



Maura Healey, Governor  
Kimberley Driscoll, Lieutenant Governor  
Monica Tibbitts-Nutt, Secretary & CEO



May 31, 2024

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

Dear Ms. Singh,

On behalf of Secretary Monica Tibbitts-Nutt, I am writing to request your approval of the attached Statewide actions as advanced by MassDOT and actions as endorsed by multiple MPOs pertaining to the Federal Fiscal Years 2024-2028 State Transportation Improvement Program (STIP):

| <u>Action</u> | <u>Organization</u>    | <u>Endorsement Date</u> |
|---------------|------------------------|-------------------------|
| 7.01-7.03     | Boston MPO             | May 16, 2024            |
| 7.04-7.08     | Cape Cod MPO           | May 20, 2024            |
| 7.09-7.11     | Central Mass MPO       | May 15, 2024            |
| 7.12-7.17     | Franklin Region TPO    | May 28, 2024            |
| 7.18          | Montachusett MPO       | May 15, 2024            |
| 7.19          | Northern Middlesex MPO | May 22, 2024            |
| 7.20-7.22     | Old Colony MPO         | May 21, 2024            |
| 7.23          | Pioneer Valley MPO     | May 28, 2024            |
| 7.24          | Southeastern Mass MPO  | May 21, 2024            |
| 7.25-7.30     | Statewide              | May 28, 2024            |

This action does not require an air quality conformity determination. This action does affect the schedule of advanced construction projects, and a revised schedule has been attached. Because this action also includes Statewide amendments, documentation of MassDOT's Notice of release for 21-day public comment has been attached as well. Please note that MassDOT received 0 public comments to Statewide Actions 7.25-7.30. As requested by FHWA and FTA in your approval of STIP Action #6, MassDOT has also included an Action Plan update on the remaining corrective action items identified in the FFY 2024-2028 STIP Federal Planning Finding (FPF). At this time, MassDOT believes based on these updates that it has fulfilled all corrective actions from the FPF.

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

2024 - 2028 (A) Revision 7

| Highway  |   |                      |                    |             |                |
|--|---|----------------------|--------------------|-------------|----------------|
| 7.01 609438 Boston Region: CANTON- BRIDGE REPLACEMENT, C-02-042, REVERE COURT OVER WEST BRANCH OF THE NEPONSET RIVER                       |   |                      |                    |             |                |
| Location   | TIP Approval                                      | Begin Public Comment | End Public Comment | Comments    |                |
| Boston Region  | 05/16/2024  | 04/11/2024           | 05/02/2024         |             |                |
| Type   | Value Changed                                     |                      | Former Value       | New Value   | Date of Change |
| Amendment  | 2024: Statewide-CON-Bridge Off-system-STBG-BR-Off |                      | \$2,328,651        | \$3,584,586 | 03/12/2024     |
|  |   |                      |                    |             |                |
| 7.02 110980 Boston Region: NEWTON- WESTON- BRIDGE REHABILITATION, N-12-010=W-29-005, COMMONWEALTH AVENUE (ROUTE 30) OVER THE CHARLES RIVER |   |                      |                    |             |                |
| Location   | TIP Approval                                      | Begin Public Comment | End Public Comment | Comments    |                |
| Boston Region  | 05/16/2024  | 04/11/2024           | 05/02/2024         |             |                |
| Type   | Value Changed                                     |                      | Former Value       | New Value   | Date of Change |
| Amendment  | 2024: Statewide-CON-Bridge On-system NHS-HIP-BR   |                      | \$0                | \$5,469,625 | 04/11/2024     |
|  |   |                      |                    |             |                |
| 7.03 S12957 Boston Region: MBTA Catamaran Overhaul Project   |   |                      |                    |             |                |
| Location   | TIP Approval                                      | Begin Public Comment | End Public Comment | Comments    |                |
| Boston Region  | 05/16/2024  | 04/11/2024           | 05/02/2024         |             |                |
| Type   | Value Changed                                     |                      | Former Value       | New Value   | Date of Change |
| Amendment  | 2024: Boston Region-CON-Ferry Boat Program-FBP    |                      | \$0                | \$626,124   | 03/21/2024     |
|  |   |                      |                    |             |                |
| 7.04 608744 Cape Cod: PROVINCETOWN- CORRIDOR IMPROVEMENTS AND RELATED WORK ON SHANK PAINTER ROAD, FROM ROUTE 6 TO BRADFORD STREET          |   |                      |                    |             |                |
| Location   | TIP Approval                                      | Begin Public Comment | End Public Comment | Comments    |                |
| Cape Cod   | 05/20/2024  | 04/22/2024           | 05/13/2024         |             |                |
| Type   | Value Changed                                     |                      | Former Value       | New Value   | Date of Change |
| Amendment  | 2025: Cape Cod-CON-Roadway Reconstruction-CMAQ    |                      | \$800,000          | \$0         | 04/19/2024     |
| Amendment  | 2025: Cape Cod-CON-Roadway Reconstruction-STBG    |                      | \$1,657,392        | \$0         | 04/19/2024     |
| Amendment  | 2026: Cape Cod-CON-Roadway Reconstruction-STBG    |                      | \$5,525,217        | \$1,200,000 | 04/19/2024     |
| Amendment  | 2027: Cape Cod-CON-Roadway Reconstruction-CMAQ    |                      | \$1,532,290        | \$3,000,000 | 04/19/2024     |
| Amendment  | 2027: Cape Cod-CON-Roadway Reconstruction-STBG    |                      | \$806,979          | \$3,068,502 | 04/19/2024     |
| Amendment  | 2028: Cape Cod-CON-Roadway Reconstruction-CMAQ    |                      | \$0                | \$2,000,000 | 04/19/2024     |
| Amendment  | 2028: Cape Cod-CON-Roadway Reconstruction-STBG    |                      | \$0                | \$1,238,448 | 04/19/2024     |
| Amendment  | 2028: Cape Cod-CON-Roadway Reconstruction-TAP     |                      | \$0                | \$800,000   | 04/19/2024     |



## Revisions Summary

2024 - 2028 (A) Revision 7

### 7.05 611986 Cape Cod: MASHPEE- CORRIDOR IMPROVEMENTS & RELATED WORK ON ROUTE 151, FROM THE FALMOUTH T.L. TO OLD BARNSTABLE ROAD (PHASE 2)

| Location  | TIP Approval                                    | Begin Public Comment | End Public Comment | Comments    |                |  |
|-----------|---|----------------------|--------------------|-------------|----------------|--|
| Cape Cod  | 05/20/2024                                      | 04/22/2024           | 05/13/2024         |             |                |  |
| Type      | Value Changed                                   |                      | Former Value       | New Value   | Date of Change |  |
| Amendment | 2024: Statewide-CON-Roadway Reconstruction-CMAQ |                      | \$0                | \$9,000,000 | 03/22/2024     |  |
| Amendment | 2025: Cape Cod-CON-Roadway Reconstruction-STBG  |                      | \$0                | \$1,657,392 | 04/19/2024     |  |
| Amendment | 2025: Cape Cod-CON-Roadway Reconstruction-TAP   |                      | \$0                | \$800,000   | 04/19/2024     |  |
| Amendment | 2026: Cape Cod-CON-Roadway Reconstruction-HSIP  |                      | \$1,000,000        | \$0         | 04/23/2024     |  |
| Amendment | 2026: Cape Cod-CON-Roadway Reconstruction-STBG  |                      | \$2,544,254        | \$7,569,471 | 04/23/2024     |  |
| Amendment | 2026: Cape Cod-CON-Roadway Reconstruction-TAP   |                      | \$500,000          | \$800,000   | 04/19/2024     |  |
| Amendment | 2027: Cape Cod-CON-Roadway Reconstruction-CMAQ  |                      | \$0                | \$1,000,000 | 04/19/2024     |  |
| Amendment | 2027: Cape Cod-CON-Roadway Reconstruction-HSIP  |                      | \$0                | \$1,000,000 | 04/19/2024     |  |
| Amendment | 2027: Cape Cod-CON-Roadway Reconstruction-STBG  |                      | \$0                | \$1,238,448 | 04/19/2024     |  |
| Amendment | 2027: Cape Cod-CON-Roadway Reconstruction-TAP   |                      | \$0                | \$800,000   | 04/19/2024     |  |

### 7.06 607398 Cape Cod: YARMOUTH- BARNSTABLE- CAPE COD RAIL TRAIL EXTENSION, INCLUDES NEW BRIDGE OVER WILLOW STREET & RAILROAD (PHASE III)

| Location  | TIP Approval                                    | Begin Public Comment | End Public Comment | Comments     |                |  |
|-----------|---|----------------------|--------------------|--------------|----------------|--|
| Cape Cod  | 05/20/2024                                      | 04/22/2024           | 05/13/2024         |              |                |  |
| Type      | Value Changed                                   |                      | Former Value       | New Value    | Date of Change |  |
| Amendment | 2024: Statewide-CON-Bicycle and Pedestrian-CMAQ |                      | \$12,259,819       | \$15,721,324 | 04/16/2024     |  |
| Amendment | 2024: Statewide-CON-Bicycle and Pedestrian-TAP  |                      | \$0                | \$4,000,000  | 04/16/2024     |  |

### 7.07 608196 Cape Cod: DENNIS- CORRIDOR AND STREETScape IMPROVEMENTS ON MAIN STREET (ROUTE 28), FROM UNCLE BARNEYS ROAD TO OLD MAIN STREET (PHASE 2)

| Location  | TIP Approval                                   | Begin Public Comment | End Public Comment | Comments    |                |  |
|-----------|--|----------------------|--------------------|-------------|----------------|--|
| Cape Cod  | 05/20/2024                                     | 04/22/2024           | 05/13/2024         |             |                |  |
| Type      | Value Changed                                  |                      | Former Value       | New Value   | Date of Change |  |
| Amendment | 2027: Cape Cod-CON-Roadway Reconstruction-STBG |                      | \$9,766,198        | \$1,598,516 | 04/19/2024     |  |
| Amendment | 2027: Cape Cod-CON-Roadway Reconstruction-TAP  |                      | \$600,000          | \$1,000,000 | 04/19/2024     |  |
| Amendment | 2028: Cape Cod-CON-Roadway Reconstruction-STBG |                      | \$0                | \$8,161,484 | 04/19/2024     |  |
| Amendment | 2028: Cape Cod-CON-Roadway Reconstruction-TAP  |                      | \$1,393,803        | \$1,000,000 | 04/19/2024     |  |

### 7.08 608264 Cape Cod: YARMOUTH- CORRIDOR IMPROVEMENTS ON ROUTE 28

| Location | TIP Approval | Begin Public Comment | End Public Comment | Comments |  |  |
|----------|--------------|----------------------|--------------------|----------|--|--|
|----------|--------------|----------------------|--------------------|----------|--|--|



## Revisions Summary

2024 - 2028 (A) Revision 7

| Cape Cod  | 05/20/2024                                      | 04/22/2024 | 05/13/2024   |             |                |  |
|-----------|---|------------|--------------|-------------|----------------|--|
| Type      | Value Changed                                   |            | Former Value | New Value   | Date of Change |  |
| Amendment | 2028: Cape Cod-CON-Non-Interstate Pavement-HSIP |            | \$5,000,000  | \$1,200,000 | 04/19/2024     |  |
| Amendment | 2028: Cape Cod-CON-Non-Interstate Pavement-STBG |            | \$10,472,242 | \$2,466,113 | 04/19/2024     |  |
| Amendment | 2029: Cape Cod-CON-Bicycle and Pedestrian-CMAQ  |            | \$0          | \$5,000,000 | 04/22/2024     |  |
| Amendment | 2029: Cape Cod-CON-Non-Interstate Pavement-HSIP |            | \$0          | \$5,000,000 | 04/22/2024     |  |
| Amendment | 2029: Cape Cod-CON-Non-Interstate Pavement-STBG |            | \$9,587,797  | \$7,183,879 | 04/22/2024     |  |
| Amendment | 2030: Cape Cod-CON-Non-Interstate Pavement-STBG |            | \$0          | \$4,210,047 | 04/22/2024     |  |

### 7.09 608640 Central Mass: SUTTON- GRAFTON- BRIDGE REPLACEMENT, S-33-004, DEPOT STREET OVER THE BLACKSTONE RIVER

| Location     | TIP Approval                                      | Begin Public Comment | End Public Comment | Comments    |                |
|--------------|---|----------------------|--------------------|-------------|----------------|
| Central Mass | 05/15/2024  | 04/17/2024           | 05/08/2024         |             |                |
| Type         | Value Changed                                     |                      | Former Value       | New Value   | Date of Change |
| Amendment    | 2024: Statewide-CON-Bridge Off-system-STBG-BR-Off |                      | \$12,380,610       | \$9,636,255 | 04/09/2024     |

### 7.10 608851 Central Mass: HARDWICK- NEW BRAINTREE- BRIDGE REPLACEMENT, H-08-003=N-07-002, CREAMERY ROAD OVER WARE RIVER

| Location     | TIP Approval                                | Begin Public Comment | End Public Comment | Comments   |                |
|--------------|---|----------------------|--------------------|--|----------------|
| Central Mass | 05/15/2024                                  | 04/17/2024           | 05/08/2024         | During public comment period, MassDOT noted that TFPC at final design was revised from \$3,722,032 to \$4,500,424. |                |
| Type         | Value Changed                               |                      | Former Value       | New Value  | Date of Change |
| Amendment    | 2024: Statewide-CON-Bridge Off-system-BROFF |                      | \$0                | \$4,500,424  | 04/23/2024     |
| Amendment    | 2025: Statewide-CON-Bridge Off-system-BROFF |                      | \$2,912,887        | \$0  | 04/08/2024     |
| Adjustment   | Fund: Statewide-CON-Bridge Off-system       |                      | STBG-BR-Off        | BROFF  | 04/08/2024     |

### 7.11 608171 Central Mass: UXBRIDGE- RECONSTRUCTION OF ROUTE 122 (SOUTH MAIN STREET), FROM SUSAN PARKWAY TO ROUTE 16

| Location     | TIP Approval                                       | Begin Public Comment | End Public Comment | Comments     |                |
|--------------|--|----------------------|--------------------|--------------|----------------|
| Central Mass | 05/15/2024   | 04/17/2024           | 05/08/2024         |              |                |
| Type         | Value Changed                                      |                      | Former Value       | New Value    | Date of Change |
| Amendment    | 2024: Central Mass-CON-Roadway Reconstruction-STBG |                      | \$10,124,014       | \$13,732,013 | 04/16/2024     |

### 7.12 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



Revisions Summary  
2024 - 2028 (A) Revision 7

| Location        | TIP Approval  | Begin Public Comment | End Public Comment | Comments    |                |  |
|-----------------|---|----------------------|--------------------|-------------|----------------|--|
| Franklin Region | 05/28/2024  | 04/26/2024           | 05/17/2024         |             |                |  |
| Type            | Value Changed   |                      | Former Value       | New Value   | Date of Change |  |
| Amendment       | 2024: Franklin Region-CON-Roadway Reconstruction-STBG |                      | \$6,111,090        | \$7,722,290 | 03/20/2024     |  |
| Amendment       | 2025: Franklin Region-CON-Roadway Reconstruction-STBG |                      | \$4,081,778        | \$664,163   | 03/20/2024     |  |
| Amendment       | 2026: Franklin Region-CON-Roadway Reconstruction-STBG |                      | \$445,950          | \$5,463,072 | 03/20/2024     |  |

7.13 605983 Franklin Region: WHATELY- REHABILITATION OF HAYDENVILLE ROAD, FROM CONWAY ROAD TO THE WILLIAMSBURG T.L. (1.7 MILES)

| Location        | TIP Approval  | Begin Public Comment | End Public Comment | Comments    |                |  |
|-----------------|---|----------------------|--------------------|-------------|----------------|--|
| Franklin Region | 05/28/2024  | 04/26/2024           | 05/17/2024         |             |                |  |
| Type            | Value Changed   |                      | Former Value       | New Value   | Date of Change |  |
| Amendment       | 2026: Franklin Region-CON-Roadway Reconstruction-STBG |                      | \$6,959,439        | \$1,942,317 | 03/20/2024     |  |
| Amendment       | 2027: Franklin Region-CON-Roadway Reconstruction-STBG |                      | \$2,673,430        | \$9,169,553 | 03/20/2024     |  |
| Amendment       | 2028: Franklin Region-CON-Roadway Reconstruction-STBG |                      | \$0                | \$1,452,495 | 03/20/2024     |  |

7.14 609202 Franklin Region: GREENFIELD- RESURFACING AND RELATED WORK ON MONTAGUE CITY ROAD

| Location        | TIP Approval  | Begin Public Comment | End Public Comment | Comments    |                |  |
|-----------------|---|----------------------|--------------------|-------------|----------------|--|
| Franklin Region | 05/28/2024  | 04/26/2024           | 05/17/2024         |             |                |  |
| Type            | Value Changed   |                      | Former Value       | New Value   | Date of Change |  |
| Amendment       | 2025: Franklin Region-CON-Roadway Reconstruction-CMAQ |                      | \$3,509,328        | \$475,000   | 04/22/2024     |  |
| Amendment       | 2025: Franklin Region-CON-Roadway Reconstruction-STBG |                      | \$0                | \$4,252,402 | 04/22/2024     |  |

7.15 610921 Franklin Region: GREENFIELD- DOWNTOWN COMPLETE STREETS IMPROVEMENTS ON MAIN STREET (ROUTE 2A)

| Location        | TIP Approval  | Begin Public Comment | End Public Comment | Comments  |                |  |
|-----------------|---|----------------------|--------------------|-----------|----------------|--|
| Franklin Region | 05/28/2024  | 04/26/2024           | 05/17/2024         |           |                |  |
| Type            | Value Changed   |                      | Former Value       | New Value | Date of Change |  |
| Amendment       | 2027: Franklin Region-CON-Roadway Reconstruction-CMAQ |                      | \$6,496,123        | \$0       | 03/20/2024     |  |



## Revisions Summary

2024 - 2028 (A) Revision 7

### 7.16 612982 Franklin Region: ERVING- BRIDGE REPLACEMENT, E-10-011, CHURCH STREET OVER KEYUP BROOK

| Location        | TIP Approval  | Begin Public Comment | End Public Comment | Comments     |             |                |
|-----------------|---|----------------------|--------------------|--------------|-------------|----------------|
| Franklin Region |   |                      |                    |              |             |                |
| Type            | Value Changed   |                      |                    | Former Value | New Value   | Date of Change |
| Amendment       | 2024: Franklin Region-CON-Bridge Off-system-STBG-BR-Off |                      |                    | \$1,611,200  | \$0         | 03/20/2024     |
| Amendment       | 2025: Franklin Region-CON-Bridge Off-system-STBG-BR-Off |                      |                    | \$0          | \$2,199,541 | 03/20/2024     |

### 7.17 607610 Franklin Region: BUCKLAND- RECONSTRUCTION AND BICYCLE ACCOMMODATION ON ROUTE 112

| Location        | TIP Approval  | Begin Public Comment | End Public Comment | Comments     |             |                |
|-----------------|---|----------------------|--------------------|--------------|-------------|----------------|
| Franklin Region | 05/28/2024  | 04/26/2024           | 05/17/2024         |              |             |                |
| Type            | Value Changed   |                      |                    | Former Value | New Value   | Date of Change |
| Amendment       | 2028: Franklin Region-CON-Roadway Reconstruction-CMAQ |                      |                    | \$5,825,610  | \$4,373,115 | 03/20/2024     |
| Amendment       | 2029: Franklin Region-CON-Roadway Reconstruction-CMAQ |                      |                    | \$2,120,390  | \$3,177,625 | 03/20/2024     |

### 7.18 608723 Montachusett: ATHOL- INTERSECTION IMPROVEMENTS AT CRESCENT STREET AND CHESTNUT HILL AVENUE

| Location     | TIP Approval                                       | Begin Public Comment | End Public Comment | Comments     |             |                |
|--------------|--|----------------------|--------------------|--------------|-------------|----------------|
| Montachusett | 05/15/2024   | 04/19/2024           | 05/10/2024         |              |             |                |
| Type         | Value Changed                                      |                      |                    | Former Value | New Value   | Date of Change |
| Amendment    | 2024: Statewide-CON-Intersection Improvements-STBG |                      |                    | \$8,434,367  | \$9,599,783 | 04/05/2024     |

### 7.19 609035 Northern Middlesex: WESTFORD- REHABILITATION OF BOSTON ROAD

| Location           | TIP Approval   | Begin Public Comment | End Public Comment | Comments     |             |                |
|--------------------|--|----------------------|--------------------|--------------|-------------|----------------|
| Northern Middlesex | 05/22/2024   | 04/25/2024           | 05/15/2024         |              |             |                |
| Type               | Value Changed  |                      |                    | Former Value | New Value   | Date of Change |
| Amendment          | 2024: Northern Middlesex-CON-Roadway Reconstruction-STBG |                      |                    | \$8,272,207  | \$9,162,651 | 04/22/2024     |
| Amendment          | 2024: Northern Middlesex-CON-Roadway Reconstruction-TAP  |                      |                    | \$281,909    | \$1,000,000 | 04/22/2024     |
| Amendment          | 2024: Statewide-CON-Roadway Reconstruction-STBG          |                      |                    | \$0          | \$3,205,943 | 04/22/2024     |





Revisions Summary  
2024 - 2028 (A) Revision 7

7.20 609435 Old Colony: PLYMPTON- BRIDGE REPLACEMENT, P-14-001 (445), WINNETUXET ROAD OVER WINNETUXET RIVER

| Location   | TIP Approval                                      | Begin Public Comment | End Public Comment | Comments              |             |                |
|------------|---|----------------------|--------------------|-----------------------|-------------|----------------|
| Old Colony | 05/21/2024  | 04/16/2024           | 05/17/2024         | Endorsed May 21, 2024 |             |                |
| Type       | Value Changed                                     |                      |                    | Former Value          | New Value   | Date of Change |
| Amendment  | 2024: Statewide-CON-Bridge Off-system-STBG-BR-Off |                      |                    | \$1,236,628           | \$2,320,635 | 04/05/2024     |

7.21 609410 Old Colony: BROCKTON- INTERSECTION IMPROVEMENTS AND RELATED WORK AT CENTRE STREET (ROUTE 123), CARY STREET AND LYMAN STREET

| Location   | TIP Approval                                       | Begin Public Comment | End Public Comment | Comments              |             |                |
|------------|--|----------------------|--------------------|-----------------------|-------------|----------------|
| Old Colony | 05/21/2024   | 04/16/2024           | 05/17/2024         | Endorsed May 21, 2024 |             |                |
| Type       | Value Changed                                      |                      |                    | Former Value          | New Value   | Date of Change |
| Amendment  | 2024: Statewide-CON-Intersection Improvements-HSIP |                      |                    | \$2,506,679           | \$3,379,840 | 04/05/2024     |

7.22 609052 Old Colony: BROCKTON- INTERSECTION IMPROVEMENTS AT CENTRE STREET (ROUTE 123) AND PLYMOUTH STREET

| Location   | TIP Approval                                     | Begin Public Comment | End Public Comment | Comments              |             |                |
|------------|--|----------------------|--------------------|-----------------------|-------------|----------------|
| Old Colony | 05/21/2024                                       | 04/16/2024           | 05/17/2024         | Endorsed May 21, 2024 |             |                |
| Type       | Value Changed                                    |                      |                    | Former Value          | New Value   | Date of Change |
| Amendment  | 2024: Old Colony-CON-Roadway Reconstruction-STBG |                      |                    | \$2,792,790           | \$0         | 04/04/2024     |
| Amendment  | 2026: Old Colony-CON-Roadway Reconstruction-STBG |                      |                    | \$0                   | \$2,792,790 | 04/09/2024     |

7.23 613116 Pioneer Valley: CUMMINGTON- BRIDGE PRESERVATION, C-21-023 (0JN), C-21-024 (0JM), AND C-21-025 (0JK), STATE ROUTE 9 (BERKSHIRE TRAIL) OVER WESTFIELD RIVER AND WESTFIELD BROOK

| Location       | TIP Approval  | Begin Public Comment | End Public Comment | Comments     |             |                |
|----------------|---|----------------------|--------------------|--------------|-------------|----------------|
| Pioneer Valley | 05/28/2024  | 04/26/2024           | 05/16/2024         |              |             |                |
| Type           | Value Changed   |                      |                    | Former Value | New Value   | Date of Change |
| Amendment      | 2024: Statewide-CON-Bridge Systematic Maintenance NB-HIP-BR |                      |                    | \$3,790,714  | \$5,045,667 | 04/16/2024     |



## Revisions Summary

2024 - 2028 (A) Revision 7

### 7.24 605311 Southeastern Mass: MARION- WAREHAM- BRIDGE REPLACEMENT, M-05-001=W-06-013 & W-06-016, MARION ROAD/WAREHAM ROAD (ROUTE 6) OVER WEWEANTIC RIVER

| Location          | TIP Approval                                      | Begin Public Comment | End Public Comment | Comments  |                |  |
|-------------------|---|----------------------|--------------------|---|----------------|--|
| Southeastern Mass | 05/21/2024  | 04/16/2024           | 05/21/2024         |   |                |  |
| Type              | Value Changed                                     |                      | Former Value       | New Value   | Date of Change |  |
| Amendment         | 2024: Statewide-CON-Bridge On-system Non-NHS-NGBP |                      | \$40,969,390       | \$49,958,261  | 04/05/2024     |  |
| Amendment         | Description                                       |                      |                    | MARION-WAREHAM-BRIDGE REPLACEMENT, M-05-001=W-06-013 & W-06-016, WAREHAM ROAD/WAREHAM ROAD (ROUTE 6) OVER WEWEANTIC RIVER | 01/23/2024     |  |

### 7.25 S12660 Statewide: BIL-BFP SYSTEMATIC BRIDGE MAINTENANCE

| Location  | TIP Approval  | Begin Public Comment | End Public Comment | Comments  |                |  |
|-----------|---|----------------------|--------------------|-----------|----------------|--|
| Statewide | 05/28/2024  | 05/06/2024           | 05/27/2024         |           |                |  |
| Type      | Value Changed   |                      | Former Value       | New Value | Date of Change |  |
| Amendment | 2025: Statewide-CON-Bridge Systematic Maintenance NB-HIP-BR |                      | \$60,000,000       | \$0       | 11/29/2023     |  |
| Amendment | 2026: Statewide-CON-Bridge Systematic Maintenance NB-HIP-BR |                      | \$65,000,000       | \$0       | 11/29/2023     |  |
| Amendment | 2027: Statewide-CON-Bridge Systematic Maintenance NB-HIP-BR |                      | \$36,000,000       | \$0       | 11/29/2023     |  |

### 7.26 S12787 Statewide: Integrated Transportation Management System (ITMS) Software - stand in for S12748

| Location  | TIP Approval  | Begin Public Comment | End Public Comment | Comments     |                |  |
|-----------|---|----------------------|--------------------|--------------|----------------|--|
| Statewide | 05/28/2024  | 05/06/2024           | 05/27/2024         |              |                |  |
| Type      | Value Changed   |                      | Former Value       | New Value    | Date of Change |  |
| Amendment | 2024: Statewide-CON-Intelligent Transportation Systems-NHPP |                      | \$25,000,000       | \$15,000,000 | 01/25/2024     |  |

### 7.27 S12838 Statewide: Carbon Reduction Program Placeholder (FFY 2024)

| Location | TIP Approval | Begin Public Comment | End Public Comment | Comments |  |  |
|----------|--------------|----------------------|--------------------|----------|--|--|
|----------|--------------|----------------------|--------------------|----------|--|--|





Revisions Summary  
2024 - 2028 (A) Revision 7

|           |  |            |            |  |           |                |
|-----------|--|------------|------------|--|-----------|----------------|
| Statewide | 05/28/2024                               | 05/06/2024 | 05/27/2024 | CRP funding was assigned to projects in Boston and Pioneer Valley MPO regions, rendering placeholder line item obsolete. |           |                |
| Type      | Value Changed                            |            |            | Former Value   | New Value | Date of Change |
| Amendment | 2024: Statewide-CON-Carbon Reduction-CRP |            |            | \$21,075,561   | \$0       | 01/03/2024     |

7.28 S12878 Statewide: SPR Work Program - Transportation Pooled Fund

|           |   |                      |                    |              |             |                |
|-----------|---|----------------------|--------------------|--------------|-------------|----------------|
| Location  | TIP Approval                                      | Begin Public Comment | End Public Comment | Comments     |             |                |
| Statewide | 05/28/2024  | 05/06/2024           | 05/27/2024         |              |             |                |
| Type      | Value Changed                                     |                      |                    | Former Value | New Value   | Date of Change |
| Amendment | 2024: Statewide-CON-State Planning & Research-PLS |                      |                    | \$0          | \$1,556,443 | 01/04/2024     |

7.29 S12879 Statewide: STATEWIDE- WRONG WAY VEHICLE DETECTION SYSTEM ASSET MANAGEMENT AND MAINTENANCE CONTRACT (3 YEARS)

|           |  |                      |                    |              |             |                |
|-----------|--|----------------------|--------------------|--------------|-------------|----------------|
| Location  | TIP Approval                                 | Begin Public Comment | End Public Comment | Comments     |             |                |
| Statewide | 05/28/2024                                   | 05/06/2024           | 05/07/2024         |              |             |                |
| Type      | Value Changed                                |                      |                    | Former Value | New Value   | Date of Change |
| Amendment | 2024: Statewide-CON-Safety Improvements-NHPP |                      |                    | \$0          | \$1,001,000 | 01/08/2024     |
| Amendment | MPO  |                      |                    | Statewide    | Statewide   | 01/08/2024     |

7.30 S12990 Statewide: Safe Routes To School (SRTS) Education (FFY 2024-2026)

|           |                                       |                      |                    |              |             |                |
|-----------|---------------------------------------|----------------------|--------------------|--------------|-------------|----------------|
| Location  | TIP Approval                          | Begin Public Comment | End Public Comment | Comments     |             |                |
| Statewide | 05/28/2024                            | 05/06/2024           | 05/27/2024         |              |             |                |
| Type      | Value Changed                         |                      |                    | Former Value | New Value   | Date of Change |
| Amendment | 2024: Statewide-OT-SRTS Education-TAP |                      |                    | \$0          | \$2,358,044 | 05/03/2024     |
| Amendment | 2025: Statewide-OT-SRTS Education-TAP |                      |                    | \$0          | \$2,428,963 | 05/03/2024     |
| Amendment | 2026: Statewide-OT-SRTS Education-TAP |                      |                    | \$0          | \$2,502,992 | 05/03/2024     |



Fiscal Constraint Analysis Report

Program Activity: Highway

STIP: 2024 - 2028 (A) Revision 6+

| 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 2024              |   |                             |                               |  |                        |                             |                    |                          |
| RLWY/HWY Crossings-Hazard Elimination | \$2,544,227                                     | \$7,248,554                 | \$0                           | \$9,792,781  | \$0                    | \$9,792,781                 | \$198,735          | \$9,594,046              |
| RLWY/HWY Crossings-Protective Devices | \$0   | \$2,765,605                 | \$0                           | \$2,765,605  | \$0                    | \$2,765,605                 | -\$167,620         | \$2,933,225              |
| HSIP - Vulnerable User Safety         | \$6,964,170                                     | \$0                         | \$0                           | \$6,964,170  | \$6,964,170            | \$0                         | \$0                | \$6,964,170              |
| National Highway Freight Program      | \$21,475,640                                    | \$0                         | -\$10,500,000                 | \$10,975,640                                       | \$10,511,663           | \$463,977                   | -\$287,617         | \$11,263,257             |
| NFP-NI                                |   |                             |                               |  | \$0                    |                             |                    |                          |
| NFP-I                                 |   |                             |                               |  | \$10,511,663           |                             |                    |                          |
| National Highway Performance Program  | \$319,049,919                                   | \$785,822                   | -\$58,595,798                 | \$261,239,943                                      | \$261,239,943          | \$0                         | \$37,656,247       | \$223,583,696            |
| NHPP-NI                               |   |                             |                               |  | \$101,403,046          |                             |                    |                          |
| NHPP-I                                |   |                             |                               |  | \$65,851,897           |                             |                    |                          |
| NHPP-GANS                             |   |                             |                               |  | \$93,985,000           |                             |                    |                          |
| NHPP (Bridge Penalty)                 | \$94,856,125                                    | \$0                         | \$0                           | \$94,856,125                                       | \$94,856,125           | \$0                         | -\$344,200         | \$95,200,325             |
| STBG (FLEX)                           | \$47,000,921                                    | \$328,347                   | \$28,647,596                  | \$75,976,864                                       | \$75,976,864           | \$0                         | \$8,000,619        | \$67,976,245             |
| STBG(NON-FLEX)                        | \$101,922,882                                   | \$3,442,114                 | \$0                           | \$105,364,996                                      | \$104,839,229          | \$525,767                   | \$38,577,804       | \$66,787,192             |
| Boston Urban Area                     | \$62,448,930                                    | \$0                         | \$0                           | \$62,448,930                                       | \$62,448,930           | \$0                         |                    |                          |
| Barnstable Urban Area                 | \$4,396,930                                     | \$3,442,114                 | \$0                           | \$7,839,044  | \$7,313,277            | \$525,767                   |                    |                          |
| Springfield, Chicopee, Holyoke        | \$6,396,744                                     | \$0                         | \$0                           | \$6,396,744  | \$6,396,744            | \$0                         |                    |                          |
| Worcester Urban Area                  | \$6,971,288                                     | \$0                         | \$0                           | \$6,971,288  | \$6,971,288            | \$0                         |                    |                          |
| Providence, Pawtucket                 | \$4,553,890                                     | \$0                         | \$0                           | \$4,553,890  | \$4,553,890            | \$0                         |                    |                          |
| Other Areas (Rural & Small Urban)     | \$17,155,100                                    | \$0                         | \$0                           | \$17,155,100                                       | \$17,155,100           | \$0                         |                    |                          |
| STBG (Bridge Off-System)              | \$37,942,450                                    | \$41,953,141                | \$0                           | \$79,895,591                                       | \$43,018,518           | \$36,877,073                | \$2,803,713        | \$77,091,878             |
| Recreational Trails                   | \$1,186,729                                     | \$615,612                   | \$0                           | \$1,802,341  | \$0                    | \$1,802,341                 | \$0                | \$1,802,341              |
| TAP (FLEX)                            | \$7,952,360                                     | \$3,841,511                 | \$1,372,186                   | \$13,166,057                                       | \$13,166,057           | \$0                         | -\$91,678          | \$13,257,735             |



Fiscal Constraint Analysis Report

Program Activity: Highway

STIP: 2024 - 2028 (A) Revision 6+

| 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)                     | \$11,443,640                                    | \$4,759,170                 | \$0                           | \$16,202,810                                       | \$11,111,732           | \$5,091,078                 | \$189,192          | \$16,013,618             |
| Boston Urban Area                 | \$7,011,606                                     | \$3,830,685                 | \$0                           | \$10,842,291                                       | \$6,364,182            | \$4,478,109                 |                    |                          |
| Barnstable Urban Area             | \$493,676                                       | \$435,039                   | \$0                           | \$928,715  | \$928,715              | \$0                         |                    |                          |
| Springfield, Chicopee, Holyoke    | \$718,210                                       | \$379,252                   | \$0                           | \$1,097,462  | \$1,097,462            | \$0                         |                    |                          |
| Worcester Urban Area              | \$782,718                                       | \$0                         | \$0                           | \$782,718  | \$782,718              | \$0                         |                    |                          |
| Providence, Pawtucket             | \$511,299                                       | \$101,670                   | \$0                           | \$612,969  | \$0                    | \$612,969                   |                    |                          |
| Other Areas (Rural & Small Urban) | \$1,926,131                                     | \$12,524                    | \$0                           | \$1,938,655  | \$1,938,655            | \$0                         |                    |                          |
| HWY Safety Improvement Program    | \$38,535,071                                    | \$1,350,000                 | \$32,710,729                  | \$72,595,800                                       | \$72,595,800           | \$0                         | \$7,316,237        | \$65,279,563             |
| CMAQ                              | \$70,455,749                                    | \$0                         | \$13,136,466                  | \$83,592,215                                       | \$83,592,215           | \$0                         | \$3,777,354        | \$79,814,861             |
| CMAQ 100                          | \$0   | \$0                         | \$0                           | \$0  | \$0                    | \$0                         | \$0                | \$0                      |
| Statewide Planning                | \$15,644,092                                    | \$0                         | \$0                           | \$15,644,092                                       | \$15,644,092           | \$0                         | -\$76,361          | \$15,720,453             |
| Metropolitan Planning             | \$12,337,478                                    | \$24,204,661                | \$0                           | \$36,542,139                                       | \$11,103,730           | \$25,438,409                | \$0                | \$36,542,139             |
| PROTECT                           | \$21,301,708                                    | \$21,158,565                | -\$6,771,179                  | \$35,689,094                                       | \$0                    | \$35,689,094                | \$0                | \$35,689,094             |
| Carbon Reduction (FLEX)           | \$6,556,841                                     | \$12,730,506                | \$0                           | \$19,287,347                                       | \$349,857              | \$18,937,490                | \$0                | \$19,287,347             |
| Carbon Reduction(NON-FLEX)        | \$12,176,990                                    | \$23,642,369                | \$0                           | \$35,819,359                                       | \$23,234,923           | \$12,584,436                | \$0                | \$35,819,359             |
| Boston Urban Area                 | \$7,460,935                                     | \$14,760,018                | \$0                           | \$22,220,953                                       | \$20,551,211           | \$1,669,742                 |                    |                          |
| Barnstable Urban Area             | \$525,313                                       | \$890,773                   | \$0                           | \$1,416,086  | \$0                    | \$1,416,086                 |                    |                          |
| Springfield, Chicopee, Holyoke    | \$764,235                                       | \$1,919,477                 | \$0                           | \$2,683,712  | \$2,683,712            | \$0                         |                    |                          |
| Worcester Urban Area              | \$832,878                                       | \$1,637,822                 | \$0                           | \$2,470,700  | \$0                    | \$2,470,700                 |                    |                          |
| Providence, Pawtucket             | \$544,065                                       | \$939,812                   | \$0                           | \$1,483,877  | \$0                    | \$1,483,877                 |                    |                          |
| Other Areas (Rural & Small Urban) | \$2,049,564                                     | \$3,494,467                 | \$0                           | \$5,544,031  | \$0                    | \$5,544,031                 |                    |                          |
| Federal Aid Sub Total >           | \$829,346,992                                   | \$148,825,977               | \$0                           | \$978,172,969                                      | \$828,204,918          | \$149,968,051               | \$97,552,425       | \$880,620,544            |
| Estimated Obligation Authority    |   |                             |                               |  | \$837,243,197          | \$9,038,279                 |                    |                          |
| Earmarks                          | \$0   | \$49,119,820                | \$0                           | \$49,119,820                                       | \$6,240,000            | \$42,879,820                | \$1,539,292        | \$47,580,528             |



Fiscal Constraint Analysis Report

Program Activity: Highway

STIP: 2024 - 2028 (A) Revision 6+

| 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   | \$0                         | \$0                           | \$0  | \$0                    | \$0                         | \$0                | \$0                      |
| HIP (FLEX)                             | \$0   | \$29,739,248                | \$0                           | \$29,739,248                                       | \$0                    | \$29,739,248                | \$0                | \$29,739,248             |
| HIP(NON-FLEX)                          | \$0   | \$2,660,017                 | \$0                           | \$2,660,017  | \$0                    | \$2,660,017                 | \$0                | \$2,660,017              |
| Boston Urban Area                      | \$0   | \$1,766,109                 | \$0                           | \$1,766,109  | \$0                    | \$1,766,109                 |                    |                          |
| Barnstable Urban Area                  | \$0   | \$66,979                    | \$0                           | \$66,979   | \$0                    | \$66,979                    |                    |                          |
| Springfield, Chicopee, Holyoke         | \$0   | \$438,940                   | \$0                           | \$438,940  | \$0                    | \$438,940                   |                    |                          |
| Worcester Urban Area                   | \$0   | \$374,532                   | \$0                           | \$374,532  | \$0                    | \$374,532                   |                    |                          |
| Providence, Pawtucket                  | \$0   | \$0                         | \$0                           | \$0  | \$0                    | \$0                         |                    |                          |
| Other Areas (Rural & Small Urban)      | \$0   | \$13,457                    | \$0                           | \$13,457   | \$0                    | \$13,457                    |                    |                          |
| HIP Bridge Formula - Main              | \$206,998,770                                   | \$354,002,167               | \$0                           | \$561,000,937                                      | \$557,183,803          | \$3,817,134                 | \$11,892,596       | \$549,108,341            |
| HIP Bridge Formula - Off-System        | \$33,326,618                                    | \$66,684,304                | \$0                           | \$100,010,922                                      | \$9,865,360            | \$90,145,562                | \$3,218,361        | \$96,792,561             |
| HIP Bridge Formula - Off-System STATE  | \$3,202,577                                     | \$0                         | \$0                           | \$3,202,577  | \$3,202,577            | \$0                         | \$0                | \$3,202,577              |
| HIP Bridge Formula - Rep and Rehab     | \$44,124,131                                    | \$84,124,131                | \$0                           | \$128,248,262                                      | \$99,045,306           | \$29,202,956                | \$15,579,149       | \$112,669,113            |
| CRRSAA (FLEX)                          | \$0   | \$0                         | \$0                           | \$0  | \$0                    | \$0                         | \$0                | \$0                      |
| CRRSAA(NON-FLEX)                       | \$0   | \$0                         | \$0                           | \$0  | \$0                    | \$0                         | \$0                | \$0                      |
| Boston Urban Area                      | \$0   | \$0                         | \$0                           | \$0  | \$0                    | \$0                         |                    |                          |
| Barnstable Urban Area                  | \$0   | \$0                         | \$0                           | \$0  | \$0                    | \$0                         |                    |                          |
| Springfield, Chicopee, Holyoke         | \$0   | \$0                         | \$0                           | \$0  | \$0                    | \$0                         |                    |                          |
| Worcester Urban Area                   | \$0   | \$0                         | \$0                           | \$0  | \$0                    | \$0                         |                    |                          |
| Providence, Pawtucket                  | \$0   | \$0                         | \$0                           | \$0  | \$0                    | \$0                         |                    |                          |
| Other Areas (Rural & Small Urban)      | \$0   | \$0                         | \$0                           | \$0  | \$0                    | \$0                         |                    |                          |
| NHPP-Exempt                            | \$8,795,173                                     | \$8,751,564                 | \$0                           | \$17,546,737                                       | \$0                    | \$17,546,737                | \$0                | \$17,546,737             |
| SPR Pooled Fund Transfer               | \$0   | \$0                         | \$0                           | \$0  | \$0                    | \$0                         | \$0                | \$0                      |
| Electric Vehicle Infrastructure (NEVI) | \$13,522,825                                    | \$22,919,970                | \$0                           | \$36,442,795                                       | \$21,162,722           | \$15,280,073                | \$0                | \$36,442,795             |



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 | Actual Obligations | Actual Remaining Balance |
|---------------------------------------|---|-----------------------------|-------------------------------|--|------------------------|-----------------------------|--------------------|--------------------------|
| Ferry Boat Program                    | \$1,820,393                                     | \$2,457,890                 | \$0                           | \$4,278,283  | \$500,899              | \$3,777,384                 | -\$779,559         | \$5,057,842              |
| Safe Streets For All                  | \$24,012,800                                    | \$5,417,862                 | \$0                           | \$29,430,662                                       | \$29,430,662           | \$0                         | \$0                | \$29,430,662             |
| Transferred FTA 5303 Metropolitan PL  | \$3,819,224                                     | \$3,134,654                 | \$0                           | \$6,953,878  | \$3,819,224            | \$3,134,654                 | \$0                | \$6,953,878              |
| Transferred FTA 5304 Statewide PL     | \$836,752                                       | \$0                         | \$0                           | \$836,752  | \$0                    | \$836,752                   | \$0                | \$836,752                |
| Federal Lands Access Program          | \$520,000                                       | \$200,000                   | \$0                           | \$720,000  | \$225,000              | \$495,000                   | \$0                | \$720,000                |
| RAISE Discretionary                   | \$0   | \$1,749,360                 | \$0                           | \$1,749,360  | \$1,749,360            | \$0                         | \$0                | \$1,749,360              |
| RAISE Discretionary (100% FA)         | \$0   | \$7,843,750                 | \$0                           | \$7,843,750  | \$7,843,750            | \$0                         | \$0                | \$7,843,750              |
| FHWA Training                         | \$222,013                                       | \$929,687                   | \$0                           | \$1,151,700  | \$0                    | \$1,151,700                 | \$0                | \$1,151,700              |
| Miscellaneous/Allocated Funds         | \$364,413                                       | \$12,913,748                | \$0                           | \$13,278,161                                       | \$0                    | \$13,278,161                | \$0                | \$13,278,161             |
| Other Federal Aid                     | \$1,518,280                                     | \$3,999,254                 | \$0                           | \$5,517,534  | \$5,517,534            | \$0                         | \$0                | \$5,517,534              |
| Federal Aid Total >                   | \$1,172,430,961                                 | \$805,473,403               | \$0                           | \$1,977,904,364                                    | \$1,573,991,115        | \$403,913,249               | \$129,002,264      | \$1,848,902,100          |
| State Match For Federal Aid >         |   |                             |                               |  | \$343,861,955          |                             | \$21,079,895       |                          |
| Non-Federal Aid                       | \$26,680,000                                    | \$59,369,945                | \$0                           | \$86,049,945                                       | \$26,680,000           | \$59,369,945                | \$0                | \$86,049,945             |
| Next Generation Bridge Program        | \$205,246,544                                   | \$0                         | \$0                           | \$205,246,544                                      | \$205,246,544          | \$0                         | \$0                | \$205,246,544            |
| Non-Federal Aid + Federal Aid Total > |   |                             |                               |  | \$2,149,779,614        |                             | \$150,082,159      |                          |



Fiscal Constraint Analysis Report

Program Activity: Highway

STIP: 2024 - 2028 (A) Revision 6+

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|---------------------------------------|---|-----------------------------|-------------------------------|--|------------------------|-----------------------------|--------------------|--------------------------|
| Federal Fiscal Year 2025              |   |                             |                               |  |                        |                             |                    |                          |
| RLWY/HWY Crossings-Hazard Elimination | \$2,507,566                                     | \$9,792,781                 | \$0                           | \$12,300,347                                       | \$0                    | \$12,300,347                | \$0                | \$12,300,347             |
| RLWY/HWY Crossings-Protective Devices | \$2,507,566                                     | \$2,765,605                 | \$0                           | \$5,273,171  | \$0                    | \$5,273,171                 | \$0                | \$5,273,171              |
| HSIP - Vulnerable User Safety         | \$6,825,483                                     | \$0                         | \$0                           | \$6,825,483  | \$3,991,482            | \$2,834,001                 | \$0                | \$6,825,483              |
| National Highway Freight Program      | \$21,905,152                                    | \$463,977                   | -\$5,860,489                  | \$16,508,640                                       | \$16,308,640           | \$200,000                   | \$0                | \$16,508,640             |
| NFP-NI                                |   |                             |                               |  | \$0                    |                             |                    |                          |
| NFP-I                                 |   |                             |                               |  | \$16,308,640           |                             |                    |                          |
| National Highway Performance Program  | \$323,305,586                                   | \$0                         | -\$37,138,983                 | \$286,166,603                                      | \$286,166,603          | \$0                         | \$0                | \$286,166,603            |
| NHPP-NI                               |   |                             |                               |  | \$117,240,678          |                             |                    |                          |
| NHPP-I                                |   |                             |                               |  | \$46,740,925           |                             |                    |                          |
| NHPP-GANS                             |   |                             |                               |  | \$122,185,000          |                             |                    |                          |
| NHPP (Bridge Penalty)                 | \$94,856,125                                    | \$0                         | \$0                           | \$94,856,125                                       | \$84,409,695           | \$10,446,430                | \$0                | \$94,856,125             |
| STBG (FLEX)                           | \$47,627,578                                    | \$0                         | \$16,823,504                  | \$64,451,082                                       | \$64,451,082           | \$0                         | \$0                | \$64,451,082             |
| STBG(NON-FLEX)                        | \$103,961,340                                   | \$525,767                   | \$0                           | \$104,487,107                                      | \$103,981,189          | \$505,918                   | \$0                | \$104,487,107            |
| Boston Urban Area                     | \$64,903,449                                    | \$0                         | \$0                           | \$64,903,449                                       | \$64,903,449           | \$0                         |                    |                          |
| Barnstable Urban Area                 | \$3,916,951                                     | \$525,767                   | \$0                           | \$4,442,718  | \$4,442,718            | \$0                         |                    |                          |
| Springfield, Chicopee, Holyoke        | \$8,440,415                                     | \$0                         | \$0                           | \$8,440,415  | \$8,440,415            | \$0                         |                    |                          |
| Worcester Urban Area                  | \$7,201,906                                     | \$0                         | \$0                           | \$7,201,906  | \$6,695,988            | \$505,918                   |                    |                          |
| 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)              | \$37,942,450                                    | \$36,877,073                | \$0                           | \$74,819,523                                       | \$38,580,974           | \$36,238,549                | \$0                | \$74,819,523             |
| Recreational Trails                   | \$1,186,729                                     | \$1,802,341                 | \$0                           | \$2,989,070  | \$0                    | \$2,989,070                 | \$0                | \$2,989,070              |
| TAP (FLEX)                            | \$8,101,481                                     | \$0                         | \$0                           | \$8,101,481  | \$5,625,903            | \$2,475,578                 | \$0                | \$8,101,481              |





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 | Actual Obligations | Actual Remaining Balance |
|-----------------------------------|---|-----------------------------|-------------------------------|--|------------------------|-----------------------------|--------------------|--------------------------|
| TAP(NON-FLEX)                     | \$11,658,229                                    | \$5,091,078                 | \$0                           | \$16,749,307                                       | \$12,370,942           | \$4,378,365                 | \$0                | \$16,749,307             |
| Boston Urban Area                 | \$7,278,275                                     | \$4,478,109                 | \$0                           | \$11,756,384                                       | \$10,057,423           | \$1,698,961                 |                    |                          |
| Barnstable Urban Area             | \$439,248                                       | \$0                         | \$0                           | \$439,248  | \$439,248              | \$0                         |                    |                          |
| Springfield, Chicopee, Holyoke    | \$946,508                                       | \$0                         | \$0                           | \$946,508  | \$946,508              | \$0                         |                    |                          |
| Worcester Urban Area              | \$807,622                                       | \$0                         | \$0                           | \$807,622  | \$0                    | \$807,622                   |                    |                          |
| Providence, Pawtucket             | \$463,428                                       | \$612,969                   | \$0                           | \$1,076,397  | \$0                    | \$1,076,397                 |                    |                          |
| Other Areas (Rural & Small Urban) | \$1,723,148                                     | \$0                         | \$0                           | \$1,723,148  | \$927,763              | \$795,385                   |                    |                          |
| HWY Safety Improvement Program    | \$39,293,487                                    | \$0                         | \$6,939,922                   | \$46,233,409                                       | \$46,233,409           | \$0                         | \$0                | \$46,233,409             |
| CMAQ                              | \$71,864,863                                    | \$0                         | \$26,500,000                  | \$98,364,863                                       | \$98,275,534           | \$89,329                    | \$0                | \$98,364,863             |
| CMAQ 100                          | \$0   | \$0                         | \$0                           | \$0  | \$0                    | \$0                         | \$0                | \$0                      |
| Statewide Planning                | \$15,577,973                                    | \$0                         | \$0                           | \$15,577,973                                       | \$15,577,973           | \$0                         | \$0                | \$15,577,973             |
| Metropolitan Planning             | \$12,584,228                                    | \$25,438,409                | \$0                           | \$38,022,637                                       | \$11,325,805           | \$26,696,832                | \$0                | \$38,022,637             |
| PROTECT                           | \$21,727,743                                    | \$35,689,094                | -\$7,263,954                  | \$50,152,883                                       | \$19,653,671           | \$30,499,212                | \$0                | \$50,152,883             |
| Carbon Reduction (FLEX)           | \$6,687,977                                     | \$18,937,490                | \$0                           | \$25,625,467                                       | \$3,120,000            | \$22,505,467                | \$0                | \$25,625,467             |
| Carbon Reduction(NON-FLEX)        | \$12,420,530                                    | \$12,584,436                | \$0                           | \$25,004,966                                       | \$14,000,000           | \$11,004,966                | \$0                | \$25,004,966             |
| Boston Urban Area                 | \$7,754,182                                     | \$1,669,742                 | \$0                           | \$9,423,924  | \$7,000,000            | \$2,423,924                 |                    |                          |
| Barnstable Urban Area             | \$467,968                                       | \$1,416,086                 | \$0                           | \$1,884,054  | \$1,000,000            | \$884,054                   |                    |                          |
| Springfield, Chicopee, Holyoke    | \$1,008,398                                     | \$0                         | \$0                           | \$1,008,398  | \$1,000,000            | \$8,398                     |                    |                          |
| Worcester Urban Area              | \$860,431                                       | \$2,470,700                 | \$0                           | \$3,331,131  | \$1,000,000            | \$2,331,131                 |                    |                          |
| Providence, Pawtucket             | \$493,731                                       | \$1,483,877                 | \$0                           | \$1,977,608  | \$1,000,000            | \$977,608                   |                    |                          |
| Other Areas (Rural & Small Urban) | \$1,835,820                                     | \$5,544,031                 | \$0                           | \$7,379,851  | \$3,000,000            | \$4,379,851                 |                    |                          |
| Federal Aid Sub Total >           | \$842,542,086                                   | \$149,968,051               | \$0                           | \$992,510,137                                      | \$824,072,902          | \$168,437,235               | \$0                | \$992,510,137            |
| Estimated Obligation Authority    |   |                             |                               |  | \$824,078,798          | \$5,896                     |                    |                          |
| Earmarks                          | \$0   | \$42,879,820                | \$0                           | \$42,879,820                                       | \$0                    | \$42,879,820                | \$0                | \$42,879,820             |



Fiscal Constraint Analysis Report

Program Activity: Highway

STIP: 2024 - 2028 (A) Revision 6+

| 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)                     | \$480,000                                       | \$0                         | \$0                           | \$480,000  | \$480,000              | \$0                         | \$0                | \$480,000                |
| HIP (FLEX)                             | \$0   | \$29,739,248                | \$0                           | \$29,739,248                                       | \$0                    | \$29,739,248                | \$0                | \$29,739,248             |
| HIP(NON-FLEX)                          | \$0   | \$2,660,017                 | \$0                           | \$2,660,017  | \$0                    | \$2,660,017                 | \$0                | \$2,660,017              |
| Boston Urban Area                      | \$0   | \$1,766,109                 | \$0                           | \$1,766,109  | \$0                    | \$1,766,109                 |                    |                          |
| Barnstable Urban Area                  | \$0   | \$66,979                    | \$0                           | \$66,979   | \$0                    | \$66,979                    |                    |                          |
| Springfield, Chicopee, Holyoke         | \$0   | \$438,940                   | \$0                           | \$438,940  | \$0                    | \$438,940                   |                    |                          |
| Worcester Urban Area                   | \$0   | \$374,532                   | \$0                           | \$374,532  | \$0                    | \$374,532                   |                    |                          |
| Providence, Pawtucket                  | \$0   | \$0                         | \$0                           | \$0  | \$0                    | \$0                         |                    |                          |
| Other Areas (Rural & Small Urban)      | \$0   | \$13,457                    | \$0                           | \$13,457   | \$0                    | \$13,457                    |                    |                          |
| HIP Bridge Formula - Main              | \$206,998,770                                   | \$3,817,134                 | \$0                           | \$210,815,904                                      | \$156,729,778          | \$54,086,126                | \$0                | \$210,815,904            |
| HIP Bridge Formula - Off-System        | \$21,614,956                                    | \$90,145,562                | \$0                           | \$111,760,518                                      | \$34,044,653           | \$77,715,865                | \$0                | \$111,760,518            |
| HIP Bridge Formula - Off-System STATE  | \$14,914,239                                    | \$0                         | \$0                           | \$14,914,239                                       | \$14,914,239           | \$0                         | \$0                | \$14,914,239             |
| HIP Bridge Formula - Rep and Rehab     | \$44,124,131                                    | \$29,202,956                | \$0                           | \$73,327,087                                       | \$24,556,302           | \$48,770,785                | \$0                | \$73,327,087             |
| CRRSAA (FLEX)                          | \$0   | \$7,890,761                 | \$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                 | \$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                            | \$8,795,173                                     | \$17,546,737                | \$0                           | \$26,341,910                                       | \$0                    | \$26,341,910                | \$0                | \$26,341,910             |
| SPR Pooled Fund Transfer               | \$0   | \$0                         | \$0                           | \$0  | \$0                    | \$0                         | \$0                | \$0                      |
| Electric Vehicle Infrastructure (NEVI) | \$13,522,825                                    | \$15,280,073                | \$0                           | \$28,802,898                                       | \$21,162,722           | \$7,640,176                 | \$0                | \$28,802,898             |



Fiscal Constraint Analysis Report

Program Activity: Highway

STIP: 2024 - 2028 (A) Revision 6+

| 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 |
|---------------------------------------|---|-----------------------------|-------------------------------|--|------------------------|-----------------------------|--------------------|--------------------------|
| Ferry Boat Program                    | \$1,820,393                                     | \$3,777,384                 | \$0                           | \$5,597,777  | \$0                    | \$5,597,777                 | \$0                | \$5,597,777              |
| Safe Streets For All                  | \$0   | \$0                         | \$0                           | \$0  | \$0                    | \$0                         | \$0                | \$0                      |
| Transferred FTA 5303 Metropolitan PL  | \$3,895,609                                     | \$3,134,654                 | \$0                           | \$7,030,263  | \$3,895,609            | \$3,134,654                 | \$0                | \$7,030,263              |
| Transferred FTA 5304 Statewide PL     | \$0   | \$836,752                   | \$0                           | \$836,752  | \$0                    | \$836,752                   | \$0                | \$836,752                |
| Federal Lands Access Program          | \$1,275,000                                     | \$495,000                   | \$0                           | \$1,770,000  | \$1,345,000            | \$425,000                   | \$0                | \$1,770,000              |
| RAISE Discretionary                   | \$0   | \$0                         | \$0                           | \$0  | \$0                    | \$0                         | \$0                | \$0                      |
| RAISE Discretionary (100% FA)         | \$0   | \$0                         | \$0                           | \$0  | \$0                    | \$0                         | \$0                | \$0                      |
| FHWA Training                         | \$0   | \$222,013                   | \$0                           | \$222,013  | \$0                    | \$222,013                   | \$0                | \$222,013                |
| Miscellaneous/Allocated Funds         | \$0   | \$13,278,161                | \$0                           | \$13,278,161                                       | \$0                    | \$13,278,161                | \$0                | \$13,278,161             |
| Other Federal Aid                     | \$0   | \$2,096,908                 | \$0                           | \$2,096,908  | \$2,096,908            | \$0                         | \$0                | \$2,096,908              |
| Federal Aid Total >                   | \$1,159,983,182                                 | \$415,513,705               | \$0                           | \$1,575,496,887                                    | \$1,083,298,113        | \$492,198,774               | \$0                | \$1,575,496,887          |
| State Match For Federal Aid >         |   |                             |                               |  | \$215,578,302          |                             | \$0                |                          |
| Non-Federal Aid                       | \$26,680,000                                    | \$59,369,945                | \$0                           | \$86,049,945                                       | \$26,980,000           | \$59,069,945                | \$0                | \$86,049,945             |
| Next Generation Bridge Program        | \$374,577,954                                   | \$0                         | \$0                           | \$374,577,954                                      | \$374,577,954          | \$0                         | \$0                | \$374,577,954            |
| Non-Federal Aid + Federal Aid Total > |   |                             |                               |  | \$1,700,434,369        |                             | \$0                |                          |



Fiscal Constraint Analysis Report

Program Activity: Highway

STIP: 2024 - 2028 (A) Revision 6+

| 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 2026              |   |                             |                               |  |                        |                             |                    |                          |
| RLWY/HWY Crossings-Hazard Elimination | \$2,507,566                                     | \$12,300,347                | \$0                           | \$14,807,913                                       | \$0                    | \$14,807,913                | \$0                | \$14,807,913             |
| RLWY/HWY Crossings-Protective Devices | \$2,507,566                                     | \$5,273,171                 | \$0                           | \$7,780,737  | \$0                    | \$7,780,737                 | \$0                | \$7,780,737              |
| HSIP - Vulnerable User Safety         | \$6,825,483                                     | \$2,834,001                 | \$0                           | \$9,659,484  | \$1,800,000            | \$7,859,484                 | \$0                | \$9,659,484              |
| National Highway Freight Program      | \$22,343,255                                    | \$200,000                   | -\$10,000,000                 | \$12,543,255                                       | \$5,827,243            | \$6,716,012                 | \$0                | \$12,543,255             |
| NFP-NI                                |   |                             |                               |  | \$0                    |                             |                    |                          |
| NFP-I                                 |   |                             |                               |  | \$5,827,243            |                             |                    |                          |
| National Highway Performance Program  | \$329,771,698                                   | \$0                         | -\$27,757,625                 | \$302,014,073                                      | \$301,476,434          | \$537,639                   | \$0                | \$302,014,073            |
| NHPP-NI                               |   |                             |                               |  | \$99,266,458           |                             |                    |                          |
| NHPP-I                                |   |                             |                               |  | \$68,589,976           |                             |                    |                          |
| NHPP-GANS                             |   |                             |                               |  | \$133,620,000          |                             |                    |                          |
| NHPP (Bridge Penalty)                 | \$94,856,125                                    | \$10,446,430                | \$0                           | \$105,302,555                                      | \$85,629,222           | \$19,673,333                | \$0                | \$105,302,555            |
| STBG (FLEX)                           | \$48,580,129                                    | \$0                         | \$15,999,857                  | \$64,579,986                                       | \$64,579,986           | \$0                         | \$0                | \$64,579,986             |
| STBG(NON-FLEX)                        | \$106,040,566                                   | \$505,918                   | \$0                           | \$106,546,484                                      | \$106,546,484          | \$0                         | \$0                | \$106,546,484            |
| Boston Urban Area                     | \$66,201,518                                    | \$0                         | \$0                           | \$66,201,518                                       | \$66,201,518           | \$0                         |                    |                          |
| Barnstable Urban Area                 | \$3,995,290                                     | \$0                         | \$0                           | \$3,995,290  | \$3,995,290            | \$0                         |                    |                          |
| Springfield, Chicopee, Holyoke        | \$8,609,223                                     | \$0                         | \$0                           | \$8,609,223  | \$8,609,223            | \$0                         |                    |                          |
| Worcester Urban Area                  | \$7,345,944                                     | \$505,918                   | \$0                           | \$7,851,862  | \$7,851,862            | \$0                         |                    |                          |
| Providence, Pawtucket                 | \$4,215,238                                     | \$0                         | \$0                           | \$4,215,238  | \$4,215,238            | \$0                         |                    |                          |
| Other Areas (Rural & Small Urban)     | \$15,673,353                                    | \$0                         | \$0                           | \$15,673,353                                       | \$15,673,353           | \$0                         |                    |                          |
| STBG (Bridge Off-System)              | \$37,942,450                                    | \$36,238,549                | \$0                           | \$74,180,999                                       | \$45,825,930           | \$28,355,069                | \$0                | \$74,180,999             |
| Recreational Trails                   | \$1,186,729                                     | \$2,989,070                 | \$0                           | \$4,175,799  | \$0                    | \$4,175,799                 | \$0                | \$4,175,799              |
| TAP (FLEX)                            | \$8,263,511                                     | \$2,475,577                 | \$1,372,726                   | \$12,111,814                                       | \$12,081,835           | \$29,979                    | \$0                | \$12,111,814             |



Fiscal Constraint Analysis Report

Program Activity: Highway

STIP: 2024 - 2028 (A) Revision 6+

| 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)                     | \$11,891,394                                    | \$4,378,365                 | \$0                           | \$16,269,759                                       | \$15,060,716           | \$1,209,043                 | \$0                | \$16,269,759             |
| Boston Urban Area                 | \$7,423,841                                     | \$1,698,961                 | \$0                           | \$9,122,802  | \$9,122,802            | \$0                         |                    |                          |
| Barnstable Urban Area             | \$448,032                                       | \$0                         | \$0                           | \$448,032  | \$400,000              | \$48,032                    |                    |                          |
| Springfield, Chicopee, Holyoke    | \$965,438                                       | \$0                         | \$0                           | \$965,438  | \$965,438              | \$0                         |                    |                          |
| Worcester Urban Area              | \$823,774                                       | \$807,622                   | \$0                           | \$1,631,396  | \$1,292,000            | \$339,396                   |                    |                          |
| Providence, Pawtucket             | \$472,697                                       | \$1,076,397                 | \$0                           | \$1,549,094  | \$727,479              | \$821,615                   |                    |                          |
| Other Areas (Rural & Small Urban) | \$1,757,612                                     | \$795,385                   | \$0                           | \$2,552,997  | \$2,552,997            | \$0                         |                    |                          |
| HWY Safety Improvement Program    | \$40,079,357                                    | \$0                         | \$20,385,042                  | \$60,464,399                                       | \$59,564,399           | \$900,000                   | \$0                | \$60,464,399             |
| CMAQ                              | \$73,302,160                                    | \$89,329                    | \$0                           | \$73,391,489                                       | \$54,612,216           | \$18,779,273                | \$0                | \$73,391,489             |
| CMAQ 100                          | \$0   | \$0                         | \$0                           | \$0  | \$0                    | \$0                         | \$0                | \$0                      |
| Statewide Planning                | \$15,889,532                                    | \$0                         | \$0                           | \$15,889,532                                       | \$15,889,352           | \$180                       | \$0                | \$15,889,532             |
| Metropolitan Planning             | \$12,835,912                                    | \$26,696,832                | \$0                           | \$39,532,744                                       | \$11,552,321           | \$27,980,423                | \$0                | \$39,532,744             |
| PROTECT                           | \$22,162,298                                    | \$30,499,212                | \$0                           | \$52,661,510                                       | \$12,718,719           | \$39,942,791                | \$0                | \$52,661,510             |
| Carbon Reduction (FLEX)           | \$6,821,737                                     | \$22,505,467                | \$0                           | \$29,327,204                                       | \$3,433,610            | \$25,893,594                | \$0                | \$29,327,204             |
| Carbon Reduction(NON-FLEX)        | \$12,668,941                                    | \$11,004,966                | \$0                           | \$23,673,907                                       | \$14,108,000           | \$9,565,907                 | \$0                | \$23,673,907             |
| Boston Urban Area                 | \$7,909,266                                     | \$2,423,924                 | \$0                           | \$10,333,190                                       | \$10,000,000           | \$333,190                   |                    |                          |
| Barnstable Urban Area             | \$477,327                                       | \$884,054                   | \$0                           | \$1,361,381  | \$315,000              | \$1,046,381                 |                    |                          |
| Springfield, Chicopee, Holyoke    | \$1,028,566                                     | \$8,398                     | \$0                           | \$1,036,964  | \$700,000              | \$336,964                   |                    |                          |
| Worcester Urban Area              | \$877,639                                       | \$2,331,131                 | \$0                           | \$3,208,770  | \$580,000              | \$2,628,770                 |                    |                          |
| Providence, Pawtucket             | \$503,606                                       | \$977,608                   | \$0                           | \$1,481,214  | \$333,000              | \$1,148,214                 |                    |                          |
| Other Areas (Rural & Small Urban) | \$1,872,537                                     | \$4,379,851                 | \$0                           | \$6,252,388  | \$2,180,000            | \$4,072,388                 |                    |                          |
| Federal Aid Sub Total >           | \$856,476,409                                   | \$168,437,234               | \$0                           | \$1,024,913,643                                    | \$810,706,467          | \$214,207,176               | \$0                | \$1,024,913,643          |
| Estimated Obligation Authority    |   |                             |                               |  | \$833,849,292          | \$23,142,825                |                    |                          |
| Earmarks                          | \$0   | \$42,879,820                | \$0                           | \$42,879,820                                       | \$0                    | \$42,879,820                | \$0                | \$42,879,820             |



Fiscal Constraint Analysis Report

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|--|---|-----------------------------|-------------------------------|--|------------------------|-----------------------------|--------------------|--------------------------|
| Earmarks (100% FA)                     | \$0   | \$0                         | \$0                           | \$0  | \$0                    | \$0                         | \$0                | \$0                      |
| HIP Bridge Formula - Main              | \$206,998,770                                   | \$54,086,126                | \$10,066,455                  | \$271,151,351                                      | \$268,854,638          | \$2,296,713                 | \$0                | \$271,151,351            |
| HIP Bridge Formula - Off-System        | \$36,529,195                                    | \$77,715,865                | \$0                           | \$114,245,060                                      | \$10,516,387           | \$103,728,673               | \$0                | \$114,245,060            |
| HIP Bridge Formula - Off-System STATE  | \$0   | \$0                         | \$0                           | \$0  | \$0                    | \$0                         | \$0                | \$0                      |
| HIP Bridge Formula - Rep and Rehab     | \$44,124,131                                    | \$48,770,785                | -\$10,066,455                 | \$82,828,461                                       | \$26,941,082           | \$55,887,379                | \$0                | \$82,828,461             |
| NHPP-Exempt                            | \$0   | \$26,341,910                | \$0                           | \$26,341,910                                       | \$0                    | \$26,341,910                | \$0                | \$26,341,910             |
| SPR Pooled Fund Transfer               | \$0   | \$0                         | \$0                           | \$0  | \$0                    | \$0                         | \$0                | \$0                      |
| Electric Vehicle Infrastructure (NEVI) | \$13,522,732                                    | \$7,640,176                 | \$0                           | \$21,162,908                                       | \$21,162,722           | \$186                       | \$0                | \$21,162,908             |
| Ferry Boat Program                     | \$1,820,393                                     | \$5,597,777                 | \$0                           | \$7,418,170  | \$0                    | \$7,418,170                 | \$0                | \$7,418,170              |
| Safe Streets For All                   | \$0   | \$0                         | \$0                           | \$0  | \$0                    | \$0                         | \$0                | \$0                      |
| Transferred FTA 5303 Metropolitan PL   | \$3,973,521                                     | \$3,134,654                 | \$0                           | \$7,108,175  | \$3,973,521            | \$3,134,654                 | \$0                | \$7,108,175              |
| Transferred FTA 5304 Statewide PL      | \$0   | \$836,752                   | \$0                           | \$836,752  | \$0                    | \$836,752                   | \$0                | \$836,752                |
| Federal Lands Access Program           | \$0   | \$425,000                   | \$0                           | \$425,000  | \$400,000              | \$25,000                    | \$0                | \$425,000                |
| RAISE Discretionary                    | \$0   | \$0                         | \$0                           | \$0  | \$0                    | \$0                         | \$0                | \$0                      |
| RAISE Discretionary (100% FA)          | \$0   | \$0                         | \$0                           | \$0  | \$0                    | \$0                         | \$0                | \$0                      |
| FHWA Training                          | \$0   | \$222,013                   | \$0                           | \$222,013  | \$0                    | \$222,013                   | \$0                | \$222,013                |
| Other Federal Aid                      | \$0   | \$0                         | \$0                           | \$0  | \$0                    | \$0                         | \$0                | \$0                      |
| Federal Aid Total >                    | \$1,163,445,151                                 | \$436,088,112               | \$0                           | \$1,599,533,263                                    | \$1,142,554,817        | \$456,978,446               | \$0                | \$1,599,533,263          |
| State Match For Federal Aid >          |   |                             |                               |  | \$230,646,049          |                             | \$0                |                          |
| Non-Federal Aid                        | \$26,680,000                                    | \$59,069,945                | \$0                           | \$85,749,945                                       | \$26,680,000           | \$59,069,945                | \$0                | \$85,749,945             |
| Next Generation Bridge Program         | \$38,762,145                                    | \$0                         | \$0                           | \$38,762,145                                       | \$38,762,145           | \$0                         | \$0                | \$38,762,145             |
| Non-Federal Aid + Federal Aid Total >  |   |                             |                               |  | \$1,438,643,011        |                             | \$0                |                          |





Fiscal Constraint Analysis Report

Program Activity: Highway

STIP: 2024 - 2028 (A) Revision 6+

| 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 2027              |   |                             |                               |  |                        |                             |                    |                          |
| RLWY/HWY Crossings-Hazard Elimination | \$2,507,566                                     | \$14,807,913                | \$0                           | \$17,315,479                                       | \$0                    | \$17,315,479                | \$0                | \$17,315,479             |
| RLWY/HWY Crossings-Protective Devices | \$2,507,566                                     | \$7,780,737                 | \$0                           | \$10,288,303                                       | \$0                    | \$10,288,303                | \$0                | \$10,288,303             |
| HSIP - Vulnerable User Safety         | \$6,825,483                                     | \$7,859,484                 | \$0                           | \$14,684,967                                       | \$4,500,000            | \$10,184,967                | \$0                | \$14,684,967             |
| National Highway Freight Program      | \$22,790,120                                    | \$6,716,012                 | -\$11,000,000                 | \$18,506,132                                       | \$16,886,952           | \$1,619,180                 | \$0                | \$18,506,132             |
| NFP-NI                                |   |                             |                               |  | \$0                    |                             |                    |                          |
| NFP-I                                 |   |                             |                               |  | \$16,886,952           |                             |                    |                          |
| National Highway Performance Program  | \$336,367,132                                   | \$537,639                   | -\$61,496,434                 | \$275,408,337                                      | \$243,611,964          | \$31,796,373                | \$0                | \$275,408,337            |
| NHPP-NI                               |   |                             |                               |  | \$204,101,289          |                             |                    |                          |
| NHPP-I                                |   |                             |                               |  | \$39,510,675           |                             |                    |                          |
| NHPP-GANS                             |   |                             |                               |  | \$0                    |                             |                    |                          |
| NHPP (Bridge Penalty)                 | \$94,856,125                                    | \$19,673,333                | \$0                           | \$114,529,458                                      | \$80,946,162           | \$33,583,296                | \$0                | \$114,529,458            |
| STBG (FLEX)                           | \$49,551,732                                    | \$0                         | \$46,496,434                  | \$96,048,166                                       | \$96,048,166           | \$0                         | \$0                | \$96,048,166             |
| STBG(NON-FLEX)                        | \$108,161,378                                   | \$0                         | \$0                           | \$108,161,378                                      | \$108,161,378          | \$0                         | \$0                | \$108,161,378            |
| Boston Urban Area                     | \$67,525,548                                    | \$0                         | \$0                           | \$67,525,548                                       | \$67,525,548           | \$0                         |                    |                          |
| Barnstable Urban Area                 | \$4,075,196                                     | \$0                         | \$0                           | \$4,075,196  | \$4,075,196            | \$0                         |                    |                          |
| Springfield, Chicopee, Holyoke        | \$8,781,407                                     | \$0                         | \$0                           | \$8,781,407  | \$8,781,407            | \$0                         |                    |                          |
| Worcester Urban Area                  | \$7,492,863                                     | \$0                         | \$0                           | \$7,492,863  | \$7,492,863            | \$0                         |                    |                          |
| Providence, Pawtucket                 | \$4,299,543                                     | \$0                         | \$0                           | \$4,299,543  | \$4,299,543            | \$0                         |                    |                          |
| Other Areas (Rural & Small Urban)     | \$15,986,821                                    | \$0                         | \$0                           | \$15,986,821                                       | \$15,986,821           | \$0                         |                    |                          |
| STBG (Bridge Off-System)              | \$37,942,450                                    | \$28,355,069                | \$0                           | \$66,297,519                                       | \$39,222,628           | \$27,074,891                | \$0                | \$66,297,519             |
| Recreational Trails                   | \$1,186,729                                     | \$4,175,799                 | \$0                           | \$5,362,528  | \$0                    | \$5,362,528                 | \$0                | \$5,362,528              |
| TAP (FLEX)                            | \$8,428,781                                     | \$29,980                    | \$0                           | \$8,458,761  | \$5,762,663            | \$2,696,098                 | \$0                | \$8,458,761              |



Fiscal Constraint Analysis Report

Program Activity: Highway

STIP: 2024 - 2028 (A) Revision 6+

| 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)                     | \$12,129,222                                    | \$2,511,316                 | \$0                           | \$14,640,538                                       | \$10,876,488           | \$3,764,050                 | \$0                | \$14,640,538             |
| Boston Urban Area                 | \$7,572,318                                     | \$70,243                    | \$0                           | \$7,642,561  | \$6,090,449            | \$1,552,112                 |                    |                          |
| Barnstable Urban Area             | \$456,993                                       | \$85,793                    | \$0                           | \$542,786  | \$480,000              | \$62,786                    |                    |                          |
| Springfield, Chicopee, Holyoke    | \$984,747                                       | \$557,089                   | \$0                           | \$1,541,836  | \$1,541,836            | \$0                         |                    |                          |
| Worcester Urban Area              | \$840,250                                       | \$773,852                   | \$0                           | \$1,614,102  | \$1,614,102            | \$0                         |                    |                          |
| Providence, Pawtucket             | \$482,151                                       | \$27,950                    | \$0                           | \$510,101  | \$510,101              | \$0                         |                    |                          |
| Other Areas (Rural & Small Urban) | \$1,792,763                                     | \$996,389                   | \$0                           | \$2,789,152  | \$640,000              | \$2,149,152                 |                    |                          |
| HWY Safety Improvement Program    | \$40,880,944                                    | \$900,000                   | \$22,000,000                  | \$63,780,944                                       | \$63,344,118           | \$436,826                   | \$0                | \$63,780,944             |
| CMAQ                              | \$74,768,204                                    | \$18,779,273                | \$0                           | \$93,547,477                                       | \$49,945,957           | \$43,601,520                | \$0                | \$93,547,477             |
| CMAQ 100                          | \$0   | \$0                         | \$0                           | \$0  | \$0                    | \$0                         | \$0                | \$0                      |
| Statewide Planning                | \$16,207,323                                    | \$180                       | \$4,000,000                   | \$20,207,503                                       | \$20,000,000           | \$207,503                   | \$0                | \$20,207,503             |
| Metropolitan Planning             | \$13,092,631                                    | \$27,980,423                | \$0                           | \$41,073,054                                       | \$11,783,367           | \$29,289,687                | \$0                | \$41,073,054             |
| PROTECT                           | \$22,605,544                                    | \$39,942,791                | \$0                           | \$62,548,335                                       | \$13,918,719           | \$48,629,616                | \$0                | \$62,548,335             |
| Carbon Reduction (FLEX)           | \$6,958,172                                     | \$25,893,594                | \$0                           | \$32,851,766                                       | \$10,392,442           | \$22,459,324                | \$0                | \$32,851,766             |
| Carbon Reduction(NON-FLEX)        | \$12,922,320                                    | \$9,565,907                 | \$0                           | \$22,488,227                                       | \$7,500,000            | \$14,988,227                | \$0                | \$22,488,227             |
| Boston Urban Area                 | \$8,067,451                                     | \$333,190                   | \$0                           | \$8,400,641  | \$5,000,000            | \$3,400,641                 |                    |                          |
| Barnstable Urban Area             | \$486,874                                       | \$1,046,381                 | \$0                           | \$1,533,255  | \$500,000              | \$1,033,255                 |                    |                          |
| Springfield, Chicopee, Holyoke    | \$1,049,138                                     | \$336,964                   | \$0                           | \$1,386,102  | \$500,000              | \$886,102                   |                    |                          |
| Worcester Urban Area              | \$895,192                                       | \$2,628,770                 | \$0                           | \$3,523,962  | \$500,000              | \$3,023,962                 |                    |                          |
| Providence, Pawtucket             | \$513,678                                       | \$1,148,214                 | \$0                           | \$1,661,892  | \$500,000              | \$1,161,892                 |                    |                          |
| Other Areas (Rural & Small Urban) | \$1,909,987                                     | \$4,072,388                 | \$0                           | \$5,982,375  | \$500,000              | \$5,482,375                 |                    |                          |
| Federal Aid Sub Total >           | \$870,689,422                                   | \$215,509,450               | \$0                           | \$1,086,198,872                                    | \$782,901,004          | \$303,297,868               | \$0                | \$1,086,198,872          |
| Estimated Obligation Authority    |   |                             |                               |  | \$849,526,278          | \$66,625,274                |                    |                          |
| Earmarks                          | \$0   | \$42,879,820                | \$0                           | \$42,879,820                                       | \$0                    | \$42,879,820                | \$0                | \$42,879,820             |



Fiscal Constraint Analysis Report

Program Activity: Highway

STIP: 2024 - 2028 (A) Revision 6+

| 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   | \$0                         | \$0                           | \$0  | \$0                    | \$0                         | \$0                | \$0                      |
| HIP Bridge Formula - Main              | \$0   | \$2,296,713                 | \$0                           | \$2,296,713  | \$0                    | \$2,296,713                 | \$0                | \$2,296,713              |
| HIP Bridge Formula - Off-System        | \$0   | \$103,728,673               | \$0                           | \$103,728,673                                      | \$31,139,937           | \$72,588,736                | \$0                | \$103,728,673            |
| HIP Bridge Formula - Off-System STATE  | \$0   | \$0                         | \$0                           | \$0  | \$0                    | \$0                         | \$0                | \$0                      |
| HIP Bridge Formula - Rep and Rehab     | \$0   | \$55,887,379                | \$0                           | \$55,887,379                                       | \$0                    | \$55,887,379                | \$0                | \$55,887,379             |
| NHPP-Exempt                            | \$0   | \$26,341,910                | \$0                           | \$26,341,910                                       | \$0                    | \$26,341,910                | \$0                | \$26,341,910             |
| SPR Pooled Fund Transfer               | \$0   | \$0                         | \$0                           | \$0  | \$0                    | \$0                         | \$0                | \$0                      |
| Electric Vehicle Infrastructure (NEVI) | \$9,397,238                                     | \$186                       | \$0                           | \$9,397,424  | \$0                    | \$9,397,424                 | \$0                | \$9,397,424              |
| Ferry Boat Program                     | \$0   | \$7,418,170                 | \$0                           | \$7,418,170  | \$0                    | \$7,418,170                 | \$0                | \$7,418,170              |
| Safe Streets For All                   | \$0   | \$0                         | \$0                           | \$0  | \$0                    | \$0                         | \$0                | \$0                      |
| Transferred FTA 5303 Metropolitan PL   | \$4,052,991                                     | \$3,134,654                 | \$0                           | \$7,187,645  | \$4,052,991            | \$3,134,654                 | \$0                | \$7,187,645              |
| Transferred FTA 5304 Statewide PL      | \$0   | \$836,752                   | \$0                           | \$836,752  | \$0                    | \$836,752                   | \$0                | \$836,752                |
| Federal Lands Access Program           | \$0   | \$25,000                    | \$0                           | \$25,000   | \$0                    | \$25,000                    | \$0                | \$25,000                 |
| RAISE Discretionary                    | \$0   | \$0                         | \$0                           | \$0  | \$0                    | \$0                         | \$0                | \$0                      |
| RAISE Discretionary (100% FA)          | \$0   | \$0                         | \$0                           | \$0  | \$0                    | \$0                         | \$0                | \$0                      |
| FHWA Training                          | \$0   | \$222,013                   | \$0                           | \$222,013  | \$0                    | \$222,013                   | \$0                | \$222,013                |
| Other Federal Aid                      | \$0   | \$0                         | \$0                           | \$0  | \$0                    | \$0                         | \$0                | \$0                      |
| Federal Aid Total >                    | \$884,139,651                                   | \$458,280,720               | \$0                           | \$1,342,420,371                                    | \$818,093,932          | \$524,326,439               | \$0                | \$1,342,420,371          |
| State Match For Federal Aid >          |   |                             |                               |  | \$179,482,701          |                             | \$0                |                          |
| Non-Federal Aid                        | \$0   | \$59,069,945                | \$0                           | \$59,069,945                                       | \$0                    | \$59,069,945                | \$0                | \$59,069,945             |
| Next Generation Bridge Program         | \$335,072,857                                   | \$0                         | \$0                           | \$335,072,857                                      | \$335,072,857          | \$0                         | \$0                | \$335,072,857            |
| Non-Federal Aid + Federal Aid Total >  |   |                             |                               |  | \$1,332,649,490        |                             | \$0                |                          |



Fiscal Constraint Analysis Report

Program Activity: Highway

STIP: 2024 - 2028 (A) Revision 6+

| 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 2028              |   |                             |                               |  |                        |                             |                    |                          |
| RLWY/HWY Crossings-Hazard Elimination | \$2,507,566                                     | \$17,315,479                | \$0                           | \$19,823,045                                       | \$831,393              | \$18,991,652                | \$0                | \$19,823,045             |
| RLWY/HWY Crossings-Protective Devices | \$2,507,566                                     | \$10,288,303                | \$0                           | \$12,795,869                                       | \$0                    | \$12,795,869                | \$0                | \$12,795,869             |
| HSIP - Vulnerable User Safety         | \$6,825,483                                     | \$10,184,967                | \$0                           | \$17,010,450                                       | \$1,800,000            | \$15,210,450                | \$0                | \$17,010,450             |
| National Highway Freight Program      | \$23,245,922                                    | \$1,619,180                 | -\$8,800,000                  | \$16,065,102                                       | \$0                    | \$16,065,102                | \$0                | \$16,065,102             |
| NFP-NI                                |   |                             |                               |  | \$0                    |                             |                    |                          |
| NFP-I                                 |   |                             |                               |  | \$0                    |                             |                    |                          |
| National Highway Performance Program  | \$343,094,474                                   | \$31,796,373                | -\$44,224,447                 | \$330,666,400                                      | \$281,916,153          | \$48,750,247                | \$0                | \$330,666,400            |
| NHPP-NI                               |   |                             |                               |  | \$243,928,418          |                             |                    |                          |
| NHPP-I                                |   |                             |                               |  | \$37,987,735           |                             |                    |                          |
| NHPP-GANS                             |   |                             |                               |  | \$0                    |                             |                    |                          |
| NHPP (Bridge Penalty)                 | \$94,856,125                                    | \$33,583,296                | \$0                           | \$128,439,421                                      | \$93,267,106           | \$35,172,315                | \$0                | \$128,439,421            |
| STBG (FLEX)                           | \$50,542,767                                    | \$0                         | \$46,574,447                  | \$97,117,214                                       | \$97,117,214           | \$0                         | \$0                | \$97,117,214             |
| STBG(NON-FLEX)                        | \$110,324,605                                   | \$0                         | \$0                           | \$110,324,605                                      | \$110,324,605          | \$0                         | \$0                | \$110,324,605            |
| Boston Urban Area                     | \$68,876,059                                    | \$0                         | \$0                           | \$68,876,059                                       | \$68,876,059           | \$0                         |                    |                          |
| Barnstable Urban Area                 | \$4,156,700                                     | \$0                         | \$0                           | \$4,156,700  | \$4,156,700            | \$0                         |                    |                          |
| Springfield, Chicopee, Holyoke        | \$8,957,035                                     | \$0                         | \$0                           | \$8,957,035  | \$8,957,035            | \$0                         |                    |                          |
| Worcester Urban Area                  | \$7,642,720                                     | \$0                         | \$0                           | \$7,642,720  | \$7,642,720            | \$0                         |                    |                          |
| Providence, Pawtucket                 | \$4,385,534                                     | \$0                         | \$0                           | \$4,385,534  | \$4,385,534            | \$0                         |                    |                          |
| Other Areas (Rural & Small Urban)     | \$16,306,557                                    | \$0                         | \$0                           | \$16,306,557                                       | \$16,306,557           | \$0                         |                    |                          |
| STBG (Bridge Off-System)              | \$37,942,450                                    | \$27,074,891                | \$0                           | \$65,017,341                                       | \$46,018,656           | \$18,998,685                | \$0                | \$65,017,341             |
| Recreational Trails                   | \$1,186,729                                     | \$5,362,528                 | \$0                           | \$6,549,257  | \$0                    | \$6,549,257                 | \$0                | \$6,549,257              |
| TAP (FLEX)                            | \$8,597,357                                     | \$2,696,099                 | \$0                           | \$11,293,456                                       | \$8,619,952            | \$2,673,504                 | \$0                | \$11,293,456             |



Fiscal Constraint Analysis Report  
Program Activity: Highway

STIP: 2024 - 2028 (A) Revision 6+

| 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)                     | \$12,371,806                                    | \$3,764,050                 | \$0                           | \$16,135,856                                       | \$10,124,795           | \$6,011,061                 | \$0                | \$16,135,856             |
| Boston Urban Area                 | \$7,723,764                                     | \$1,552,112                 | \$0                           | \$9,275,876  | \$9,275,876            | \$0                         |                    |                          |
| Barnstable Urban Area             | \$466,133                                       | \$62,786                    | \$0                           | \$528,919  | \$528,919              | \$0                         |                    |                          |
| Springfield, Chicopee, Holyoke    | \$1,004,442                                     | \$0                         | \$0                           | \$1,004,442  | \$320,000              | \$684,442                   |                    |                          |
| Worcester Urban Area              | \$857,055                                       | \$0                         | \$0                           | \$857,055  | \$0                    | \$857,055                   |                    |                          |
| Providence, Pawtucket             | \$491,794                                       | \$0                         | \$0                           | \$491,794  | \$0                    | \$491,794                   |                    |                          |
| Other Areas (Rural & Small Urban) | \$1,828,618                                     | \$2,149,152                 | \$0                           | \$3,977,770  | \$0                    | \$3,977,770                 |                    |                          |
| HWY Safety Improvement Program    | \$41,698,563                                    | \$436,826                   | \$6,450,000                   | \$48,585,389                                       | \$45,077,365           | \$3,508,024                 | \$0                | \$48,585,389             |
| CMAQ                              | \$76,263,568                                    | \$43,601,520                | \$0                           | \$119,865,088                                      | \$75,607,000           | \$44,258,088                | \$0                | \$119,865,088            |
| CMAQ 100                          | \$0   | \$0                         | \$0                           | \$0  | \$0                    | \$0                         | \$0                | \$0                      |
| Statewide Planning                | \$16,531,469                                    | \$207,503                   | \$0                           | \$16,738,972                                       | \$16,738,792           | \$180                       | \$0                | \$16,738,972             |
| Metropolitan Planning             | \$13,354,483                                    | \$29,289,687                | \$0                           | \$42,644,170                                       | \$12,019,035           | \$30,625,135                | \$0                | \$42,644,170             |
| PROTECT                           | \$23,057,654                                    | \$48,629,616                | \$0                           | \$71,687,270                                       | \$15,118,719           | \$56,568,551                | \$0                | \$71,687,270             |
| Carbon Reduction (FLEX)           | \$7,097,335                                     | \$22,459,324                | \$0                           | \$29,556,659                                       | \$3,250,291            | \$26,306,368                | \$0                | \$29,556,659             |
| Carbon Reduction(NON-FLEX)        | \$13,180,766                                    | \$14,988,227                | \$0                           | \$28,168,993                                       | \$15,000,000           | \$13,168,993                | \$0                | \$28,168,993             |
| Boston Urban Area                 | \$8,228,800                                     | \$3,400,641                 | \$0                           | \$11,629,441                                       | \$10,000,000           | \$1,629,441                 |                    |                          |
| Barnstable Urban Area             | \$496,611                                       | \$1,033,255                 | \$0                           | \$1,529,866  | \$1,000,000            | \$529,866                   |                    |                          |
| Springfield, Chicopee, Holyoke    | \$1,070,120                                     | \$886,102                   | \$0                           | \$1,956,222  | \$1,000,000            | \$956,222                   |                    |                          |
| Worcester Urban Area              | \$913,096                                       | \$3,023,962                 | \$0                           | \$3,937,058  | \$1,000,000            | \$2,937,058                 |                    |                          |
| Providence, Pawtucket             | \$523,951                                       | \$1,161,892                 | \$0                           | \$1,685,843  | \$1,000,000            | \$685,843                   |                    |                          |
| Other Areas (Rural & Small Urban) | \$1,948,188                                     | \$5,482,375                 | \$0                           | \$7,430,563  | \$1,000,000            | \$6,430,563                 |                    |                          |
| Federal Aid Sub Total >           | \$885,186,688                                   | \$303,297,869               | \$0                           | \$1,188,484,557                                    | \$832,831,076          | \$355,653,481               | \$0                | \$1,188,484,557          |
| Estimated Obligation Authority    |   |                             |                               |  | \$865,516,804          | \$32,685,728                |                    |                          |
| Earmarks                          | \$0   | \$42,879,820                | \$0                           | \$42,879,820                                       | \$0                    | \$42,879,820                | \$0                | \$42,879,820             |



Fiscal Constraint Analysis Report

Program Activity: Highway

STIP: 2024 - 2028 (A) Revision 6+

| 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   | \$0                         | \$0                           | \$0  | \$0                    | \$0                         | \$0                | \$0                      |
| HIP Bridge Formula - Main              | \$0   | \$2,296,713                 | \$0                           | \$2,296,713  | \$0                    | \$2,296,713                 | \$0                | \$2,296,713              |
| HIP Bridge Formula - Off-System        | \$0   | \$83,164,786                | \$0                           | \$83,164,786                                       | \$16,296,367           | \$66,868,419                | \$0                | \$83,164,786             |
| HIP Bridge Formula - Off-System STATE  | \$0   | \$8,865,973                 | \$0                           | \$8,865,973  | \$8,865,973            | \$0                         | \$0                | \$8,865,973              |
| HIP Bridge Formula - Rep and Rehab     | \$0   | \$55,887,379                | \$0                           | \$55,887,379                                       | \$51,968,000           | \$3,919,379                 | \$0                | \$55,887,379             |
| NHPP-Exempt                            | \$0   | \$26,341,910                | \$0                           | \$26,341,910                                       | \$0                    | \$26,341,910                | \$0                | \$26,341,910             |
| SPR Pooled Fund Transfer               | \$0   | \$0                         | \$0                           | \$0  | \$0                    | \$0                         | \$0                | \$0                      |
| Electric Vehicle Infrastructure (NEVI) | \$0   | \$9,397,424                 | \$0                           | \$9,397,424  | \$0                    | \$9,397,424                 | \$0                | \$9,397,424              |
| Ferry Boat Program                     | \$0   | \$7,418,170                 | \$0                           | \$7,418,170  | \$0                    | \$7,418,170                 | \$0                | \$7,418,170              |
| Safe Streets For All                   | \$0   | \$0                         | \$0                           | \$0  | \$0                    | \$0                         | \$0                | \$0                      |
| Transferred FTA 5303 Metropolitan PL   | \$4,134,050                                     | \$3,134,654                 | \$0                           | \$7,268,704  | \$4,134,050            | \$3,134,654                 | \$0                | \$7,268,704              |
| Transferred FTA 5304 Statewide PL      | \$0   | \$836,752                   | \$0                           | \$836,752  | \$0                    | \$836,752                   | \$0                | \$836,752                |
| Federal Lands Access Program           | \$0   | \$25,000                    | \$0                           | \$25,000   | \$0                    | \$25,000                    | \$0                | \$25,000                 |
| RAISE Discretionary                    | \$0   | \$0                         | \$0                           | \$0  | \$0                    | \$0                         | \$0                | \$0                      |
| RAISE Discretionary (100% FA)          | \$0   | \$0                         | \$0                           | \$0  | \$0                    | \$0                         | \$0                | \$0                      |
| FHWA Training                          | \$0   | \$222,013                   | \$0                           | \$222,013  | \$0                    | \$222,013                   | \$0                | \$222,013                |
| Other Federal Aid                      | \$0   | \$0                         | \$0                           | \$0  | \$0                    | \$0                         | \$0                | \$0                      |
| Federal Aid Total >                    | \$889,320,738                                   | \$543,768,463               | \$0                           | \$1,433,089,201                                    | \$914,095,466          | \$518,993,735               | \$0                | \$1,433,089,201          |
| State Match For Federal Aid >          |   |                             |                               |  | \$212,455,107          |                             | \$0                |                          |
| Non-Federal Aid                        | \$0   | \$59,069,945                | \$0                           | \$59,069,945                                       | \$0                    | \$59,069,945                | \$0                | \$59,069,945             |
| Next Generation Bridge Program         | \$0   | \$0                         | \$0                           | \$0  | \$0                    | \$0                         | \$0                | \$0                      |
| Non-Federal Aid + Federal Aid Total >  |   |                             |                               |  | \$1,126,550,573        |                             | \$0                |                          |