation operators that operate fewer than 100 vehicles in peak revenue service, with the exception of public transportation operators that receive funding solely under Sections 5310 and/or 5311, which are exempt. However, public transportation operators with fewer than 100 vehicles in peak revenue service may opt out of the state-developed PTASP and develop their own plan if they choose to do so.

Each PTASP must include the performance measures and Safety Management System (SMS) elements listed in the table below. In addition, PTASPs are required to include the following: approval by public transportation agencies' accountable executive and board of directors; an employee reporting program; criteria to address all applicable requirements and standards set forth in FTA's Public Transportation Safety Program and the National Public Transportation Safety Plan (NSP); and a process and timeline for conducting an annual review and update of the safety plan.