



Maura Healey, Governor
Kimberley Driscoll, Lieutenant Governor
Gina Fiandaca, Secretary & CEO



September 5, 2023

Joi Singh
Division Administrator
Federal Highway Administration
55 Broadway – 10th floor
Cambridge, Massachusetts 02142

Dear Ms. Singh,

On behalf of Secretary Gina Fiandaca, I am writing to request your approval of the attached actions as endorsed by the following MPOs, as well as statewide actions advanced by MassDOT, pertaining to the Federal Fiscal Years 2023-2027 State Transportation Improvement Program (STIP):

| <u>Action</u> | <u>Organization</u> | <u>Endorsement Date</u> |
|---------------|-----------------------|-------------------------|
| 16.01-16.05 | Boston MPO | August 17, 2023 |
| 16.06-16.07 | Merrimack Valley MPO* | August 23, 2023 |
| 16.08-16.09 | Montachusett MPO | August 16, 2023 |
| 16.10 | SE Mass MPO* | -- |
| 16.11-16.15 | Statewide | July 27, 2023 |

*(*On August 31, Massachusetts received \$80,000,000 of additional obligation limitation from August Redistribution. Actions 16.06 (602202) and 16.10 (608049) include the conversion of AC from future years into FFY 2023 for already-advertised projects per Massachusetts' Redistribution Proposal. Due to end-of-year time constraints and per FHWA guidance, these actions are being advanced by MassDOT and are reflected here for tracking purposes.)*

This action does not require an air quality conformity determination. Additionally, this action does not affect the schedule of advanced construction projects. If you have any questions, you may reach me at 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

2023 - 2027 (A) Revision 16

Highway

16.01 608255 Boston Region: STOW- BRIDGE REPLACEMENT, S-29-011, BOX MILL ROAD OVER ELIZABETH BROOK

| Location | TIP Approval | Begin Public Comment | End Public Comment | Comments | | |
|---------------|---|----------------------|--------------------|--------------|-------------|----------------|
| Boston Region | 08/17/2023 | 07/21/2023 | 08/11/2023 | Amendment 11 | | |
| Type | Value Changed | | | Former Value | New Value | Date of Change |
| Amendment | 2023: Statewide-CON-Bridge Off-system-STBG-BR-Off | | | \$3,454,408 | \$4,250,386 | 07/12/2023 |

16.02 608009 Boston Region: BOXBOROUGH- BRIDGE REPLACEMENT, B-18-002, ROUTE 111 OVER I-495

| Location | TIP Approval | Begin Public Comment | End Public Comment | Comments | | |
|---------------|--|----------------------|--------------------|--|--------------|----------------|
| Boston Region | 08/17/2023 | 07/21/2023 | 08/11/2023 | Amendment 11; TFPC increased from \$29.3M at release for public comment to \$31.3M during the comment period. MPO revised program amount accordingly at endorsement. | | |
| Type | Value Changed | | | Former Value | New Value | Date of Change |
| Amendment | 2023: Statewide-CON-Bridge On-system Non-NHS NB-HIP-BR | | | \$12,763,392 | \$31,320,797 | 08/03/2023 |

16.03 609254 Boston Region: LYNN- INTERSECTION IMPROVEMENTS AT TWO INTERSECTIONS ON BROADWAY

| Location | TIP Approval | Begin Public Comment | End Public Comment | Comments | | |
|---------------|--|----------------------|--------------------|--------------|-------------|----------------|
| Boston Region | 08/17/2023 | 07/21/2023 | 08/11/2023 | Amendment 11 | | |
| Type | Value Changed | | | Former Value | New Value | Date of Change |
| Amendment | 2023: Statewide-CON-Intersection Improvements-HSIP | | | \$5,413,401 | \$6,059,056 | 06/08/2023 |

16.04 S12758 Boston Region: MARBLEHEAD - BORDER TO BOSTON TRAIL DESIGN

| Location | TIP Approval | Begin Public Comment | End Public Comment | Comments | | |
|---------------|---|----------------------|--------------------|--------------|-----------|----------------|
| Boston Region | 08/17/2023 | 07/21/2023 | 08/11/2023 | Amendment 11 | | |
| Type | Value Changed | | | Former Value | New Value | Date of Change |
| Amendment | 2023: Statewide-DGN-Earmark Discretionary-HPP | | | \$0 | \$175,000 | 05/12/2023 |



Revisions Summary

2023 - 2027 (A) Revision 16

16.05 S12849 Boston Region: Brookline - Beacon Street Bridle Path Project (Design Only)

| Location | TIP Approval | Begin Public Comment | End Public Comment | Comments | | |
|---------------|---|----------------------|--------------------|--------------|-------------|----------------|
| Boston Region | 08/17/2023 | 07/21/2023 | 08/11/2023 | Amendment 11 | | |
| Type | Value Changed | | | Former Value | New Value | Date of Change |
| Amendment | 2023: Statewide-DGN-Earmark Discretionary-HPP | | | \$0 | \$2,500,000 | 06/13/2023 |

16.06 602202 Merrimack Valley: SALISBURY- RECONSTRUCTION OF ROUTE 1 (LAFAYETTE ROAD)

| Location | TIP Approval | Begin Public Comment | End Public Comment | Comments | | |
|------------------|--|----------------------|--------------------|--|-------------|----------------|
| Merrimack Valley | | | | AC Conversion modification following 8/31/23 August Redistribution confirmation. Noting in STIP Action for tracking purposes | | |
| Type | Value Changed | | | Former Value | New Value | Date of Change |
| Adjustment | 2023: Statewide-CON-Resiliency Improvements-PRCT | | | \$0 | \$6,132,652 | 08/23/2023 |
| Adjustment | 2024: Merrimack Valley-CON-Roadway Reconstruction-STBG | | | \$7,665,815 | \$1,533,163 | 08/23/2023 |

16.07 S12855 Merrimack Valley: LAWRENCE- Rail-Highway Crossing Improvement on the Lowell Hill Industrial Track South Broadway - Route 28 (053031V)

| Location | TIP Approval | Begin Public Comment | End Public Comment | Comments | | |
|------------------|---|----------------------|--------------------|--------------|-----------|----------------|
| Merrimack Valley | 08/23/2023 | 07/27/2023 | 08/17/2023 | | | |
| Type | Value Changed | | | Former Value | New Value | Date of Change |
| Amendment | 2023: Statewide-CON-Railroad Crossings-RRHE | | | \$0 | \$395,000 | 07/19/2023 |

16.08 610672 Montachusett: GARDNER- ELM STREET RESURFACING AND SIDEWALK IMPROVEMENTS (SRTS)

| Location | TIP Approval | Begin Public Comment | End Public Comment | Comments | | |
|--------------|--|----------------------|--------------------|--------------|-------------|----------------|
| Montachusett | 08/16/2023 | 08/01/2023 | 08/14/2023 | | | |
| Type | Value Changed | | | Former Value | New Value | Date of Change |
| Amendment | 2023: Statewide-CON-Roadway Reconstruction-TAP | | | \$1,246,511 | \$0 | 07/07/2023 |
| Amendment | 2024: Statewide-CON-Roadway Reconstruction-TAP | | | \$0 | \$1,814,944 | 07/07/2023 |



Revisions Summary

2023 - 2027 (A) Revision 16

16.09 612620 Montachusett: HARVARD- BRIDGE PRESERVATION, H-09-015, H-09-016 & H-09-017, ROUTE 2 OVER THE NASHUA RIVER, TANK ROAD, BOSTON AND MAINE RAILROAD

| Location | TIP Approval | Begin Public Comment | End Public Comment | Comments | | |
|--------------|---|----------------------|--------------------|--------------|-------------|----------------|
| Montachusett | 08/16/2023 | 08/01/2023 | 08/14/2023 | | | |
| Type | Value Changed | | | Former Value | New Value | Date of Change |
| Amendment | 2023: Statewide-CON-Bridge Systematic Maintenance NB-HIP-BR | | | \$2,694,992 | \$3,706,048 | 07/07/2023 |

16.10 608049 Southeastern Mass: FALL RIVER- CORRIDOR IMPROVEMENTS ON ROUTE 79/DAVOL STREET

| Location | TIP Approval | Begin Public Comment | End Public Comment | Comments | | |
|-------------------|--|----------------------|--------------------|--|--------------|----------------|
| Southeastern Mass | | | | AC Conversion modification following 8/31/23 August Redistribution confirmation. Noting in STIP Action for tracking purposes | | |
| Type | Value Changed | | | Former Value | New Value | Date of Change |
| Adjustment | 2023: Statewide-CON-Resiliency Improvements-PRCT | | | \$0 | \$18,948,656 | 08/23/2023 |
| Adjustment | 2024: Statewide-CON-Roadway Reconstruction-STBG | | | \$13,000,000 | \$8,565,076 | 08/23/2023 |
| Adjustment | 2025: Statewide-CON-Roadway Reconstruction-NHPP | | | \$9,684,889 | \$0 | 08/23/2023 |
| Adjustment | 2025: Statewide-CON-Roadway Reconstruction-STBG | | | \$4,828,843 | \$0 | 08/23/2023 |

16.11 S12708 Statewide: SPR Work Program (FFY 2024)

| Location | TIP Approval | Begin Public Comment | End Public Comment | Comments | | |
|-----------|--|----------------------|--------------------|--------------|-----------|----------------|
| Statewide | | | | | | |
| Type | Value Changed | | | Former Value | New Value | Date of Change |
| Amendment | 2023: Statewide-CON-State Planning & Research-SP5304 | | | \$1,025,431 | \$820,345 | 07/21/2023 |

16.12 S12851 Statewide: BECKET- BLANDFORD- STOCKBRIDGE- WEST STOCKBRIDGE- BRIDGE PRESERVATION OF B-03-061 (4FX), B-03-062 (4FW), B-14-021 (4G6), S-26-014 (4H3), W-22-023 (4HG), AND W-22-026 (4HF)

| Location | TIP Approval | Begin Public Comment | End Public Comment | Comments | | |
|-----------|---|----------------------|--------------------|--------------|-------------|----------------|
| Statewide | | | | | | |
| Type | Value Changed | | | Former Value | New Value | Date of Change |
| Amendment | 2023: Statewide-CON-Bridge Off-system-STBG-BR-Off | | | \$0 | \$4,350,000 | 08/23/2023 |

16.13 S12852 Statewide: WILMINGTON- BRIDGE PRESERVATION, W-38-032 (2MC), WOBURN STREET OVER I-93



Revisions Summary
2023 - 2027 (A) Revision 16

| Location | TIP Approval | Begin Public Comment | End Public Comment | Comments | | |
|-----------|---|----------------------|--------------------|--------------|-------------|----------------|
| Statewide | | | | | | |
| Type | Value Changed | | | Former Value | New Value | Date of Change |
| Amendment | 2023: Statewide-CON-Bridge Off-system-STBG-BR-Off | | | \$0 | \$6,597,500 | 08/23/2023 |

16.14 S12853 Statewide: BOSTON- BRIDGE PRESERVATION, B-16-234 (BKV), RICHMOND STREET OVER STATE ROUTE 1A

| Location | TIP Approval | Begin Public Comment | End Public Comment | Comments | | |
|-----------|---|----------------------|--------------------|--------------|-------------|----------------|
| Statewide | | | | | | |
| Type | Value Changed | | | Former Value | New Value | Date of Change |
| Amendment | 2023: Statewide-CON-Bridge Off-system-STBG-BR-Off | | | \$0 | \$2,015,500 | 08/23/2023 |

16.15 S12854 Statewide: WAREHAM- BRIDGE PRESERVATION, W-06-037 (4AJ) & W-06-040 (4AD), MAPLE SPRINGS ROAD AND TIHONET ROAD OVER STATE ROUTE 25

| Location | TIP Approval | Begin Public Comment | End Public Comment | Comments | | |
|-----------|---|----------------------|--------------------|--------------|-------------|----------------|
| Statewide | | | | | | |
| Type | Value Changed | | | Former Value | New Value | Date of Change |
| Amendment | 2023: Statewide-CON-Bridge Off-system-STBG-BR-Off | | | \$0 | \$9,800,000 | 08/23/2023 |



Fiscal Constraint Analysis Report

Program Activity: Highway

STIP: 2023 - 2027 (A) Revision 16

| 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 2023 | | | | | | |
| RLWY/HWY Crossings-Hazard Elimination | \$2,507,566 | \$8,957,572 | \$0 | \$11,465,138 | \$3,331,000 | \$8,134,138 |
| RLWY/HWY Crossings-Protective Devices | \$0 | \$4,446,656 | \$0 | \$4,446,656 | \$2,935,999 | \$1,510,657 |
| HSIP - Vulnerable User Safety | \$6,825,483 | \$3,637,292 | \$0 | \$10,462,775 | \$6,825,483 | \$3,637,292 |
| National Highway Freight Program | \$21,054,548 | \$0 | -\$5,385,000 | \$15,669,548 | \$15,668,991 | \$557 |
| NFP-NI | | | | | \$4,480,000 | |
| NFP-I | | | | | \$11,188,991 | |
| National Highway Performance Program | \$310,751,236 | \$0 | -\$38,400,000 | \$272,351,236 | \$272,306,589 | \$44,647 |
| NHPP-NI | | | | | \$143,695,586 | |
| NHPP-I | | | | | \$39,101,003 | |
| NHPP-GANS | | | | | \$89,510,000 | |
| NHPP (Bridge Penalty) | \$94,856,125 | \$0 | \$0 | \$94,856,125 | \$94,856,125 | \$0 |
| STBG (FLEX) | \$52,686,827 | \$0 | \$43,000,000 | \$95,686,827 | \$94,041,570 | \$1,645,257 |
| STBG (NON-FLEX) | \$99,924,394 | \$702,413 | \$0 | \$100,626,807 | \$100,626,807 | \$0 |
| Boston Urban Area | \$62,383,169 | \$0 | \$0 | \$62,383,169 | \$62,383,169 | \$0 |
| Barnstable Urban Area | \$3,764,851 | \$0 | \$0 | \$3,764,851 | \$3,764,851 | \$0 |
| Springfield, Chicopee, Holyoke | \$8,112,663 | \$0 | \$0 | \$8,112,663 | \$8,112,663 | \$0 |
| Worcester Urban Area | \$6,922,247 | \$0 | \$0 | \$6,922,247 | \$6,922,247 | \$0 |
| Providence, Pawtucket | \$3,972,113 | \$0 | \$0 | \$3,972,113 | \$3,972,113 | \$0 |
| Other Areas (Rural & Small Urban) | \$14,769,351 | \$702,413 | \$0 | \$15,471,764 | \$15,471,764 | \$0 |
| STBG (Bridge Off-System) | \$37,942,450 | \$27,937,104 | \$0 | \$65,879,554 | \$37,653,837 | \$28,225,717 |
| Recreational Trails | \$1,186,729 | \$290,310 | \$0 | \$1,477,039 | \$1,194,736 | \$282,303 |



Fiscal Constraint Analysis Report

Program Activity: Highway

STIP: 2023 - 2027 (A) Revision 16

| 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 |
|---------------------------------------|---|-----------------------------|-------------------------------|--|------------------------|-----------------------------|
| TAP (FLEX) | \$7,786,891 | \$9,353,446 | -\$3,800,000 | \$13,340,337 | \$12,930,449 | \$409,888 |
| TAP (NON-FLEX) | \$11,205,526 | \$4,973,512 | \$0 | \$16,179,038 | \$8,302,090 | \$7,876,948 |
| Boston Urban Area | \$6,995,651 | \$3,184,539 | \$0 | \$10,180,190 | \$4,807,065 | \$5,373,125 |
| Barnstable Urban Area | \$422,191 | \$0 | \$0 | \$422,191 | \$240,000 | \$182,191 |
| Springfield, Chicopee, Holyoke | \$909,754 | \$0 | \$0 | \$909,754 | \$659,247 | \$250,507 |
| Worcester Urban Area | \$776,261 | \$0 | \$0 | \$776,261 | \$776,261 | \$0 |
| Providence, Pawtucket | \$445,433 | \$0 | \$0 | \$445,433 | \$0 | \$445,433 |
| Other Areas (Rural & Small Urban) | \$1,656,236 | \$1,788,973 | \$0 | \$3,445,209 | \$1,819,517 | \$1,625,692 |
| HWY Safety Improvement Program | \$37,767,673 | \$0 | \$4,585,000 | \$42,352,673 | \$45,891,862 | -\$3,539,189 |
| CMAQ | \$69,074,263 | \$0 | \$0 | \$69,074,263 | \$67,515,448 | \$1,558,815 |
| CMAQ 100 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Statewide Planning | \$15,773,979 | \$0 | \$0 | \$15,773,979 | \$13,715,389 | \$2,058,590 |
| Metropolitan Planning | \$12,095,567 | \$24,452,255 | \$0 | \$36,547,822 | \$12,486,010 | \$24,061,812 |
| PROTECT | \$20,884,028 | \$20,474,537 | \$0 | \$41,358,565 | \$20,065,046 | \$21,293,519 |
| Carbon Reduction (FLEX) | \$6,428,275 | \$6,302,231 | \$0 | \$12,730,506 | \$0 | \$12,730,506 |
| Carbon Reduction (NON-FLEX) | \$11,938,226 | \$11,704,143 | \$0 | \$23,642,369 | \$0 | \$23,642,369 |
| Boston Urban Area | \$7,453,078 | \$7,306,940 | \$0 | \$14,760,018 | \$0 | \$14,760,018 |
| Barnstable Urban Area | \$449,796 | \$440,977 | \$0 | \$890,773 | \$0 | \$890,773 |
| Springfield, Chicopee, Holyoke | \$969,241 | \$950,236 | \$0 | \$1,919,477 | \$0 | \$1,919,477 |
| Worcester Urban Area | \$827,019 | \$810,803 | \$0 | \$1,637,822 | \$0 | \$1,637,822 |
| Providence, Pawtucket | \$474,559 | \$465,253 | \$0 | \$939,812 | \$0 | \$939,812 |
| Other Areas (Rural & Small Urban) | \$1,764,533 | \$1,729,934 | \$0 | \$3,494,467 | \$0 | \$3,494,467 |
| Federal Aid Sub Total > | \$820,689,786 | \$123,231,471 | \$0 | \$943,921,257 | \$810,347,431 | \$133,573,826 |
| Estimated Obligation Authority | | | | | \$792,963,448 | -\$17,383,983 |



Fiscal Constraint Analysis Report

Program Activity: Highway

STIP: 2023 - 2027 (A) Revision 16

| 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 |
|--|---|-----------------------------|-------------------------------|--|------------------------|-----------------------------|
| Earmarks | \$25,452,972 | \$69,260,356 | \$0 | \$94,713,328 | \$13,647,397 | \$81,065,931 |
| Earmarks (100% FA) | \$1,496,630 | \$0 | \$0 | \$1,496,630 | \$1,496,630 | \$0 |
| HIP (FLEX) | \$0 | \$539,960 | \$0 | \$539,960 | \$0 | \$539,960 |
| HIP (NON-FLEX) | \$0 | \$2,038,016 | \$0 | \$2,038,016 | \$0 | \$2,038,016 |
| Boston Urban Area | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Barnstable Urban Area | \$0 | \$66,979 | \$0 | \$66,979 | \$0 | \$66,979 |
| Springfield, Chicopee, Holyoke | \$0 | \$645,752 | \$0 | \$645,752 | \$0 | \$645,752 |
| Worcester Urban Area | \$0 | \$833,226 | \$0 | \$833,226 | \$0 | \$833,226 |
| Providence, Pawtucket | \$0 | \$478,602 | \$0 | \$478,602 | \$0 | \$478,602 |
| Other Areas (Rural & Small Urban) | \$0 | \$13,457 | \$0 | \$13,457 | \$0 | \$13,457 |
| HIP Bridge Formula - Main | \$206,998,770 | \$206,998,770 | \$0 | \$413,997,540 | \$173,530,991 | \$240,466,549 |
| HIP Bridge Formula - Off-System | \$31,020,165 | \$36,529,195 | \$0 | \$67,549,360 | \$0 | \$67,549,360 |
| HIP Bridge Formula - Off-System STATE | \$5,509,030 | \$0 | \$0 | \$5,509,030 | \$5,509,030 | \$0 |
| HIP Bridge Formula - RR Program | \$44,124,131 | \$40,000,000 | \$0 | \$84,124,131 | \$0 | \$84,124,131 |
| CRRSAA (FLEX) | \$0 | \$50,295,131 | \$0 | \$50,295,131 | \$47,303,492 | \$2,991,639 |
| CRRSAA (NON-FLEX) | \$0 | \$32,145,476 | \$0 | \$32,145,476 | \$27,625,561 | \$4,519,915 |
| Boston Urban Area | \$0 | \$23,518,397 | \$0 | \$23,518,397 | \$23,518,397 | \$0 |
| 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 | \$2,609,681 | \$0 |
| Providence, Pawtucket | \$0 | \$1,497,483 | \$0 | \$1,497,483 | \$1,497,483 | \$0 |
| Other Areas (Rural & Small Urban) | \$0 | \$42,104 | \$0 | \$42,104 | \$0 | \$42,104 |
| -- | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |



Fiscal Constraint Analysis Report

Program Activity: Highway

STIP: 2023 - 2027 (A) Revision 16

| 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 |
|--|---|-----------------------------|-------------------------------|--|------------------------|-----------------------------|
| NHPP-Exempt | \$8,795,173 | \$6,880,997 | \$0 | \$15,676,170 | \$9,286,246 | \$6,389,924 |
| SPR Pooled Fund Transfer | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Electric Vehicle Infrastructure (NEVI) | \$13,522,732 | \$9,397,238 | \$0 | \$22,919,970 | \$0 | \$22,919,970 |
| Ferry Boat Program | \$2,669,389 | \$1,991,395 | \$0 | \$4,660,784 | \$2,202,894 | \$2,457,890 |
| Safe Streets For All | \$5,417,862 | \$0 | \$0 | \$5,417,862 | \$0 | \$5,417,862 |
| Transferred FTA 5303 Metropolitan PL | \$4,148,786 | \$2,488,294 | \$0 | \$6,637,080 | \$3,744,338 | \$2,892,742 |
| Transferred FTA 5304 Statewide PL | \$820,345 | \$0 | \$0 | \$820,345 | \$656,276 | \$164,069 |
| Miscellaneous/Allocated Funds | \$356,969 | \$20,315,760 | \$0 | \$20,672,729 | \$0 | \$20,672,729 |
| Other Federal Aid | \$0 | \$21,000,000 | \$0 | \$21,000,000 | \$0 | \$21,000,000 |
| Federal Aid Total > | \$1,171,022,740 | \$623,112,059 | \$0 | \$1,794,134,799 | \$1,095,350,286 | \$698,784,513 |
| State Match For Federal Aid > | | | | | \$216,480,326 | |
| Non-Federal Aid | \$26,680,000 | \$32,689,945 | \$0 | \$59,369,945 | \$26,680,000 | \$32,689,945 |
| Next Generation Bridge Program | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Non-Federal Aid + Federal Aid Total > | | | | | \$1,338,510,612 | |



Fiscal Constraint Analysis Report

Program Activity: Highway

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| 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 | | | | | | |
| RLWY/HWY Crossings-Hazard Elimination | \$1,453,993 | \$8,134,138 | \$0 | \$9,588,131 | \$1,186,000 | \$8,402,131 |
| RLWY/HWY Crossings-Protective Devices | \$1,453,993 | \$1,510,657 | \$0 | \$2,964,650 | \$1,185,999 | \$1,778,651 |
| HSIP - Vulnerable User Safety | \$0 | \$3,637,292 | \$0 | \$3,637,292 | \$0 | \$3,637,292 |
| National Highway Freight Program | \$23,920,937 | \$557 | \$3,000,000 | \$26,921,494 | \$11,521,166 | \$15,400,328 |
| NFP-NI | | | | | \$0 | |
| NFP-I | | | | | \$11,521,166 | |
| National Highway Performance Program | \$316,966,261 | \$44,647 | -\$29,150,000 | \$287,860,908 | \$261,015,100 | \$26,845,808 |
| NHPP-NI | | | | | \$127,070,974 | |
| NHPP-I | | | | | \$39,959,126 | |
| NHPP-GANS | | | | | \$93,985,000 | |
| NHPP (Bridge Penalty) | \$94,856,125 | \$0 | \$0 | \$94,856,125 | \$79,884,944 | \$14,971,181 |
| STBG (FLEX) | \$48,129,254 | \$1,645,257 | \$16,000,000 | \$65,774,511 | \$56,705,053 | \$9,069,458 |
| STBG (NON-FLEX) | \$101,922,881 | \$0 | \$0 | \$101,922,881 | \$101,456,883 | \$465,998 |
| Boston Urban Area | \$63,630,832 | \$0 | \$0 | \$63,630,832 | \$63,630,832 | \$0 |
| Barnstable Urban Area | \$3,840,148 | \$0 | \$0 | \$3,840,148 | \$3,840,148 | \$0 |
| Springfield, Chicopee, Holyoke | \$8,274,916 | \$0 | \$0 | \$8,274,916 | \$8,274,916 | \$0 |
| Worcester Urban Area | \$7,060,692 | \$0 | \$0 | \$7,060,692 | \$6,594,694 | \$465,998 |
| Providence, Pawtucket | \$4,051,555 | \$0 | \$0 | \$4,051,555 | \$4,051,555 | \$0 |
| Other Areas (Rural & Small Urban) | \$15,064,738 | \$0 | \$0 | \$15,064,738 | \$15,064,738 | \$0 |
| STBG (Bridge Off-System) | \$30,661,855 | \$28,225,717 | \$0 | \$58,887,572 | \$50,135,283 | \$8,752,289 |
| Recreational Trails | \$1,278,684 | \$282,303 | \$0 | \$1,560,987 | \$1,194,736 | \$366,251 |



Fiscal Constraint Analysis Report

Program Activity: Highway

STIP: 2023 - 2027 (A) Revision 16

| 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 |
|---------------------------------------|---|-----------------------------|-------------------------------|--|------------------------|-----------------------------|
| TAP (FLEX) | \$5,908,700 | \$409,888 | \$4,000,000 | \$10,318,588 | \$10,185,725 | \$132,863 |
| TAP (NON-FLEX) | \$5,908,699 | \$7,876,948 | \$0 | \$13,785,647 | \$10,064,377 | \$3,721,270 |
| Boston Urban Area | \$3,688,823 | \$5,373,125 | \$0 | \$9,061,948 | \$6,039,604 | \$3,022,344 |
| Barnstable Urban Area | \$222,622 | \$182,191 | \$0 | \$404,813 | \$404,813 | \$0 |
| Springfield, Chicopee, Holyoke | \$479,715 | \$250,507 | \$0 | \$730,222 | \$730,222 | \$0 |
| Worcester Urban Area | \$409,324 | \$0 | \$0 | \$409,324 | \$0 | \$409,324 |
| Providence, Pawtucket | \$234,878 | \$445,433 | \$0 | \$680,311 | \$390,709 | \$289,602 |
| Other Areas (Rural & Small Urban) | \$873,337 | \$1,625,692 | \$0 | \$2,499,029 | \$2,499,029 | \$0 |
| HWY Safety Improvement Program | \$37,631,626 | -\$3,539,189 | \$30,000,000 | \$64,092,437 | \$62,664,756 | \$1,427,681 |
| CMAQ | \$71,365,078 | \$1,558,815 | -\$14,000,000 | \$58,923,893 | \$55,804,306 | \$3,119,587 |
| CMAQ 100 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Statewide Planning | \$15,643,802 | \$2,058,590 | \$0 | \$17,702,392 | \$17,231,055 | \$471,337 |
| Metropolitan Planning | \$12,337,478 | \$24,061,812 | \$0 | \$36,399,290 | \$11,103,730 | \$25,295,560 |
| PROTECT | \$21,301,708 | \$21,293,519 | -\$6,650,000 | \$35,945,227 | \$14,095,568 | \$21,849,659 |
| Carbon Reduction (FLEX) | \$6,556,841 | \$12,730,506 | -\$3,200,000 | \$16,087,347 | \$0 | \$16,087,347 |
| Carbon Reduction (NON-FLEX) | \$12,176,991 | \$23,642,369 | \$0 | \$35,819,360 | \$0 | \$35,819,360 |
| Boston Urban Area | \$8,089,309 | \$14,760,018 | \$0 | \$22,849,327 | \$0 | \$22,849,327 |
| Barnstable Urban Area | \$488,193 | \$890,773 | \$0 | \$1,378,966 | \$0 | \$1,378,966 |
| Springfield, Chicopee, Holyoke | \$1,051,980 | \$1,919,477 | \$0 | \$2,971,457 | \$0 | \$2,971,457 |
| Worcester Urban Area | \$897,617 | \$1,637,822 | \$0 | \$2,535,439 | \$0 | \$2,535,439 |
| Providence, Pawtucket | \$515,069 | \$939,812 | \$0 | \$1,454,881 | \$0 | \$1,454,881 |
| Other Areas (Rural & Small Urban) | \$1,134,823 | \$3,494,467 | \$0 | \$4,629,290 | \$0 | \$4,629,290 |
| Federal Aid Sub Total > | \$809,474,906 | \$133,573,826 | \$0 | \$943,048,732 | \$745,434,681 | \$197,614,051 |
| Estimated Obligation Authority | | | | | \$803,409,685 | \$57,975,004 |



Fiscal Constraint Analysis Report

Program Activity: Highway

STIP: 2023 - 2027 (A) Revision 16

| 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 |
|--|---|-----------------------------|-------------------------------|--|------------------------|-----------------------------|
| Earmarks | \$0 | \$81,065,931 | \$0 | \$81,065,931 | \$706,581 | \$80,359,350 |
| Earmarks (100% FA) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| HIP (FLEX) | \$0 | \$539,960 | \$0 | \$539,960 | \$0 | \$539,960 |
| HIP (NON-FLEX) | \$0 | \$2,038,016 | \$0 | \$2,038,016 | \$0 | \$2,038,016 |
| Boston Urban Area | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Barnstable Urban Area | \$0 | \$66,979 | \$0 | \$66,979 | \$0 | \$66,979 |
| Springfield, Chicopee, Holyoke | \$0 | \$645,752 | \$0 | \$645,752 | \$0 | \$645,752 |
| Worcester Urban Area | \$0 | \$833,226 | \$0 | \$833,226 | \$0 | \$833,226 |
| Providence, Pawtucket | \$0 | \$478,602 | \$0 | \$478,602 | \$0 | \$478,602 |
| Other Areas (Rural & Small Urban) | \$0 | \$13,457 | \$0 | \$13,457 | \$0 | \$13,457 |
| HIP Bridge Formula - Main | \$206,998,770 | \$240,466,549 | \$0 | \$447,465,319 | \$312,280,042 | \$135,185,277 |
| HIP Bridge Formula - Off-System | \$36,529,195 | \$67,549,360 | \$0 | \$104,078,555 | \$7,196,232 | \$96,882,323 |
| HIP Bridge Formula - Off-System STATE | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| HIP Bridge Formula - RR Program | \$0 | \$84,124,131 | \$0 | \$84,124,131 | \$0 | \$84,124,131 |
| CRRSAA (FLEX) | \$0 | \$2,991,639 | \$0 | \$2,991,639 | \$0 | \$2,991,639 |
| CRRSAA (NON-FLEX) | \$0 | \$4,519,915 | \$0 | \$4,519,915 | \$0 | \$4,519,915 |
| Boston Urban Area | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 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 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Providence, Pawtucket | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Other Areas (Rural & Small Urban) | \$0 | \$42,104 | \$0 | \$42,104 | \$0 | \$42,104 |
| NHPP-Exempt | \$9,819,860 | \$6,389,924 | \$0 | \$16,209,784 | \$0 | \$16,209,784 |



Fiscal Constraint Analysis Report

Program Activity: Highway

STIP: 2023 - 2027 (A) Revision 16

| 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 |
|---|---|-----------------------------|-------------------------------|--|------------------------|-----------------------------|
| SPR Pooled Fund Transfer | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Electric Vehicle Infrastructure (NEVI) | \$13,522,732 | \$22,919,970 | \$0 | \$36,442,702 | \$9,397,238 | \$27,045,464 |
| Ferry Boat Program | \$0 | \$2,457,890 | \$0 | \$2,457,890 | \$0 | \$2,457,890 |
| Safe Streets For All | \$0 | \$5,417,862 | \$0 | \$5,417,862 | \$0 | \$5,417,862 |
| Transferred FTA 5303 Metropolitan PL | \$0 | \$2,892,742 | \$0 | \$2,892,742 | \$0 | \$2,892,742 |
| Transferred FTA 5304 Statewide PL | \$0 | \$164,069 | \$0 | \$164,069 | \$0 | \$164,069 |
| Federal Lands Access Program | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Miscellaneous/Allocated Funds | \$364,413 | \$20,672,729 | \$0 | \$21,037,142 | \$0 | \$21,037,142 |
| Other Federal Aid | \$0 | \$21,000,000 | \$0 | \$21,000,000 | \$3,200,000 | \$17,800,000 |
| Federal Aid Total > | \$1,228,276,874 | \$698,784,513 | \$0 | \$1,927,061,387 | \$1,078,214,774 | \$697,279,615 |
| State Match For Federal Aid > | | | | | \$227,811,907 | |
| Non-Federal Aid | \$26,680,000 | \$32,689,945 | \$0 | \$59,369,945 | \$26,680,000 | \$32,689,945 |
| Next Generation Bridge Program | \$151,566,998 | \$0 | \$0 | \$151,566,998 | \$151,566,998 | \$0 |
| Non-Federal Aid + Federal Aid Total > | | | | | \$1,484,273,679 | |



Fiscal Constraint Analysis Report

Program Activity: Highway

STIP: 2023 - 2027 (A) Revision 16

| 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 | | | | | | |
| RLWY/HWY Crossings-Hazard Elimination | \$1,484,316 | \$8,402,131 | \$0 | \$9,886,447 | \$1,186,000 | \$8,700,447 |
| RLWY/HWY Crossings-Protective Devices | \$1,484,316 | \$1,778,651 | \$0 | \$3,262,967 | \$1,185,999 | \$2,076,968 |
| HSIP - Vulnerable User Safety | \$0 | \$3,637,292 | \$0 | \$3,637,292 | \$0 | \$3,637,292 |
| National Highway Freight Program | \$24,419,799 | \$15,400,328 | -\$10,512,022 | \$29,308,105 | \$26,177,909 | \$3,130,196 |
| NFP-NI | | | | | \$0 | |
| NFP-I | | | | | \$26,177,909 | |
| National Highway Performance Program | \$323,305,586 | \$26,845,808 | -\$24,187,978 | \$325,963,416 | \$280,920,091 | \$45,043,325 |
| NHPP-NI | | | | | \$106,383,075 | |
| NHPP-I | | | | | \$52,352,016 | |
| NHPP-GANS | | | | | \$122,185,000 | |
| NHPP (Bridge Penalty) | \$94,856,125 | \$14,971,181 | \$0 | \$109,827,306 | \$84,995,344 | \$24,831,962 |
| STBG (FLEX) | \$49,132,970 | \$9,069,458 | \$45,000,000 | \$103,202,428 | \$90,253,140 | \$12,949,288 |
| STBG (NON-FLEX) | \$103,961,340 | \$465,998 | \$0 | \$104,427,338 | \$104,427,338 | \$0 |
| Boston Urban Area | \$64,903,449 | \$0 | \$0 | \$64,903,449 | \$64,903,449 | \$0 |
| Barnstable Urban Area | \$3,916,951 | \$0 | \$0 | \$3,916,951 | \$3,916,951 | \$0 |
| Springfield, Chicopee, Holyoke | \$8,440,415 | \$0 | \$0 | \$8,440,415 | \$8,440,415 | \$0 |
| Worcester Urban Area | \$7,201,906 | \$465,998 | \$0 | \$7,667,904 | \$7,667,904 | \$0 |
| Providence, Pawtucket | \$4,132,586 | \$0 | \$0 | \$4,132,586 | \$4,132,586 | \$0 |
| Other Areas (Rural & Small Urban) | \$15,366,033 | \$0 | \$0 | \$15,366,033 | \$15,366,033 | \$0 |
| STBG (Bridge Off-System) | \$31,301,295 | \$8,752,289 | \$0 | \$40,053,584 | \$38,839,168 | \$1,214,416 |
| Recreational Trails | \$1,305,351 | \$366,251 | \$0 | \$1,671,602 | \$1,194,736 | \$476,866 |



Fiscal Constraint Analysis Report

Program Activity: Highway

STIP: 2023 - 2027 (A) Revision 16

| 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 |
|---------------------------------------|---|-----------------------------|-------------------------------|--|------------------------|-----------------------------|
| TAP (FLEX) | \$6,031,924 | \$132,863 | \$0 | \$6,164,787 | \$5,812,206 | \$352,581 |
| TAP (NON-FLEX) | \$6,031,922 | \$3,721,270 | \$0 | \$9,753,192 | \$8,949,442 | \$803,750 |
| Boston Urban Area | \$3,765,752 | \$3,022,344 | \$0 | \$6,788,096 | \$6,646,072 | \$142,024 |
| Barnstable Urban Area | \$227,264 | \$0 | \$0 | \$227,264 | \$0 | \$227,264 |
| Springfield, Chicopee, Holyoke | \$489,720 | \$0 | \$0 | \$489,720 | \$489,720 | \$0 |
| Worcester Urban Area | \$417,860 | \$409,324 | \$0 | \$827,184 | \$392,722 | \$434,462 |
| Providence, Pawtucket | \$239,776 | \$289,602 | \$0 | \$529,378 | \$529,378 | \$0 |
| Other Areas (Rural & Small Urban) | \$891,550 | \$0 | \$0 | \$891,550 | \$891,550 | \$0 |
| HWY Safety Improvement Program | \$38,416,418 | \$1,427,681 | \$12,000,000 | \$51,844,099 | \$50,336,596 | \$1,507,503 |
| CMAQ | \$72,853,368 | \$3,119,587 | -\$9,000,000 | \$66,972,955 | \$53,184,038 | \$13,788,917 |
| CMAQ 100 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Statewide Planning | \$15,956,678 | \$471,337 | \$0 | \$16,428,015 | \$17,231,055 | -\$803,040 |
| Metropolitan Planning | \$12,584,228 | \$25,295,560 | \$0 | \$37,879,788 | \$11,325,805 | \$26,553,983 |
| PROTECT | \$21,727,742 | \$21,849,659 | -\$10,000,000 | \$33,577,401 | \$15,192,008 | \$18,385,393 |
| Carbon Reduction (FLEX) | \$6,687,978 | \$16,087,347 | -\$3,300,000 | \$19,475,325 | \$0 | \$19,475,325 |
| Carbon Reduction (NON-FLEX) | \$12,420,530 | \$35,819,360 | \$0 | \$48,239,890 | \$0 | \$48,239,890 |
| Boston Urban Area | \$8,251,095 | \$22,849,327 | \$0 | \$31,100,422 | \$0 | \$31,100,422 |
| Barnstable Urban Area | \$497,957 | \$1,378,966 | \$0 | \$1,876,923 | \$0 | \$1,876,923 |
| Springfield, Chicopee, Holyoke | \$1,073,019 | \$2,971,457 | \$0 | \$4,044,476 | \$0 | \$4,044,476 |
| Worcester Urban Area | \$915,569 | \$2,535,439 | \$0 | \$3,451,008 | \$0 | \$3,451,008 |
| Providence, Pawtucket | \$525,370 | \$1,454,881 | \$0 | \$1,980,251 | \$0 | \$1,980,251 |
| Other Areas (Rural & Small Urban) | \$1,157,520 | \$4,629,290 | \$0 | \$5,786,810 | \$0 | \$5,786,810 |
| Federal Aid Sub Total > | \$823,961,886 | \$197,614,051 | \$0 | \$1,021,575,937 | \$791,210,875 | \$230,365,062 |
| Estimated Obligation Authority | | | | | \$818,478,798 | \$27,267,923 |



Fiscal Constraint Analysis Report

Program Activity: Highway

STIP: 2023 - 2027 (A) Revision 16

| 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 |
|--|---|-----------------------------|-------------------------------|--|------------------------|-----------------------------|
| Earmarks | \$0 | \$80,359,350 | \$0 | \$80,359,350 | \$0 | \$80,359,350 |
| Earmarks (100% FA) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| HIP (FLEX) | \$0 | \$539,960 | \$0 | \$539,960 | \$0 | \$539,960 |
| HIP (NON-FLEX) | \$0 | \$2,038,016 | \$0 | \$2,038,016 | \$0 | \$2,038,016 |
| Boston Urban Area | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Barnstable Urban Area | \$0 | \$66,979 | \$0 | \$66,979 | \$0 | \$66,979 |
| Springfield, Chicopee, Holyoke | \$0 | \$645,752 | \$0 | \$645,752 | \$0 | \$645,752 |
| Worcester Urban Area | \$0 | \$833,226 | \$0 | \$833,226 | \$0 | \$833,226 |
| Providence, Pawtucket | \$0 | \$478,602 | \$0 | \$478,602 | \$0 | \$478,602 |
| Other Areas (Rural & Small Urban) | \$0 | \$13,457 | \$0 | \$13,457 | \$0 | \$13,457 |
| HIP Bridge Formula - Main | \$206,998,770 | \$135,185,277 | \$0 | \$342,184,047 | \$153,394,614 | \$188,789,433 |
| HIP Bridge Formula - Off-System | \$36,529,195 | \$96,882,323 | \$0 | \$133,411,518 | \$0 | \$133,411,518 |
| HIP Bridge Formula - Off-System STATE | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| HIP Bridge Formula - RR Program | \$0 | \$84,124,131 | \$0 | \$84,124,131 | \$0 | \$84,124,131 |
| CRRSAA (FLEX) | \$0 | \$7,890,761 | \$0 | \$7,890,761 | \$0 | \$7,890,761 |
| CRRSAA (NON-FLEX) | \$0 | \$2,542,474 | \$0 | \$2,542,474 | \$0 | \$2,542,474 |
| Boston Urban Area | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Barnstable Urban Area | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Springfield, Chicopee, Holyoke | \$0 | \$1,562,488 | \$0 | \$1,562,488 | \$0 | \$1,562,488 |
| Worcester Urban Area | \$0 | \$640,399 | \$0 | \$640,399 | \$0 | \$640,399 |
| Providence, Pawtucket | \$0 | \$297,483 | \$0 | \$297,483 | \$0 | \$297,483 |
| Other Areas (Rural & Small Urban) | \$0 | \$42,104 | \$0 | \$42,104 | \$0 | \$42,104 |
| NHPP-Exempt | \$10,024,649 | \$16,209,784 | \$0 | \$26,234,433 | \$0 | \$26,234,433 |



Fiscal Constraint Analysis Report

Program Activity: Highway

STIP: 2023 - 2027 (A) Revision 16

| 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 |
|---|---|-----------------------------|-------------------------------|--|------------------------|-----------------------------|
| SPR Pooled Fund Transfer | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Electric Vehicle Infrastructure (NEVI) | \$13,522,732 | \$27,045,464 | \$0 | \$40,568,196 | \$9,397,238 | \$31,170,958 |
| Ferry Boat Program | \$0 | \$2,457,890 | \$0 | \$2,457,890 | \$0 | \$2,457,890 |
| Safe Streets For All | \$0 | \$5,417,862 | \$0 | \$5,417,862 | \$0 | \$5,417,862 |
| Transferred FTA 5303 Metropolitan PL | \$0 | \$2,892,742 | \$0 | \$2,892,742 | \$0 | \$2,892,742 |
| Transferred FTA 5304 Statewide PL | \$0 | \$164,069 | \$0 | \$164,069 | \$0 | \$164,069 |
| Federal Lands Access Program | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Miscellaneous/Allocated Funds | \$372,013 | \$21,037,142 | \$0 | \$21,409,155 | \$0 | \$21,409,155 |
| Other Federal Aid | \$0 | \$17,800,000 | \$0 | \$17,800,000 | \$3,200,000 | \$14,600,000 |
| Federal Aid Total > | \$1,441,693,695 | \$700,201,296 | \$0 | \$2,141,894,991 | \$957,202,727 | \$834,407,814 |
| State Match For Federal Aid > | | | | | \$190,263,304 | |
| Non-Federal Aid | \$26,680,000 | \$32,689,945 | \$0 | \$59,369,945 | \$26,680,000 | \$32,689,945 |
| Next Generation Bridge Program | \$350,284,450 | \$0 | \$0 | \$350,284,450 | \$350,284,450 | \$0 |
| Non-Federal Aid + Federal Aid Total > | | | | | \$1,524,430,481 | |



Fiscal Constraint Analysis Report

Program Activity: Highway

STIP: 2023 - 2027 (A) Revision 16

| 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 | | | | | | |
| RLWY/HWY Crossings-Hazard Elimination | \$1,515,487 | \$8,700,447 | \$0 | \$10,215,934 | \$1,186,000 | \$9,029,934 |
| RLWY/HWY Crossings-Protective Devices | \$1,515,487 | \$2,076,968 | \$0 | \$3,592,455 | \$1,185,999 | \$2,406,456 |
| HSIP - Vulnerable User Safety | \$0 | \$3,637,292 | \$0 | \$3,637,292 | \$0 | \$3,637,292 |
| National Highway Freight Program | \$24,932,614 | \$3,130,196 | -\$2,100,000 | \$25,962,810 | \$23,786,375 | \$2,176,435 |
| NFP-NI | | | | | \$0 | |
| NFP-I | | | | | \$23,786,375 | |
| National Highway Performance Program | \$329,771,698 | \$45,043,325 | -\$42,400,000 | \$332,415,023 | \$268,481,515 | \$63,933,508 |
| NHPP-NI | | | | | \$95,777,606 | |
| NHPP-I | | | | | \$39,083,909 | |
| NHPP-GANS | | | | | \$133,620,000 | |
| NHPP (Bridge Penalty) | \$94,856,125 | \$24,831,962 | \$0 | \$119,688,087 | \$82,349,254 | \$37,338,833 |
| STBG (FLEX) | \$50,164,762 | \$12,949,288 | \$32,500,000 | \$95,614,050 | \$81,062,692 | \$14,551,358 |
| STBG (NON-FLEX) | \$99,222,162 | \$0 | \$0 | \$99,222,162 | \$99,222,162 | \$0 |
| Boston Urban Area | \$61,944,764 | \$0 | \$0 | \$61,944,764 | \$61,944,764 | \$0 |
| Barnstable Urban Area | \$3,738,393 | \$0 | \$0 | \$3,738,393 | \$3,738,393 | \$0 |
| Springfield, Chicopee, Holyoke | \$8,055,650 | \$0 | \$0 | \$8,055,650 | \$8,055,650 | \$0 |
| Worcester Urban Area | \$6,873,600 | \$0 | \$0 | \$6,873,600 | \$6,873,600 | \$0 |
| Providence, Pawtucket | \$3,944,198 | \$0 | \$0 | \$3,944,198 | \$3,944,198 | \$0 |
| Other Areas (Rural & Small Urban) | \$14,665,557 | \$0 | \$0 | \$14,665,557 | \$14,665,557 | \$0 |
| STBG (Bridge Off-System) | \$31,958,622 | \$1,214,416 | \$9,000,000 | \$42,173,038 | \$52,668,998 | -\$10,495,960 |
| Recreational Trails | \$1,332,763 | \$476,866 | \$0 | \$1,809,629 | \$1,194,736 | \$614,893 |



Fiscal Constraint Analysis Report

Program Activity: Highway

STIP: 2023 - 2027 (A) Revision 16

| 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 |
|---------------------------------------|---|-----------------------------|-------------------------------|--|------------------------|-----------------------------|
| TAP (FLEX) | \$6,158,594 | \$352,581 | \$10,000,000 | \$16,511,175 | \$17,994,580 | -\$1,483,405 |
| TAP (NON-FLEX) | \$6,158,594 | \$803,750 | \$0 | \$6,962,344 | \$5,504,189 | \$1,458,155 |
| Boston Urban Area | \$3,844,833 | \$142,024 | \$0 | \$3,986,857 | \$4,136,911 | -\$150,054 |
| Barnstable Urban Area | \$232,037 | \$227,264 | \$0 | \$459,301 | \$400,000 | \$59,301 |
| Springfield, Chicopee, Holyoke | \$500,004 | \$0 | \$0 | \$500,004 | \$0 | \$500,004 |
| Worcester Urban Area | \$426,635 | \$434,462 | \$0 | \$861,097 | \$722,466 | \$138,631 |
| Providence, Pawtucket | \$244,812 | \$0 | \$0 | \$244,812 | \$244,812 | \$0 |
| Other Areas (Rural & Small Urban) | \$910,273 | \$0 | \$0 | \$910,273 | \$0 | \$910,273 |
| HWY Safety Improvement Program | \$39,223,163 | \$1,507,503 | \$18,000,000 | \$58,730,666 | \$56,712,007 | \$2,018,659 |
| CMAQ | \$74,383,288 | \$13,788,917 | -\$25,000,000 | \$63,172,205 | \$48,846,768 | \$14,325,437 |
| CMAQ 100 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Statewide Planning | \$16,275,812 | -\$803,040 | \$0 | \$15,472,772 | \$17,231,055 | -\$1,758,283 |
| Metropolitan Planning | \$12,835,912 | \$26,553,983 | \$0 | \$39,389,895 | \$11,552,321 | \$27,837,574 |
| PROTECT | \$22,162,297 | \$18,385,393 | \$0 | \$40,547,690 | \$10,744,336 | \$29,803,354 |
| Carbon Reduction (FLEX) | \$6,821,737 | \$19,475,325 | \$0 | \$26,297,062 | \$0 | \$26,297,062 |
| Carbon Reduction (NON-FLEX) | \$12,668,941 | \$48,239,890 | \$0 | \$60,908,831 | \$0 | \$60,908,831 |
| Boston Urban Area | \$8,416,116 | \$31,100,422 | \$0 | \$39,516,538 | \$0 | \$39,516,538 |
| Barnstable Urban Area | \$507,916 | \$1,876,923 | \$0 | \$2,384,839 | \$0 | \$2,384,839 |
| Springfield, Chicopee, Holyoke | \$1,094,480 | \$4,044,476 | \$0 | \$5,138,956 | \$0 | \$5,138,956 |
| Worcester Urban Area | \$933,881 | \$3,451,008 | \$0 | \$4,384,889 | \$0 | \$4,384,889 |
| Providence, Pawtucket | \$535,878 | \$1,980,251 | \$0 | \$2,516,129 | \$0 | \$2,516,129 |
| Other Areas (Rural & Small Urban) | \$1,180,670 | \$5,786,810 | \$0 | \$6,967,480 | \$0 | \$6,967,480 |
| Federal Aid Sub Total > | \$831,958,058 | \$230,365,062 | \$0 | \$1,062,323,120 | \$779,722,987 | \$282,600,133 |
| Estimated Obligation Authority | | | | | \$833,849,292 | \$54,126,305 |



Fiscal Constraint Analysis Report

Program Activity: Highway

STIP: 2023 - 2027 (A) Revision 16

| 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 |
|---|---|-----------------------------|-------------------------------|--|------------------------|-----------------------------|
| Earmarks | \$0 | \$80,359,350 | \$0 | \$80,359,350 | \$0 | \$80,359,350 |
| Earmarks (100% FA) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| HIP (FLEX) | \$0 | \$539,960 | \$0 | \$539,960 | \$0 | \$539,960 |
| HIP (NON-FLEX) | \$0 | \$2,038,016 | \$0 | \$2,038,016 | \$0 | \$2,038,016 |
| Boston Urban Area | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Barnstable Urban Area | \$0 | \$66,979 | \$0 | \$66,979 | \$0 | \$66,979 |
| Springfield, Chicopee, Holyoke | \$0 | \$645,752 | \$0 | \$645,752 | \$0 | \$645,752 |
| Worcester Urban Area | \$0 | \$833,226 | \$0 | \$833,226 | \$0 | \$833,226 |
| Providence, Pawtucket | \$0 | \$478,602 | \$0 | \$478,602 | \$0 | \$478,602 |
| Other Areas (Rural & Small Urban) | \$0 | \$13,457 | \$0 | \$13,457 | \$0 | \$13,457 |
| HIP Bridge Formula - Main | \$206,998,770 | \$188,789,433 | \$0 | \$395,788,203 | \$262,055,098 | \$133,733,105 |
| HIP Bridge Formula - Off-System | \$36,529,195 | \$133,411,518 | \$0 | \$169,940,713 | \$0 | \$169,940,713 |
| HIP Bridge Formula - Off-System STATE | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| HIP Bridge Formula - RR Program | \$0 | \$84,124,131 | \$0 | \$84,124,131 | \$0 | \$84,124,131 |
| NHPP-Exempt | \$0 | \$26,234,433 | \$0 | \$26,234,433 | \$0 | \$26,234,433 |
| SPR Pooled Fund Transfer | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Electric Vehicle Infrastructure (NEVI) | \$13,522,732 | \$31,170,958 | \$0 | \$44,693,690 | \$9,397,238 | \$35,296,452 |
| Ferry Boat Program | \$0 | \$2,457,890 | \$0 | \$2,457,890 | \$0 | \$2,457,890 |
| Safe Streets For All | \$0 | \$5,417,862 | \$0 | \$5,417,862 | \$0 | \$5,417,862 |
| Transferred FTA 5303 Metropolitan PL | \$0 | \$2,892,742 | \$0 | \$2,892,742 | \$0 | \$2,892,742 |
| Transferred FTA 5304 Statewide PL | \$0 | \$164,069 | \$0 | \$164,069 | \$0 | \$164,069 |
| Federal Lands Access Program | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Other Federal Aid | \$0 | \$14,600,000 | \$0 | \$14,600,000 | \$3,200,000 | \$11,400,000 |



Fiscal Constraint Analysis Report

Program Activity: Highway

STIP: 2023 - 2027 (A) Revision 16

| 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 Aid Total > | \$1,122,853,338 | \$802,565,424 | \$0 | \$1,925,418,762 | \$1,054,375,323 | \$837,198,856 |
| State Match For Federal Aid > | | | | | \$212,987,179 | |
| Non-Federal Aid | \$26,680,000 | \$32,689,945 | \$0 | \$59,369,945 | \$26,680,000 | \$32,689,945 |
| Next Generation Bridge Program | \$33,844,583 | \$0 | \$0 | \$33,844,583 | \$33,844,583 | \$0 |
| Non-Federal Aid + Federal Aid Total > | | | | | \$1,327,887,085 | |



Fiscal Constraint Analysis Report

Program Activity: Highway

STIP: 2023 - 2027 (A) Revision 16

| 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 2027 | | | | | | |
| RLWY/HWY Crossings-Hazard Elimination | \$1,547,312 | \$9,029,934 | \$0 | \$10,577,246 | \$1,186,000 | \$9,391,246 |
| RLWY/HWY Crossings-Protective Devices | \$1,547,312 | \$2,406,456 | \$0 | \$3,953,768 | \$1,185,999 | \$2,767,769 |
| HSIP - Vulnerable User Safety | \$0 | \$3,637,292 | \$0 | \$3,637,292 | \$0 | \$3,637,292 |
| National Highway Freight Program | \$25,456,199 | \$2,176,435 | \$0 | \$27,632,634 | \$18,000,000 | \$9,632,634 |
| NFP-NI | | | | | \$0 | |
| NFP-I | | | | | \$18,000,000 | |
| National Highway Performance Program | \$336,367,132 | \$63,933,508 | -\$35,172,798 | \$365,127,842 | \$277,703,742 | \$87,424,100 |
| NHPP-NI | | | | | \$122,911,389 | |
| NHPP-I | | | | | \$54,792,353 | |
| NHPP-GANS | | | | | \$100,000,000 | |
| NHPP (Bridge Penalty) | \$94,856,125 | \$37,338,833 | \$0 | \$132,194,958 | \$94,856,125 | \$37,338,833 |
| STBG (FLEX) | \$51,218,222 | \$14,551,358 | \$39,500,000 | \$105,269,580 | \$91,918,484 | \$13,351,096 |
| STBG (NON-FLEX) | \$101,305,827 | \$0 | \$0 | \$101,305,827 | \$101,281,496 | \$24,331 |
| Boston Urban Area | \$63,245,604 | \$0 | \$0 | \$63,245,604 | \$63,221,273 | \$24,331 |
| Barnstable Urban Area | \$3,816,899 | \$0 | \$0 | \$3,816,899 | \$3,816,899 | \$0 |
| Springfield, Chicopee, Holyoke | \$8,224,819 | \$0 | \$0 | \$8,224,819 | \$8,224,819 | \$0 |
| Worcester Urban Area | \$7,017,946 | \$0 | \$0 | \$7,017,946 | \$7,017,946 | \$0 |
| Providence, Pawtucket | \$4,027,025 | \$0 | \$0 | \$4,027,025 | \$4,027,025 | \$0 |
| Other Areas (Rural & Small Urban) | \$14,973,534 | \$0 | \$0 | \$14,973,534 | \$14,973,534 | \$0 |
| STBG (Bridge Off-System) | \$32,629,753 | -\$10,495,960 | \$6,050,000 | \$28,183,793 | \$38,749,876 | -\$10,566,083 |
| Recreational Trails | \$1,360,751 | \$614,893 | \$0 | \$1,975,644 | \$1,194,736 | \$780,908 |



Fiscal Constraint Analysis Report

Program Activity: Highway

STIP: 2023 - 2027 (A) Revision 16

| 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 |
|---------------------------------------|---|-----------------------------|-------------------------------|--|------------------------|-----------------------------|
| TAP (FLEX) | \$6,287,924 | -\$1,483,405 | \$6,000,000 | \$10,804,519 | \$12,270,961 | -\$1,466,442 |
| TAP (NON-FLEX) | \$6,287,924 | \$2,511,316 | \$0 | \$8,799,240 | \$4,274,235 | \$4,525,005 |
| Boston Urban Area | \$3,925,574 | \$70,243 | \$0 | \$3,995,817 | \$1,670,000 | \$2,325,817 |
| Barnstable Urban Area | \$236,910 | \$85,793 | \$0 | \$322,703 | \$296,211 | \$26,492 |
| Springfield, Chicopee, Holyoke | \$510,504 | \$557,089 | \$0 | \$1,067,593 | \$510,504 | \$557,089 |
| Worcester Urban Area | \$435,594 | \$773,852 | \$0 | \$1,209,446 | \$618,178 | \$591,268 |
| Providence, Pawtucket | \$249,953 | \$27,950 | \$0 | \$277,903 | \$249,953 | \$27,950 |
| Other Areas (Rural & Small Urban) | \$929,389 | \$996,389 | \$0 | \$1,925,778 | \$929,389 | \$996,389 |
| HWY Safety Improvement Program | \$40,046,850 | \$2,018,659 | \$4,000,000 | \$46,065,509 | \$44,106,115 | \$1,959,394 |
| CMAQ | \$75,945,337 | \$14,325,437 | -\$20,377,202 | \$69,893,572 | \$46,174,051 | \$23,719,521 |
| CMAQ 100 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Statewide Planning | \$16,601,328 | -\$1,758,283 | \$0 | \$14,843,045 | \$17,231,055 | -\$2,388,010 |
| Metropolitan Planning | \$13,092,631 | \$27,837,574 | \$0 | \$40,930,205 | \$11,552,321 | \$29,377,884 |
| PROTECT | \$22,627,705 | \$29,803,354 | \$0 | \$52,431,059 | \$7,587,549 | \$44,843,510 |
| Carbon Reduction (FLEX) | \$6,964,993 | \$26,297,062 | \$0 | \$33,262,055 | \$0 | \$33,262,055 |
| Carbon Reduction (NON-FLEX) | \$12,934,989 | \$60,908,831 | \$0 | \$73,843,820 | \$1,959,008 | \$71,884,812 |
| Boston Urban Area | \$8,592,855 | \$39,516,538 | \$0 | \$48,109,393 | \$1,959,008 | \$46,150,385 |
| Barnstable Urban Area | \$518,582 | \$2,384,839 | \$0 | \$2,903,421 | \$0 | \$2,903,421 |
| Springfield, Chicopee, Holyoke | \$1,117,464 | \$5,138,956 | \$0 | \$6,256,420 | \$0 | \$6,256,420 |
| Worcester Urban Area | \$953,493 | \$4,384,889 | \$0 | \$5,338,382 | \$0 | \$5,338,382 |
| Providence, Pawtucket | \$547,131 | \$2,516,129 | \$0 | \$3,063,260 | \$0 | \$3,063,260 |
| Other Areas (Rural & Small Urban) | \$1,205,464 | \$6,967,480 | \$0 | \$8,172,944 | \$0 | \$8,172,944 |
| Federal Aid Sub Total > | \$847,078,314 | \$283,653,294 | \$0 | \$1,130,731,608 | \$771,231,753 | \$359,499,855 |
| Estimated Obligation Authority | | | | | \$849,527,245 | \$78,295,492 |



Fiscal Constraint Analysis Report

Program Activity: Highway

STIP: 2023 - 2027 (A) Revision 16

| 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 |
|---|---|-----------------------------|-------------------------------|--|------------------------|-----------------------------|
| Earmarks | \$0 | \$80,359,350 | \$0 | \$80,359,350 | \$512,000 | \$79,847,350 |
| Earmarks (100% FA) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| HIP (FLEX) | \$0 | \$539,960 | \$0 | \$539,960 | \$0 | \$539,960 |
| HIP (NON-FLEX) | \$0 | \$2,038,016 | \$0 | \$2,038,016 | \$0 | \$2,038,016 |
| Boston Urban Area | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Barnstable Urban Area | \$0 | \$66,979 | \$0 | \$66,979 | \$0 | \$66,979 |
| Springfield, Chicopee, Holyoke | \$0 | \$645,752 | \$0 | \$645,752 | \$0 | \$645,752 |
| Worcester Urban Area | \$0 | \$833,226 | \$0 | \$833,226 | \$0 | \$833,226 |
| Providence, Pawtucket | \$0 | \$478,602 | \$0 | \$478,602 | \$0 | \$478,602 |
| Other Areas (Rural & Small Urban) | \$0 | \$13,457 | \$0 | \$13,457 | \$0 | \$13,457 |
| HIP Bridge Formula - Main | \$0 | \$133,733,105 | \$0 | \$133,733,105 | \$109,102,646 | \$24,630,459 |
| HIP Bridge Formula - Off-System | \$0 | \$169,940,713 | \$0 | \$169,940,713 | \$0 | \$169,940,713 |
| HIP Bridge Formula - Off-System STATE | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| HIP Bridge Formula - RR Program | \$0 | \$84,124,131 | \$0 | \$84,124,131 | \$0 | \$84,124,131 |
| NHPP-Exempt | \$0 | \$26,234,433 | \$0 | \$26,234,433 | \$0 | \$26,234,433 |
| SPR Pooled Fund Transfer | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Electric Vehicle Infrastructure (NEVI) | \$9,397,238 | \$35,296,452 | \$0 | \$44,693,690 | \$9,397,238 | \$35,296,452 |
| Ferry Boat Program | \$0 | \$2,457,890 | \$0 | \$2,457,890 | \$0 | \$2,457,890 |
| Safe Streets For All | \$0 | \$5,417,862 | \$0 | \$5,417,862 | \$0 | \$5,417,862 |
| Transferred FTA 5303 Metropolitan PL | \$0 | \$2,892,742 | \$0 | \$2,892,742 | \$0 | \$2,892,742 |
| Transferred FTA 5304 Statewide PL | \$0 | \$164,069 | \$0 | \$164,069 | \$0 | \$164,069 |
| Federal Lands Access Program | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Other Federal Aid | \$0 | \$11,400,000 | \$0 | \$11,400,000 | \$3,200,000 | \$8,200,000 |



Fiscal Constraint Analysis Report

Program Activity: Highway

STIP: 2023 - 2027 (A) Revision 16

| 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 Aid Total > | \$1,256,386,189 | \$838,252,017 | \$0 | \$2,094,638,206 | \$893,443,637 | \$801,283,932 |
| State Match For Federal Aid > | | | | | \$181,532,011 | |
| Non-Federal Aid | \$0 | \$32,689,945 | \$0 | \$32,689,945 | \$0 | \$32,689,945 |
| Next Generation Bridge Program | \$399,910,637 | \$0 | \$0 | \$399,910,637 | \$399,910,637 | \$0 |
| Non-Federal Aid + Federal Aid Total > | | | | | \$1,474,886,285 | |



Fiscal Constraint Analysis Report

STIP: 2023 - 2027 (A) Revision 15+

| 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 | Actual Obligations | Actual Remaining Balance |
|---------------------------------------|---|-----------------------------|-------------------------------|--|------------------------|-----------------------------|--------------------|--------------------------|
| Federal Fiscal Year 2023 | | | | | | | | |
| RLWY/HWY Crossings-Hazard Elimination | \$2,507,566 | \$8,957,572 | \$0 | \$11,465,138 | \$3,331,000 | \$8,134,138 | -\$1,450,203 | \$12,915,341 |
| RLWY/HWY Crossings-Protective Devices | \$0 | \$4,446,656 | \$0 | \$4,446,656 | \$2,935,999 | \$1,510,657 | -\$1,282,748 | \$5,729,404 |
| HSIP - Vulnerable User Safety | \$6,825,483 | \$3,637,292 | \$0 | \$10,462,775 | \$6,825,483 | \$3,637,292 | \$124,962 | \$10,337,813 |
| National Highway Freight Program | \$21,054,548 | \$0 | -\$5,385,000 | \$15,669,548 | \$15,668,991 | \$557 | \$4,480,000 | \$11,189,548 |
| NFP-NI | | | | | \$4,480,000 | | \$4,480,000 | |
| NFP-I | | | | | \$11,188,991 | | \$0 | |
| National Highway Performance Program | \$310,751,236 | \$0 | -\$38,400,000 | \$272,351,236 | \$272,306,589 | \$44,647 | \$213,333,008 | \$59,018,228 |
| NHPP-NI | | | | | \$143,695,586 | | \$99,433,152 | |
| NHPP-I | | | | | \$39,101,003 | | \$24,170,986 | |
| NHPP-GANS | | | | | \$89,510,000 | | \$89,728,870 | |
| NHPP (Bridge Penalty) | \$94,856,125 | \$0 | \$0 | \$94,856,125 | \$94,856,125 | \$0 | \$94,856,125 | \$0 |
| STBG (FLEX) | \$52,686,827 | \$0 | \$43,000,000 | \$95,686,827 | \$94,041,570 | \$1,645,257 | \$3,603,851 | \$92,082,976 |
| STBG (NON-FLEX) | \$99,924,394 | \$702,413 | \$0 | \$100,626,807 | \$100,626,807 | \$0 | \$6,208,179 | \$94,418,628 |
| Boston Urban Area | \$62,383,169 | \$0 | \$0 | \$62,383,169 | \$62,383,169 | \$0 | \$0 | \$62,383,169 |
| Barnstable Urban Area | \$3,764,851 | \$0 | \$0 | \$3,764,851 | \$3,764,851 | \$0 | \$0 | \$3,764,851 |
| Springfield, Chicopee, Holyoke | \$8,112,663 | \$0 | \$0 | \$8,112,663 | \$8,112,663 | \$0 | \$0 | \$8,112,663 |
| Worcester Urban Area | \$6,922,247 | \$0 | \$0 | \$6,922,247 | \$6,922,247 | \$0 | \$0 | \$6,922,247 |
| Providence, Pawtucket | \$3,972,113 | \$0 | \$0 | \$3,972,113 | \$3,972,113 | \$0 | \$0 | \$3,972,113 |
| Other Areas (Rural & Small Urban) | \$14,769,351 | \$702,413 | \$0 | \$15,471,764 | \$15,471,764 | \$0 | \$6,208,179 | \$9,263,585 |
| STBG (Bridge Off-System) | \$37,942,450 | \$27,937,104 | \$0 | \$65,879,554 | \$37,653,837 | \$28,225,717 | -\$15,129,263 | \$81,008,817 |
| Recreational Trails | \$1,186,729 | \$290,310 | \$0 | \$1,477,039 | \$1,194,736 | \$282,303 | -\$597,524 | \$2,074,563 |
| TAP (FLEX) | \$7,786,891 | \$9,353,446 | -\$3,800,000 | \$13,340,337 | \$12,930,449 | \$409,888 | \$3,712,912 | \$9,627,425 |



Fiscal Constraint Analysis Report

STIP: 2023 - 2027 (A) Revision 15+

| 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 | Actual Obligations | Actual Remaining Balance |
|-----------------------------------|---|-----------------------------|-------------------------------|--|------------------------|-----------------------------|--------------------|--------------------------|
| TAP (NON-FLEX) | \$11,205,526 | \$4,973,512 | \$0 | \$16,179,038 | \$8,302,090 | \$7,876,948 | \$0 | \$16,179,038 |
| Boston Urban Area | \$6,995,651 | \$3,184,539 | \$0 | \$10,180,190 | \$4,807,065 | \$5,373,125 | \$0 | \$10,180,190 |
| Barnstable Urban Area | \$422,191 | \$0 | \$0 | \$422,191 | \$240,000 | \$182,191 | \$0 | \$422,191 |
| Springfield, Chicopee, Holyoke | \$909,754 | \$0 | \$0 | \$909,754 | \$659,247 | \$250,507 | \$0 | \$909,754 |
| Worcester Urban Area | \$776,261 | \$0 | \$0 | \$776,261 | \$776,261 | \$0 | \$0 | \$776,261 |
| Providence, Pawtucket | \$445,433 | \$0 | \$0 | \$445,433 | \$0 | \$445,433 | \$0 | \$445,433 |
| Other Areas (Rural & Small Urban) | \$1,656,236 | \$1,788,973 | \$0 | \$3,445,209 | \$1,819,517 | \$1,625,692 | \$0 | \$3,445,209 |
| HWY Safety Improvement Program | \$37,767,673 | \$0 | \$4,585,000 | \$42,352,673 | \$45,891,862 | -\$3,539,189 | \$24,105,254 | \$18,247,419 |
| CMAQ | \$69,074,263 | \$0 | \$0 | \$69,074,263 | \$67,515,448 | \$1,558,815 | \$6,501,688 | \$62,572,575 |
| CMAQ 100 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Statewide Planning | \$15,773,979 | \$0 | \$0 | \$15,773,979 | \$13,715,389 | \$2,058,590 | \$1,346,068 | \$14,427,911 |
| Metropolitan Planning | \$12,095,567 | \$24,452,255 | \$0 | \$36,547,822 | \$12,486,010 | \$24,061,812 | -\$1,333,532 | \$37,881,354 |
| PROTECT | \$20,884,028 | \$20,474,537 | \$0 | \$41,358,565 | \$20,065,046 | \$21,293,519 | \$0 | \$41,358,565 |
| Carbon Reduction (FLEX) | \$6,428,275 | \$6,302,231 | \$0 | \$12,730,506 | \$0 | \$12,730,506 | \$0 | \$12,730,506 |
| Carbon Reduction (NON-FLEX) | \$11,938,226 | \$11,704,143 | \$0 | \$23,642,369 | \$0 | \$23,642,369 | \$0 | \$23,642,369 |
| Boston Urban Area | \$7,453,078 | \$7,306,940 | \$0 | \$14,760,018 | \$0 | \$14,760,018 | \$0 | \$14,760,018 |
| Barnstable Urban Area | \$449,796 | \$440,977 | \$0 | \$890,773 | \$0 | \$890,773 | \$0 | \$890,773 |
| Springfield, Chicopee, Holyoke | \$969,241 | \$950,236 | \$0 | \$1,919,477 | \$0 | \$1,919,477 | \$0 | \$1,919,477 |
| Worcester Urban Area | \$827,019 | \$810,803 | \$0 | \$1,637,822 | \$0 | \$1,637,822 | \$0 | \$1,637,822 |
| Providence, Pawtucket | \$474,559 | \$465,253 | \$0 | \$939,812 | \$0 | \$939,812 | \$0 | \$939,812 |
| Other Areas (Rural & Small Urban) | \$1,764,533 | \$1,729,934 | \$0 | \$3,494,467 | \$0 | \$3,494,467 | \$0 | \$3,494,467 |
| Federal Aid Sub Total > | \$820,689,786 | \$123,231,471 | \$0 | \$943,921,257 | \$810,347,431 | \$133,573,826 | \$338,478,777 | \$605,442,480 |
| Estimated Obligation Authority | | | | | \$792,963,448 | -\$17,383,983 | | |
| Earmarks - 0.2 - 1 | \$25,452,972 | \$69,260,356 | \$0 | \$94,713,328 | \$13,647,397 | \$81,065,931 | \$0 | \$94,713,328 |



Fiscal Constraint Analysis Report

STIP: 2023 - 2027 (A) Revision 15+

| 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 | Actual Obligations | Actual Remaining Balance |
|--|---|-----------------------------|-------------------------------|--|------------------------|-----------------------------|--------------------|--------------------------|
| Earmarks (100% FA) - 0 - 1 | \$1,496,630 | \$0 | \$0 | \$1,496,630 | \$1,496,630 | \$0 | \$0 | \$1,496,630 |
| HIP (FLEX) - 0.2 - 1 | \$0 | \$539,960 | \$0 | \$539,960 | \$0 | \$539,960 | \$0 | \$539,960 |
| HIP (NON-FLEX) - 0 - 2 | \$0 | \$2,038,016 | \$0 | \$2,038,016 | \$0 | \$2,038,016 | \$0 | \$2,038,016 |
| Boston Urban Area - 0.2 - 3 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Barnstable Urban Area - 0.2 - 3 | \$0 | \$66,979 | \$0 | \$66,979 | \$0 | \$66,979 | \$0 | \$66,979 |
| Springfield, Chicopee, Holyoke - 0.2 - 3 | \$0 | \$645,752 | \$0 | \$645,752 | \$0 | \$645,752 | \$0 | \$645,752 |
| Worcester Urban Area - 0.2 - 3 | \$0 | \$833,226 | \$0 | \$833,226 | \$0 | \$833,226 | \$0 | \$833,226 |
| Providence, Pawtucket - 0.2 - 3 | \$0 | \$478,602 | \$0 | \$478,602 | \$0 | \$478,602 | \$0 | \$478,602 |
| Other Areas (Rural & Small Urban) - 0.2 - 3 | \$0 | \$13,457 | \$0 | \$13,457 | \$0 | \$13,457 | \$0 | \$13,457 |
| HIP Bridge Formula - Main - 0.2 - 1 | \$206,998,770 | \$206,998,770 | \$0 | \$413,997,540 | \$173,530,991 | \$240,466,549 | \$86,892,431 | \$327,105,109 |
| HIP Bridge Formula - Off-System - 0 - 1 | \$31,020,165 | \$36,529,195 | \$0 | \$67,549,360 | \$0 | \$67,549,360 | \$0 | \$67,549,360 |
| HIP Bridge Formula - Off-System STATE - 0.2 - 1 | \$5,509,030 | \$0 | \$0 | \$5,509,030 | \$5,509,030 | \$0 | \$5,278,943 | \$230,087 |
| HIP Bridge Formula - RR Program - 0.2 - 1 | \$44,124,131 | \$40,000,000 | \$0 | \$84,124,131 | \$0 | \$84,124,131 | \$24,412,478 | \$59,711,653 |
| CRRSAA (FLEX) - 0 - 1 | \$0 | \$50,295,131 | \$0 | \$50,295,131 | \$47,303,492 | \$2,991,639 | \$0 | \$50,295,131 |
| CRRSAA (NON-FLEX) - 0 - 2 | \$0 | \$32,145,476 | \$0 | \$32,145,476 | \$27,625,561 | \$4,519,915 | \$0 | \$32,145,476 |
| Boston Urban Area - 0 - 3 | \$0 | \$23,518,397 | \$0 | \$23,518,397 | \$23,518,397 | \$0 | \$0 | \$23,518,397 |
| Barnstable Urban Area - 0 - 3 | \$0 | \$1,419,345 | \$0 | \$1,419,345 | \$0 | \$1,419,345 | \$0 | \$1,419,345 |
| Springfield, Chicopee, Holyoke - 0 - 3 | \$0 | \$3,058,466 | \$0 | \$3,058,466 | \$0 | \$3,058,466 | \$0 | \$3,058,466 |
| Worcester Urban Area - 0 - 3 | \$0 | \$2,609,681 | \$0 | \$2,609,681 | \$2,609,681 | \$0 | \$0 | \$2,609,681 |
| Providence, Pawtucket - 0 - 3 | \$0 | \$1,497,483 | \$0 | \$1,497,483 | \$1,497,483 | \$0 | \$0 | \$1,497,483 |
| Other Areas (Rural & Small Urban) - 0 - 3 | \$0 | \$42,104 | \$0 | \$42,104 | \$0 | \$42,104 | \$0 | \$42,104 |
| -- 0 - 1 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |



Fiscal Constraint Analysis Report

STIP: 2023 - 2027 (A) Revision 15+

| 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 | Actual Obligations | Actual Remaining Balance |
|--|---|-----------------------------|-------------------------------|--|------------------------|-----------------------------|--------------------|--------------------------|
| NHPP-Exempt - 0.2 - 1 | \$8,795,173 | \$6,880,997 | \$0 | \$15,676,170 | \$9,286,246 | \$6,389,924 | \$0 | \$15,676,170 |
| SPR Pooled Fund Transfer - 0 - 1 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Electric Vehicle Infrastructure (NEVI) - 0.2 - 1 | \$13,522,732 | \$9,397,238 | \$0 | \$22,919,970 | \$0 | \$22,919,970 | \$0 | \$22,919,970 |
| Ferry Boat Program - 0.2 - 1 | \$2,669,389 | \$1,991,395 | \$0 | \$4,660,784 | \$2,202,894 | \$2,457,890 | \$0 | \$4,660,784 |
| Safe Streets For All - 0.2 - 1 | \$5,417,862 | \$0 | \$0 | \$5,417,862 | \$0 | \$5,417,862 | \$0 | \$5,417,862 |
| Transferred FTA 5303 Metropolitan PL - 0.2 - 1 | \$4,148,786 | \$2,488,294 | \$0 | \$6,637,080 | \$3,744,338 | \$2,892,742 | \$0 | \$6,637,080 |
| Transferred FTA 5304 Statewide PL - 0.2 - 1 | \$820,345 | \$0 | \$0 | \$820,345 | \$656,276 | \$164,069 | \$0 | \$820,345 |
| Miscellaneous/Allocated Funds - 0.2 - 1 | \$356,969 | \$20,315,760 | \$0 | \$20,672,729 | \$0 | \$20,672,729 | \$0 | \$20,672,729 |
| Other Federal Aid - 0.2 - 1 | \$0 | \$21,000,000 | \$0 | \$21,000,000 | \$0 | \$21,000,000 | \$0 | \$21,000,000 |
| Federal Aid Total > | \$1,171,022,740 | \$623,112,059 | \$0 | \$1,794,134,799 | \$1,095,350,286 | \$698,784,513 | \$455,062,629 | \$1,339,072,170 |
| State Match For Federal Aid > | | | | | \$216,480,326 | | \$85,294,288 | |
| Non-Federal Aid | \$26,680,000 | \$32,689,945 | \$0 | \$59,369,945 | \$26,680,000 | \$32,689,945 | \$0 | \$59,369,945 |
| Next Generation Bridge Program | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Non-Federal Aid + Federal Aid Total > | | | | | \$1,338,510,612 | | \$540,356,917 | |



Advance Construction (AC) Schedule

| MPO Projects | | | | | | | | | | STIP: 2023 - 2027 (A) Revision 15+ | |
|--------------------------|-----------------------|--|---------------|--------------|------|-----------|------|------|-------------|------------------------------------|---------------|
| Project | MPO | MassDOT Project Description | Prior Years | 2023 | 2024 | 2025 | 2026 | 2027 | Future STIP | Total AC Conversion | Adjusted TFPC |
| AC'd Year: Prior to 2023 | | | | | | | | | | | |
| S10780 | Boston Region | GREEN LINE EXTENSION PROJECT- EXTENSION TO COLLEGE AVENUE WITH THE UNION SQUARE SPUR | \$217,196,348 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$27,096,238 |
| Scheduled AC Conversions | | | | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$27,096,238 |
| AC'd Year: Prior to 2023 | | | | | | | | | | | |
| 605032 | Pioneer Valley | HADLEY- RECONSTRUCTION ON ROUTE 9, FROM MIDDLE STREET TO MAPLE/SOUTH MAPLE STREET | \$26,279,372 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 606463 | Franklin Region | BUCKLAND- RECONSTRUCTION & MINOR WIDENING ON CONWAY STREET, SUMMER STREET, SOUTH STREET & CONWAY ROAD | \$7,868,506 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 606476 | Boston Region | BOSTON- ROADWAY, CEILING, ARCH & WALL RECONSTRUCTION AND OTHER CONTROL SYSTEMS IN SUMNER TUNNEL | \$83,424,310 | \$11,607,808 | \$0 | \$0 | \$0 | \$0 | \$0 | \$11,607,808 | \$136,190,450 |
| 607319 | Cape Cod | MASHPEE- CORRIDOR IMPROVEMENTS & RELATED WORK ON ROUTE 151, FROM OLD BARNSTABLE ROAD TO THE MASHPEE ROTARY (PHASE 1) | \$15,934,387 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Scheduled AC Conversions | | | | \$11,607,808 | \$0 | \$0 | \$0 | \$0 | \$0 | \$11,607,808 | \$136,190,450 |
| AC'd Year: Prior to 2023 | | | | | | | | | | | |
| 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 | \$24,722,484 | \$1,768,000 | \$0 | \$176,050 | \$0 | \$0 | \$0 | \$1,944,050 | \$78,222,752 |
| 605178 | Northern Middlesex | BILLERICA- REHABILITATION ON BOSTON ROAD (ROUTE 3A) FROM BILLERICA TOWN CENTER TO FLOYD STREET | \$4,320,082 | \$7,745,327 | \$0 | \$0 | \$0 | \$0 | \$0 | \$7,745,327 | \$13,269,348 |
| 607977 | Boston Region | HOPKINTON- WESTBOROUGH- RECONSTRUCTION OF I-90/I-495 INTERCHANGE | \$38,210,845 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

*Non-Federal Aid Totals to be converted to Federal Aid by A/C Conversions as shown above.



Advance Construction (AC) Schedule

| MPO Projects | | | | | | | | | | | STIP: 2023 - 2027 (A) Revision 15+ |
|--------------------------|-------------------|---|--------------|--------------|--------------|-----------|------|------|-------------|---------------------|------------------------------------|
| Project | MPO | MassDOT Project Description | Prior Years | 2023 | 2024 | 2025 | 2026 | 2027 | Future STIP | Total AC Conversion | Adjusted TFPC |
| 608049 | Southeastern Mass | FALL RIVER- CORRIDOR IMPROVEMENTS ON ROUTE 79/DAVOL STREET | \$7,283,745 | \$0 | \$25,917,561 | \$0 | \$0 | \$0 | \$0 | \$25,917,561 | \$124,204,699 |
| 608374 | Pioneer Valley | WEST SPRINGFIELD- RECONSTRUCTION OF MEMORIAL AVENUE (ROUTE 147), FROM COLONY ROAD TO THE MEMORIAL AVENUE ROTARY (1.4 MILES) | \$10,751,514 | \$11,581,602 | \$0 | \$0 | \$0 | \$0 | \$0 | \$11,581,602 | \$22,027,963 |
| S12114 | Boston Region | ROYALL STREET SHUTTLE | \$209,101 | \$177,177 | \$148,542 | \$0 | \$0 | \$0 | \$0 | \$325,719 | \$568,861 |
| S12125 | Boston Region | NEWTON MICROTRANSIT SERVICE | \$275,000 | \$152,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$152,000 | \$427,000 |
| Scheduled AC Conversions | | | | \$21,424,106 | \$26,066,103 | \$176,050 | \$0 | \$0 | \$0 | \$47,666,259 | \$238,720,623 |
| AC'd Year: 2023 | | | | | | | | | | | |
| 602202 | Merrimack Valley | SALISBURY- RECONSTRUCTION OF ROUTE 1 (LAFAYETTE ROAD) | \$0 | \$13,293,829 | \$1,533,163 | \$0 | \$0 | \$0 | \$0 | \$1,533,163 | \$23,556,437 |
| 607403 | Old Colony | STOUGHTON- CORRIDOR IMPROVEMENTS ON ROUTE 138, FROM 300 FEET NORTH OF CHARLES AVENUE TO LINCOLN STREET (PHASE 1) | \$0 | \$8,441,033 | \$2,664,192 | \$0 | \$0 | \$0 | \$0 | \$2,664,192 | \$10,964,395 |
| 607777 | Boston Region | WATERTOWN- REHABILITATION OF MOUNT AUBURN STREET (ROUTE 16) | \$0 | \$24,405,096 | \$2,841,078 | \$0 | \$0 | \$0 | \$0 | \$2,841,078 | \$29,502,375 |
| 608535 | Southeastern Mass | NEW BEDFORD- CORRIDOR IMPROVEMENTS AND RELATED WORK ON COUNTY STREET, FROM NELSON STREET TO UNION STREET | \$0 | \$12,929,051 | \$1,414,081 | \$0 | \$0 | \$0 | \$0 | \$1,414,081 | \$14,300,627 |
| S12694 | Boston Region | NEWMO MICROTRANSIT SERVICE EXPANSION | \$0 | \$412,665 | \$268,246 | \$209,663 | \$0 | \$0 | \$0 | \$477,909 | \$890,574 |
| S12697 | Boston Region | PLEASANT STREET SHUTTLE SERVICE EXPANSION | \$0 | \$437,825 | \$335,434 | \$228,939 | \$0 | \$0 | \$0 | \$564,373 | \$1,002,198 |
| S12699 | Boston Region | STONEHAM SHUTTLE SERVICE | \$0 | \$330,189 | \$261,439 | \$205,189 | \$0 | \$0 | \$0 | \$466,628 | \$796,817 |
| S12700 | Boston Region | CATA ON DEMAND MICROTRANSIT SERVICE EXPANSION | \$0 | \$333,450 | \$265,065 | \$214,776 | \$0 | \$0 | \$0 | \$479,841 | \$813,291 |
| S12701 | Boston Region | MWRTA CATCHCONNECT MICROTRANSIT SERVICE EXPANSION | \$0 | \$141,250 | \$149,425 | \$159,488 | \$0 | \$0 | \$0 | \$308,913 | \$450,163 |



Advance Construction (AC) Schedule

| MPO Projects | | | STIP: 2023 - 2027 (A) Revision 15+ | | | | | | | | | |
|--------------------------|-------------------|--|------------------------------------|-----------|--------------|--------------|--------------|--------------|--------------|---------------------|---------------|---------------|
| Project | MPO | MassDOT Project Description | Prior Years | 2023 | 2024 | 2025 | 2026 | 2027 | Future STIP | Total AC Conversion | Adjusted TFPC | |
| S12703 | Boston Region | MONTACHUSETT RTA MICROTRANSIT SERVICE | \$0 | \$479,066 | \$430,354 | \$406,641 | \$0 | \$0 | \$0 | \$836,995 | \$1,316,061 | |
| S12705 | Boston Region | LYNN STATION IMPROVEMENTS PHASE II | | \$0 | \$34,500,000 | \$13,600,000 | \$0 | \$0 | \$0 | \$0 | \$13,600,000 | \$48,100,000 |
| Scheduled AC Conversions | | | | | \$23,762,477 | \$1,424,696 | \$0 | \$0 | \$0 | \$25,187,173 | \$131,692,938 | |
| AC'd Year: 2024 | | | | | | | | | | | | |
| 603371 | Franklin Region | ORANGE- RECONSTRUCTION OF NORTH MAIN STREET, FROM SCHOOL STREET TO LINCOLN AVENUE (0.4 MILES) INCLUDES RELOCATION OF FALL HILL BROOK CULVERT | \$0 | \$0 | \$7,722,290 | \$2,926,081 | \$0 | \$0 | \$0 | \$2,926,081 | \$11,064,371 | |
| 604499 | Montachusett | LEOMINSTER- RECONSTRUCTION/ REHABILITATION ON ROUTE 12 (CENTRAL STREET), INCLUDING REHABILITATION OF L-08-022 | | \$0 | \$0 | \$11,000,000 | \$2,814,345 | \$0 | \$0 | \$0 | \$2,814,345 | \$13,814,345 |
| 608744 | Cape Cod | PROVINCETOWN- CORRIDOR IMPROVEMENTS AND RELATED WORK ON SHANK PAINTER ROAD, FROM ROUTE 6 TO BRADFORD STREET | | \$0 | \$0 | \$4,508,256 | \$8,449,086 | \$0 | \$0 | \$0 | \$8,449,086 | \$16,303,878 |
| S12124 | Boston Region | COMMUNITY CONNECTIONS PROGRAM | | \$0 | \$0 | \$641,495 | \$1,075,304 | \$2,500,000 | \$2,500,000 | \$0 | \$6,075,304 | \$6,716,799 |
| 609459 | Martha's Vineyard | TISBURY- DRAINAGE IMPROVEMENTS ON STATE HIGHWAY | | \$0 | \$0 | \$800,000 | \$736,443 | \$0 | \$0 | \$0 | \$736,443 | \$1,753,222 |
| Scheduled AC Conversions | | | | | | \$16,001,259 | \$2,500,000 | \$2,500,000 | \$0 | \$21,001,259 | \$49,652,615 | |
| AC'd Year: 2025 | | | | | | | | | | | | |
| 605857 | Boston Region | NORWOOD- INTERSECTION IMPROVEMENTS @ ROUTE 1 & UNIVERSITY AVENUE/EVERETT STREET | \$0 | \$0 | \$0 | \$9,000,000 | \$15,837,870 | \$0 | \$0 | \$15,837,870 | \$28,699,272 | |
| 605983 | Franklin Region | WHATELY- REHABILITATION OF HAYDENVILLE ROAD, FROM CONWAY ROAD TO THE WILLIAMSBURG T.L. (1.7 MILES) | | \$0 | \$0 | \$0 | \$4,665,025 | \$4,099,675 | \$0 | \$0 | \$4,099,675 | \$10,201,361 |
| 606226 | Boston Region | BOSTON- RECONSTRUCTION OF RUTHERFORD AVENUE, FROM CITY SQUARE TO SULLIVAN SQUARE | | \$0 | \$0 | \$0 | \$32,783,959 | \$33,500,000 | \$33,500,000 | \$65,912,653 | \$67,000,000 | \$190,696,612 |

*Non-Federal Aid Totals to be converted to Federal Aid by A/C Conversions as shown above.



Advance Construction (AC) Schedule

| MPO Projects | | | | | | | | | | | STIP: 2023 - 2027 (A) Revision 15+ |
|--------------------------|--------------------|--|-------------|------|------|--------------|--------------|--------------|--------------|---------------------|------------------------------------|
| Project | MPO | MassDOT Project Description | Prior Years | 2023 | 2024 | 2025 | 2026 | 2027 | Future STIP | Total AC Conversion | Adjusted TFPC |
| 608095 | Merrimack Valley | NORTH ANDOVER- CORRIDOR IMPROVEMENTS ON ROUTE 114, BETWEEN WAVERLY ROAD & WILLOW/MILL STREET | \$0 | \$0 | \$0 | \$13,239,974 | \$12,916,056 | \$2,495,393 | \$0 | \$15,411,449 | \$46,980,517 |
| 611986 | Cape Cod | MASHPEE- CORRIDOR IMPROVEMENTS & RELATED WORK ON ROUTE 151, FROM THE FALMOUTH T.L. TO OLD BARNSTABLE ROAD (PHASE 2) | \$0 | \$0 | \$0 | \$5,255,674 | \$10,134,326 | \$0 | \$0 | \$10,134,326 | \$22,487,112 |
| S12113 | Boston Region | TRANSIT MODERNIZATION PROGRAM | \$0 | \$0 | \$0 | \$6,500,000 | \$6,500,000 | \$6,500,000 | \$0 | \$13,000,000 | \$19,500,000 |
| Scheduled AC Conversions | | | | | | | \$82,987,927 | \$42,495,393 | \$65,912,653 | \$125,483,320 | \$318,564,875 |
| AC'd Year: 2026 | | | | | | | | | | | |
| 608506 | Old Colony | HANSON- CORRIDOR IMPROVEMENTS ON ROUTE 14 (MAQUAN STREET), FROM THE PEMBROKE T.L. TO INDIAN HEAD STREET AND RELATED WORK | \$0 | \$0 | \$0 | \$0 | \$5,232,158 | \$6,316,184 | \$0 | \$6,316,184 | \$11,548,342 |
| 609213 | Montachusett | HARVARD- RESURFACING AND BOX WIDENING ON AYER ROAD, FROM ROUTE 2 TO THE AYER TOWN LINE | \$0 | \$0 | \$0 | \$0 | \$4,928,871 | \$6,424,393 | \$0 | \$6,424,393 | \$11,353,264 |
| 609317 | Northern Middlesex | CHELMSFORD- IMPROVEMENTS ON CHELMSFORD STREET (ROUTE 110) | \$0 | \$0 | \$0 | \$0 | \$6,594,566 | \$5,669,434 | \$0 | \$5,669,434 | \$12,264,000 |
| 608547 | Berkshire Region | EGREMONT- RECONSTRUCTION OF MOUNT WASHINGTON ROAD (PHASE I) | \$0 | \$0 | \$0 | \$0 | \$2,242,457 | \$7,203,622 | \$0 | \$7,203,622 | \$9,908,201 |
| Scheduled AC Conversions | | | | | | | | \$25,613,633 | \$0 | \$25,613,633 | \$45,073,808 |
| AC'd Year: 2027 | | | | | | | | | | | |
| 608737 | Berkshire Region | DALTON- RECONSTRUCTION OF DALTON DIVISION ROAD | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,735,641 | \$7,734,439 | \$0 | \$11,470,080 |
| 608788 | Merrimack Valley | HAVERHILL- ROADWAY RECONSTRUCTION ON NORTH AVENUE, FROM MAIN STREET (ROUTE 125) TO PLAISTOW NH | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,798,257 | \$17,802,740 | \$0 | \$23,600,997 |
| 609246 | Boston Region | LYNN- REHABILITATION OF WESTERN AVENUE (ROUTE 107) | \$0 | \$0 | \$0 | \$0 | \$0 | \$15,000,000 | \$32,536,800 | \$0 | \$47,536,800 |

*Non-Federal Aid Totals to be converted to Federal Aid by A/C Conversions as shown above.



Advance Construction (AC) Schedule

| MPO Projects | | | | | | | | | | | STIP: 2023 - 2027 (A) Revision 15+ | |
|--------------------------|---------------|--|-------------|--------------|--------------|--------------|--------------|--------------|---------------|---------------------|------------------------------------|--|
| Project | MPO | MassDOT Project Description | Prior Years | 2023 | 2024 | 2025 | 2026 | 2027 | Future STIP | Total AC Conversion | Adjusted TFPC | |
| 607981 | Boston Region | SOMERVILLE- MCGRATH BOULEVARD CONSTRUCTION | \$0 | \$0 | \$0 | \$0 | \$0 | \$20,000,000 | \$82,370,000 | \$0 | \$102,370,000 | |
| Scheduled AC Conversions | | | | | | | | | \$140,443,979 | \$0 | \$184,977,877 | |
| Non-Federal Aid* | | | | \$33,031,914 | \$49,828,580 | \$17,602,005 | \$85,487,927 | \$70,609,026 | \$206,356,632 | \$256,559,452 | \$1,131,969,422 | |

*Non-Federal Aid Totals to be converted to Federal Aid by A/C Conversions as shown above.



Advance Construction (AC) Schedule

| Statewide Projects | | | | | | | | | | STIP: 2023 - 2027 (A) Revision 15+ | |
|--------------------------|--------------------|---|--------------|---------------|--------------|---------------|--------------|--------------|-------------|------------------------------------|---------------|
| Project | MPO | MassDOT Project Description | Prior Years | 2023 | 2024 | 2025 | 2026 | 2027 | Future STIP | Total AC Conversion | Adjusted TFPC |
| AC'd Year: Prior to 2023 | | | | | | | | | | | |
| 606476 | Boston Region | BOSTON- ROADWAY, CEILING, ARCH & WALL RECONSTRUCTION AND OTHER CONTROL SYSTEMS IN SUMNER TUNNEL | \$36,428,639 | \$5,261,993 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,261,993 | \$136,190,450 |
| Scheduled AC Conversions | | | | \$5,261,993 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,261,993 | \$136,190,450 |
| AC'd Year: Prior to 2023 | | | | | | | | | | | |
| 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 | \$12,000,000 | \$46,100,000 | \$7,956,218 | \$0 | \$0 | \$0 | \$0 | \$54,056,218 | \$78,222,752 |
| 607977 | Boston Region | HOPKINTON- WESTBOROUGH- RECONSTRUCTION OF I-90/I-495 INTERCHANGE | \$40,701,272 | \$73,270,241 | \$65,398,856 | \$100,766,566 | \$53,109,306 | \$37,408,905 | \$0 | \$329,953,874 | \$300,942,837 |
| 608049 | Southeastern Mass | FALL RIVER- CORRIDOR IMPROVEMENTS ON ROUTE 79/DAVOL STREET | \$17,430,131 | \$69,992,608 | \$16,119,765 | \$0 | \$0 | \$0 | \$0 | \$86,112,373 | \$119,427,595 |
| Scheduled AC Conversions | | | | \$189,362,849 | \$89,474,839 | \$100,766,566 | \$53,109,306 | \$37,408,905 | \$0 | \$470,122,465 | \$498,593,184 |
| AC'd Year: 2023 | | | | | | | | | | | |
| 602202 | Merrimack Valley | SALISBURY- RECONSTRUCTION OF ROUTE 1 (LAFAYETTE ROAD) | \$0 | \$8,676,627 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$23,556,437 |
| 606522 | Merrimack Valley | ANDOVER- LAWRENCE- BRIDGE REHABILITATION, A-09-036, I-495 OVER ST 28 (SB), A-09-037, I-495 OVER B&M AND MBTA, A-09-041, I-495 OVER ST 28 (NB) | \$0 | \$125,167,722 | \$41,286,024 | \$0 | \$0 | \$0 | \$0 | \$41,286,024 | \$166,453,746 |
| 608774 | Northern Middlesex | LOWELL- TEWKSBURY- ROUTE 38 INTERSECTION IMPROVEMENTS | \$0 | \$4,048,499 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,335,626 |
| S12748 | Statewide | Integrated Transportation Management System (ITMS) Software | \$0 | \$5,000,000 | \$10,000,000 | \$15,000,000 | \$0 | \$0 | \$0 | \$25,000,000 | \$30,000,000 |
| Scheduled AC Conversions | | | | | \$51,286,024 | \$15,000,000 | \$0 | \$0 | \$0 | \$66,286,024 | \$224,345,809 |
| AC'd Year: 2024 | | | | | | | | | | | |



Advance Construction (AC) Schedule

| Statewide Projects | | | STIP: 2023 - 2027 (A) Revision 15+ | | | | | | | | |
|--------------------------|-------------------|---|------------------------------------|------|--------------|---------------|---------------|---------------|-------------|---------------------|---------------|
| Project | MPO | MassDOT Project Description | Prior Years | 2023 | 2024 | 2025 | 2026 | 2027 | Future STIP | Total AC Conversion | Adjusted TFPC |
| 605304 | Merrimack Valley | HAVERHILL- BRIDGE REPLACEMENT, H-12-007 & H-12-025, BRIDGE STREET (SR 125) OVER THE MERRIMACK RIVER AND THE ABANDONED B&M RR (PROPOSED BIKEWAY) | \$0 | \$0 | \$20,600,000 | \$30,900,000 | \$56,511,904 | \$0 | \$0 | \$87,411,904 | \$156,000,000 |
| 608930 | Merrimack Valley | LAWRENCE- LAWRENCE MANCHESTER RAIL CORRIDOR (LMRC) RAIL TRAIL | \$0 | \$0 | \$1,000,000 | \$20,416,304 | \$0 | \$0 | \$0 | \$20,416,304 | \$28,848,144 |
| 609466 | Merrimack Valley | HAVERHILL- METHUEN- BRIDGE REPLACEMENT, H-12-040=M-7-030, I-495 (NB & SB) OVER MERRIMACK RIVER AND M-17-031, I-495 (NB & SB) OVER ROUTE 110 | \$0 | \$0 | \$21,388,926 | \$39,813,300 | \$23,692,243 | \$11,192,951 | \$0 | \$74,698,494 | \$312,000,000 |
| S12632 | Statewide | 2024 Bridge Inspection & Data Control | \$0 | \$0 | \$17,900,000 | \$10,619,719 | \$0 | \$0 | \$0 | \$10,619,719 | \$28,519,719 |
| S12660 | Statewide | BIL-BFP SYSTEMATIC BRIDGE MAINTENANCE | \$0 | \$0 | \$55,000,000 | \$60,000,000 | \$65,000,000 | \$70,000,000 | \$0 | \$195,000,000 | \$250,000,000 |
| S12662 | Statewide | MassDOT Resiliency-focused Improvements (2023-2027 STIP) | \$0 | \$0 | \$17,619,460 | \$18,990,010 | \$13,430,420 | \$9,484,436 | \$0 | \$41,904,866 | \$59,524,326 |
| 606527 | Southeastern Mass | NEW BEDFORD- SUPERSTRUCTURE REPLACEMENT, N-06-020, I-195 (EB & WB) RAMP C & F OVER ST 18, COUNTY STREET, STATE STREET, MASS COASTAL RAILROAD, PURCHASE STREET, WELD STREET, INCLUDES REPLACING N-06-046, I-195 (EB) RAMP F OVER WELD STREET | \$0 | \$0 | \$35,665,726 | \$50,000,000 | \$52,105,101 | \$12,473,038 | \$0 | \$114,578,139 | \$151,702,543 |
| Scheduled AC Conversions | | | | | | \$230,739,333 | \$210,739,668 | \$103,150,425 | \$0 | \$544,629,426 | \$986,594,732 |
| AC'd Year: 2025 | | | | | | | | | | | |
| 605983 | Franklin Region | WHATELY- REHABILITATION OF HAYDENVILLE ROAD, FROM CONWAY ROAD TO THE WILLIAMSBURG T.L. (1.7 MILES) | \$0 | \$0 | \$0 | \$873,319 | \$0 | \$0 | \$0 | \$0 | \$10,201,361 |
| 608819 | Cape Cod | BARNSTABLE- RESURFACING AND RELATED WORK ON ROUTE 6 | \$0 | \$0 | \$0 | \$24,500,000 | \$22,696,000 | \$0 | \$0 | \$22,696,000 | \$47,196,000 |
| Scheduled AC Conversions | | | | | | | \$22,696,000 | \$0 | \$0 | \$22,696,000 | \$57,397,361 |
| AC'd Year: 2026 | | | | | | | | | | | |

*Non-Federal Aid Totals to be converted to Federal Aid by A/C Conversions as shown above.



Advance Construction (AC) Schedule

| Statewide Projects | | | | | | | | | | STIP: 2023 - 2027 (A) Revision 15+ | | |
|--------------------------|----------------|---|-------------|---------------|---------------|---------------|---------------|---------------|---------------|------------------------------------|-----------------|--|
| Project | MPO | MassDOT Project Description | Prior Years | 2023 | 2024 | 2025 | 2026 | 2027 | Future STIP | Total AC Conversion | Adjusted TFPC | |
| S12633 | Statewide | 2026 Bridge Inspection & Data Control | \$0 | \$0 | \$0 | \$0 | \$17,900,000 | \$11,047,515 | \$0 | \$11,047,515 | \$28,947,515 | |
| Scheduled AC Conversions | | | | | | | | \$11,047,515 | \$0 | \$11,047,515 | \$28,947,515 | |
| AC'd Year: 2027 | | | | | | | | | | | | |
| 612006 | Old Colony | DUXBURY- BRIDGE REPLACEMENT, D-14-003 (438), POWDER POINT AVENUE OVER DUXBURY BAY | \$0 | \$0 | \$0 | \$0 | \$0 | \$47,428,063 | \$109,829,647 | \$0 | \$81,374,000 | |
| 609402 | Boston Region | FRAMINGHAM- NATICK- RESURFACING AND RELATED WORK ON ROUTE 9 | \$0 | \$0 | \$0 | \$0 | \$0 | \$23,000,000 | \$25,665,364 | \$0 | \$48,665,364 | |
| 608787 | Pioneer Valley | WILLIAMSBURG- CONSTRUCTION OF THE "MILL RIVER GREENWAY" SHARED USE PATH | \$0 | \$0 | \$0 | \$0 | \$0 | \$9,000,000 | \$35,010,400 | \$0 | \$44,010,400 | |
| 606728 | Boston Region | BOSTON- BRIDGE REPLACEMENT B-16-365, STORROW DRIVE OVER BOWKER RAMPS | \$0 | \$0 | \$0 | \$0 | \$0 | \$107,377,205 | \$8,680,795 | \$0 | \$116,058,000 | |
| Scheduled AC Conversions | | | | | | | | \$179,186,206 | | \$0 | \$290,107,764 | |
| Non-Federal Aid* | | | | \$194,624,842 | \$140,760,863 | \$346,505,899 | \$286,544,974 | \$151,606,845 | \$179,186,206 | \$1,120,043,423 | \$2,222,176,816 | |