

| Proponent(s) | TIP ID | Project Name | MassDOT District | Investment Category | MAPC Subregion | Evaluation Score | Programmed Year(s) | Current FFY 2024 | Proposed FFY 2024 | Current FFY 2025 | Proposed FFY 2025 | Current FFY 2026 | Proposed FFY 2026 | Current FFY 2027 | Proposed FFY 2027 | Proposed FFY 2028 | Other Non-Target Funds | Current Program Cost (FFYs 2023-28) | Cost Change | Proposed Total Cost (all FYs) |
|--------------|--------|---|------------------|---------------------|----------------|------------------|--------------------|------------------|-------------------|------------------|-------------------|------------------|-------------------|------------------|-------------------|-------------------|------------------------|-------------------------------------|----------------|-------------------------------|
| Boston | 606453 | BOSTON- IMPROVEMENTS ON BOYLSTON STREET, FROM INTERSECTION OF BROOKLINE AVENUE & PARK DRIVE TO IPSWICH STREET | 6 | CS | ICC | 60 | 2023 | \$8,665,052 | \$0 | \$0 | \$8,665,052 | \$0 | | \$0 | | | \$0 | \$8,665,052 | \$0 | \$8,665,052 |
| Littleton | 609054 | LITTLETON- RECONSTRUCTION OF FOSTER STREET | 3 | CS | MAGIC | 38 | 2024 | \$3,992,645 | \$5,164,375 | \$0 | | \$0 | | \$0 | | | \$0 | \$3,992,645 | (\$1,171,730) | \$5,164,375 |
| Ashland | 608436 | ASHLAND- REHABILITATION AND RAIL CROSSING IMPROVEMENTS ON CHERRY STREET | 3 | CS | MWRC | 38 | 2024 | \$1,222,315 | \$0 | \$0 | \$1,222,315 | \$0 | | \$0 | | | \$0 | \$1,222,315 | (\$0) | \$1,222,315 |
| Ipswich | 605743 | IPSWICH- RESURFACING & RELATED WORK ON CENTRAL & SOUTH MAIN STREETS | 4 | CS | NSTF | 48 | 2024 | \$5,490,888 | \$0 | \$0 | \$0 | \$5,702,076 | | \$0 | | | \$0 | \$5,490,888 | (\$211,188) | \$5,702,076 |
| Peabody | 609211 | PEABODY- INDEPENDENCE GREENWAY EXTENSION | 4 | BP | NSTF | 34 | 2024 | \$3,922,122 | \$7,524,204 | \$0 | \$0 | \$0 | | \$0 | | | \$0 | \$3,922,122 | (\$3,602,082) | \$7,524,204 |
| Lynn | 609252 | LYNN- REHABILITATION OF ESSEX STREET | 4 | CS | ICC | 66 | 2024 | \$17,602,000 | \$0 | \$0 | \$19,698,640 | \$0 | | \$0 | | | \$0 | \$17,602,000 | (\$2,096,640) | \$19,698,640 |
| MassDOT | 608007 | COHASSET- SCITUATE- CORRIDOR IMPROVEMENTS AND RELATED WORK ON JUSTICE CUSHING HIGHWAY (ROUTE 3A), FROM BEECHWOOD STREET TO HENRY TURNER BAILEY ROAD | 5 | CS | SSC | 37 | 2024 | \$12,509,786 | \$15,496,957 | \$0 | | \$0 | | \$0 | | | \$0 | \$12,509,786 | (\$2,987,171) | \$15,496,957 |
| MassDOT | 603739 | WRENTHAM- CONSTRUCTION OF ROUTE I-495/ROUTE 1A RAMPS | 5 | MI | SWAP | 55 | 2024 | \$15,587,884 | \$20,117,638 | \$0 | | \$0 | | \$0 | | | \$0 | \$15,587,884 | (\$4,529,754) | \$20,117,638 |
| MassDOT | 110980 | NEWTON- WESTON- BRIDGE REHABILITATION, N-12-010=W-29-005, COMMONWEALTH AVENUE (ROUTE 30) OVER THE CHARLES RIVER | 6 | CS | ICC | N/A | 2024 | \$22,725,820 | \$21,851,750 | \$0 | | \$0 | | \$0 | | | \$0 | \$22,725,820 | \$874,070 | \$21,851,750 |
| MassDOT | 608067 | WOBURN- INTERSECTION RECONSTRUCTION AT ROUTE 3 (CAMBRIDGE ROAD) & BEDFORD ROAD AND SOUTH BEDFORD STREET | 4 | II | NSPC | 52 | 2025 | \$0 | | \$1,555,200 | \$1,978,080 | \$0 | | \$0 | | | \$0 | \$1,555,200 | (\$422,880) | \$1,978,080 |
| Peabody | 610544 | PEABODY- MULTI-USE PATH CONSTRUCTION OF INDEPENDENCE GREENWAY AT I-95 AND ROUTE 1 | 4 | BP | NSTF | 53 | 2025 | \$0 | | \$6,334,200 | \$15,777,132 | \$0 | | \$0 | | | \$0 | \$6,334,200 | (\$9,442,932) | \$15,777,132 |
| Woburn | 610662 | WOBURN- ROADWAY AND INTERSECTION IMPROVEMENTS AT WOBURN COMMON, ROUTE 38 (MAIN STREET), WINN STREET, PLEASANT STREET AND MONTVALE AVENUE | 4 | CS | NSPC | 75 | 2025 | \$0 | | \$15,530,400 | \$0 | \$0 | \$17,382,600 | \$0 | | | \$0 | \$15,530,400 | (\$1,852,200) | \$17,382,600 |
| Everett | 609257 | EVERETT- RECONSTRUCTION OF BEACHAM STREET | 4 | CS | ICC | 54 | 2025 | \$0 | | \$10,168,416 | \$10,548,928 | \$0 | | \$0 | | | \$0 | \$10,168,416 | (\$380,512) | \$10,548,928 |
| Hingham | 605168 | HINGHAM- IMPROVEMENTS ON ROUTE 3A FROM OTIS STREET/COLE ROAD INCLUDING SUMMER STREET AND ROTARY; ROCKLAND STREET TO GEORGE WASHINGTON BOULEVARD. | 5 | CS | SSC | 57 | 2025 | \$0 | | \$15,596,550 | \$15,018,900 | \$0 | | \$0 | | | \$0 | \$15,596,550 | \$577,650 | \$15,018,900 |
| MassDOT | 608045 | MILFORD- REHABILITATION ON ROUTE 16, FROM ROUTE 109 TO BEAVER STREET | 3 | CS | SWAP | 50 | 2026 | \$0 | | \$0 | | \$10,119,616 | \$9,758,201 | \$0 | | | \$0 | \$10,119,616 | \$361,415 | \$9,758,201 |
| Belmont | 609204 | BELMONT- COMMUNITY PATH, BELMONT COMPONENT OF THE MCRT (PHASE I) | 4 | BP | ICC | 64.6 | 2026 | \$0 | | \$0 | | \$21,034,382 | \$21,288,202 | \$0 | | | \$0 | \$21,034,382 | (\$253,820) | \$21,288,202 |
| Salem | 609437 | SALEM- PEABODY- BOSTON STREET IMPROVEMENTS | 4 | CS | NSTF | 67.8 | 2026 | \$0 | | \$0 | | \$13,977,600 | \$14,172,868 | \$0 | | | \$0 | \$13,977,600 | (\$195,268) | \$14,172,868 |
| Weston | 608940 | WESTON- INTERSECTION IMPROVEMENTS BOSTON POST ROAD (ROUTE 20) AT WELLESLEY STREET | 6 | II | MWRC | 50.6 | 2026 | \$0 | | \$0 | | \$2,681,330 | \$2,185,303 | \$0 | | | \$0 | \$2,681,330 | \$496,027 | \$2,185,303 |
| Weston | 608954 | WESTON- RECONSTRUCTION ON ROUTE 30 | 6 | CS | MWRC | 49.2 | 2026 | \$0 | | \$0 | | \$17,028,272 | \$16,420,119 | \$0 | | | \$0 | \$17,028,272 | \$608,153 | \$16,420,119 |
| Swampscott | 610666 | SWAMPSCOTT- RAIL TRAIL CONSTRUCTION | 4 | BP | NSTF | 66.4 | 2027 | \$0 | | \$0 | | \$0 | | \$8,932,000 | \$0 | \$8,932,000 | \$0 | \$8,932,000 | \$0 | \$8,932,000 |
| MassDOT | 607981 | SOMERVILLE- MCGRATH BOULEVARD CONSTRUCTION | 4 | MI | ICC | 72.2 | 2027-28 | \$0 | | \$0 | | \$0 | | \$20,000,000 | \$35,000,000 | \$30,000,000 | \$0 | \$20,000,000 | (\$45,000,000) | \$65,000,000 |
| Lynn | 609246 | LYNN- REHABILITATION OF WESTERN AVENUE (ROUTE 107) | 4 | CS | ICC | 74.9 | 2027-28 | \$0 | | \$0 | | \$0 | | \$15,000,000 | \$15,000,000 | \$20,000,000 | \$0 | \$15,000,000 | (\$20,000,000) | \$35,000,000 |
| Brookline | 610932 | BROOKLINE- REHABILITATION OF WASHINGTON STREET | 6 | CS | ICC | 62.4 | 2027 | \$0 | | \$0 | | \$0 | | \$30,030,812 | \$28,995,267 | | \$0 | \$30,030,812 | \$1,035,545 | \$28,995,267 |
| Chelsea | 611983 | CHELSEA- PARK STREET & PEARL STREET RECONSTRUCTION | 6 | CS | ICC | 69.9 | 2027 | \$0 | | \$0 | | \$0 | | \$12,123,769 | \$11,705,708 | | \$0 | \$12,123,769 | \$418,061 | \$11,705,708 |
| Newton | S12125 | NEWTON MICROTRANSIT SERVICE | 4 | CC | ICC | 53 | 2021-2023 | \$0 | | \$0 | | \$0 | | \$0 | | | \$0 | \$152,000 | \$0 | \$152,000 |
| MWRTA | S12701 | MWRTA CATCHCONNECT MICROTRANSIT SERVICE EXPANSION | 3 | CC | MWRC | 59 | 2023-2025 | \$149,425 | \$149,425 | \$159,488 | \$159,488 | \$0 | | \$0 | | | \$0 | \$450,163 | \$0 | \$450,163 |
| MART | S12703 | MONTACHUSETT RTA MICROTRANSIT SERVICE | 3 | CC | MAGIC | 57 | 2023-2025 | \$430,354 | \$430,354 | \$406,641 | \$406,641 | \$0 | | \$0 | | | \$0 | \$1,316,061 | \$0 | \$1,316,061 |
| Stoneham | S12699 | STONEHAM SHUTTLE SERVICE | 4 | CC | NSPC | 72 | 2023-2025 | \$261,439 | \$261,439 | \$205,189 | \$205,189 | \$0 | | \$0 | | | \$0 | \$796,817 | \$0 | \$796,817 |
| CATA | S12700 | CATA ON DEMAND MICROTRANSIT SERVICE EXPANSION | 4 | CC | NSTF | 61.75 | 2023-2025 | \$265,065 | \$265,065 | \$214,776 | \$214,776 | \$0 | | \$0 | | | \$0 | \$813,291 | \$0 | \$813,291 |
| Newton | S12694 | NEWMO MICROTRANSIT SERVICE EXPANSION | 6 | CC | ICC | 87 | 2023-2025 | \$268,246 | \$268,246 | \$209,663 | \$209,663 | \$0 | | \$0 | | | \$0 | \$890,574 | \$0 | \$890,574 |

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|------------|--------|--|------------|----|------------|------|-----------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|---------------|----------------|----------------|--------------|
| Watertown | S12697 | PLEASANT STREET SHUTTLE SERVICE EXPANSION | 6 | CC | ICC | 78 | 2023-2025 | \$335,434 | \$335,434 | \$228,939 | \$228,939 | \$0 | \$0 | \$0 | \$1,002,198 | \$0 | \$1,002,198 | | | |
| Watertown | 607777 | WATERTOWN- REHABILITATION OF MOUNT AUBURN STREET (ROUTE 16) | 6 | CS | ICC | 75 | 2023-24 | \$2,841,078 | \$3,494,249 | \$0 | \$0 | \$0 | \$0 | \$0 | \$27,246,174 | (\$653,171) | \$27,899,345 | | | |
| Canton | S12114 | ROYALL STREET SHUTTLE | 6 | CC | TRIC | 51 | 2023-24 | \$148,542 | \$148,542 | \$0 | \$0 | \$0 | \$0 | \$0 | \$325,719 | \$0 | \$325,719 | | | |
| Boston | 606226 | BOSTON- RECONSTRUCTION OF RUTHERFORD AVENUE, FROM CITY SQUARE TO SULLIVAN SQUARE | 6 | MI | ICC | 59 | 2027-28 | \$0 | \$0 | \$32,783,959 | \$0 | \$33,500,000 | \$0 | \$33,500,000 | \$8,600,000 | \$33,500,000 | \$99,783,959 | \$57,683,959 | \$42,100,000 | |
| MassDOT | 608051 | WILMINGTON- RECONSTRUCTION ON ROUTE 38 (MAIN STREET), FROM ROUTE 62 TO THE WOBURN C.L. | 4 | CS | NSPC | 59 | 2025-26 | \$0 | \$0 | \$24,644,177 | \$23,731,429 | \$0 | \$0 | \$0 | \$0 | \$24,644,177 | \$912,748 | \$23,731,429 | | |
| Norwood | 605857 | NORWOOD- INTERSECTION IMPROVEMENTS @ ROUTE 1 & UNIVERSITY AVENUE/EVERETT STREET | 5 | II | TRIC | 55 | 2026 | \$0 | \$0 | \$9,000,000 | \$0 | \$15,837,870 | \$11,125,872 | \$0 | \$17,573,400 | \$0 | \$24,837,870 | (\$3,861,402) | \$28,699,272 | |
| Regionwide | S12113 | TRANSIT MODERNIZATION PROGRAM | Regionwide | TM | Regionwide | N/A | 2025-2028 | \$0 | \$0 | \$6,500,000 | \$6,500,000 | \$6,500,000 | \$6,500,000 | \$6,500,000 | \$6,500,000 | \$6,500,000 | \$0 | \$19,500,000 | (\$6,500,000) | \$26,000,000 |
| Regionwide | S12124 | COMMUNITY CONNECTIONS PROGRAM | Regionwide | CC | Regionwide | N/A | 2025-28 | \$641,495 | \$0 | \$1,075,304 | \$942,804 | \$2,500,000 | \$2,392,023 | \$2,500,000 | \$2,500,000 | \$2,500,000 | \$0 | \$6,716,799 | (\$1,618,028) | \$8,334,827 |
| MWRTA | S12807 | CATCHCONNECT MICTROTRANSIT EXPANSION PHASE 2 | Regionwide | CC | MWRC | 90 | 2024-27 | \$0 | \$140,000 | \$0 | \$132,500 | \$0 | \$107,977 | \$0 | \$0 | \$0 | \$0 | (\$380,477) | \$380,477 | |
| Lynn | S12802 | BROAD STREET CORRIDOR TSP | 4 | CC | ICC | 88 | 2024 | \$0 | \$297,800 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | (\$297,800) | \$297,800 | |
| Medford | S12803 | MEDFORD BICYCLE PARKING (TIER 1) | 4 | CC | ICC | 84 | 2024 | \$0 | \$29,600 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | (\$29,600) | \$29,600 | |
| Medford | S12804 | MEDFORD BLUEBIKES EXPANSION | 4 | CC | ICC | 78 | 2024 | \$0 | \$118,643 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | (\$118,643) | \$118,643 | |
| Canton | S12806 | CANTON CENTER BICYCLE RACKS | 6 | CC | TRIC | 72 | 2024 | \$0 | \$10,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | (\$10,000) | \$10,000 | |
| Canton | S12805 | CANTON PUBLIC SCHOOLS BIKE PROGRAM | 6 | CC | TRIC | 38 | 2024 | \$0 | \$22,500 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | (\$22,500) | \$22,500 | |
| Boston | S12823 | BOSTON ELECTRIC BLUEBIKES ADOPTION | 6 | CC | ICC | 84 | 2024 | \$0 | \$1,020,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | (\$1,020,000) | \$1,020,000 | |
| Cambridge | S12824 | CAMBRIDGE ELECTRIC BLUEBIKES ADOPTION | 6 | CC | ICC | 81 | 2024 | \$0 | \$352,575 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | (\$352,575) | \$352,575 | |
| MBTA | S12705 | LYNN STATION IMPROVEMENTS PHASE II | 4 | TM | ICC | N/A | 2023-2024 | \$13,600,000 | \$13,600,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$48,100,000 | \$0 | \$48,100,000 | | |
| Natick | 610691 | COCHITUATE RAIL TRAIL EXTENSION (MBTA STATION TO MECHANIC STREET) - NATICK CENTER CONNECTION | 3 | BP | MWRC | 67 | 2028 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$7,760,451 | \$0 | \$0 | (\$7,760,451) | \$7,760,451 | |
| Westwood | 608158 | WESTWOOD- NORWOOD- RECONSTRUCTION OF CANTON STREET TO UNIVERSITY DRIVE, INCLUDING REHAB OF N-25-032=W-31-018 | 6 | CS | TRIC | 53.3 | 2028 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$22,094,875 | \$0 | \$0 | (\$22,094,875) | \$22,094,875 | |
| Wakefield | 613145 | WAKEFIELD- COMPREHENSIVE DOWNTOWN TRANSPORTATION IMPROVEMENT PROJECT | 4 | CS | NSPC | 61.8 | 2028 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$16,581,200 | \$0 | \$0 | (\$16,581,200) | \$16,581,200 | |
| Malden | 613088 | MALDEN- SPOT POND BROOK GREENWAY | 4 | BP | ICC | 73 | 2027 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,858,127 | \$0 | \$0 | \$0 | (\$4,858,127) | \$4,858,127 | |
| Boston | 612989 | BOSTON- BRIDGE PRESERVATION, B-16-066 (38D), CAMBRIDGE STREET OVER MBTA | 6 | CS | ICC | 53.1 | 2026 | \$0 | \$0 | \$0 | \$0 | \$0 | \$16,632,000 | \$0 | \$0 | \$0 | \$0 | (\$16,632,000) | \$16,632,000 | |
| Acton | S12818 | ACTON PARKING MANAGEMENT SYSTEM | 3 | CC | MAGIC | 29 | 2024 | \$0 | \$15,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | (\$15,000) | \$15,000 | |
| MassDOT | 613121 | EVERETT- TARGETED MULTI-MODAL AND SAFETY IMPROVEMENTS ON ROUTE 16 | 4 | II | ICC | N/A | 2027 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,246,920 | \$0 | \$0 | \$0 | (\$5,246,920) | \$5,246,920 | |
| MassDOT | 609532 | CHELSEA- TARGETED SAFETY IMPROVEMENTS AND RELATED WORK ON BROADWAY, FROM WILLIAMS STREET TO CITY HALL AVENUE | 4 | II | ICC | N/A | 2025 | \$0 | \$0 | \$0 | \$6,315,013 | \$0 | \$0 | \$0 | \$0 | \$6,557,898 | \$6,557,898 | (\$6,315,013) | \$12,872,911 | |
| MassDOT | 606728 | BOSTON- BRIDGE REPLACEMENT B-16-365- STORROW DRIVE OVER BOWKER RAMPS | 4 | MI | ICC | N/A | 2027 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$15,000,000 | \$0 | \$116,058,000 | \$116,058,000 | (\$15,000,000) | \$131,058,000 | |
| MBTA | S12819 | JACKSON SQUARE STATION ACCESSIBILITY IMPROVEMENTS | N/A | TM | ICC | N/A | 2024-25 | \$0 | \$11,000,000 | \$0 | \$10,000,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | (\$21,000,000) | \$21,000,000 |
| MBTA | S12821 | RAIL TRANSFORMATION - EARLY ACTION ITEMS - READING STATION AND WILBUR INTERLOCKING | N/A | TM | NSPC | N/A | 2024 | \$0 | \$11,200,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | (\$11,200,000) | \$11,200,000 |
| MBTA | S12822 | COLUMBUS AVE BUS LANE PHASE II | N/A | TM | ICC | N/A | 2024 | \$0 | \$9,400,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | (\$9,400,000) | \$9,400,000 |
| CTPS | S12820 | BIKESHARE STATE OF GOOD REPAIR SET-ASIDE | Regionwide | CC | Regionwide | N/A | 2025-2028 | \$0 | \$0 | \$0 | \$1,000,000 | \$0 | \$1,000,000 | \$0 | \$2,000,000 | \$2,000,000 | \$0 | \$0 | (\$6,000,000) | \$6,000,000 |
| CTPS | S12825 | PROJECT DESIGN SUPPORT PILOT | Regionwide | CS | Regionwide | N/A | 2025 | \$0 | \$0 | \$0 | \$4,000,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | (\$4,000,000) | \$4,000,000 |

Projects in red text were identified as being high risk for not meeting their advertisement date at February 2023 TIP readiness meeting.

*Projects with an asterisk were identified as candidates to remain in current year if near-term issue resolution occurs.

Indicates an increase in project cost (> \$500,000 or 20% of project cost)

Indicates a project was recommended to move out to a later TIP year

Indicates a project was recommended to move into an earlier TIP year

Indicates a project is proposed to be newly added to the TIP

Indicates a project that is proposed to be newly added to the TIP and for which a project application was received by the MPO.

Abbreviations

TIP Investment programs: BP = Bicycle and Pedestrian. CC = Community Connections. CS = Complete Streets. II = Intersection Improvements. MI = Major Infrastructure. TM = Transit Modernization

Metropolitan Area Planning Council (MAPC) subregions: ICC = Inner Core Committee. MAGIC = Minuteman Advisory Group on Interlocal Coordination. MWRC = MetroWest Regional Collaborative. NSPC = North Suburban Planning Council. NSTF = North Shore Task Force. SSC = South Shore Coalition. SWAP = SouthWest Advisory Planning Committee. TRIC = Three Rivers Interlocal Council.

Review Committee. PS&E = Plans, Specifications, and Estimates. R1 = resubmission. TRD = TIP Readiness Days. NewMo = Newton in Motion. MassDOT = Massachusetts Department of Transportation.

| | 2024 | | 2025 | | 2026 | | 2027 | | 2028 | 2024-28 Total |
|---|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| Total Available Regional Highway Target Funds (2024-28 TIP): | \$130,647,095 | | \$128,427,689 | | \$125,285,687 | | \$155,132,142 | | \$158,052,175 | \$697,544,788 |
| | Current | Proposed | Current | Proposed | Current | Proposed | Current | Proposed | Proposed | Proposed |
| Draft Total | \$117,059,590 | \$122,713,795 | \$124,612,902 | \$126,955,489 | \$123,179,070 | \$124,667,241 | \$128,586,581 | \$152,979,422 | \$149,868,526 | \$677,184,474 |
| Regional | \$13,587,505 | \$7,933,300 | \$3,814,787 | \$1,472,200 | \$2,106,617 | \$618,446 | \$26,545,561 | \$2,152,720 | \$8,183,649 | \$20,360,315 |
| Percent Unprogrammed | 10.4% | 6.1% | 3.0% | 1.1% | 1.7% | 0.5% | 17.1% | 1.4% | 5.2% | 2.9% |