



Charles D. Baker, Governor  
Karyn E. Polito, Lieutenant Governor  
Jamey Tesler, Secretary & CEO



September 20, 2022

Ken Miller  
Acting Division Administrator  
Federal Highway Administration  
55 Broadway – 10<sup>th</sup> floor  
Cambridge, Massachusetts 02142

Dear Mr. Miller,

On behalf of Secretary Jamey Tesler, I am writing to request your approval of the attached actions as endorsed by the following MPOs & Statewide Actions advanced by MassDOT pertaining to the Federal Fiscal Years 2022-2026 State Transportation Improvement Program (STIP):

<u>Action</u>	<u>Organization</u>	<u>Endorsement Date</u>
10.01	Boston MPO	September 1, 2022
10.02	Central Mass MPO	September 19, 2022
10.03	Franklin TPO	May 3, 2022*
10.04-05	Merrimack Valley MPO	August 31, 2022
10.06	Southeast Mass MPO	September 19, 2022**
10.07-14	Statewide	September 19, 2022

\*This STIP Action includes a change that was endorsed by the Franklin TPO on May 3, 2022 (project S12136; Franklin County Bikeway Sign Installation). It was not included in a prior STIP action due to changes needing to be made within eSTIP to reflect that it was eligible to receive 100% federal funding. These changes have now been made following previous FHWA guidance.

\*\*Although project 608049 (Corridor Improvements on Route 79/Davol Street in Fall River) is included in the Southeastern Massachusetts MPO's TIP the funding changes for this project that are part of this STIP action relate to MassDOT's August Redistribution request and changes in AC balances. As such, these changes have been treated as administrative modifications in the statewide section of the STIP without the need for MPO action.

These actions do not require an air quality conformity determination. If you have any questions, you may reach me at [David.Mohler@dot.state.ma.us](mailto:David.Mohler@dot.state.ma.us).

Sincerely,

David J. Mohler  
Executive Director  
Office of Transportation Planning

cc: Steve Woelfel, Deputy Executive Director  
Derek Krevat, Manager, MPO Activities  
Derek Shooster, STIP Coordinator  
Kostandin Theodhori, FAPRO

Federal Transit Administration



## Revisions Summary

2022 - 2026 (A) Revision 10

### Highway

#### 10.01 609090 Boston Region: BOSTON- MILTON- QUINCY- HIGHWAY LIGHTING SYSTEM REPLACEMENT ON I-93, FROM NEPONSET AVENUE TO THE BRAINTREE SPLIT

Location	TIP Approval	Begin Public Comment	End Public Comment	Comments		
Boston Region	09/01/2022	08/05/2022	08/25/2022			
Type	Value Changed			Former Value	New Value	Date of Change
Amendment	2022: Statewide-CON-Safety Improvements-NHPP			\$12,658,545	\$0	08/05/2022

#### 10.02 602659 Central Mass: CHARLTON- OXFORD- RECONSTRUCTION ON ROUTE 20, FROM RICHARDSON'S CORNER EASTERLY TO ROUTE 12, INCLUDES REHAB OF C-06-023 & REPLACEMENT OF O-06-002

Location	TIP Approval	Begin Public Comment	End Public Comment	Comments		
Central Mass	09/19/2022					
Type	Value Changed			Former Value	New Value	Date of Change
Adjustment	2022: Statewide-CON-Roadway Reconstruction-HSIP			\$0	\$20,722,484	09/19/2022
Adjustment	2024: Statewide-CON-Roadway Reconstruction-NHPP			\$15,000,000	\$7,956,218	09/19/2022
Adjustment	2026: Statewide-CON-Roadway Reconstruction-NHPP			\$6,800,000	\$0	09/19/2022

#### 10.03 S12136 Franklin Region: Franklin County Bikeway Sign Installation

Location	TIP Approval	Begin Public Comment	End Public Comment	Comments		
Franklin Region	05/03/2022					
Type	Value Changed			Former Value	New Value	Date of Change
Adjustment	Fund: Franklin Region-CON-Bicycle and Pedestrian			STBG	CM100	08/25/2022

#### 10.04 609509 Merrimack Valley: LAWRENCE- INTERSECTION IMPROVEMENTS AT MERRIMACK STREET AND SOUTH BROADWAY (ROUTE 28)

Location	TIP Approval	Begin Public Comment	End Public Comment	Comments		
Merrimack Valley	08/31/2022	08/17/2022	08/31/2022	Abbreviated comment period to make the final STIP Action.		
Type	Value Changed			Former Value	New Value	Date of Change
Amendment	2022: Merrimack Valley-CON-Intersection Improvements-STBG			\$1,502,354	\$0	08/09/2022



## Revisions Summary

2022 - 2026 (A) Revision 10

### 10.05 610923 Merrimack Valley: LAWRENCE- INTERSECTION RECONSTRUCTION AT MARSTON STREET & EAST HAVERHILL STREET

Location	TIP Approval	Begin Public Comment	End Public Comment	Comments		
Merrimack Valley	08/31/2022	08/17/2022	08/31/2022	Abbreviated comment period to make the final STIP Action.		
Type	Value Changed			Former Value	New Value	Date of Change
Amendment	2022: Merrimack Valley-CON-Roadway Reconstruction-STBG			\$1,658,011	\$0	08/09/2022

### 10.06 608049 Southeastern Mass: FALL RIVER- CORRIDOR IMPROVEMENTS ON ROUTE 79/DAVOL STREET

Location	TIP Approval	Begin Public Comment	End Public Comment	Comments		
Southeastern Mass						
Type	Value Changed			Former Value	New Value	Date of Change
Adjustment	2022: Statewide-CON-Roadway Reconstruction-STBG			\$1,294,796	\$14,294,796	08/29/2022
Adjustment	2024: Statewide-CON-Roadway Reconstruction-STBG			\$13,000,000	\$0	08/29/2022

### 10.07 S12112 Statewide: Awards, Adjustments, Change Orders, etc. (FFY 2022)

Location	TIP Approval	Begin Public Comment	End Public Comment	Comments		
Statewide						
Type	Value Changed			Former Value	New Value	Date of Change
Amendment	2022: Statewide-CON-Award Adjustments, Change Orders, etc.-HSIP			\$2,600,775	\$8,926,613	09/19/2022
Amendment	2022: Statewide-CON-Award Adjustments, Change Orders, etc.-NHPP			\$21,046,835	\$47,921,835	08/29/2022
Amendment	2022: Statewide-CON-Award Adjustments, Change Orders, etc.-STBG			\$4,597,799	\$14,237,316	08/29/2022

### 10.08 S12148 Statewide: Metropolitan Planning (FFY 2023 UPWPs) - PL & SPR

Location	TIP Approval	Begin Public Comment	End Public Comment	Comments		
Statewide						
Type	Value Changed			Former Value	New Value	Date of Change
Adjustment	2022: Statewide-CON-Metropolitan Planning-PL			\$17,929,945	\$19,274,122	08/29/2022



## Revisions Summary

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### 10.09 S12153 Statewide: SPR Work Program (FFY 2023)

Location	TIP Approval	Begin Public Comment	End Public Comment	Comments		
Statewide						
Type	Value Changed			Former Value	New Value	Date of Change
Amendment	2022: Statewide-CON-State Planning & Research-Other FA			\$0	\$2,091,320	09/08/2022
Amendment	2022: Statewide-CON-State Planning & Research-PL			\$25,538,819	\$37,011,450	09/14/2022

### 10.10 S12158 Statewide: Freight Plan Flex to FRA

Location	TIP Approval	Begin Public Comment	End Public Comment	Comments		
Statewide						
Type	Value Changed			Former Value	New Value	Date of Change
Amendment	2022: Statewide-CON-Freight Plan Flex to Rail & Transit-NFP			\$2,807,340	\$0	09/16/2022
Amendment	2022: Statewide-CON-Freight Plan Flex to Rail & Transit-NFP			\$2,792,660	\$0	09/16/2022
Amendment	2023: Statewide-CON-Freight Plan Flex to Rail & Transit-NFP			\$0	\$5,600,000	09/16/2022

### 10.11 613001 Statewide: HOLYOKE- LONGMEADOW- WARREN- WESTFIELD- BRIDGE PRESERVATION, H-21-042, L-14-002, W-07-028, W-07-030, W-25-044

Location	TIP Approval	Begin Public Comment	End Public Comment	Comments		
Statewide						
Type	Value Changed			Former Value	New Value	Date of Change
Amendment	2022: Statewide-CON-Bridge Off-system-STBG-BR-Off			\$0	\$14,145,000	09/19/2022

### 10.12 613002 Statewide: LEOMNISTER- UXBRIDGE- BRIDGE PRESERVATION- L-08-038, U-02-047, U-02-048, U-02-058, U-02-063

Location	TIP Approval	Begin Public Comment	End Public Comment	Comments		
Statewide						
Type	Value Changed			Former Value	New Value	Date of Change
Amendment	2022: Statewide-CON-Bridge Off-system-STBG-BR-Off			\$0	\$9,038,700	09/19/2022



Revisions Summary  
2022 - 2026 (A) Revision 10

10.13 613004 Statewide: BOXFORD- MERRIMAC- PEABODY- BRIDGE PRESERVATION- B-19-010, B-19-012, M-16-006, P-03-027, P-03-037 & P-03-051

Location	TIP Approval	Begin Public Comment	End Public Comment	Comments		
Statewide						
Type	Value Changed			Former Value	New Value	Date of Change
Amendment	2022: Statewide-CON-Bridge Off-system-STBG-BR-Off			\$0	\$18,285,000	09/19/2022

10.14 613005 Statewide: DUXBURY- LAKEVILLE- MANSFIELD- PLYMOUTH- WAREHAM- BRIDGE DECK REPLACEMENTS, D-14-008, L-01-011, L-01-015, M-03-018, P-13-031, P-13-035, W-06-038 (DB)

Location	TIP Approval	Begin Public Comment	End Public Comment	Comments		
Statewide						
Type	Value Changed			Former Value	New Value	Date of Change
Amendment	2022: Statewide-CON-Bridge Off-system-STBG-BR-Off			\$0	\$49,335,000	09/19/2022



# Fiscal Constraint Analysis Report

Program Activity: Highway

STIP: 2022 - 2026 (A) Revision 10

Funding Category	Anticipated Net Apportionments of Federal Funds	Estimated Carryover Balance	Anticipated Transfer of Funds	Total Funds Available (10/1) Subject to Obligation	Programmed Obligations	Estimated Balance Remaining
Federal Fiscal Year 2022						
<b>National Highway Freight Program</b>	\$20,641,715	\$1,901,741	\$0	\$22,543,456	\$21,618,599	\$924,857
NFP-NI					\$0	
NFP-I					\$21,618,599	
<b>National Highway Performance Program</b>	\$406,798,198	\$0	\$21,000,000	\$427,798,198	\$385,716,205	\$42,081,993
NHPP-NI					\$267,796,750	
NHPP-I					\$31,449,455	
NHPP-GANS					\$86,470,000	
<b>STBG (FLEX)</b>	\$42,210,808	\$950,000	\$7,300,000	\$50,460,808	\$65,922,722	<b>-\$15,461,914</b>
<b>STBG (NON-FLEX)</b>	\$97,965,091	\$20,248,780	\$0	\$118,213,871	\$110,904,428	\$7,309,443
Boston Urban Area	\$65,079,285	\$97,643	\$0	\$65,176,928	\$64,042,870	\$1,134,058
Barnstable Urban Area	\$3,927,563	\$0	\$0	\$3,927,563	\$3,382,158	\$545,405
Springfield, Chicopee, Holyoke	\$8,463,281	\$0	\$0	\$8,463,281	\$7,320,182	\$1,143,099
Worcester Urban Area	\$7,221,417	\$0	\$0	\$7,221,417	\$6,234,500	\$986,917
Providence, Pawtucket	\$4,143,782	\$15,677,798	\$0	\$19,821,580	\$16,871,444	\$2,950,136
Other Areas (Rural & Small Urban)	\$9,129,763	\$4,473,339	\$0	\$13,603,102	\$13,053,274	\$549,828
<b>Bridge-Off System</b>	\$37,942,450	\$88,618,209	\$0	\$126,560,659	\$103,630,714	\$22,929,945
<b>Recreational Trails</b>	\$1,186,729	\$453,441	\$0	\$1,640,170	\$1,186,729	\$453,441
<b>TAP (FLEX)</b>	\$7,624,666	\$6,793,273	\$0	\$14,417,939	\$5,097,553	\$9,320,386
<b>TAP (NON-FLEX)</b>	\$10,972,082	\$1,411,616	\$0	\$12,383,698	\$4,295,705	\$8,087,993
Boston Urban Area	\$7,288,874	\$0	\$0	\$7,288,874	\$2,258,211	\$5,030,663
Barnstable Urban Area	\$439,887	\$0	\$0	\$439,887	\$164,647	\$275,240
Springfield, Chicopee, Holyoke	\$947,887	\$6,075	\$0	\$953,962	\$448,762	\$505,200



# Fiscal Constraint Analysis Report

Program Activity: Highway

STIP: 2022 - 2026 (A) Revision 10

Funding Category	Anticipated Net Apportionments of Federal Funds	Estimated Carryover Balance	Anticipated Transfer of Funds	Total Funds Available (10/1) Subject to Obligation	Programmed Obligations	Estimated Balance Remaining
Worcester Urban Area	\$808,798	\$425,461	\$0	\$1,234,259	\$0	\$1,234,259
Providence, Pawtucket	\$464,103	\$492,412	\$0	\$956,515	\$0	\$956,515
Other Areas (Rural & Small Urban)	\$1,022,533	\$487,668	\$0	\$1,510,201	\$1,424,085	\$86,116
<b>HWY Safety Improvement Program</b>	\$43,544,185	\$20,205,194	-\$21,500,000	\$42,249,379	\$42,249,379	\$0
<b>HSIP - High Risk Rural</b>	\$0	\$3,378,237	\$0	\$3,378,237	\$0	\$3,378,237
<b>RLWY/HWY Crossings-Hazard Elimination</b>	\$2,635,554	\$8,137,183	\$0	\$10,772,737	\$1,777,778	\$8,994,959
<b>RLWY/HWY Crossings-Protective Devices</b>	\$111,921	\$6,261,821	\$0	\$6,373,742	\$1,777,778	\$4,595,964
<b>CMAQ</b>	\$67,519,866	\$17,776,410	-\$6,800,000	\$78,496,276	\$73,977,780	\$4,518,496
<b>CMAQ 100</b>	\$200,000	\$0	\$0	\$200,000	\$200,000	\$0
<b>Planning</b>	\$26,594,710	\$21,726,023	\$0	\$48,320,733	\$45,028,458	\$3,292,275
<b>PROTECT</b>	\$20,474,537	\$0	\$0	\$20,474,537	\$0	\$20,474,537
<b>Carbon Reduction (FLEX)</b>	\$5,691,098	\$0	\$0	\$5,691,098	\$0	\$5,691,098
<b>Carbon Reduction (NON-FLEX)</b>	\$10,569,182	\$0	\$0	\$10,569,182	\$0	\$10,569,182
Boston Urban Area	\$7,306,940	\$0	\$0	\$7,306,940	\$0	\$7,306,940
Barnstable Urban Area	\$440,977	\$0	\$0	\$440,977	\$0	\$440,977
Springfield, Chicopee, Holyoke	\$950,236	\$0	\$0	\$950,236	\$0	\$950,236
Worcester Urban Area	\$810,803	\$0	\$0	\$810,803	\$0	\$810,803
Providence, Pawtucket	\$465,253	\$0	\$0	\$465,253	\$0	\$465,253
Other Areas (Rural & Small Urban)	\$594,973	\$0	\$0	\$594,973	\$0	\$594,973
<b>Federal Aid Sub Total &gt;</b>	<b>\$802,682,792</b>	<b>\$197,861,928</b>	<b>\$0</b>	<b>\$1,000,544,720</b>	<b>\$863,383,828</b>	<b>\$137,160,892</b>
<b>Estimated Obligation Authority</b>					<b>\$874,614,513</b>	<b>\$11,230,685</b>
<b>Earmarks</b>	\$0	\$76,944,342	\$0	\$76,944,342	\$7,683,986	\$69,260,356
<b>HIP (FLEX)</b>	\$0	\$12,879,268	\$0	\$12,879,268	\$8,755,339	\$4,123,929





# Fiscal Constraint Analysis Report

Program Activity: Highway

STIP: 2022 - 2026 (A) Revision 10

Funding Category	Anticipated Net Apportionments of Federal Funds	Estimated Carryover Balance	Anticipated Transfer of Funds	Total Funds Available (10/1) Subject to Obligation	Programmed Obligations	Estimated Balance Remaining
<b>HIP (NON-FLEX)</b>	\$0	\$6,746,083	\$0	\$6,746,083	\$813,337	\$5,932,746
Boston Urban Area	\$0	\$0	\$0	\$0	\$0	\$0
Barnstable Urban Area	\$0	\$213,979	\$0	\$213,979	\$0	\$213,979
Springfield, Chicopee, Holyoke	\$0	\$645,752	\$0	\$645,752	\$0	\$645,752
Worcester Urban Area	\$0	\$833,227	\$0	\$833,227	\$813,337	\$19,890
Providence, Pawtucket	\$0	\$1,386,841	\$0	\$1,386,841	\$0	\$1,386,841
Other Areas (Rural & Small Urban)	\$0	\$3,666,284	\$0	\$3,666,284	\$0	\$3,666,284
<b>HIP-Bridge</b>	\$191,467,752	\$83,493,521	\$0	\$274,961,273	\$7,004,383	\$267,956,890
<b>BFP- Bridge Formula Off-System</b>	\$33,788,429	\$0	\$0	\$33,788,429	\$0	\$33,788,429
<b>CRRSAA (FLEX)</b>	\$0	\$118,686,430	\$0	\$118,686,430	\$65,893,201	\$52,793,229
<b>CRRSAA (NON-FLEX)</b>	\$0	\$32,145,476	\$0	\$32,145,476	\$0	\$32,145,476
Boston Urban Area	\$0	\$23,518,397	\$0	\$23,518,397	\$0	\$23,518,397
Barnstable Urban Area	\$0	\$1,419,345	\$0	\$1,419,345	\$0	\$1,419,345
Springfield, Chicopee, Holyoke	\$0	\$3,058,466	\$0	\$3,058,466	\$0	\$3,058,466
Worcester Urban Area	\$0	\$2,609,681	\$0	\$2,609,681	\$0	\$2,609,681
Providence, Pawtucket	\$0	\$1,497,483	\$0	\$1,497,483	\$0	\$1,497,483
Other Areas (Rural & Small Urban)	\$0	\$42,104	\$0	\$42,104	\$0	\$42,104
<b>NHPP-Exempt</b>	\$8,795,173	\$15,280,814	\$0	\$24,075,987	\$24,037,137	\$38,850
<b>SPR Pooled Fund Transfer</b>	\$0	\$1,295,802	\$0	\$1,295,802	\$1,295,802	\$0
<b>Electric Vehicle Infrastructure (NEVI)</b>	\$9,397,238	\$0	\$0	\$9,397,238	\$0	\$9,397,238
<b>Ferry Boat Program</b>	\$4,641,973	\$0	\$0	\$4,641,973	\$1,600,000	\$3,041,973
<b>Miscellaneous/Allocated Funds</b>	\$349,677	\$19,966,083	\$0	\$20,315,760	\$0	\$20,315,760
<b>Other Federal Aid</b>	\$22,673,056	\$0	\$0	\$22,673,056	\$22,673,056	\$0
<b>Federal Aid Total &gt;</b>	<b>\$1,073,796,090</b>	<b>\$565,299,747</b>	<b>\$0</b>	<b>\$1,639,095,837</b>	<b>\$1,003,140,069</b>	<b>\$635,955,768</b>



# Fiscal Constraint Analysis Report

Program Activity: Highway

STIP: 2022 - 2026 (A) Revision 10

Funding Category	Anticipated Net Apportionments of Federal Funds	Estimated Carryover Balance	Anticipated Transfer of Funds	Total Funds Available (10/1) Subject to Obligation	Programmed Obligations	Estimated Balance Remaining
State Match For Federal Aid >					\$199,081,734	
Non-Federal Aid	\$32,689,945	\$0	\$0	\$32,689,945	\$32,689,945	\$0
Next Generation Bridge Program	\$0	\$0	\$0	\$0	\$0	\$0
Non-Federal Aid + Federal Aid Total >					\$1,234,911,748	



# Fiscal Constraint Analysis Report

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Federal Fiscal Year 2023						
<b>National Highway Freight Program</b>	\$23,432,267	\$924,857	-\$11,500,000	\$12,857,124	\$15,668,991	-\$2,811,867
NFP-NI					\$4,480,000	
NFP-I					\$11,188,991	
<b>National Highway Performance Program</b>	\$352,641,498	\$42,081,993	-\$10,000,000	\$384,723,491	\$346,629,426	\$38,094,065
NHPP-NI					\$235,142,286	
NHPP-I					\$21,977,140	
NHPP-GANS					\$89,510,000	
<b>STBG (FLEX)</b>	\$47,146,043	\$272,192	\$21,500,000	\$68,918,235	\$63,996,594	\$4,921,641
<b>STBG (NON-FLEX)</b>	\$93,251,361	\$20,572,406	\$0	\$113,823,767	\$95,547,261	\$18,276,506
Boston Urban Area	\$58,217,170	\$3,997,021	\$0	\$62,214,191	\$62,214,191	\$0
Barnstable Urban Area	\$3,513,431	\$545,405	\$0	\$4,058,836	\$3,532,357	\$526,479
Springfield, Chicopee, Holyoke	\$7,570,893	\$1,143,099	\$0	\$8,713,992	\$8,612,010	\$101,982
Worcester Urban Area	\$6,459,974	\$986,917	\$0	\$7,446,891	\$6,745,881	\$701,010
Providence, Pawtucket	\$3,706,852	\$13,350,136	\$0	\$17,056,988	\$712,410	\$16,344,578
Other Areas (Rural & Small Urban)	\$13,783,041	\$549,828	\$0	\$14,332,869	\$13,730,412	\$602,457
<b>Bridge-Off System</b>	\$30,035,477	\$22,929,945	\$0	\$52,965,422	\$28,588,202	\$24,377,220
<b>Recreational Trails</b>	\$1,252,563	\$453,441	\$0	\$1,706,004	\$1,186,729	\$519,275
<b>TAP (FLEX)</b>	\$5,787,994	\$9,320,385	\$0	\$15,108,379	\$5,665,662	\$9,442,717
<b>TAP (NON-FLEX)</b>	\$5,787,993	\$8,087,993	\$0	\$13,875,986	\$6,381,200	\$7,494,786
Boston Urban Area	\$3,613,466	\$5,030,663	\$0	\$8,644,129	\$4,743,762	\$3,900,367
Barnstable Urban Area	\$218,074	\$275,240	\$0	\$493,314	\$0	\$493,314
Springfield, Chicopee, Holyoke	\$469,915	\$505,200	\$0	\$975,115	\$400,190	\$574,925



# Fiscal Constraint Analysis Report

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Worcester Urban Area	\$400,962	\$1,234,259	\$0	\$1,635,221	\$390,709	\$1,244,512
Providence, Pawtucket	\$230,080	\$956,515	\$0	\$1,186,595	\$0	\$1,186,595
Other Areas (Rural & Small Urban)	\$855,496	\$86,116	\$0	\$941,612	\$846,539	\$95,073
<b>HWY Safety Improvement Program</b>	\$36,862,866	\$0	\$0	\$36,862,866	\$35,517,809	\$1,345,057
<b>HSIP - High Risk Rural</b>	\$0	\$3,378,237	\$0	\$3,378,237	\$0	\$3,378,237
<b>RLWY/HWY Crossings-Hazard Elimination</b>	\$1,424,290	\$8,994,959	\$0	\$10,419,249	\$888,889	\$9,530,360
<b>RLWY/HWY Crossings-Protective Devices</b>	\$1,424,290	\$4,595,964	\$0	\$6,020,254	\$888,889	\$5,131,365
<b>CMAQ</b>	\$69,907,193	\$4,518,496	\$0	\$74,425,689	\$52,443,726	\$21,981,963
<b>CMAQ 100</b>	\$0	\$0	\$0	\$0	\$0	\$0
<b>Planning</b>	\$23,944,334	\$3,292,275	\$0	\$27,236,609	\$30,439,931	<b>-\$3,203,322</b>
<b>PROTECT</b>	\$20,884,028	\$20,474,537	\$0	\$41,358,565	\$0	\$41,358,565
<b>Carbon Reduction (FLEX)</b>	\$18,366,501	\$5,691,098	\$0	\$24,057,599	\$0	\$24,057,599
<b>Carbon Reduction (NON-FLEX)</b>	\$0	\$10,569,182	\$0	\$10,569,182	\$0	\$10,569,182
Boston Urban Area	\$0	\$7,306,940	\$0	\$7,306,940	\$0	\$7,306,940
Barnstable Urban Area	\$0	\$440,977	\$0	\$440,977	\$0	\$440,977
Springfield, Chicopee, Holyoke	\$0	\$950,236	\$0	\$950,236	\$0	\$950,236
Worcester Urban Area	\$0	\$810,803	\$0	\$810,803	\$0	\$810,803
Providence, Pawtucket	\$0	\$465,253	\$0	\$465,253	\$0	\$465,253
Other Areas (Rural & Small Urban)	\$0	\$594,973	\$0	\$594,973	\$0	\$594,973
<b>Federal Aid Sub Total &gt;</b>	<b>\$732,148,698</b>	<b>\$166,157,960</b>	<b>\$0</b>	<b>\$898,306,658</b>	<b>\$683,843,309</b>	<b>\$214,463,349</b>
<b>Estimated Obligation Authority</b>					<b>\$788,636,044</b>	<b>\$104,792,735</b>
<b>Earmarks</b>	\$0	\$69,260,356	\$0	\$69,260,356	\$0	\$69,260,356
<b>HIP (FLEX)</b>	\$0	\$4,123,929	\$0	\$4,123,929	\$0	\$4,123,929



# Fiscal Constraint Analysis Report

Program Activity: Highway

STIP: 2022 - 2026 (A) Revision 10

Funding Category	Anticipated Net Apportionments of Federal Funds	Estimated Carryover Balance	Anticipated Transfer of Funds	Total Funds Available (10/1) Subject to Obligation	Programmed Obligations	Estimated Balance Remaining
<b>HIP (NON-FLEX)</b>	\$0	\$5,932,746	\$0	\$5,932,746	\$0	\$5,932,746
Boston Urban Area	\$0	\$0	\$0	\$0	\$0	\$0
Barnstable Urban Area	\$0	\$213,979	\$0	\$213,979	\$0	\$213,979
Springfield, Chicopee, Holyoke	\$0	\$645,752	\$0	\$645,752	\$0	\$645,752
Worcester Urban Area	\$0	\$19,890	\$0	\$19,890	\$0	\$19,890
Providence, Pawtucket	\$0	\$1,386,841	\$0	\$1,386,841	\$0	\$1,386,841
Other Areas (Rural & Small Urban)	\$0	\$3,666,284	\$0	\$3,666,284	\$0	\$3,666,284
<b>HIP-Bridge</b>	\$0	\$267,956,890	\$0	\$267,956,890	\$32,000,000	\$235,956,890
<b>BFP- Bridge Formula Off-System</b>	\$0	\$33,788,429	\$0	\$33,788,429	\$0	\$33,788,429
<b>CRRSAA (FLEX)</b>	\$0	\$52,793,229	\$0	\$52,793,229	\$0	\$52,793,229
<b>CRRSAA (NON-FLEX)</b>	\$0	\$32,145,476	\$0	\$32,145,476	\$0	\$32,145,476
Boston Urban Area	\$0	\$23,518,397	\$0	\$23,518,397	\$0	\$23,518,397
Barnstable Urban Area	\$0	\$1,419,345	\$0	\$1,419,345	\$0	\$1,419,345
Springfield, Chicopee, Holyoke	\$0	\$3,058,466	\$0	\$3,058,466	\$0	\$3,058,466
Worcester Urban Area	\$0	\$2,609,681	\$0	\$2,609,681	\$0	\$2,609,681
Providence, Pawtucket	\$0	\$1,497,483	\$0	\$1,497,483	\$0	\$1,497,483
Other Areas (Rural & Small Urban)	\$0	\$42,104	\$0	\$42,104	\$0	\$42,104
<b>NHPP-Exempt</b>	\$9,619,255	\$38,850	\$0	\$9,658,105	\$6,924,606	\$2,733,499
<b>SPR Pooled Fund Transfer</b>	\$0	\$0	\$0	\$0	\$0	\$0
<b>Electric Vehicle Infrastructure (NEVI)</b>	\$0	\$9,397,238	\$0	\$9,397,238	\$0	\$9,397,238
<b>Ferry Boat Program</b>	\$0	\$3,041,973	\$0	\$3,041,973	\$0	\$3,041,973
<b>Miscellaneous/Allocated Funds</b>	\$356,969	\$20,315,760	\$0	\$20,672,729	\$0	\$20,672,729
<b>Other Federal Aid</b>	\$0	\$0	\$0	\$0	\$0	\$0
<b>Federal Aid Total &gt;</b>	<b>\$742,124,922</b>	<b>\$664,952,836</b>	<b>\$0</b>	<b>\$1,407,077,758</b>	<b>\$722,767,915</b>	<b>\$684,309,843</b>



# Fiscal Constraint Analysis Report

Program Activity: Highway

STIP: 2022 - 2026 (A) Revision 10

Funding Category	Anticipated Net Apportionments of Federal Funds	Estimated Carryover Balance	Anticipated Transfer of Funds	Total Funds Available (10/1) Subject to Obligation	Programmed Obligations	Estimated Balance Remaining
State Match For Federal Aid >					\$148,775,043	
Non-Federal Aid	\$26,680,000	\$0	\$0	\$26,680,000	\$26,680,000	\$0
Next Generation Bridge Program	\$0	\$0	\$0	\$0	\$0	\$0
Non-Federal Aid + Federal Aid Total >					\$898,222,958	



# Fiscal Constraint Analysis Report

Program Activity: Highway

STIP: 2022 - 2026 (A) Revision 10

Funding Category	Anticipated Net Apportionments of Federal Funds	Estimated Carryover Balance	Anticipated Transfer of Funds	Total Funds Available (10/1) Subject to Obligation	Programmed Obligations	Estimated Balance Remaining
Federal Fiscal Year 2024						
<b>National Highway Freight Program</b>	\$23,920,937	-\$2,811,867	\$5,319,122	\$26,428,192	\$30,249,207	-\$3,821,015
NFP-NI					\$0	
NFP-I					\$30,249,207	
<b>National Highway Performance Program</b>	\$359,995,691	\$38,094,065	-\$12,000,000	\$386,089,756	\$314,360,591	\$71,729,165
NHPP-NI					\$198,010,163	
NHPP-I					\$22,365,428	
NHPP-GANS					\$93,985,000	
<b>STBG (FLEX)</b>	\$48,129,254	\$4,921,641	\$25,000,000	\$78,050,895	\$66,614,165	\$11,436,730
<b>STBG (NON-FLEX)</b>	\$95,196,080	\$18,276,506	\$0	\$113,472,586	\$100,895,997	\$12,576,589
Boston Urban Area	\$59,431,265	\$0	\$0	\$59,431,265	\$59,431,265	\$0
Barnstable Urban Area	\$3,586,702	\$526,479	\$0	\$4,113,181	\$3,304,990	\$808,191
Springfield, Chicopee, Holyoke	\$7,728,781	\$101,982	\$0	\$7,830,763	\$7,820,000	\$10,763
Worcester Urban Area	\$6,594,694	\$701,010	\$0	\$7,295,704	\$6,740,211	\$555,493
Providence, Pawtucket	\$3,784,157	\$16,344,578	\$0	\$20,128,735	\$9,638,182	\$10,490,553
Other Areas (Rural & Small Urban)	\$14,070,481	\$602,457	\$0	\$14,672,938	\$13,961,349	\$711,589
<b>Bridge-Off System</b>	\$30,661,855	\$24,377,220	\$0	\$55,039,075	\$39,502,974	\$15,536,101
<b>Recreational Trails</b>	\$1,278,684	\$519,275	\$0	\$1,797,959	\$1,186,729	\$611,230
<b>TAP (FLEX)</b>	\$5,908,700	\$9,442,716	\$0	\$15,351,416	\$2,022,197	\$13,329,219
<b>TAP (NON-FLEX)</b>	\$5,908,699	\$7,494,786	\$0	\$13,403,485	\$6,969,937	\$6,433,548
Boston Urban Area	\$3,688,823	\$3,900,367	\$0	\$7,589,190	\$4,751,510	\$2,837,680
Barnstable Urban Area	\$222,622	\$493,314	\$0	\$715,936	\$715,936	\$0
Springfield, Chicopee, Holyoke	\$479,715	\$574,925	\$0	\$1,054,640	\$400,000	\$654,640



# Fiscal Constraint Analysis Report

Program Activity: Highway

STIP: 2022 - 2026 (A) Revision 10

Funding Category	Anticipated Net Apportionments of Federal Funds	Estimated Carryover Balance	Anticipated Transfer of Funds	Total Funds Available (10/1) Subject to Obligation	Programmed Obligations	Estimated Balance Remaining
Worcester Urban Area	\$409,324	\$1,244,512	\$0	\$1,653,836	\$805,143	\$848,693
Providence, Pawtucket	\$234,878	\$1,186,595	\$0	\$1,421,473	\$206,651	\$1,214,822
Other Areas (Rural & Small Urban)	\$873,337	\$95,073	\$0	\$968,410	\$90,697	\$877,713
<b>HWY Safety Improvement Program</b>	\$37,631,626	\$1,345,057	\$0	\$38,976,683	\$38,477,210	\$499,473
<b>HSIP - High Risk Rural</b>	\$0	\$3,378,237	\$0	\$3,378,237	\$0	\$3,378,237
<b>RLWY/HWY Crossings-Hazard Elimination</b>	\$1,453,993	\$9,530,360	\$0	\$10,984,353	\$888,889	\$10,095,464
<b>RLWY/HWY Crossings-Protective Devices</b>	\$1,453,993	\$5,131,365	\$0	\$6,585,358	\$888,889	\$5,696,469
<b>CMAQ</b>	\$71,365,078	\$21,981,963	-\$18,319,122	\$75,027,919	\$41,432,345	\$33,595,574
<b>CMAQ 100</b>	\$0	\$0	\$0	\$0	\$0	\$0
<b>Planning</b>	\$24,443,683	-\$3,203,322	\$0	\$21,240,361	\$30,439,931	-\$9,199,570
<b>PROTECT</b>	\$21,301,708	\$41,358,565	\$0	\$62,660,273	\$0	\$62,660,273
<b>Carbon Reduction (FLEX)</b>	\$18,733,832	\$24,057,599	\$0	\$42,791,431	\$0	\$42,791,431
<b>Carbon Reduction (NON-FLEX)</b>	\$0	\$10,569,182	\$0	\$10,569,182	\$0	\$10,569,182
Boston Urban Area	\$0	\$7,306,940	\$0	\$7,306,940	\$0	\$7,306,940
Barnstable Urban Area	\$0	\$440,977	\$0	\$440,977	\$0	\$440,977
Springfield, Chicopee, Holyoke	\$0	\$950,236	\$0	\$950,236	\$0	\$950,236
Worcester Urban Area	\$0	\$810,803	\$0	\$810,803	\$0	\$810,803
Providence, Pawtucket	\$0	\$465,253	\$0	\$465,253	\$0	\$465,253
Other Areas (Rural & Small Urban)	\$0	\$594,973	\$0	\$594,973	\$0	\$594,973
<b>Federal Aid Sub Total &gt;</b>	<b>\$747,383,813</b>	<b>\$214,463,348</b>	<b>\$0</b>	<b>\$961,847,161</b>	<b>\$673,929,061</b>	<b>\$287,918,100</b>
<b>Estimated Obligation Authority</b>					<b>\$803,409,685</b>	<b>\$129,480,624</b>
<b>Earmarks</b>	\$0	\$69,260,356	\$0	\$69,260,356	\$0	\$69,260,356
<b>HIP (FLEX)</b>	\$0	\$4,123,929	\$0	\$4,123,929	\$0	\$4,123,929





# Fiscal Constraint Analysis Report

Program Activity: Highway

STIP: 2022 - 2026 (A) Revision 10

Funding Category	Anticipated Net Apportionments of Federal Funds	Estimated Carryover Balance	Anticipated Transfer of Funds	Total Funds Available (10/1) Subject to Obligation	Programmed Obligations	Estimated Balance Remaining
<b>HIP (NON-FLEX)</b>	\$0	\$5,932,746	\$0	\$5,932,746	\$0	\$5,932,746
Boston Urban Area	\$0	\$0	\$0	\$0	\$0	\$0
Barnstable Urban Area	\$0	\$213,979	\$0	\$213,979	\$0	\$213,979
Springfield, Chicopee, Holyoke	\$0	\$645,752	\$0	\$645,752	\$0	\$645,752
Worcester Urban Area	\$0	\$19,890	\$0	\$19,890	\$0	\$19,890
Providence, Pawtucket	\$0	\$1,386,841	\$0	\$1,386,841	\$0	\$1,386,841
Other Areas (Rural & Small Urban)	\$0	\$3,666,284	\$0	\$3,666,284	\$0	\$3,666,284
<b>HIP-Bridge</b>	\$0	\$235,956,890	\$0	\$235,956,890	\$41,468,098	\$194,488,792
<b>BFP- Bridge Formula Off-System</b>	\$0	\$33,788,429	\$0	\$33,788,429	\$0	\$33,788,429
<b>CRRSAA (FLEX)</b>	\$0	\$52,793,229	\$0	\$52,793,229	\$0	\$52,793,229
<b>CRRSAA (NON-FLEX)</b>	\$0	\$32,145,476	\$0	\$32,145,476	\$0	\$32,145,476
Boston Urban Area	\$0	\$23,518,397	\$0	\$23,518,397	\$0	\$23,518,397
Barnstable Urban Area	\$0	\$1,419,345	\$0	\$1,419,345	\$0	\$1,419,345
Springfield, Chicopee, Holyoke	\$0	\$3,058,466	\$0	\$3,058,466	\$0	\$3,058,466
Worcester Urban Area	\$0	\$2,609,681	\$0	\$2,609,681	\$0	\$2,609,681
Providence, Pawtucket	\$0	\$1,497,483	\$0	\$1,497,483	\$0	\$1,497,483
Other Areas (Rural & Small Urban)	\$0	\$42,104	\$0	\$42,104	\$0	\$42,104
<b>NHPP-Exempt</b>	\$9,819,860	\$2,733,499	\$0	\$12,553,359	\$0	\$12,553,359
<b>SPR Pooled Fund Transfer</b>	\$0	\$0	\$0	\$0	\$0	\$0
<b>Electric Vehicle Infrastructure (NEVI)</b>	\$0	\$9,397,238	\$0	\$9,397,238	\$0	\$9,397,238
<b>Ferry Boat Program</b>	\$0	\$3,041,973	\$0	\$3,041,973	\$0	\$3,041,973
<b>Miscellaneous/Allocated Funds</b>	\$364,413	\$20,672,729	\$0	\$21,037,142	\$0	\$21,037,142
<b>Other Federal Aid</b>	\$0	\$0	\$0	\$0	\$0	\$0
<b>Federal Aid Total &gt;</b>	<b>\$757,568,086</b>	<b>\$684,309,842</b>	<b>\$0</b>	<b>\$1,441,877,928</b>	<b>\$715,397,159</b>	<b>\$726,480,769</b>



# Fiscal Constraint Analysis Report

Program Activity: Highway

STIP: 2022 - 2026 (A) Revision 10

Funding Category	Anticipated Net Apportionments of Federal Funds	Estimated Carryover Balance	Anticipated Transfer of Funds	Total Funds Available (10/1) Subject to Obligation	Programmed Obligations	Estimated Balance Remaining
State Match For Federal Aid >					\$142,701,395	
Non-Federal Aid	\$26,680,000	\$0	\$0	\$26,680,000	\$26,680,000	\$0
Next Generation Bridge Program	\$0	\$0	\$0	\$0	\$0	\$0
Non-Federal Aid + Federal Aid Total >					\$884,778,554	



# Fiscal Constraint Analysis Report

Program Activity: Highway

STIP: 2022 - 2026 (A) Revision 10

Funding Category	Anticipated Net Apportionments of Federal Funds	Estimated Carryover Balance	Anticipated Transfer of Funds	Total Funds Available (10/1) Subject to Obligation	Programmed Obligations	Estimated Balance Remaining
Federal Fiscal Year 2025						
<b>National Highway Freight Program</b>	\$24,419,799	-\$3,821,015	\$0	\$20,598,784	\$21,079,372	-\$480,588
NFP-NI					\$0	
NFP-I					\$21,079,372	
<b>National Highway Performance Program</b>	\$367,503,252	\$71,729,165	-\$28,700,000	\$410,532,417	\$363,731,203	\$46,801,214
NHPP-NI					\$206,316,988	
NHPP-I					\$35,229,215	
NHPP-GANS					\$122,185,000	
<b>STBG (FLEX)</b>	\$49,132,970	\$1,036,728	\$40,700,000	\$90,869,698	\$90,844,592	\$25,106
<b>STBG (NON-FLEX)</b>	\$97,181,354	\$12,576,589	\$0	\$109,757,943	\$58,301,353	\$51,456,590
Boston Urban Area	\$60,670,680	\$0	\$0	\$60,670,680	\$31,083,460	\$29,587,220
Barnstable Urban Area	\$3,661,501	\$808,191	\$0	\$4,469,692	\$1,117,913	\$3,351,779
Springfield, Chicopee, Holyoke	\$7,889,961	\$10,763	\$0	\$7,900,724	\$4,961,871	\$2,938,853
Worcester Urban Area	\$6,732,223	\$555,493	\$0	\$7,287,716	\$6,410,212	\$877,504
Providence, Pawtucket	\$3,863,074	\$10,490,553	\$0	\$14,353,627	\$400,000	\$13,953,627
Other Areas (Rural & Small Urban)	\$14,363,915	\$711,589	\$0	\$15,075,504	\$14,327,897	\$747,607
<b>Bridge-Off System</b>	\$31,301,295	\$15,536,101	\$0	\$46,837,396	\$29,673,846	\$17,163,550
<b>Recreational Trails</b>	\$1,305,351	\$611,230	\$0	\$1,916,581	\$1,186,729	\$729,852
<b>TAP (FLEX)</b>	\$6,031,924	\$13,329,219	\$0	\$19,361,143	\$11,228,976	\$8,132,167
<b>TAP (NON-FLEX)</b>	\$6,031,922	\$6,433,548	\$0	\$12,465,470	\$3,751,513	\$8,713,957
Boston Urban Area	\$3,765,752	\$2,837,680	\$0	\$6,603,432	\$3,751,513	\$2,851,919
Barnstable Urban Area	\$227,264	\$0	\$0	\$227,264	\$0	\$227,264
Springfield, Chicopee, Holyoke	\$489,720	\$654,640	\$0	\$1,144,360	\$0	\$1,144,360



# Fiscal Constraint Analysis Report

Program Activity: Highway

STIP: 2022 - 2026 (A) Revision 10

Funding Category	Anticipated Net Apportionments of Federal Funds	Estimated Carryover Balance	Anticipated Transfer of Funds	Total Funds Available (10/1) Subject to Obligation	Programmed Obligations	Estimated Balance Remaining
Worcester Urban Area	\$417,860	\$848,693	\$0	\$1,266,553	\$0	\$1,266,553
Providence, Pawtucket	\$239,776	\$1,214,822	\$0	\$1,454,598	\$0	\$1,454,598
Other Areas (Rural & Small Urban)	\$891,550	\$877,713	\$0	\$1,769,263	\$0	\$1,769,263
<b>HWY Safety Improvement Program</b>	\$38,416,418	\$499,473	\$0	\$38,915,891	\$38,784,816	\$131,075
<b>HSIP - High Risk Rural</b>	\$0	\$3,378,237	\$0	\$3,378,237	\$0	\$3,378,237
<b>RLWY/HWY Crossings-Hazard Elimination</b>	\$1,484,316	\$10,095,464	\$0	\$11,579,780	\$888,889	\$10,690,891
<b>RLWY/HWY Crossings-Protective Devices</b>	\$1,484,316	\$5,696,469	\$0	\$7,180,785	\$888,889	\$6,291,896
<b>CMAQ</b>	\$72,853,368	\$33,595,574	-\$12,000,000	\$94,448,942	\$55,634,015	\$38,814,927
<b>CMAQ 100</b>	\$0	\$0	\$0	\$0	\$0	\$0
<b>Planning</b>	\$24,953,446	-\$9,199,570	\$0	\$15,753,876	\$25,208,876	-\$9,455,000
<b>PROTECT</b>	\$0	\$62,660,273	\$0	\$62,660,273	\$0	\$62,660,273
<b>Carbon Reduction (FLEX)</b>	\$0	\$42,791,431	\$0	\$42,791,431	\$0	\$42,791,431
<b>Carbon Reduction (NON-FLEX)</b>	\$0	\$10,569,182	\$0	\$10,569,182	\$0	\$10,569,182
Boston Urban Area	\$0	\$7,306,940	\$0	\$7,306,940	\$0	\$7,306,940
Barnstable Urban Area	\$0	\$440,977	\$0	\$440,977	\$0	\$440,977
Springfield, Chicopee, Holyoke	\$0	\$950,236	\$0	\$950,236	\$0	\$950,236
Worcester Urban Area	\$0	\$810,803	\$0	\$810,803	\$0	\$810,803
Providence, Pawtucket	\$0	\$465,253	\$0	\$465,253	\$0	\$465,253
Other Areas (Rural & Small Urban)	\$0	\$594,973	\$0	\$594,973	\$0	\$594,973
<b>Federal Aid Sub Total &gt;</b>	<b>\$722,099,731</b>	<b>\$277,518,098</b>	<b>\$0</b>	<b>\$999,617,829</b>	<b>\$701,203,069</b>	<b>\$298,414,760</b>
<b>Estimated Obligation Authority</b>					<b>\$707,110,754</b>	<b>\$5,907,685</b>
<b>Earmarks</b>	\$0	\$69,260,356	\$0	\$69,260,356	\$0	\$69,260,356
<b>HIP (FLEX)</b>	\$0	\$4,123,929	\$0	\$4,123,929	\$0	\$4,123,929



# Fiscal Constraint Analysis Report

Program Activity: Highway

STIP: 2022 - 2026 (A) Revision 10

Funding Category	Anticipated Net Apportionments of Federal Funds	Estimated Carryover Balance	Anticipated Transfer of Funds	Total Funds Available (10/1) Subject to Obligation	Programmed Obligations	Estimated Balance Remaining
<b>HIP (NON-FLEX)</b>	\$0	\$5,932,746	\$0	\$5,932,746	\$0	\$5,932,746
Boston Urban Area	\$0	\$0	\$0	\$0	\$0	\$0
Barnstable Urban Area	\$0	\$213,979	\$0	\$213,979	\$0	\$213,979
Springfield, Chicopee, Holyoke	\$0	\$645,752	\$0	\$645,752	\$0	\$645,752
Worcester Urban Area	\$0	\$19,890	\$0	\$19,890	\$0	\$19,890
Providence, Pawtucket	\$0	\$1,386,841	\$0	\$1,386,841	\$0	\$1,386,841
Other Areas (Rural & Small Urban)	\$0	\$3,666,284	\$0	\$3,666,284	\$0	\$3,666,284
<b>HIP-Bridge</b>	\$0	\$194,488,792	\$0	\$194,488,792	\$0	\$194,488,792
<b>BFP- Bridge Formula Off-System</b>	\$0	\$33,788,429	\$0	\$33,788,429	\$0	\$33,788,429
<b>CRRSAA (FLEX)</b>	\$0	\$52,793,229	\$0	\$52,793,229	\$0	\$52,793,229
<b>CRRSAA (NON-FLEX)</b>	\$0	\$32,145,476	\$0	\$32,145,476	\$0	\$32,145,476
Boston Urban Area	\$0	\$23,518,397	\$0	\$23,518,397	\$0	\$23,518,397
Barnstable Urban Area	\$0	\$1,419,345	\$0	\$1,419,345	\$0	\$1,419,345
Springfield, Chicopee, Holyoke	\$0	\$3,058,466	\$0	\$3,058,466	\$0	\$3,058,466
Worcester Urban Area	\$0	\$2,609,681	\$0	\$2,609,681	\$0	\$2,609,681
Providence, Pawtucket	\$0	\$1,497,483	\$0	\$1,497,483	\$0	\$1,497,483
Other Areas (Rural & Small Urban)	\$0	\$42,104	\$0	\$42,104	\$0	\$42,104
<b>NHPP-Exempt</b>	\$10,024,649	\$12,553,359	\$0	\$22,578,008	\$0	\$22,578,008
<b>SPR Pooled Fund Transfer</b>	\$0	\$0	\$0	\$0	\$0	\$0
<b>Electric Vehicle Infrastructure (NEVI)</b>	\$0	\$9,397,238	\$0	\$9,397,238	\$0	\$9,397,238
<b>Miscellaneous/Allocated Funds</b>	\$372,013	\$21,037,142	\$0	\$21,409,155	\$0	\$21,409,155
<b>Other Federal Aid</b>	\$0	\$0	\$0	\$0	\$0	\$0
<b>Federal Aid Total &gt;</b>	<b>\$732,496,393</b>	<b>\$713,038,794</b>	<b>\$0</b>	<b>\$1,445,535,187</b>	<b>\$701,203,069</b>	<b>\$744,332,118</b>
<b>State Match For Federal Aid &gt;</b>					<b>\$131,547,100</b>	



# Fiscal Constraint Analysis Report

Program Activity: Highway

STIP: 2022 - 2026 (A) Revision 10

Funding Category	Anticipated Net Apportionments of Federal Funds	Estimated Carryover Balance	Anticipated Transfer of Funds	Total Funds Available (10/1) Subject to Obligation	Programmed Obligations	Estimated Balance Remaining
Non-Federal Aid	\$26,680,000	\$0	\$0	\$26,680,000	\$26,680,000	\$0
Next Generation Bridge Program	\$0	\$0	\$0	\$0	\$0	\$0
Non-Federal Aid + Federal Aid Total >					\$859,430,169	



# Fiscal Constraint Analysis Report

Program Activity: Highway

STIP: 2022 - 2026 (A) Revision 10

Funding Category	Anticipated Net Apportionments of Federal Funds	Estimated Carryover Balance	Anticipated Transfer of Funds	Total Funds Available (10/1) Subject to Obligation	Programmed Obligations	Estimated Balance Remaining
Federal Fiscal Year 2026						
<b>National Highway Freight Program</b>	\$24,932,614	-\$480,588	\$3,500,000	\$27,952,026	\$31,762,670	-\$3,810,644
NFP-NI					\$0	
NFP-I					\$31,762,670	
<b>National Highway Performance Program</b>	\$375,220,820	\$46,801,214	-\$40,000,000	\$382,022,034	\$357,234,673	\$24,787,361
NHPP-NI					\$201,404,356	
NHPP-I					\$22,210,317	
NHPP-GANS					\$133,620,000	
<b>STBG (FLEX)</b>	\$50,164,762	\$25,106	\$41,600,000	\$91,789,868	\$91,758,418	\$31,450
<b>STBG (NON-FLEX)</b>	\$99,222,162	\$51,456,590	\$0	\$150,678,752	\$66,863,050	\$83,815,702
Boston Urban Area	\$61,944,764	\$29,587,220	\$0	\$91,531,984	\$29,010,976	\$62,521,008
Barnstable Urban Area	\$3,738,393	\$3,351,779	\$0	\$7,090,172	\$7,090,172	\$0
Springfield, Chicopee, Holyoke	\$8,055,650	\$2,938,853	\$0	\$10,994,503	\$8,055,650	\$2,938,853
Worcester Urban Area	\$6,873,600	\$877,504	\$0	\$7,751,104	\$7,171,805	\$579,299
Providence, Pawtucket	\$3,944,198	\$13,953,627	\$0	\$17,897,825	\$8,960,206	\$8,937,619
Other Areas (Rural & Small Urban)	\$14,665,557	\$747,607	\$0	\$15,413,164	\$6,574,241	\$8,838,923
<b>Bridge-Off System</b>	\$31,958,622	\$17,163,550	\$0	\$49,122,172	\$35,232,588	\$13,889,584
<b>Recreational Trails</b>	\$1,332,763	\$729,852	\$0	\$2,062,615	\$1,186,729	\$875,886
<b>TAP (FLEX)</b>	\$6,158,594	\$8,132,166	\$0	\$14,290,760	\$9,892,272	\$4,398,488
<b>TAP (NON-FLEX)</b>	\$6,158,594	\$8,713,957	\$0	\$14,872,551	\$1,990,174	\$12,882,377
Boston Urban Area	\$3,844,833	\$2,851,919	\$0	\$6,696,752	\$1,825,527	\$4,871,225
Barnstable Urban Area	\$232,037	\$227,264	\$0	\$459,301	\$164,647	\$294,654
Springfield, Chicopee, Holyoke	\$500,004	\$1,144,360	\$0	\$1,644,364	\$0	\$1,644,364



# Fiscal Constraint Analysis Report

Program Activity: Highway

STIP: 2022 - 2026 (A) Revision 10

Funding Category	Anticipated Net Apportionments of Federal Funds	Estimated Carryover Balance	Anticipated Transfer of Funds	Total Funds Available (10/1) Subject to Obligation	Programmed Obligations	Estimated Balance Remaining
Worcester Urban Area	\$426,635	\$1,266,553	\$0	\$1,693,188	\$0	\$1,693,188
Providence, Pawtucket	\$244,812	\$1,454,598	\$0	\$1,699,410	\$0	\$1,699,410
Other Areas (Rural & Small Urban)	\$910,273	\$1,769,263	\$0	\$2,679,536	\$0	\$2,679,536
<b>HWY Safety Improvement Program</b>	\$39,223,163	\$131,075	\$0	\$39,354,238	\$37,770,517	\$1,583,721
<b>HSIP - High Risk Rural</b>	\$0	\$3,378,237	\$0	\$3,378,237	\$0	\$3,378,237
<b>RLWY/HWY Crossings-Hazard Elimination</b>	\$1,515,487	\$10,690,891	\$0	\$12,206,378	\$888,889	\$11,317,489
<b>RLWY/HWY Crossings-Protective Devices</b>	\$1,515,487	\$6,291,896	\$0	\$7,807,383	\$888,889	\$6,918,494
<b>CMAQ</b>	\$74,383,288	\$38,814,927	-\$5,100,000	\$108,098,215	\$29,309,706	\$78,788,509
<b>CMAQ 100</b>	\$0	\$0	\$0	\$0	\$0	\$0
<b>Planning</b>	\$25,477,468	-\$9,455,000	\$0	\$16,022,468	\$25,208,876	-\$9,186,408
<b>PROTECT</b>	\$0	\$62,660,273	\$0	\$62,660,273	\$0	\$62,660,273
<b>Carbon Reduction (FLEX)</b>	\$0	\$42,791,431	\$0	\$42,791,431	\$0	\$42,791,431
<b>Carbon Reduction (NON-FLEX)</b>	\$0	\$10,569,182	\$0	\$10,569,182	\$0	\$10,569,182
Boston Urban Area	\$0	\$7,306,940	\$0	\$7,306,940	\$0	\$7,306,940
Barnstable Urban Area	\$0	\$440,977	\$0	\$440,977	\$0	\$440,977
Springfield, Chicopee, Holyoke	\$0	\$950,236	\$0	\$950,236	\$0	\$950,236
Worcester Urban Area	\$0	\$810,803	\$0	\$810,803	\$0	\$810,803
Providence, Pawtucket	\$0	\$465,253	\$0	\$465,253	\$0	\$465,253
Other Areas (Rural & Small Urban)	\$0	\$594,973	\$0	\$594,973	\$0	\$594,973
<b>Federal Aid Sub Total &gt;</b>	<b>\$737,263,824</b>	<b>\$298,414,759</b>	<b>\$0</b>	<b>\$1,035,678,583</b>	<b>\$689,987,451</b>	<b>\$345,691,132</b>
<b>Estimated Obligation Authority</b>					<b>\$720,814,528</b>	<b>\$30,827,077</b>
<b>Earmarks</b>	\$0	\$69,260,356	\$0	\$69,260,356	\$512,000	\$68,748,356
<b>HIP (FLEX)</b>	\$0	\$4,123,929	\$0	\$4,123,929	\$0	\$4,123,929





# Fiscal Constraint Analysis Report

Program Activity: Highway

STIP: 2022 - 2026 (A) Revision 10

Funding Category	Anticipated Net Apportionments of Federal Funds	Estimated Carryover Balance	Anticipated Transfer of Funds	Total Funds Available (10/1) Subject to Obligation	Programmed Obligations	Estimated Balance Remaining
<b>HIP (NON-FLEX)</b>	\$0	\$5,932,746	\$0	\$5,932,746	\$0	\$5,932,746
Boston Urban Area	\$0	\$0	\$0	\$0	\$0	\$0
Barnstable Urban Area	\$0	\$213,979	\$0	\$213,979	\$0	\$213,979
Springfield, Chicopee, Holyoke	\$0	\$645,752	\$0	\$645,752	\$0	\$645,752
Worcester Urban Area	\$0	\$19,890	\$0	\$19,890	\$0	\$19,890
Providence, Pawtucket	\$0	\$1,386,841	\$0	\$1,386,841	\$0	\$1,386,841
Other Areas (Rural & Small Urban)	\$0	\$3,666,284	\$0	\$3,666,284	\$0	\$3,666,284
<b>HIP-Bridge</b>	\$0	\$194,488,792	\$0	\$194,488,792	\$0	\$194,488,792
<b>BFP- Bridge Formula Off-System</b>	\$0	\$33,788,429	\$0	\$33,788,429	\$0	\$33,788,429
<b>CRRSAA (FLEX)</b>	\$0	\$52,793,229	\$0	\$52,793,229	\$0	\$52,793,229
<b>CRRSAA (NON-FLEX)</b>	\$0	\$32,145,476	\$0	\$32,145,476	\$0	\$32,145,476
Boston Urban Area	\$0	\$23,518,397	\$0	\$23,518,397	\$0	\$23,518,397
Barnstable Urban Area	\$0	\$1,419,345	\$0	\$1,419,345	\$0	\$1,419,345
Springfield, Chicopee, Holyoke	\$0	\$3,058,466	\$0	\$3,058,466	\$0	\$3,058,466
Worcester Urban Area	\$0	\$2,609,681	\$0	\$2,609,681	\$0	\$2,609,681
Providence, Pawtucket	\$0	\$1,497,483	\$0	\$1,497,483	\$0	\$1,497,483
Other Areas (Rural & Small Urban)	\$0	\$42,104	\$0	\$42,104	\$0	\$42,104
<b>NHPP-Exempt</b>	\$0	\$22,578,008	\$0	\$22,578,008	\$0	\$22,578,008
<b>SPR Pooled Fund Transfer</b>	\$0	\$0	\$0	\$0	\$0	\$0
<b>Electric Vehicle Infrastructure (NEVI)</b>	\$0	\$9,397,238	\$0	\$9,397,238	\$0	\$9,397,238
<b>Miscellaneous/Allocated Funds</b>	\$0	\$21,409,155	\$0	\$21,409,155	\$0	\$21,409,155
<b>Other Federal Aid</b>	\$0	\$0	\$0	\$0	\$0	\$0
Federal Aid Total >	\$737,263,824	\$744,332,117	\$0	\$1,481,595,941	\$690,499,451	\$791,096,490
State Match For Federal Aid >					\$126,477,709	



# Fiscal Constraint Analysis Report

Program Activity: Highway

STIP: 2022 - 2026 (A) Revision 10

Funding Category	Anticipated Net Apportionments of Federal Funds	Estimated Carryover Balance	Anticipated Transfer of Funds	Total Funds Available (10/1) Subject to Obligation	Programmed Obligations	Estimated Balance Remaining
Non-Federal Aid	\$26,680,000	\$0	\$0	\$26,680,000	\$26,680,000	\$0
Next Generation Bridge Program	\$0	\$0	\$0	\$0	\$0	\$0
Non-Federal Aid + Federal Aid Total >					\$843,657,160	