Martha's Vineyard

Transportation Improvement Program (TIP) AMENDMENT

For Federal Fiscal Years (FFY) 2017-2021

October 1, 2016 to September 30, 2021



Keith Farm, Chilmark, MA - photo by Mark London

Prepared by

The Martha's Vineyard Commission

in cooperation with the

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Massachusetts Department of Transportation

and the Martha's Vineyard Regional Transit Authority

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1. Introduction

Martha's Vineyard Commission

The Martha's Vineyard Commission serves as one of the Commonwealth of Massachusetts' thirteen Regional Planning Agencies (RPAs). Ten of these thirteen regional planning agencies are federally designated Metropolitan Planning Organizations (MPOs). Though Martha's Vineyard does not meet the federal criteria for an MPO (a minimum of 50,000 residents in an urbanized area), the Governor of Massachusetts designated the regional planning agency as an MPO in the 1970s, and Massachusetts Department of Transportation (MassDOT) provides funds to the Martha's Vineyard Commission (MVC) for transportation planning on the Vineyard. For the purposes of this document and the Martha's Vineyard region the "3C transportation planning" decision-making body will be referred to as the MPO.

The Martha's Vineyard MPO consists of a decision-making body that decides on transportation planning goals, projects, priorities, and funding. The Martha's Vineyard MPO members are the Massachusetts Department of Transportation (MassDOT) Secretary, MassDOT Highway Division Administrator, the Martha's Vineyard Commission Chairman, and the Martha's Vineyard Transit Authority Chairman.

In its role as an MPO member, the Martha's Vineyard Commission follows federal transportation planning regulations, including the establishment of a citizen advisory group, known as the Martha's Vineyard Joint Transportation Committee (JTC), to participate in transportation planning activities. The JTC consists of appointed representatives of the six Island towns, the Wampanoag Tribe of Gay Head (Aquinnah), the Vineyard Transit Authority, the Martha's Vineyard Commission, transportation providers, and members of the public. The JTC guides regional transportation decision-making, serves as a forum for discussing transportation issues, and advises the decision-making body.

TIP Development Process

The Transportation Improvement Program (TIP) is a planning program of projects within estimated available financial resources for the region, and is required by federal government. Basically, the TIP is the region's short-term program of road, transit, and multimodal projects within current funding targets. Candidate TIP projects are proposed by members of the JTC, who represent a wide range of transportation interests including local municipalities. The JTC then weighs the projects considering the criteria listed under "Project Priorities", considers public input, available funds, and selects the projects for inclusion for the next five years.

The rules and regulations of the Federal Highway and the Federal Transit Administrations, with the advice offered by the Massachusetts Department of Transportation (MassDOT), guide the TIP's development.

Once the JTC /MPO public process is completed and the TIP approved, the local TIP is combined with the 12 other regional TIPs in Massachusetts into the State Transportation Improvement Program (STIP). The STIP is then submitted to DEP, EPA, FHWA, and FTA, for review. With approval of the STIP, projects that are fully designed (including MassDOT design approvals), all right-of-way in place, and fully permitted from the first TIP year 2016 may move forward on October 1, 2015.

2. Requirements and Process

The TIP must identify priorities within estimated available funds. Priority projects must include all federally funded projects to be funded under Title 23 for highway and transit. Other regionally significant projects must be listed because regionally significant projects may affect air quality. As a Regional Planning Agency (RPA) that operates as an MPO in Massachusetts, the Martha's Vineyard Commission receives federal funding along with a state match to perform a comprehensive, continuing, and cooperative, or "3C" planning process. The federal planning factors that must be considered in preparing the TIP are found in federal legislation.

The federal transportation legislation related to state and regional transportation planning began with The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), and continued with subsequent federal legislation and extensions, such as, the Transportation Equity Act for the 21st Century (TEA-21) and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Moving Ahead for Progress and Growth in the 21st Century Act (MAP-21), and the most recent federal legislation: Fixing America's Surface Transportation Act, or "FAST Act" for short.

FAST Act (Fixing America's Surface Transportation Act)

The FAST Act was signed into law by President Obama on December 4, 2015. This Act continued basic programs, consolidated others, and established two additional planning factors to add to the eight from previous federal legislation.

The 10 planning factors direct transportation planning efforts toward a sustainable, efficient, and comprehensive process, and are:

- 1) Support the economic vitality of the United States, the States, non-metropolitan areas, and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;
- 2) Increase the safety of the transportation system for motorized and non-motorized users;
- 3) Increase the security of the transportation system for motorized and non-motorized users;
- 4) Increase the accessibility and mobility of people and for freight;
- 5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
- 6) Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight:
- 7) Promote efficient system management and operation:
- 8) Emphasize the preservation of the existing transportation system;
- 9) improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- 10) enhance travel and tourism.

Project Priorities

As a means to attain planning objectives, the TIP expresses regional and local priorities that are based on and incorporate federal and state planning programs and priorities through the "3C" planning process. In addition, national and state goals for improving safety, maintaining infrastructure, reducing congestion / greenhouse gas emissions, supporting economic and environmental sustainability, and improving freight movement are incorporated in the MPO short and long range planning processes. Candidate TIP projects are prioritized, as stated in the latest Regional Transportation Plan: *Martha's Vineyard Transportation Plan* (MVTP), with the following criteria:

- Safety: Promotes greater roadway, bicycle, and pedestrian safety.
- Alternative Modes: Favors the use of modes of transportation other than the

- private automobile.
- Congestion: Reduces traffic congestion with physical improvements, particularly at the most problematic locations.
- Infrastructure Improvement: Reconstructs deteriorated existing road and bridge infrastructure, improve drainage, enable Americans with Disabilities Act (ADA) compliance, and increases amenities.
- Project Readiness: A measure of the project's ability to move forward. Project selection and prioritization also include consideration of a project's cost in context of available funding.
- Respects and reinforces the scenic, historic and natural values of the Vineyard.
- Promotes or Conforms to other goals in the *Transportation Plan* and *Island Plan*.

After their selection, candidate projects are assigned to one of the TIP's implementation years. Inclusion of a project, while sufficient for setting priorities, does not guarantee funding. Each project's proponents are responsible for ensuring that it can be implemented.

Financially Constrained

The TIP must be financially constrained by year, over the life of the document, and include funding sources in order to demonstrate which projects can be programmed. Estimated project costs in future years must be inflated at a 4% annual rate.

The TIP and the STIP

The Statewide Transportation Improvement Program (STIP) is a compilation of the prioritized projects contained in the TIPs of Massachusetts' 13 regions. All TIP projects must be consistent with the thirteen Regional Transportation Plans (RTPs) and conform to emissions budgets established by federal and state environmental agencies. The 2015 Martha's Vineyard Transportation Plan (MVTP) must conform to the State Implementation Plan (SIP). Since all TIP projects must flow from conforming RTPs, this inherently means that TIP projects should not have a negative impact on air quality.

Public Participation

In compliance with 23 CFR 450.316 (3) (b), the draft TIP is prepared by the JTC in consultation with the Martha's Vineyard Commission, the Martha's Vineyard Transit Authority (VTA), Martha's Vineyard Airport, the municipalities of Dukes County, providers of transportation services including the Steamship Authority, the Massachusetts Department of Transportation (MassDOT) Office of Transportation Planning and Highway District 5. The draft is discussed at one or more of the monthly public meetings of the Martha's Vineyard JTC.

Other individuals and groups have the opportunity to comment on candidate TIP projects at public meetings of the JTC. In accordance with the procedures laid out in the *Public Participation Plan*, any JTC meeting at which the TIP is scheduled to be discussed or voted on is publicized at least 7 calendar days in advance. Once a draft TIP is agreed upon by the JTC, it is subject to a 30-day public comment period. The JTC considers any significant public comments received before deciding to modify the draft TIP or endorse it unchanged, and forward it to the MPO for signature.

TIP Amendment or Adjustment Process

There are times when a first year TIP project may not be able to move forward in the programmed year, or a project need advances a different project from within the TIP. These changes to the currently approved TIP are Amendments or Adjustments.

Amendment

- 1. Adds or Removes a project from the current TIP
- 2. Significant project scope or estimated cost changes

- 3. Requires JTC vote and release of Draft TIP Amendment for a 30-day public comment period **Adjustment**
 - 1. A minor change to the TIP program
 - 2. A minor change to the project description, cost, or scope
 - 3. Swapping projects within the TIP while maintaining financial constraint --Moving a TIP project from year two to year one and moving the current year one project to year two.
 - 4. May be accomplished with JTC consensus and a request letter to MassDOT signed by the MVC Executive Director

Where timing is crucial for a TIP Amendment, the JTC may vote to reduce the public comment period on a TIP Amendment to fifteen days.

2016 Obligated Funds for Martha's Vineyard MPO

2016 TIP federal funding obligated on the island is as follows:

Project ID Project Description Obligation	Date	Sum of
604029 Oak Bluffs/Tisbury- BR Replacement, O-01-001=T-04-00 BEACH ROAD OVER LAGOON POND DRAWBE	01, 12/04/2015	\$12,357,974.40
BEACH ROAD OVER LAGOON POND DRAWBE		\$1,304,180.80
(Completed with ribbon cutting ceremony on 11/10/16)		, ,
MY0001 VTA Bus Purchases	9/9/2016	\$ 432,902.00
2016	Grand Total	\$14,095,057.20

2016 Obligated Funds Source: MassDOT/ Federal Aid Programming Office (FAPRO)

3. Certifications and Endorsements

For this TIP Amendment, the Martha's Vineyard Joint Transportation Committee (JTC) voted to release the Draft TIP for public comment at their meeting on December 21, 2016. The official 30-day public comment period began and continued through January 20, 2016. The Draft TIP Amendment was distributed through email, and posted online at the MVC Website. For environmental benefit, limited paper copies of the draft TIP Amendment were distributed at public meetings.

With no substantial public comment during the subsequent 30-day public comment period, this Draft TIP Amendment will be final. Comments received are summarized and included in the document appendix.

Certification of Conformity

The MPO for the Martha's Vineyard Region certifies that the FFY 2017-2021 *Transportation Improvement Program* (TIP) conforms to the State Implementation Plan's (SIP) goal of attaining national ambient air quality standards (NAAQS).

In addition, the TIP conforms to CFR parts 51 and 93 and 310 CMR 60.03. Thus, the FFY 2017-2021 projects that are consistent with the region's transportation plan should not have an adverse impact on the SIP.

Certification of the 3C Planning Process

The following Self Certification statements ensure that the Comprehensive, Continuous and Cooperative (3C) Transportation Planning Process for federal fiscal years 2017-2021 is being conducted in accordance with all applicable requirements, including:

- 1. 23 U.S.C. 134, 23 CFR 450.334, 49 U.S.C. 5303, and this subpart;
- 2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- 3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21:
- 4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- 5. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- 6. 23 CFR 230, implementation of an Equal Employment Opportunity Program on Federal and Federal-aid Highway construction contracts;
- 7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- 8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- 9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- 10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
- 11. Anti-lobbying restrictions found in 49 USC Part 20. No appropriated funds may be expended by a recipient to influence or attempt to influence an officer or employee of any agency, a Member of Congress, in connection with the awarding of any Federal contract.

Endorsements

This is to certify that we, the undersigned members of the decision-making body of the Martha's Vineyard Region, do hereby approve and endorse the FFY 2017-2021 Martha's Vineyard Transportation Improvement Program (TIP) Amendment in accordance with the certified 3C Transportation Planning Process and in accordance with the 23 CRF Part 450 Section 324.

Stephanie Pollack, Secretary and Chief Executive Officer Massachusetts Department of Transportation	Date
Thomas Tinlin, Administrator Massachusetts Department of Transportation	Date
maccachiacette Department of Transportation	
James Vercruysse, Chairman Martha's Vineyard Commission	Date
Alice R. Butler, Chairman Vineyard Transit Authority	Date

A. 3.1 Self Certification Compliance Statement for Metropolitan Planning Organizations

310 CMR 60.05: Global Warming Solutions Act Requirements for the Transportation Sector and the MassDOT

This will certify that the Martha's Vineyard Transportation Improvement Program (TIP) for the Martha's Vineyard MPO is in compliance with all applicable requirements in the State Regulation 310 CMR 60.05: Global Warming Solutions Act Requirements for the Transportation Sector and the Massachusetts Department of Transportation. The regulation requires the Metropolitan Planning Organizations (MPOs) to:

- 1. 310 CMR 60.05, 3(b)(1)(a): Evaluate and track the GHG emissions and impacts of RTPs and TIPs:
- 310 CMR 60.05, 3(b)(1)(b): In consultation with MassDOT, develop and utilize procedures to prioritize and select projects in RTPs, TIPs, and STIPs based on factors that include GHG emissions and impacts;
- 3. 310 CMR 60.05, 3(b)(1)(c): Quantify net GHG emissions and impacts resulting from the projects in RTPs and TIPs and have made efforts to minimize GHG emissions and impacts;
- 310 CMR 60.05, 3(b)(1)(d): Determine in consultation with the RPA that the appropriate planning assumptions used for GHG emissions modeling are consistent with local land use policies, or that local authorities have made documented and credible commitments to establishing such consistency;
- 5. 310 CMR 60.05, 4(a)(2)(a): Develop RTPs and TIPs;
- 6. 310 CMR 60.05, 4(a)(2)(b): Ensure that RPAs are using appropriate planning assumptions;
- 7. 310 CMR 60.05, 4(a)(2)(c): Perform regional GHG emissions analysis of RTPs and TIPs;
- 8. 310 CMR 60.05, 4(a)(2)(d): Calculate GHG emissions for RTPs and TIPs;
- 310 CMR 60.05, 4(a)(2)(e): Develop public consultation procedures for GHG reporting and related GWSA requirements consistent with current and approved regional public participation plans;
- 10. 310 CMR 60.05, 4(c): Prior to making final endorsements on the RTPs, TIPs, STIPs, and projects included in these plans, MassDOT and the MPOs shall include the GHG Assessment and information on related GWSA activities in RTPs, TIPs, and STIPs and provide an opportunity for public review and comment on the RTPs, TIPs, and STIPs.
- 11. 310 CMR 60.05, 6(a): After a final GHG assessment has been made by MassDOT and the MPOs, MassDOT and the MPOs shall submit MPO-endorsed RTPs, TIPs or projects within 30 days of endorsement to the Department for review of the GHG assessment.

Stephanie Pollack, Secretary and Chief Executive Officer Massachusetts Department of Transportation	Date
Thomas Tinlin, Administrator	Date
Massachusetts Department of Transportation	
James Vercruysse, Chairman	Date
Martha's Vineyard Commission	
Alice R. Butler, Chairman	Date
Vineyard Transit Authority	

4a. Federally Funded Projects

The tables in this section describe qualifying transportation improvements, identify funding sources given currently available information and indicate "financial constraint". Other desired projects for which federal aid may be available are also presented. Below is an overview of the planned expenditures. The complete tables of programmed expenditures follow in multiple pages, first for "highway" projects and then for "transit" projects, by year.

EEV 2017_2021	Marthale Vinovard TID	Amendment Programming	~ O\/ED\/IE\//

Highway Projects		FFY2017	FFY2018	FFY2019	FFY2020	FFY2021
Regional Targets						
Amount of various Federal and State funds available to	STP Target	\$515,556	\$559,727	\$559,727	\$575,551	\$575,551
the Vineyard to spend on eligible transportation	HSIP Target	\$30,997	\$30,997	\$30,997	\$30,997	\$30,997
projects in a specified year	CMAQ Target	\$96,865	\$77,492	\$77,492	\$77,492	\$77,492
	TAP Target	\$0	\$0	\$0	\$0	\$0
	Regional Target	\$643,418	\$668,216	\$668,216	\$684,040	\$684,040
	E Estimated Co					
608529 WEST TISBURY	\$547,888	\$547,888				
Correllus State Forest Path Resurfacing, Phase I Dr. Fish	er / Hopps Farn	n Rds				
607411 TISBURY AC 2-year construction	n					
Beach Rd - Winds Up to 5 Corners	\$2,649,288		\$668,216	\$668,216		
Dodon Na Windo Op to 0 Ocinicio	Ψ2,010,200		φοσο,210	ψ000,210		
608142 OAK BLUFFS AC 2-year construction	\$2,240,448					
Oak Bluffs Shared Use Path, from Drawbridge to County I	Rd.				\$684,040	\$684,040
Total Target Programmed		\$547,888	\$668,216	\$668,216	\$684,040	\$684,040
Total Target Remaining		\$95,531	<i>\$0</i>	<i>\$0</i>	\$0	<i>\$0</i>
Statewide Highway Amounts for Martha's Vineyard		FFY2017	FFY2018	FFY2019	FFY2020	FFY2021
Federal and State funds in addition to the Regional Targe						
Congestion Mitigation and Air Quality Improvement	Program (CMA	Q) projects:				
607411 TISBURY			0.4 0.40 4.40			
Beach Rd - Winds Up to 5 Corners 608142 OAK BLUFFS	\$2,649,288		\$1,313,442			
	¢2 240 449					#070.060
Oak Bluffs Shared Use Path links, from Drawbridge thru	\$2,240,448					\$872,368
Transit Programming		FFY2017	FFY2018	FFY2019	FFY2020	FFY2021
Funds dedicated to transit facilities and operations						
[Categories generalized for this table]	Operations	\$1,727,564	\$1,745,866			
1 0 0	Other Activities	* , , ,	, , -,			
New Bus or '	Van Purchases	\$1,633,000	\$1,915,000	\$900,000	\$460,000	\$600,000
New Equipr	ment or Facility	\$125,000	\$150,000	\$625,000	\$190,000	\$50,000
Rehab V	ans and Buses	\$145,000	\$100,000			\$50,000
Rehab/Renovate Equipr	ment or Facility	\$502,000	\$100,000	\$400,000	\$175,000	
TOTAL PROGRAMMED (VTA)		\$4,132,564	\$4,010,866	\$1,925,000	\$825,000	\$700,000
Highway Projects Estimated Cost and Inflation		FFY2017	FFY2018	FFY2019	FFY2020	FFY2021
		Current Dollars				
An annual inflation rate of 4% added to year of expected ad		Estimated Cos				
as per federal guidance	4%		2018	2019	2020	2021
	t. cost plus 4%	\$2,547,956	\$2,649,288			
607411 Tisbury, Beach Rd - statewide CMAQ amount			\$1,313,442			
607411 Tisbury, Beach Rd - local target amount	2018		\$668,216	.		
607411 Tisbury, Beach Rd - local target amount	2019			\$668,216		
	t. cost plus 4%	\$2,000,400			\$2,240,448	
608142 Oak Bluffs Shared Use Path - statewide CMAQ amo						\$872,368
608142 Oak Bluffs Shared Use Path - local target amount	2020				\$684,040	#00.4.C.40
608142 Oak Bluffs Shared Use Path - local target amount	2021					\$684,040

Amendment Adjustment	MassDOT	wpo =	Manufation Pto Name -	MassDOT	MassDOT Funding		grammed	Federal Funds		Additional
ype ▼	Project ID ▼	мро ▼	Municipality Name ▼	Project Description ▼	District ▼ Source ▼	Fun	ıds ▼	V	Funds ▼	Information ▼
Section 1	A / Federal Aid 1	Farget Projects								
HSIP - Hi	ghway Safety Im	provement Program		No Projects Programmed		\$		\$ -	\$ -	
				No Projects Programmed		\$		\$ -	\$ -	
				To Trojecto Trogrammou	HSIP Subtota		-			■ 90% Federal + 10% Non-Federal
									1 -	
CMAQ - (Congestion Mitig	ation and Air Quality Im	nprovement Program							
				No Projects Programmed		\$	-		1	
				No Projects Programmed		\$	-	\$ -	1	
					CMAQ Subtota	1 ▶ \$	-	\$ -	\$ -	■ 80% Federal + 20% Non-Federal
TAD T	neportation Alt-	urnativos Brogram								
IAF - IT	nisportation Alte	ernatives Program		No Projects Programmed		\$	-	\$ -	-	
				No Projects Programmed		\$	-	\$ -	\$ -	
		!	1	1	TAP Subtota	1 ▶ \$	-	\$ -	\$ -	■ 80% Federal + 20% Non-Federal
Non CM/	Q/HSIP/TAP (Ot	hor)								
	608529	Martha's Vineyard	West Tisbury	WEST TISBURY- RESURFACING OF CORRE		\$	547,888	\$ 438,310	\$ 109,578	3
IENDMEN dd Projec	t			STATE FOREST BIKEPATH (PHASE 1 - DOCT FISHER ROAD PATH AND HOPPS FARM ROAD PATH ROAD P						75% under review
ection 1	A / Fiscal Const	raint Analysis			al Aid Target Funds Programme	ı ▶ \$	547,888	\$ 643,418	∢ Total Target	\$ 95,531 Target Funds Available
				Total Non-CM	AQ/HSIP/TAP (Other) Programme	\$ ▲	547,888	\$ 515,556	■ Max. Non- CMAQ/HSIP/TAP	\$ (32,332) Non-CMAQ/HSIP/TAP (Oth Exceeds Maximum
				Total Non-CM	AQ/HSIP/TAP (Other) Programmed Total HSIP Programmed	\$ s s		\$ 515,556 \$ 30,997	■ Max. Non- CMAQ/HSIP/TAP■ Min. HSIP	\$ (32,332) Non-CMAQ/HSIP/TAP (Oth Exceeds Maximum \$ 30,997 HSIP Recommended Not N
				Total Non-CM	AQ/HSIP/TAP (Other) Programme	1 ► \$ 1 ► \$ 1 ► \$	547,888	\$ 515,556 \$ 30,997	■ Max. Non- CMAQ/HSIP/TAP■ Min. HSIP	\$ (32,332) Non-CMAQ/HSIP/TAP (Oth Exceeds Maximum \$ 30,997 HSIP Recommended Not N
				Total Non-CM	AQ/HSIP/TAP (Other) Programme Total HSIP Programme Total CMAQ Programme	d ► \$ d ► \$ d ► \$	547,888	\$ 515,556 \$ 30,997	✓ Max. Non-CMAQ/HSIP/TAP✓ Min. HSIP✓ Min. CMAQ	\$ (32,332) Non-CMAQ/HSIP/TAP (Oth Exceeds Maximum \$ 30,997 HSIP Recommended Not
Section 1	B / Federal Aid I	Bridge Projects		Total Non-CM	AQ/HSIP/TAP (Other) Programmer Total HSIP Programmer Total CMAQ Programmer Total TAP Programmer	d ► \$ d ► \$ d ► \$	547,888 - - -	\$ 515,556 \$ 30,997	✓ Max. Non-CMAQ/HSIP/TAP✓ Min. HSIP✓ Min. CMAQ	\$ (32,332) Non-CMAQ/HSIP/TAP (Oth Exceeds Maximum \$ 30,997 HSIP Recommended Not
		Bridge Projects			AQ/HSIP/TAP (Other) Programmer Total HSIP Programmer Total CMAQ Programmer Total TAP Programmer	d ► \$ d ► \$ d ► \$	547,888 - - -	\$ 515,556 \$ 30,997 \$ 96,865 \$ -	✓ Max. Non-CMAQ/HSIP/TAP✓ Min. HSIP✓ Min. CMAQ	\$ (32,332) Non-CMAQ/HSIP/TAP (Oth Exceeds Maximum \$ 30,997 HSIP Recommended Not
		,		No Projects Programmed No Projects Programmed	AQ/HSIP/TAP (Other) Programmer Total HSIP Programmer Total CMAQ Programmer Total TAP Programmer Remaining HSIP, CMAQ, and TAP Fu	\$ \$ \$ \$ \$ \$ \$ \$	547,888 - - - 127,862	\$ 515,556 \$ 30,997 \$ 96,865 \$ -	■ Max. Non- CMAQ/HSIP/TAP ■ Min. HSIP ■ Min. CMAQ ■ Min. TAP	\$ (32,332) Non-CMAQ/HSIP/TAP (Oth Exceeds Maximum \$ 30,997 HSIP Recommended Not M 96,865 CMAQ Recommended Not TAP Recommended Met
		,		No Projects Programmed No Projects Programmed	AQ/HSIP/TAP (Other) Programmer Total HSIP Programmer Total CMAQ Programmer Total TAP Programmer	\$ \$ \$ \$ \$ \$ \$ \$	547,888 - - - 127,862	\$ 515,556 \$ 30,997 \$ 96,865 \$ -	■ Max. Non- CMAQ/HSIP/TAP ■ Min. HSIP ■ Min. CMAQ ■ Min. TAP	\$ (32,332) Non-CMAQ/HSIP/TAP (Oth Exceeds Maximum \$ 30,997 HSIP Recommended Not M 96,865 CMAQ Recommended Not TAP Recommended Met
Statewid	o Svetomatic Ma	,		No Projects Programmed No Projects Programmed Statewide Bri	AQ/HSIP/TAP (Other) Programmer Total HSIP Programmer Total CMAQ Programmer Total TAP Programmer Remaining HSIP, CMAQ, and TAP Fu	\$ \$ \$ \$ \$ \$ \$ \$	547,888 - - - 127,862	\$ 515,556 \$ 30,997 \$ 96,865 \$ -	■ Max. Non- CMAQ/HSIP/TAP ■ Min. HSIP ■ Min. CMAQ ■ Min. TAP	\$ (32,332) Non-CMAQ/HSIP/TAP (Oth Exceeds Maximum \$ 30,997 HSIP Recommended Not
Statewid	o Svetomatic Ma	,		No Projects Programmed No Projects Programmed Statewide Bri	AQ/HSIP/TAP (Other) Programmer Total HSIP Programmer Total CMAQ Programmer Total TAP Programmer Remaining HSIP, CMAQ, and TAP Fu	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	547,888 - - - 127,862	\$ 515,556 \$ 30,997 \$ 96,865 \$ -	■ Max. Non- CMAQ/HSIP/TAP ■ Min. HSIP ■ Min. CMAQ ■ Min. TAP S - S - S - S - S - S - S - S - S - S	\$ (32,332) Non-CMAQ/HSIP/TAP (Oth Exceeds Maximum \$ 30,997 HSIP Recommended Not
Statewid	o Svetomatic Ma	,		No Projects Programmed No Projects Programmed Statewide Bri	AQ/HSIP/TAP (Other) Programmer Total HSIP Programmer Total CMAQ Programmer Total TAP Programmer Remaining HSIP, CMAQ, and TAP Fu	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	547,888 - - - 127,862 - - -	\$ 515,556 \$ 30,997 \$ 96,865 \$ -	■ Max. Non- CMAQ/HSIP/TAP ■ Min. HSIP ■ Min. CMAQ ■ Min. TAP S - S - S - S - S - S - S - S - S - S	\$ (32,332) Non-CMAQ/HSIP/TAP (Oth Exceeds Maximum \$ 30,997 HSIP Recommended Not
Statewick	a Svetematic Ma	,		No Projects Programmed No Projects Programmed Statewide Bri	AQ/HSIP/TAP (Other) Programmer Total HSIP Programmer Total CMAQ Programmer Total TAP Programmer Remaining HSIP, CMAQ, and TAP Fundamer dge Maintenance Program Subtota	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	547,888 - - - - 127,862 - - -	\$ 515,556 \$ 30,997 \$ 96,865 \$ - \$ - \$ - \$ -	■ Max. Non-CMAQ/HSIP/TAP ■ Min. HSIP ■ Min. CMAQ ■ Min. TAP	\$ (32,332) Non-CMAQ/HSIP/TAP (Oth Exceeds Maximum \$ 30,997 HSIP Recommended Not Note of the second
Statewird On System	a Svetomatic Ma	intenance Program		No Projects Programmed No Projects Programmed Statewide Bri	AQ/HSIP/TAP (Other) Programmer Total HSIP Programmer Total CMAQ Programmer Total TAP Programmer Remaining HSIP, CMAQ, and TAP Fundamer dge Maintenance Program Subtota	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	547,888 - - - 127,862	\$ 515,556 \$ 30,997 \$ 96,865 \$ - \$ - \$ - \$ - \$ - \$ - \$ -	■ Max. Non-CMAQ/HSIP/TAP ■ Min. HSIP ■ Min. CMAQ ■ Min. TAP	\$ (32,332) Non-CMAQ/HSIP/TAP (Oth Exceeds Maximum \$ 30.997 HSIP Recommended Not M \$ 96,865 CMAQ Recommended Not TAP Recommended Met \$ 1 TAP Recommended Met 4 80% Federal + 20% Non-Federal
Statewird On System Off-System	a Svetematic Ma	intenance Program		No Projects Programmed No Projects Programmed Statewide Bri No Projects Programmed No Projects Programmed	AQ/HSIP/TAP (Other) Programmer Total HSIP Programmer Total CMAQ Programmer Total TAP Programmer Remaining HSIP, CMAQ, and TAP Fundamer dge Maintenance Program Subtota	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	547,888 - - - - 127,862 - - -	\$ 515,556 \$ 30,997 \$ 96,865 \$ - \$ - \$ - \$ - \$ - \$ -	■ Max. Non-CMAQ/HSIP/TAP ■ Min. HSIP ■ Min. CMAQ ■ Min. TAP S - S - S - S - S - S - S - S - S - S	\$ (32,332) Non-CMAQ/HSIP/TAP (Oth Exceeds Maximum \$ 30.997 HSIP Recommended Not M \$ 96,865 CMAQ Recommended Not IN TAP Recommended Met \$ 100 Non-Federal \$ 80% Federal + 20% Non-Federal
On System Off-Syster Statewide	Svetematic Ma	intenance Program		No Projects Programmed No Projects Programmed Statewide Bri No Projects Programmed No Projects Programmed No Projects Programmed	AQ/HSIP/TAP (Other) Programmer Total HSIP Programmer Total CMAQ Programmer Total TAP Programmer Remaining HSIP, CMAQ, and TAP Fundamer dge Maintenance Program Subtota	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	547,888 - - - - 127,862 - - -	\$ 515,556 \$ 30,997 \$ 96,865 \$ - \$ - \$ - \$ - \$ - \$ -	■ Max. Non-CMAQ/HSIP/TAP ■ Min. HSIP ■ Min. CMAQ ■ Min. TAP S - S - S - S - S - S - S - S - S - S	\$ (32,332) Non-CMAQ/HSIP/TAP (Oth Exceeds Maximum \$ 30.997 HSIP Recommended Not M Second Sec
On System Off-System Statewide Section 1	Bridge Inspection	intenance Program Program		No Projects Programmed	AQ/HSIP/TAP (Other) Programmer Total HSIP Programmer Total CMAQ Programmer Total TAP Programmer Remaining HSIP, CMAQ, and TAP Fundamer dge Maintenance Program Subtota	S	547,888 - - - - 127,862 - - - -	\$ 515,556 \$ 30,997 \$ 96,865 \$ - \$ - \$ - \$ - \$ - \$ - \$ -	■ Max. Non-CMAQ/HSIP/TAP ■ Min. HSIP ■ Min. CMAQ ■ Min. TAP S - S - S - S - S - S - S - S - S - S	\$ (32,332) Non-CMAQ/HSIP/TAP (Oth Exceeds Maximum \$ 30.997 HSIP Recommended Not Maximum HSIP Recommended Not Maximum HSIP Recommended Not Maximum TAP Recommended Met \$ - VAP Recommended Met \$ 80% Federal + 20% Non-Federal
Statewide On System Off-System Statewide Section 1 Other Fe	Bridge Inspection C / Federal Aid I	Program Non-Target Projects	Proiects	No Projects Programmed No Projects Programmed Statewide Bri No Projects Programmed No Projects Programmed No Projects Programmed	AQ/HSIP/TAP (Other) Programmer Total HSIP Programmer Total CMAQ Programmer Total TAP Programmer Remaining HSIP, CMAQ, and TAP Fundamer dge Maintenance Program Subtota	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	547,888 - - - - 127,862 - - - -	\$ 515,556 \$ 30,997 \$ 96,865 \$ - \$ - \$ - \$ - \$ - \$ - \$ -	■ Max. Non-CMAQ/HSIP/TAP ■ Min. HSIP ■ Min. CMAQ ■ Min. TAP S - S - S - S - S - S - S - S - S - S	\$ (32,332) Non-CMAQ/HSIP/TAP (Oth Exceeds Maximum \$ 30.997 HSIP Recommended Not Maximum September 1
On System Off-System Statewide Section 1 Other Fe	Bridge Inspection C / Federal Aid I	Program Non-Target Projects Major & State Category	Projects	No Projects Programmed	AQ/HSIP/TAP (Other) Programmer Total HSIP Programmer Total CMAQ Programmer Total TAP Programmer Remaining HSIP, CMAQ, and TAP Fundamer dge Maintenance Program Subtota	S	547,888 - - - - 127,862 - - - -	\$ 515,556 \$ 30,997 \$ 96,865 \$ - \$ - \$ - \$ - \$ - \$ - \$ -	■ Max. Non-CMAQ/HSIP/TAP ■ Min. HSIP ■ Min. CMAQ ■ Min. TAP S - S - S - S - S - S - S - S - S - S	\$ (32,332) Non-CMAQ/HSIP/TAP (Oth Exceeds Maximum \$ 30.997 HSIP Recommended Not Maximum September 1
On System Off-System Statewide Section 1 Other Fe Section 1 Regional	Bridge Inspection C / Federal Aid I	Program Non-Target Projects Major & State Category	,	No Projects Programmed	AQ/HSIP/TAP (Other) Programmer Total HSIP Programmer Total CMAQ Programmer Total TAP Programmer Remaining HSIP, CMAQ, and TAP Fundamer dge Maintenance Program Subtota	S	547,888 	\$ 515,556 \$ 30,997 \$ 96,865 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -	■ Max. Non-CMAQ/HSIP/TAP ■ Min. HSIP ■ Min. CMAQ ■ Min. TAP S - S - S - S - S - S - S - S - S - S	\$ (32,332) Non-CMAQ/HSIP/TAP (Oth Exceeds Maximum \$ 30.997 HSIP Recommended Not M S 96,865 CMAQ Recommended Mot TAP Recommended Met 4 80% Federal + 20% Non-Federal

mendment/						Total			
justment	MassDOT			MassDOT	MassDOT Funding	Programmed	Federal Funds	Non-Federal	Additional
e ▼	Project ID ▼	MPO ▼	Municipality Name ▼	Project Description ▼	District ▼ Source ▼	Funds ▼	▼	Funds ▼	Information ▼
Statewid	Congestion Mit	tigation and Air Quality	/	No Projects Programmed		l\$ -	ls -	l\$ -	
			l	INO Proiecis Prodrammed					
Statewin	HSIP Program			No Projects Programmed		\$ -	\$ -	s -	
Statewid	Infrastructure F	Program	- :				***		
				No Projects Programmed		\$ -	\$ -	\$ -	
Statewide	Interstate Maint	enance Program				1 -		1 -	
				No Proiects Programmed		\$ -	\$ -	\$ -	
tatewide	Intelligent Trans	sportation Systems	1	No Projects Programmed		- S		S -	
totowide	National Freight	t Drogram	<u> </u>	No Projects Programmed	<u> </u>	- "	-		
MAINWILL	Nanonai Freidin	Prodram		No Projects Programmed		\$ -		\$ -	
Statewide	National Highwa	av System Preservatio	n Program				*	•	
				No Proiects Programmed		\$ -	\$ -	\$ -	
Statewide	Planning Progra	am		In a constant		1.0	1.0		
		<u> </u>		No Proiects Programmed		\$ -	<u>s</u> -		
Statewide	Railroad Grade	Crossinas	1	No Projects Programmed		l\$ -	Is -	\\$ -	
Statowid	Safo Boutos to	Schools Program	- I	INO FIGIECIS FIGUIAITINEC		<u> </u>	<u> </u>	1.0 -	
SIAIHWIO	Sale Roules to	SCHOOLS PROGRAM		No Projects Programmed		\$ -	\$ -	\$ -	
Statewide	Stormwater Ret	trofits							
				No Proiects Programmed		\$ -	\$ -	\$ -	
Statewide	Transportation	Enhancements	1	lu B t t B		l \$ -	1.0		
041				No Proiects Programmed			\$ -	\$ -	
Otner Sta	tewide Items			ABP GANS Repayment		\$ -	s -	\$ -	
				Award Adjustments, Change Orders, Project Value		\$ -	\$ -	\$ -	
				DBEs FAPO Pavement Lab Retrofits and Misc		\$ - \$ -	\$ - \$ -	\$ -	_
	-			Planning Statewide Design and Right of Way		\$ - \$ -	\$ -	\$ -	
				Statewide Recreational Trails		\$ -	\$ -	\$ -	
Pastion 2	A / Non-Federal F	Ducinata		0	ther Statewide Items Subtotal ▶	-	-	-	l ◀ Fundina Split Varies bv Fundina Sour
section 2	A / Non-rederal F	rrolects							
Non Fede	ral Aid	T	T	N. B. Carlo Barrero I	NEA	\$ -		•	
				No Projects Programmed No Projects Programmed	NFA NFA	\$ -		<u>\$</u> -	+
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Continu 2	B / Non-Federal B	Bridge Breisete							
section 2	o / Non-rederal b	Diluue Prolects							
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Section 2	-			No Projects Programmed No Projects Programmed	NFA NFA	\$ - \$ -		\$ - \$ -	
Section 2		1			ederal Bridge Projects Subtotal▶			\$ -	◀100% Non-Federal
Section 2				3333011 287 14011-1 6	Jac. a. B. lage i Tojecto Cabiotai		1	1 *	
Section 2						TIP Section 1:	TIP Section 2:	Total of All	
	MVC	MPO TIP	Summary			▼	▼	Projects ▼	
	MVC	MPO TIP	Summary		Total >	▼	▼	Projects ▼	
	MVC	MPO TIP	Summary		Total ▶ Federal Funds ▶	▼ \$ 547,888	▼	Projects ▼ \$ 547,888	

701 CMR 7.00 Use of Road Flaggers and Police Details on Public Works Projects / 701 CMR 7.00 (the Regulation) was promulgated and became law on October 3, 2008. Under this Regulation, the CMR is applicable to any Public works Project that is performed within the limits of, or that impact traffic on, any Public Road. The Municipal Limitation referenced in this Regulation is applicable only to projects where the Municipality is the Awarding Authority. For all projects contained in the TIP, the Commonwealth is the Awarding Authority. Therefore, all projects must be considered and implemented in accordance with 701 CMR 7.00, and the Road Flagger and Police Detail Guidelines. By placing a project on the TIP, the Municipality acknowledges that 701 CMR 7.00 is applicable to its project and design and construction will be fully compliant with this Regulation. This information, and additional information relative to guidance and implementation of the Regulation can be found at the following link on the MassDOT Highway Division website: http://www.massdot.state.ma.us/Highway/Brian.apsv

2018 MVC MPO Transportation Improvement Program											2018 MVC MPO TIP GHG Tracking						
Amendment/	MassDOT			MassDOT	MassDOT	Funding	Total Programmed	Federal Fund	s Non-Federal	Additional	MassDOT	MassDOT	Total Programmed	GHG Analysis	GHG CO ₂ Impact	GHG Impact Description ▼	Additional
Adjustment Type ▼		MPO ▼	Municipality Name ▼	Project Description ▼	District ▼	Source ▼	Funds ▼	•	Funds ▼	Information ▼		Project Description ▼	Funds ▼	Type ▼	(kg/yr)▼	Impact Description ▼	Description ▼
► Section 1A / Fede												Federal Aid Target Projects					
► HSIP - Highway S	Safety Improveme	ent Program		No Projects Programmed			\$ -	\$ -	\$ -		► HSIP - Highwa 0	No Projects Programmed	\$ -				
				No Projects Programmed			s -	\$ -	\$ -		0	No Projects Programmed	\$ -				
						HSIP Subtotal ▶	\$ -	\$ -	\$ -	■ 90% Federal + 10% Non-Federal			Qua	ntified Impact I	0		
► CMAQ - Congesti	on Mitigation and	Air Quality Improven	nent Program								► CMAQ - Cong	gestion Mitigation and Air Quality Improvement					
	607411	Martha's Vineyard	TISBURY	TISBURY- BIKE & PEDESTRIAN IMPROVEMENTS ALONG	5	CMAQ	\$ 668,216	\$ 534,57	3 \$ 133,643	Total estimated cost with inflation is \$2,547,956	š;	TISBURY- BIKE & PEDESTRIAN IMPROVEMENTS ALONG BEACH ROAD,				Quantified Decrease in Emissions from	
				BEACH ROAD, FROM THE TERMINATION OF THE EXISTING SHARED USE PATH WESTERLY TO THE FIVE CORNERS INTERSECTION						AC Year 1 of 2 including statewide CMAQ amount for 0.5 mile section.	607411	FROM THE TERMINATION OF THE EXISTING SHARED USE PATH WESTERLY TO THE FIVE	\$ 668,216	Quantified		Bicycle and Pedestrian Infrastructure	AC Year 1 of 2
					-		\$ -	\$ -	\$ -		0	CORNERS INTERSECTION	0 \$ -				
					1	CMAQ Subtotal >	\$ 668,216	\$ 534,57	3 \$ 133,643	■ 80% Federal + 20% Non-Federal	-			ntified Impact	0		
		_															
► TAP - Transporta	tion Alternatives	Program		No Projects Programmed			s -	\$ -	\$ -		► TAP - Transpo	Portation Alternatives Program No Projects Programmed	\$ -				
				No Projects Programmed			s -	\$ -	\$ -		0	No Projects Programmed	\$ -				
						TAP Subtotal >	\$ -	\$ -	\$ -	■ 80% Federal + 20% Non-Federal			Qua	ntified Impact I	0		
► Non-CMAQ/HSIP/	TAP (Other)	1	1	No Projects Programmed	1		s -	s -	· S -		► Non-CMAQ/H:	No Projects Programmed	s -	1			
				No Projects Programmed			s -	s -	\$ -		0	No Projects Programmed	\$ -				
				Non-CMAQ	/HSIP/TAP (Other) Subtotal >	\$ -	\$ -	\$ -	■ 80% Federal + 20% Non-Federal			Qua	ntified Impact	0		'
► Section 1A / Fisc	al Constraint Ana	hrele															
> occuon IA/ PISC	Jones ann Ana	.,		Total Federal Aid T Total Non-CMAQ/HSI	arget Funds	Programmed >	\$ 668,216	\$ 668,21 \$ 559,72	6 ◀Total Target	\$ - Target Funds Available \$ - Non-CMAQ/HSIP/TAP (Other							
				rotal Non-CMAQ/HSII					CMAQ/HSIP/TAP	Available							
					Total CMA	P Programmed Prog	\$ 668,216	\$ 30,99 \$ 77,49	7 ◀ Min. HSIP 2 ◀ Min. CMAQ	\$ 30.997 HSIP Recommended Not Met \$ (590,724) CMAQ Recommended Met							
						P Programmed >		\$ -	■ Min. TAP	\$ - TAP Recommended Met							
► Section 1B / Fede	eral Aid Bridge Pr	ojects		HSI	IP, CMAQ, TAI	Overprogramme	\$ (559,727	ר			► Section 1B / F	Federal Aid Bridge Projects					
► Statewide Syster	natic Maintenanc	e Program									► Statewide Sys	ystematic Maintenance Program					
				No Projects Programmed			s -	s -	\$ -		0	No Projects Programmed	\$ -			N/A	
				No Projects Programmed Statewide Bridge Mai	intenance Pr	noram Suhtotal N	s -	\$ -	\$ -	■ 80% Federal + 20% Non-Federal	0	No Projects Programmed	\$.	ntified Impact >		N/A	
						-9		1*								_	
► On System		1		No Projects Programmed		1		Le	1.		► On System	No Projects Programmed	1.			N/A	
				No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed	\$ -			N/A	
			•		On S	ystem Subtotal >	\$ -	\$ -	\$ -	■ 80% Federal + 20% Non-Federal		<u> </u>	Qua	ntified Impact I	0		
▶ Off-System											► Off-System						
				No Projects Programmed			\$ -	\$	\$ -		0	No Projects Programmed	\$ -			N/A	
				No Projects Programmed	Off-S	ystem Subtotal ▶	\$ - \$ -	s -	\$ -	■ 80% Federal + 20% Non-Federal	0	No Projects Programmed	\$ -	ntified Impact >	. 0	N/A	
						,		1	1.								
► Statewide Bridge In	spection Program	1		No Projects Programmed			s -	\$ -	\$ -		Statewide Brid	No Projects Programmed	\$.			N/A	
				No Projects Programmed			s -	s -	\$ -		0	No Projects Programmed	s -			N/A	
				Statewide Bridge I	nspection Pr	ogram Subtotal •	\$ -	5		■ 80% Federal + 20% Non-Federal			Qua	ntified Impact I	`		
► Section 1C / Fede	eral Aid Non-Targ	et Projects									► Section 1C / F	Federal Aid Non-Target Projects					
► Other Federal Aid	ı										► Other Federal	al Aid					
				No Projects Programmed			\$ -	\$ -	\$ -			No Projects Programmed	\$ -			N/A	
	_			No Projects Programmed	Other Fede	ral Aid Subtotal ▶	s -	\$ -	\$ -	■ Funding Split Varies by Funding Source	0	No Projects Programmed	\$ - Qua	ntified Impact I	• 0	N/A	
► Section 1D / Fede	eral Aid Major & S	State Category Project	ls .									Federal Aid Major & State Category Projects					
► Regional Major II	nfrastructure	1		No Projects Programmed		1	s -	ls -	- S -			ajor Infrastructure No Projects Programmed	s -			N/A	
				No Projects Programmed			\$ -	\$	\$ -		0	No Projects Programmed No Projects Programmed	\$ -			N/A	
		L	•	Regional I	Major Infrastr	ucture Subtotal >	\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal			Qua	ntified Impact	0		
► Statewide Americ	cans with Disabili	ty Act Implementation	n Plan	No Projects Programmed	1		S -	Is -	- Is -		► Statewide Am	mericans with Disability Act Implementation Plan No Projects Programmed				N/A	
				No Projects Programmed			s -	\$ -	\$ -		0	No Projects Programmed	\$.			N/A	
				Statewide ADA In	nplementatio	n Plan Subtotal >	\$ -	\$ -	\$ -	■ 80% Federal + 20% Non-Federal			Qua	ntified Impact I	0		
► Statewide Conge		and Air Quality Martha's Vineyard	TISBURY		5	CMAQ	\$ 1,313,442	\$ 1.050.75	4 \$ 262,688			Congestion Mitigation and Air Quality TISBURY- BIKE & PEDESTRIAN					
	007411	mainas viileyaid	II SBOK I	TISBURY- BIKE & PEDESTRIAN IMPROVEMENTS ALONG BEACH ROAD, FROM THE TERMINATION OF THE EXISTING	"	CIMAG	9 1,313,442	9 1,000,73	4 9 202,000	Total estimated cost with inflation is \$2,547,956 AC Year 1 of 2 including statewide CMAQ	607411	INDROVEMENTS ALONG BEACH ROAD, FROM THE TERMINATION OF THE EXISTING	\$ 1313,443				
				SHARED USE PATH WESTERLY TO THE FIVE CORNERS INTERSECTION						amount for 0.5 mile section.	007411	SHARED USE PATH WESTERLY TO THE FIVE CORNERS INTERSECTION	j 1,313,442				
		Ì		No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed	s -			N/A	
	_				Statewide	CMAQ Subtotal >	S 1.313.442	\$ 1.050.75	4 \$ 262.688	■ 80% Federal + 20% Non-Federal		100 0	Qua	ntified Impact I	0		
► Statewide HSIP	Program			No Projects Programmed	T	I	s -	\$ -	\$ -		► Statewide HS	No Projects Programmed	s .			N/A	
				No Projects Programmed		L	s -	\$	\$ -		0	No Projects Programmed	s -			N/A	
	·			Statev	vide HSIP Pr	ogram Subtotal >	\$ -	\$	\$ -	■ 90% Federal + 10% Non-Federal			Qua	ntified Impact I	0		
► Statewide Infras	tructure Program	ı		No Projects Programmed			T e	16	. [6			nfrastructure Program	1-				
	-			No Projects Programmed No Projects Programmed			\$ -	\$ -	\$ -			No Projects Programmed No Projects Programmed	s ·			N/A N/A	
	-		ı		astructure Pr	ogram Subtotal •	\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal				ntified Impact	0		
► Statewide Interst	ate Maintenance	Program									► Statewide Into	sterstate Maintenance Program					

2018 M	VC MP	O Trans	portation I	mprovement Program	า						2018	MVC MPO TIP GHO	3 Track	ing			
Amendment/ Adjustment Type ▼	MassDOT Project ID ▼	мро ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District V	Funding Source ▼	Total Programmed Funds ▼	Federal Fund ▼	ds Non-Federal Funds ▼	Additional Information ▼	MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO₂ Impact (kg/yr) ▼	Impact Description ▼	Additional Description ▼
				No Projects Programmed			\$ -	· \$	- \$	-	0	No Projects Programmed	\$ -			N/A N/A	
				No Projects Programmed			\$ -	. \$	- \$	-	0	No Projects Programmed	\$.			N/A	
				Statewide Interstate Ma	iintenance M	ogram Subtotal •	\$ -	. 3	- \$	- ■ 90% Federal + 10% Non-Federal			Qua	ntified Impact	•	4	
► Statewide Intellig	gent Transportation	on Systems	1	No Designate Description	_		Le	T.e.	I.e.			telligent Transportation Systems	1	1	1	N/A	
				No Projects Programmed No Projects Programmed				. 3	- 3	-	0	No Projects Programmed	\$.			N/A	
				No Projects Programmed	Ctata	de ITS Subtotal ▶	3 .	. 3	- \$	- ■ 80% Federal + 20% Non-Federal	0	No Projects Programmed	\$.	ntified Impact		IVA	
					Statew	de 112 Subtotal P		. 3	- \$	- 00% redefal + 20% Non-redefal			Qui	nunea impact		2	
► Statewide Nation	nal Freight Progra	im T	1	No Projects Programmed	1	1	l e	Te	T e		Statewide No	ational Freight Program	s -	1	1	N/A	
				No Projects Programmed		1	۹ .			_		No Projects Programmed	\$.			N/A	
					nal Freight P	ogram Subtotal >				- ■ 80% Federal + 20% Non-Federal	0	No Projects Programmed	\$ -	ntified Impact	0		
				Culcina Nation	iui i reigini i	ogram oublota P				4 00% 606/41 20% 10/11 606/41						Ž.	
► Statewide Nation	nal Highway Syste	em Preservation Pro	gram	No Projects Programmed			s -	. Is .	- \$	-	Statewide Na	No Projects Programmed	T ₀	1	1	N/A	
				No Projects Programmed		1	۹ .			_	0		s .				
				Statewide NHS Pr	psen/ation P	noram Subtotal N				- ■ 80% Federal + 20% Non-Federal	0	No Projects Programmed	-	ntified Impact	0	N/A	
				Calculat William	COCIVADOITI	ogram oublota P				4 00% 606/41 20% 10/11 606/41						Ž.	
► Statewide Planni	ing Program			No Projects Programmed			s -	. Is .	- \$	-	► Statewide PI	anning Program No Projects Programmed	T ₀	1	1	N/A	
				No Projects Programmed		1	s -	· s	- S	-	0	No Projects Programmed No Projects Programmed	\$.			N/A	
	_				Planning P	ogram Subtotal >	· s ·	· s ·	- S	- ■ 80% Federal + 20% Non-Federal	0	No Projects Programmed	S Qua	ntified Impact	• 0		_
				Cultimat	ar manning r	ogram oublota P				4 00% 606/41 20% 10/11 606/41						Ž.	
► Statewide Railro	ad Grade Crossin	ngs		No Projects Programmed	1	1	s -	. Is .	- Is	- 1	► Statewide R:	ailroad Grade Crossings No Projects Programmed	s .	1		N/A	_
				No Projects Programmed		1	s -	· s	- S	-	0	No Projects Programmed No Projects Programmed	\$.			N/A	
	_				P Grade Crr	ssings Subtotal >				- ■ 80% Federal + 20% Non-Federal		No Projects Programmed	S -	ntified Impact	0		
				oldiemoe i	ar Grade Gre	oungo oublota P			1.0	4 00% 606/41 20% 10/11 606/41						Ž.	
► Statewide Safe F	Routes to School	s Program	1	No Projects Programmed	_	SRTS	e	Te	- s		► Statewide S	afe Routes to Schools Program	1.	1	1		
	_			No Projects Programmed		SRTS	s -				0	No Projects Programmed	\$.			N/A	
				Statewide Safe Routes t	to Schools P		*			- ■ Funding Split Varies by Funding Source	0	No Projects Programmed	\$ -	ntified Impact		N/A	
				outerno outer routes t	o concors i	ogram oublota P				4 Turning Opin Varies by Farraing Godine			Qu.	mined impact		-	
► Statewide Storm	water Retrofits	1		No Projects Programmed	1	1	١٩ .	. 1 c	- Is	- 1		ormwater Retrofits	1.	1	1	N/A	
				No Projects Programmed	-		s -	. s	- S	_	0	No Projects Programmed No Projects Programmed	s .	1		N/A	4
	_				Stormwater R	etrofits Subtotal >	· s ·	· s	- S	- ■ 80% Federal + 20% Non-Federal		No Projects Programmed		ntified Impact	0	N/A	
											- a	ansportation Enhancements				Ĩ.	
► Statewide Transp	portation Ennanc	ements		No Projects Programmed			\$ -	\$	- \$	- 1	O 0	No Projects Programmed	ş .	1		N/A	
				No Projects Programmed			s -	· s	- \$	-	0	No Projects Programmed	s .			N/A	_
	_			Statewide Transporta	tion Enhance	ments Subtotal >	· s -	. \$	- \$	- ■ 80% Federal + 20% Non-Federal		No Projects Programmed		ntified Impact	• 0		
► Other Statewide											► Other Statev	dde Henre					
Other Statewide	items			ABP GANS Repayment	1	1	\$ -	· \$	- \$	-	0	ABP GANS Repayment	\$.	1		N/A	
				Award Adjustments, Change Orders, Project Value Changes, Etc.			\$ -	· \$	- \$	-	0	Award Adjustments, Change Orders, Project	s -			N/A	
				DBEs, FAPO, Pavement Lab Retrofits, and Misc.			\$ -	· \$	- \$	-	0	Value Changes, Etc. DBEs, FAPO, Pavement Lab Retrofits, and Misc				N/A	
				Programs Planning							0	Programs Planning	\$.			N/A	
				Statewide Design and Right of Way			\$ -	\$	- \$	-	0	Statewide Design and Right of Way	\$ -			N/A	
				Statewide Recreational Trails	har Statowide	Items Subtotal >	\$ -	· \$ ·	- \$ - \$	- - - - - Funding Split Varies by Funding Source	0	Statewide Recreational Trails	\$.	ntified Impact		N/A	
				Oil	iei Statewick	riteriis Subtotai 🕨		. 3	- \$	- Tunding Split valies by runding Source			Qui	nunea impact		2	
► Section 2A / Non-	-Federal Projects										► Section 2A /	Non-Federal Projects					
► Non Federal Aid											► Non Federal	Aid					
P Noil Federal Ald				No Projects Programmed		NFA	\$ -	-	\$	-	0	No Projects Programmed	s -			N/A	
				No Projects Programmed		NFA	\$ -		\$	-	0	No Projects Programmed	s .			N/A	_
					Non-Fed	eral Aid Subtotal	s -		\$	- ◀100% Non-Federal			Qua	ntified Impact	0		
► Section 2B / Non-	Endoral Brid P	Projects									► Section 2D /	Non-Federal Bridge Projects					
► Section 2B / Non-	-Federal Bridge P	rojects .	i	No Projects Programmed	1	NFA	e			T		Non-Federal Bridge Projects				N/A	
		1				NFA				*	0	No Projects Programmed	\$ -				
				No Projects Programmed	deced Dalet.				5	4400W New Forders	0	No Projects Programmed	\$.	etifod leng		N/A	
				Section 2B / Non-Fed	ieral Bridge l	riojects Subtotal >		· 1	3	- ■100% Non-Federal			Qua	ntified Impact		4	
2040 54	VC MD	O TID C					TIP Section 1:	: TIP Section 2	2: Total of All		2017 M	VC MPO GHG Tracking S	Summary		Total Quantified Impact ▼		
ZUIS IN	AC ML	O TIP Su	umary					· ·	Projects ▼			•					
						Total ► Federal Funds ►	\$ 1,981,651	8 \$	- \$ 1,981,6	358 ◀ Total Spending in Region 326 ◀ Total Federal Spending in Region			Qua	ntified Impact	0		
					Nor	Federal Funds ▶ Federal Funds ▶	\$ 396,332	2 \$	- \$ 396,3	 ₹ Total Federal Spending in Region ₹ Total Non-Federal Spending in Region 							

TO LIGHE OF Dead Flaggers and Florid Lights on Flags (1974) (1974

Lists Are in Hidden Cells

ZU 19 IVI VC IVI	iro iransp	ortation in	nprovement Progran	1		Total				2019	MVC MPO TIP GH	G Iraci	IGHO			
mendment/ MassDOT justment Type ▼ Project ID	. ▼ MPO ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDO1	Funding Source ▼	Total Programme Funds ▼	d Federal ▼	Funds Non-Federal Funds ▼	Additional Information ▼	MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	Analysis Type ▼	GHG CO₂ Impac (kg/yr)▼	et GHG Impact Description ▼	Additional Description ▼
ection 1A / Federal Aid Targe		indinospanty rame v	i roject bescription v	District	Toodiec 1	Tunus T	-1.	T dilas 1	Innormation ¥		/ Federal Aid Target Projects	T unus Y	1.75~ .	1(-9/)-/	Impact Description 1	pescription :
HSIP - Highway Safety Improv											way Safety Improvement Program					
rion - riigiiway calety iiipiot	venicit i rogram		No Projects Programmed			s	- \$	- \$	-	0	No Projects Programmed	s -				
			No Projects Programmed			\$	- \$	- \$	-	0	No Projects Programmed	\$.				
					HSIP Subtotal ▶	\$	- \$	- \$	- ■ 90% Federal + 10% Non-Federal			Qu	antified Impact	0		
CMAQ - Congestion Mitigation	on and Air Quality Improveme	not Brogram								► CMAO - Con	ngestion Mitigation and Air Quality Improvement					
607411	Martha's Vineyard	TISBURY	TISBURY- BIKE & PEDESTRIAN IMPROVEMENTS ALONG	5	CMAQ	\$ 668,2	16 \$ 5	34,573 \$ 133,6	43 Total estimated cost with inflation is \$2,547,95		TISBURY- BIKE & PEDESTRIAN IMPROVEMENTS ALONG BEACH ROAD,					
			BEACH ROAD, FROM THE TERMINATION OF THE EXISTING SHARED USE PATH WESTERLY TO THE FIVE CORNERS INTERSECTION						AC Year 2 of 2 including statewide CMAQ amount for 0.5 mile section.	607411	FROM THE TERMINATION OF THE EXISTING	\$ 668,21	Quantified	1,025	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	AC Year 2 of 2
									amount for 0.5 mile section.		SHARED USE PATH WESTERLY TO THE FIV CORNERS INTERSECTION	E				
			No Projects Programmed			\$	- \$	- \$	-	0	No Projects Programmed	\$ -				
					CMAQ Subtotal ▶	\$ 668,2	16 \$ 5	34,573 \$ 133,6	43 ■ 80% Federal + 20% Non-Federal			Qu	antified Impact	•	_	
TAP - Transportation Alternati	tives Program									►TAP - Transp	portation Alternatives Program					
			No Projects Programmed			\$	- \$	- \$	-	0	No Projects Programmed	s -				
			No Projects Programmed			\$	- \$	- \$	-	0	No Projects Programmed	s -				
					TAP Subtotal ▶	\$	- \$	- \$	- ■ 80% Federal + 20% Non-Federal			Qu	antified Impact	• 0	_	
Non-CMAQ/HSIP/TAP (Other)	1	I.	No Desirate Deserved	_		l e	Le				HSIP/TAP (Other)		1			_
			No Projects Programmed No Projects Programmed			\$	- 5	- 5	•	0	No Projects Programmed	\$ -				
				/HSIP/TAP	Other) Subtotal >	s	- S	- S	- ■ 80% Federal + 20% Non-Federal	0	No Projects Programmed	Ş .	antified Impact	> 0		
							•	·						'	<u> </u>	
Section 1A / Fiscal Constraint	t Analysis															
			Total Federal Ald 1 Total Non-CMAQ/HS	arget Fund P/TAP (Other	s Programmed ►	\$ 668,2 \$	16 \$ 6	58,216	\$ - Target Funds Available \$ - Non-CMAQ/HSIP/TAP (Other	er)						
						Ť		CMAQ/HSIP/TA	P Available							
				Total CMA	IP Programmed ► Q Programmed ►	\$ \$ 668,2	- \$:	30,997 ◀ Min. HSIP 77,492 ◀ Min. CMAQ	\$ 30.997 HSIP Recommended Not Me \$ (590.724) CMAQ Recommended Met	et						
				Total TA	P Programmed >	S	- \$	- ◀ Min. TAP	\$ - TAP Recommended Met							
Section 1B / Federal Aid Bridg	na Parlanta		HS	IP, CMAQ, TA	P Overprogrammed	\$ (559,7	727)			► Castion 4D /	/ Federal Aid Bridge Projects					
Statewide Systematic Mainter	enance Program	1		_		ı					systematic Maintenance Program		1			
			No Projects Programmed No Projects Programmed	-		\$	- \$	- \$	-	0	No Projects Programmed	s -			N/A N/A	
			Statewide Bridge Ma	intenance P	ogram Subtotal ►	S	- \$	- \$	- ■ 80% Federal + 20% Non-Federal	U	No Projects Programmed		antified Impact	▶ 0	N/A	1
			-		-										_	
On System		1		_		ı				► On System			1			
			No Projects Programmed No Projects Programmed	-		\$	- \$	- \$	-	0	No Projects Programmed No Projects Programmed	\$ -			N/A N/A	
			No Projects Programmed	On S	System Subtotal >	S	- \$	- \$	- ■ 80% Federal + 20% Non-Federal	U	No Projects Programmed	Qu	antified Impact	▶ 0	N/A	1
Off-System		ı	1	1		Γ.	1.	1-		► Off-System		1.		_		
			No Projects Programmed No Projects Programmed	-		\$	- S	- S	-	0	No Projects Programmed No Projects Programmed	s .			N/A N/A	
			No Projects Programmed	Off-S	System Subtotal >	\$	- \$	- \$	- ■ 80% Federal + 20% Non-Federal		No Projects Programmed		antified Impact	▶ 0	N/A	
						L									_	
Statewide Bridge Inspection Progr	gram	l	No Projects Programmed			s	- s	- s	-	Statewide B	No Projects Programmed	ş .			N/A	
			No Projects Programmed			s	- \$	- \$	-	0	No Projects Programmed	ş -			N/A	
			Statewide Bridge	Inspection P	ogram Subtotal >	\$	- \$	- \$	- ■ 80% Federal + 20% Non-Federal			Qu	antified Impact	0		*
Section 1C / Federal Ald Non-	-Target Projects									► Section 1C /	/ Federal Aid Non-Target Projects					
Other Federal Aid				_		l a	1.0			► Other Federa						
			No Projects Programmed No Projects Programmed			0	- 3	- 3	-	0	No Projects Programmed	\$ -			N/A N/A	
			NO Projects Programmed	Other Fede	ral Aid Subtotal ▶	S	- s	- s	- ■ Funding Split Varies by Funding Source	0	No Projects Programmed	\$ -	antified Impact	▶ 0	187	
																
Section 1D / Federal Aid Majo	or & State Category Projects									► Section 1D /	/ Federal Aid Major & State Category Projects					
Regional Major Infrastructure										► Regional Ma	ajor Infrastructure					
			No Projects Programmed			S	- \$	- S	-	0		s -			N/A	
			No Projects Programmed			\$	- \$	- \$	•	0	No Projects Programmed	\$ -			N/A	
			Regional	wajor Infrast	ructure Subtotal >	<u> </u>	- \$	- \$	- ■ 80% Federal + 20% Non-Federal			Qu	antified Impact	• 0		
Statewide Americans with Dis	sability Act Implementation F	Plan 	No Projects Programmed	1	1	s	- Is	- Is	. 1	► Statewide Ar	No Projects Programmed	n e			N/A	
	-		No Projects Programmed	1		\$	- \$	- \$	-	0	No Projects Programmed No Projects Programmed	s .			N/A	
	1	1	Statewide ADA In	nplementatio	n Plan Subtotal ▶	s	- \$	- \$	- ■ 80% Federal + 20% Non-Federal			Qu	antified Impact	▶ 0		
Statewide Congestion Mitigat	ation and Air Quality									► Statewide C	Congestion Mitigation and Air Quality					
			No Projects Programmed			\$	- \$	- \$	-	0	No Projects Programmed	\$ -			N/A	
			No Projects Programmed			s	- \$	- \$		0	No Projects Programmed	\$.			N/A	
				Statewide	CMAQ Subtotal ▶	ı s	- 15	- 15	- ■ 80% Federal + 20% Non-Federal			Qu	antified Impact	- 0		
Statewide HSIP Program	1	1	No Projects Programmed		1	s	- Is	- Is			HSIP Program					
			No Projects Programmed No Projects Programmed	1	1	s	- S	- S	-	0	No Projects Programmed No Projects Programmed	\$ ·			N/A N/A	
		I		wide HSIP P	rogram Subtotal ▶	S	- S	- S	- ■ 90% Federal + 10% Non-Federal	U	no nojecis riogrammed	Qu	antified Impact	▶ 0	N/A	
Outstands before the control						-		-		- 04	nfreetrustum Decemb					
Statewide Infrastructure Prog	gram		No Projects Programmed			\$	- \$	- \$	- 1	► Statewide Ir	nfrastructure Program No Projects Programmed	s .			N/A	
			No Projects Programmed			\$	- \$	- \$	-	0	No Projects Programmed	\$.			N/A	
	ш		Statewide Infi	astructure P	ogram Subtotal ►	S	- S	- S	- ■ 80% Federal + 20% Non-Federal			Qu	antified Impact	0		
Statewide Interstate Maintena	ance Program										nterstate Maintenance Program					
			No Projects Programmed			\$	- \$	- S	-	0	No Projects Programmed	\$ -			N/A	
			No Projects Programmed Statewide Interstate Ma	<u></u>	0	3	- 5	- 3	- ■ 90% Federal + 10% Non-Federal	0	No Projects Programmed	s -			N/A	

2019 MVC MPO Transportation Improvement Program										2019 MVC MPO TIP GHG Tracking							
Amendment/	MassDOT	MPO ▼	Municipality Name ▼	MassDOT Project Description▼	MassDOT	Funding Source ▼	Total Programmed Funds ▼	Federal Fund ▼	is Non-Federal Funds ▼	Additional Information ▼	MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO₂ Impact (kg/yr) ▼	t GHG Impact Description ▼	Additional Description ▼
► Statewide Intellig	ent Transportati	on Systems									► Statewide In	ntelligent Transportation Systems					
				No Projects Programmed	1		\$ -	\$	- \$	-	0	No Projects Programmed	ş -			N/A	
		İ		No Projects Programmed			s -	\$	- \$	-	0	No Projects Programmed	s -			N/A	
	_				Statewi	de ITS Subtotal >	\$ -	\$	- \$	- ■ 80% Federal + 20% Non-Federal			Qua	ntified Impact	0		
► Statewide Nationa	al Freight Progra	ım	1	lu e i i e			La	La	I.e.			lational Freight Program				N/A	
				No Projects Programmed			5	5	- 3	-	0	No Projects Programmed	\$ -				
				No Projects Programmed			\$ -	\$.	- \$	-	0	No Projects Programmed	\$.			N/A	
				Statewide Nation	al Freight Pre	ogram Subtotal >	<u>s</u> -	S	- S	- ■ 80% Federal + 20% Non-Federal			Qua	ntified Impact	0	4	
► Statewide Nationa	al Highway Syst	em Preservation Progr	am	No Projects Programmed		1	s -	ls -	- Is	-	► Statewide N	No Projects Programmed		1		N/A	
				No Projects Programmed	+		s -	s	- s	-	0	No Projects Programmed No Projects Programmed	\$.			N/A	_
				Statewide NHS Pro	eservation Pr	ogram Subtotal ▶	\$ -	\$	- \$	- ■ 80% Federal + 20% Non-Federal		No Projects Programmed		ntified Impact	0	IVA	
► Statewide Plannin	na Broaram									_	▶ Statewick D	lanning Program					
P Statewide Flamin	işi Froşraili			No Projects Programmed		1	s -	\$	- \$	-	0	No Projects Programmed	s -			N/A	
			1	No Projects Programmed	1	İ	s -	\$	- \$	-	0	No Projects Programmed	s -			N/A	
		1		Statewide	Planning Pr	ogram Subtotal >	· \$ -	\$.	- \$	- ■ 80% Federal + 20% Non-Federal			Qua	ntified Impact	ı ▶ 0		
► Statewide Railroa	d Grade Crossin	ias									► Statewide F	tailroad Grade Crossings					
		Î		No Projects Programmed	1		\$ -	\$	- \$	-	0	No Projects Programmed	\$.			N/A	
				No Projects Programmed		İ	\$ -	\$	- \$	-	0	No Projects Programmed	s -			N/A	
				Statewide R	R Grade Cro	ssings Subtotal >	٠ \$ -	\$.	- \$	- ■ 80% Federal + 20% Non-Federal			Qua	ntified Impact	0		
► Statewide Safe R	outes to School	s Program									► Statewide \$	Safe Routes to Schools Program					
				No Projects Programmed	7	SRTS	\$ -	\$.	- \$	-	0	No Projects Programmed	ş -			N/A	
				No Projects Programmed		SRTS	\$ -	\$ -	- \$	-	0	No Projects Programmed	s -			N/A	
	-		1	Statewide Safe Routes t	o Schools Pr	ogram Subtotal 🕨	· \$ -	\$	- \$	- ■ Funding Split Varies by Funding Source			Qua	ntified Impact	!▶ 0		
► Statewide Stormv	vater Retrofits										► Statewide S	tormwater Retrofits					
				No Projects Programmed	1		\$ -	\$ -	- \$	-	0	No Projects Programmed	\$.			N/A	
		İ		No Projects Programmed			s -	\$	- \$	-	0	No Projects Programmed	\$ -			N/A	
			•	Statewide S	tormwater Re	etrofits Subtotal >	s -	\$	- \$	- ■ 80% Federal + 20% Non-Federal		ransportation Enhancements	Qua	ntified Impact	0		
► Statewide Transp	ortation Enhanc	ements		No Projects Programmed	_		\$ -	\$	- \$	-	0	No Projects Programmed	s -			N/A	
				No Projects Programmed			\$ -	\$	- \$	-	0	No Projects Programmed	s .			N/A	
				Statewide Transportat	don Enhance	ments Subtotal >	· s -	s ·	- s	- ■ 80% Federal + 20% Non-Federal			Qua	ntified Impact	0		
► Other Statewide It	tems										► Other State	wide Items					
				ABP GANS Repayment			\$ -	\$.	- \$	-	0	ABP GANS Repayment	\$ -			N/A	
				Award Adjustments, Change Orders, Project Value Changes, Etc.			\$ -	\$	- \$	-	0	Award Adjustments, Change Orders, Project Value Changes, Etc.	s -			N/A	
				DBEs, FAPO, Pavement Lab Retrofits, and Misc.			\$ -	\$ -	- \$	-	0	DBEs, FAPO, Pavement Lab Retrofits, and Mis-	: s -			N/A	
	-			Programs Planning	+		s -	s .	- s	-	0	Programs Planning	s .			N/A	
				Statewide Design and Right of Way			\$ -	\$.	- \$	-	0	Statewide Design and Right of Way	\$.			N/A	
	1			Statewide Recreational Trails	ner Statewide	Items Subtotal ▶	\$ ·	\$	- \$	- ✓ Funding Split Varies by Funding Source	0	Statewide Recreational Trails	\$ -	ntified Impact	0	N/A	
																Ī	
► Section 2A / Non-	Federal Projects											/ Non-Federal Projects					
► Non Federal Aid	1		1	No Projects Programmed		NFA	e		\$	- [► Non Federa		1.				
	+			No Projects Programmed		NFA	s -		S .	-	0	No Projects Programmed	\$ -			N/A	
				No Projects Programmed	Non-Fed	eral Aid Subtotal			•	- ◀100% Non-Federal	0	No Projects Programmed	\$.	ntified Impact		N/A	
					AUTH EUE	aran Alu Gubitilidi P			*	- 100% North edetal			Qua	eu mpact		_	
► Section 2B / Non-	Federal Bridge F	Projects									► Section 2B	/ Non-Federal Bridge Projects					
► Section 2B / Non-	Federal Bridge F	rojects	1			i			2000		► Section 2B	/ Non-Federal Bridge Projects					
				No Projects Programmed		NFA	\$ -		\$	-	0	No Projects Programmed	\$ -			N/A	
				No Projects Programmed Section 2B / Non-Fed		NFA	\$ -		\$	- ■100% Non-Federal	0	No Projects Programmed	\$.			N/A	
				Section 2B / Non-Fed	siai biluyê P	rojecis Subitital		TIP Section 2	2: Total of All	- 100 /o Noti-redetal	2010 M	IVC MPO GHG Tracking		ntified Impact	Total Quantified	_	
2019 MV	VC MP	O TIP Su	mmary				•	•	Projects ▼		2019 N	IVC MPO GHG Tracking			Impact ▼		
						Total ► Federal Funds ►	\$ 668,216 \$ 534,573	S S	\$ 534,5	16 ◀ Total Spending in Region ▼ Total Federal Spending in Region			Qua	ntitled Impact	0	4	
					Non-	-Federal Funds ▶	\$ 133,643	3 \$	- \$ 133,6	43 ◀ Total Non-Federal Spending in Region							

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MPO ▼ rrojects Leart Program Mertha's Vineyard Martha's Vineyard Martha's Vineyard Martha's Vineyard Martha's Vineyard	Oak Bluffs	Total Federal Aid Total Non-CMAQ/H	District 15 SE S S SE S S S SE S S S S S S S S S S	TAP Subtotal > STP STP StP Programmed > SP PR PR PR PR PR PR PR PR PR PR PR PR PR	\$ 30,997 \$ 30,997 \$ 77,492	\$ -5 27,897 \$ 61,994 \$ -5 61,994 \$ -5 61,994 \$ -5 -5 61,994 \$ -5 5 -5 61,994	S	AC Year 1 of 2; total estimated cost \$2,240,448 for 0.65 mile section including statewide CMAC amount 4 80% Federal + 10% Non-Federal AC Year 1 of 2; total estimated cost \$2,240,448 for 0.65 mile section including statewide CMAC amount 4 80% Federal + 20% Non-Federal	Project ID * > Section 1A: Fe > Section 1A: Fe > HSSP - Highway 48	MasaBOT Project Description ▼ **Cederal Aid Target Projects by Safety Improvement Program OAK BELIFS- CONSTRUCTION OF A SHARED USE PATH ALONG BEACH ROAD, FROM THE LACCOA PROM BEDGE (NOTHER) **TO THE ALCCOA PROM BEDGE (NOTHER) **TO THE ALCCOA PROM BEGGE (NOTHER) **TO THE ALCCOA PROM BEGGE (NOTHER) **TO THE ALCCOA PROM BEGGE (NOTHER) **TO THE ALCCOA PROM BEGGE (NOTHER) **TO THE ALCCOA PROM BEDGE (NOTHER) **TO THE ALCCOA PROM BEDGE (NOTHER) **TO THE ALCCOA PROM BEDGE (NOTHER) **TO THE ALCCOA PROM BEDGE (NOTHER) **TO THE ALCCOA PROM BEDGE (NOTHER) **TO THE ALCCOA PROM BEDGE (NOTHER) **TO THE ALCCOA PROM BEDGE (NOTHER) **TO THE ALCCOA PROM BEDGE (PROGRAMME) NO Projects Programmed NO Projects Programmed NO PROJECTS PROGRAMME ONE BULLY **TO THE ALCCOA PROM THE USE PATH ALONG BEACH ROAD, FROM THE ALSTYLLE ALVERVIECOUNTY ROAD ON THE REAL PROMISED REAL PRO	\$ 30,997 \$ - Qua \$ 77,492 \$ - Qua Qua Qua	Quantified Impact > Quantified Impact > Quantified Impact > Quantified Impact >	0	Impact Description ▼ Outsided Decrease in Emissions from Bicycle and Pedestrian Infrastructure Outsided Decrease in Emissions from Bicycle and Pedestrian Infrastructure	decrease.
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alysis	Oak Bluffs	OAK BLUFFS-CONSTRUCTION OF A SHARED US PATH ALONG BEACH ROAD, FROM THE LAGOO PRONE BRIDGE NORTHERLY TO THE EASTVILLE AVENUE/COUNTY ROAD INTERSECTION No Projects Programmed Non-CMA Total Federal Aid Total Non-CMAG	Q/HSIP/TAP Target Fund SIP/TAP (Oth Total HS	STP (Other) Subtotal ▶ Is Programmed ▶ SiP Programmed ▶	\$ 575,551 \$ 575,551 \$ 684,040 \$ 575,551	\$ - \$ 460,441	\$ -	AC Year 1 of 2; total estimated cost \$2,240,448 for 0.55 mile section including statewide CMAC	► Non-CMAQ/HS	SIPITAP (Other) OAK BLUFFS-CONSTRUCTION OF A SHARED USE PATH ALONG BEACH ROAD, FROM THE LAGOON POND BRIDGE NORTHERLY TO THE	Qua	ntified Impact Quantified	0		AC Year 1 of 2, see year 2 for qu
alysis	Oak Bluffs	PATH ALONG BEACH ROAD, FROM THE LAGOD POND BRIDGE NORTHERLY TO THE ASSYNLE AVENUE/COUNTY ROAD INTERSECTION NO Projects Programmed Non-CMA Total Federal Aid Total Non-CMAGHH	Q/HSIP/TAP Target Fund SIP/TAP (Oth Total HS	STP (Other) Subtotal ▶ Is Programmed ▶ SiP Programmed ▶	\$ 575,551 \$ 575,551 \$ 684,040 \$ 575,551	\$ - \$ 460,441	\$ -	AC Year 1 of 2; total estimated cost \$2,240,448 for 0.55 mile section including statewide CMAC	48	OAK BLUFFS- CONSTRUCTION OF A SHARED USE PATH ALONG BEACH ROAD, FROM THE LAGOON POND BRIDGE NORTHERLY TO THE	\$ 575,551	Quantified			AC Year 1 of 2, see year 2 for qu
alysis	Oak Bluffs	PATH ALONG BEACH ROAD, FROM THE LAGOD POND BRIDGE NORTHERLY TO THE ASSYNLE AVENUE/COUNTY ROAD INTERSECTION NO Projects Programmed Non-CMA Total Federal Aid Total Non-CMAGHH	Q/HSIP/TAP Target Fund SIP/TAP (Oth Total HS	(Other) Subtotal ► Is Programmed ► er) Programmed ► SIP Programmed ►	\$ 575,551 \$ 575,551 \$ 684,040 \$ 575,551	\$ - \$ 460,441	\$ -	AC Year 1 of 2; total estimated cost \$2,240,448 for 0.65 mile section including statewide CMAC	48	OAK BLUFFS- CONSTRUCTION OF A SHARED USE PATH ALONG BEACH ROAD, FROM THE LAGOON POND BRIDGE NORTHERLY TO THE	\$ 575,551	Quantified			AC Year 1 of 2, see year 2 for qu
alysis	The second secon	PATH ALONG BEACH ROAD, FROM THE LAGOD POND BRIDGE NORTHERLY TO THE ASSYNLE AVENUE/COUNTY ROAD INTERSECTION NO Projects Programmed Non-CMA Total Federal Aid Total Non-CMAGHH	Q/HSIP/TAP Target Fund SIP/TAP (Oth Total HS	(Other) Subtotal ► Is Programmed ► er) Programmed ► SIP Programmed ►	\$ 575,551 \$ 575,551 \$ 684,040 \$ 575,551	\$ - \$ 460,441	\$ -	AC Year 1 of 2; total estimated cost \$2,240,448 for 0.65 mile section including statewide CMAC	48 Q 608142	USE PATH ALONG BEACH ROAD, FROM THE LAGOON POND BRIDGE NORTHERLY TO THE	\$ 575,551	Quantified			AC Year 1 of 2, see year 2 for qua
Projects		AVENUE/COUNTY ROAD INTERSECTION No Projects Programmed Non-CMA Total Federal Ald Total Non-CMAQ/H	Target Fund SIP/TAP (Oth Total HS	is Programmed ► er) Programmed ► SIP Programmed ►	\$ 575,551 \$ 684,040 \$ 575,551	\$ 460,441	\$ -	amount	608142	EASTVILLE AVENUE/COUNTY ROAD	\$ 575,551	Quantified		Quantified Decrease in Emissions from	, , qu
Projects		No Projects Programmed Non-CMA Total Federal Add Total Non-CMACH:	Target Fund SIP/TAP (Oth Total HS	is Programmed ► er) Programmed ► SIP Programmed ►	\$ 575,551 \$ 684,040 \$ 575,551	\$ 460,441	\$ -							Bicycle and Pedestrian Infrastructure	decrease.
Projects		Non-CMA Total Federal Aid Total Non-CMAGH:	Target Fund SIP/TAP (Oth Total HS	is Programmed ► er) Programmed ► SIP Programmed ►	\$ 575,551 \$ 684,040 \$ 575,551	\$ 460,441	\$ 115,110			INTERSECTION					
Projects		Total Federal Aid Total Non-CMAQ/H	Target Fund SIP/TAP (Oth Total HS	is Programmed ► er) Programmed ► SIP Programmed ►	\$ 684,040 \$ 575,551			■ 80% Federal + 20% Non-Federal	0	No Projects Programmed	\$.	ntified Impact >	• 0		4
Projects		Total Non-CMAQ/H:	Total HS	er) Programmed >	\$ 575,551						Qua	eu =iipaul P			
Projects		Total Non-CMAQ/H:	Total HS	er) Programmed >	\$ 575,551										
			Total HS	SIP Programmed ▶		\$ 684,040	∢ Total Target	\$ - Target Funds Available							
		Rem	Total CMA	SIP Programmed >	1	\$ 575,551	■ Max. Non- CMAQ/HSIP/TAP	 Non-CMAQ/HSIP/TAP (Other Available 	er)						
		Rem	Total CMA		\$ 30,997		■ Min. HSIP	S - HSIP Recommended Met							
		Rem		AQ Programmed ► AP Programmed ►	\$ 77.492	\$ 77,492	■ Min. CMAQ ■ Min. TAP	S - CMAQ Recommended Met S - TAP Recommended Met							
	1			MAQ, and TAP Funds											
ce Program		Num	aining HSIP, Ci	MAQ, and TAP Funds					► Section 1B / Fe	ederal Aid Bridge Projects					
	1								► Statewide Syst	stematic Maintenance Program					
	1	No Projects Programmed		1	۹ .	¢ .	٠ .	I		No Projects Programmed	٠.			N/A	
-		No Projects Programmed			s -	s -	s -				\$ -			N/A	
	-	Statewide Bridge N	laintenance P	Program Subtotal ►		\$ -	\$ -	■ 80% Federal + 20% Non-Federal				ntified Impact >	• 0		-
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	1			1					► On System						
		No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed	\$ -			N/A	4
		No Projects Programmed	00	System Subtotal ▶	S -	\$ -	\$ -	■ 80% Federal + 20% Non-Federal	0	No Projects Programmed	\$ -	ntified Impact >		N/A	1
			Oil	System Subtotal F	s -		-	■ 60% redetal ▼ 20% Noti-redetal			Qua	ntined impact	•	J	
									► Off-System						
		No Projects Programmed			s -	s -	\$ -		0	No Projects Programmed	\$ -			N/A	
		No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed	ş ·			N/A	
			Off-	System Subtotal >	s -	\$ -	\$ -	■ 80% Federal + 20% Non-Federal			Qua	ntified Impact >	0		
<u>_</u>									► Statewide Brid	dge Inspection Program					
		No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed	\$ -			N/A	
					s -	\$ -	\$ -		0	No Projects Programmed	s -			N/A	A
		Statewide Bridge	Inspection P	rogram Subtotal ►	s -	\$ -	\$ -	■ 80% Federal + 20% Non-Federal			Qua	ntified Impact >	0	1	
get Projects									► Section 1C / Fe	aderal Aid Non-Target Projects					
	1	No Projects Programmed	_		l e	e	T e								
				1	s -		ş -				\$ -				
	1	No Projects Programmed	OthF:	orni Aid Cultural	s -	s -		Eupding Split Varies by Freeding Services	0	No Projects Programmed	\$ -	ntified leaner		N/A	
			Outer Fed	eral MIU SUDTOtal >		•	14 -	¬ runding Split varies by Funding Source			Qua	eu enpact P			
State Category Project	s								► Section 1D / Fe	ederal Aid Major & State Category Projects					
gory r roject															
1	1	No Projects Programmed	1	1	s -	s -	ls -							N/A	
	+		-1	1	s -	s -	\$ -	+			9 .			N/A	_
1	1		I Major Infrast	tructure Subtotal ▶	s -	\$ -	s -	■ 80% Federal + 20% Non-Federal	U	TO TIGOUS Programmed	Qua	ntified Impact >	0		1
ility Act Implementation	Plan								► Statewide Ame	ericans with Disability Act Implementation Plan					
, accomplementation		No Projects Programmed			s -	\$ -	\$ -			No Projects Programmed	s -			N/A	
	İ	No Projects Programmed			S -	\$ -	\$ -				s -			N/A	
•	•		Implementati	on Plan Subtotal >	s -	\$ -	\$ -	■ 80% Federal + 20% Non-Federal			Qua	ntified Impact >	0		
and Air Quality									► Statewide Con	ngestion Mitigation and Air Quality					
					s -	\$ -	\$ -				\$ -			N/A	
		No Projects Programmed	ĺ		\$ -	\$ -	\$ -		0	No Projects Programmed	\$ -			N/A	
			Statewide	CMAQ Subtotal ▶	\$ -	\$ -	\$ -	■ 80% Federal + 20% Non-Federal			Qua	ntified Impact >	0		
									► Statewide HSII	IP Program					
		No Projects Programmed			S -	\$ -	\$ -				\$ -			N/A	
1		No Projects Programmed	ĺ		\$ -	\$ -	\$ -			No Projects Programmed	\$ -			N/A	
	1	Stat	wide HSIP P	Program Subtotal ▶	S -	S -	S -	■ 90% Federal + 10% Non-Federal			Qua	ntified Impact >	0		
	1								► Statewide Infra	rastructure Program					
n	1			1	s -	\$ -	\$ -								
n		No Projects Programmed		1	1	\$ -	\$ -	1	,	No Projects Programmed	s -			N/A	
s	tate Category Project	tate Category Projects y Act Implementation Plan	No Projects Programmed Statewide Bridge IN Projects No Projects Programmed No Projects Programmed No Projects Programmed No Projects Programmed Regiona Y Act Implementation Plan No Projects Programmed No Projects Programmed No Projects Programmed No Projects Programmed No Projects Programmed No Projects Programmed No Projects Programmed No Projects Programmed No Projects Programmed No Projects Programmed No Projects Programmed No Projects Programmed No Projects Programmed No Projects Programmed	No Projects Programmed No Projects Programmed	No Projects Programmed No Projects Programmed	No Projects Programmed \$	No Projects Programmed S - S - S - S - S - S - S - S - S - S	No Projects Programmed	No Projects Programmed S - S - S - S - 480% Federal + 20% Non-Federal	No Projects Programmed	No Projects Programmed	No Projects Programmed	No Projects Programmed	No Projects Programmed \$. \$. \$. \$. \$. \$. \$. \$. \$. \$	No Projects Programmed

2020 M	VC MPO Trans	sportation Ir	mprovemen	t Program						2020	MVC MPO TIP GF				
Amendment/ Adjustment Type ▼	MassDOT Project ID ▼ MPO ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDo	T Funding ▼ Source ▼	Total Programmed Funds ▼	Federal Fund ▼	s Non-Federal Funds ▼	Additional Information ▼	MassDOT Project ID ▼	MassDOT Project Description ▼	Total GHG Programmed Analysis Funds ▼ Type ▼	GHG CO₂ Impact (kg/yr)▼	GHG Impact Description ▼	Additional Description ▼
► Statewide Inters	tate Maintenance Program									► Statewide I	nterstate Maintenance Program				
			No Projects Programmed			\$ -	s -	\$	-	0	No Projects Programmed	\$ -		N/A	
			No Projects Programmed			\$ -	· \$ -	\$	=	0	No Projects Programmed	\$ -		N/A	
				Statewide Interstate Maintenance	Program Subtotal >	s -	· \$ -	\$	- ■ 90% Federal + 10% Non-Federal			Quantified Impact	0	_	
► Statewide Intellig	gent Transportation Systems	1	No Desirate Desarrance d		1	l e	Le	Le			ntelligent Transportation Systems			N/A	
			No Projects Programmed No Projects Programmed					\$	-	0	No Projects Programmed	\$ -		N/A	
			No Flojecis Flogrammed	Ctata	wide ITS Subtotal ▶			•	- ■ 80% Federal + 20% Non-Federal	0	No Projects Programmed	S - Quantified Impact		IVA	
				State	wide ITS Subtotal P		. 12 -	3	- 00% rederal + 20% Non-rederal			Quantineu impaci		_	
► Statewide Nation	nal Freight Program		No Projects Programmed		1	l e	Te	Te			National Freight Program			N/A	_
			No Projects Programmed					•		0	No Projects Programmed	\$ -		N/A	
			No Flojecis Flogrammed	Statewide National Freight	Broaram Cubtotal B			•	- ■ 80% Federal + 20% Non-Federal	0	No Projects Programmed	\$ -		IVA	
				Statewide National Fleight	Frogram Subtotal F			1,4	4 00 % Federal + 20 % North ederal			Quantineu impaci		_	
► Statewide Nation	nal Highway System Preservation Pr	ogram	No Projects Programmed		1	I e		I e	_		National Highway System Preservation Program	n .			_
			No Projects Programmed		_	۹ .		\$	-	0	No Projects Programmed	\$.		N/A N/A	
			THO T TOJCOLO T TOGICALINICO	Statewide NHS Preservation	Program Subtotal N			•	- ■ 80% Federal + 20% Non-Federal	0	No Projects Programmed	S - Quantified Impact		N/A	
				Claicwae Hi lo i reservation	rogium oublour P			1.4	4 00% 606141 20% 1011 606141			Quantities impact	-	_	
► Statewide Plann	ing Program		No Projects Programmed			١ .	. 1 c	l e	- 1	► Statewide F	Planning Program No Projects Programmed	1.	1	N/A	
			No Projects Programmed		_	۹ .		\$	-					N/A	
			THO T TOJCOLO T TOGICALINICO	Statewide Planning	Program Subtotal N			•	- ■ 80% Federal + 20% Non-Federal	0	No Projects Programmed	S - Organified Impact			
				Customac Flamming	rogium oublour P				4 00% Cociai - 20% Total Cociai			Quantities impact	-		
► Statewide Railro	ad Grade Crossings		No Projects Programmed			s -	. Is -	l s	-	► Statewide F	Railroad Grade Crossings	1.	1	N/A	
			No Projects Programmed		_	۹ .		•	-	0	No Projects Programmed			N/A	
				Statewide RR Grade C	rossinos Subtotal >	· s ·	· s -	s	- ■ 80% Federal + 20% Non-Federal	U	No Projects Programmed	Quantified Impact	> 0		_
														_	
► Statewide Safe	Routes to Schools Program	1	No Projects Programmed		SPTS	e .	. 14 .	Te	_	► Statewide	Safe Routes to Schools Program	1.			_
			No Projects Programmed		SRTS			•		0	No Projects Programmed	\$.		N/A N/A	
			140 1 Tojcoto 1 Togrammed	Statewide Safe Routes to Schools				•	- ■ Funding Split Varies by Funding Source	0	No Projects Programmed	Quantified Impact	• 0	N/A	
				Statewide Sale Routes to Scribbis	Frogram Subtotal F			1.4	Tunung Spik valies by Funding Source			Quantities impact	-	_	
► Statewide Storm	water Retrofits		No Projects Programmed		1	s -	· s -	l s	- 1	► Statewide S	Stormwater Retrofits			N/A	_
			No Projects Programmed			s -	. s .	s	-	0	No Projects Programmed No Projects Programmed	\$.		N/A N/A	_
				Statewide Stormwater	Patrofite Subtotal N			•	- ■ 80% Federal + 20% Non-Federal	U	No Projects Programmed	Quantified Impact	• 0	N/A	<u> </u>
				Oldiewide Oldiniwalei	ricionis Cubiciai P	1.0			4 00 % 1 000 00 1 20 % 100 11 000 00						
► Statewide Trans	portation Enhancements		No Projects Programmed			s -	s -	s	. 1	Statewide 1	Transportation Enhancements No Projects Programmed			N/A	
			No Projects Programmed		_	s -	· s -	s	-	0	No Projects Programmed			N/A	_
			7	Statewide Transportation Enhan	cements Subtotal >	· s	· s -	s	- ■ 80% Federal + 20% Non-Federal	U	No Projects Programmed	Quantified Impact	> 0		
											and de Manage			_	
► Other Statewide	Items		ABP GANS Repayment		1	s -	· S -	s	- 1	► Other State	ABP GANS Repayment	\$ -		N/A	
			Award Adjustments, Change	Orders, Project Value		\$ -	· \$ -	\$	-	0	Award Adjustments, Change Orders, Project	t s .		N/A	
			Changes, Etc. DBEs, FAPO, Pavement La	b Retrofits, and Misc.		\$ -	· s -	s	-	0	Value Changes, Etc. DBEs, FAPO, Pavement Lab Retrofits, and N	Misc		N/A	
			Programs	·							Programs	\$.			
			Planning Statewide Design and Right	of Way		S -	S -	S	-	0	Planning Statewide Design and Right of Way	\$ ·		N/A N/A	
			Statewide Recreational Trails	3		\$ -	· \$ -	\$	-	0	Statewide Recreational Trails	\$ -		N/A	
				Other Statewi	de Items Subtotal >	• [\$ -	- \$ -	15	- ■ Funding Split Varies by Funding Source			Quantified Impact	•	_	
► Section 2A / Non	ı-Federal Projects									► Section 2A	/ Non-Federal Projects				
										► Non Federa					
► Non Federal Aid			No Projects Programmed		NFA	s -	-	\$	-	Non Federa	No Projects Programmed	٠		N/A	
			No Projects Programmed		NFA	s -		S	2	0	No Projects Programmed			N/A	
				Non-Fe	deral Aid Subtotal▶	· s ·			- ■100% Non-Federal	U	No Projects Programmed	Quantified Impact	• 0	N/A	
										. O e' OD	IN F. d I D. d D			_	
	-Federal Bridge Projects										/ Non-Federal Bridge Projects				
► Section 2B / Non	-Federal Bridge Projects	1	lu na a an an a	1	NFA		1.000.000.000.000.000	-1.			/ Non-Federal Bridge Projects				
			No Projects Programmed			3		3	-	0	No Projects Programmed	\$ -		N/A N/A	
			No Projects Programmed	0 1 00 11 5 1	NFA	3		3	-	0	No Projects Programmed	\$.		N/A	
				Section 2B / Non-Federal Bridge	rrojects Subtotal▶	- 3	- [13	- ■100% Non-Federal			Quantified Impact	- 0		
2020 M	VC MPO TIP S	ummary				TIP Section 1 ▼	: TIP Section 2	Total of All Projects ▼		2020 N	IVC MPO GHG Tracking	Summary	Total Quantified Impact ▼		
		•			Total ▶	\$ 684,04	0 \$ -	\$ 684,0	10 ◀ Total Spending in Region			Quantified Impact	• 0		
				N	Federal Funds ▶ on-Federal Funds ▶	 \$ 550,33 	2	\$ 550,33	32						

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Lists Are in Hidden Cells

ndment/	MassDOT			nprovement Program		Funding	Total Programmed	Federal Fund	Non-Federal	Additional	MassDOT	MassDOT	Total Programmed	GHG Analysis	GHG CO ₂ Impact	GHG	Additional
ndment/ stment Type ▼ F	roject ID ▼	MPO ▼	Municipality Name ▼	Project Description ▼			Funds ▼	▼	Funds ▼	Information ▼	Project ID ▼	Project Description ▼	Funds ▼	Type ▼	(kg/yr)▼	Impact Description ▼	Description ▼
tion 1A / Federal	Aid Target Pro	ojects										/ Federal Aid Target Projects					
SIP - Highway Safe	ety Improvement 08142	nt Program Martha's Vineyard	Oak Bluffs	OAK BLUFFS- CONSTRUCTION OF A SHARED USE	5	HSIP	\$ 30,997	\$ 27,89	7 \$ 3,10	10		OAK BLUFFS- CONSTRUCTION OF A SHARED					
	700142			PATH ALONG BEACH ROAD, FROM THE LAGOON POND BRIDGE NORTHERLY TO THE EASTVILLE						AC Year 2 of 2; total estimated cost \$2,240,44; for 0.65 mile section including statewide CMAC	608142	USE PATH ALONG BEACH ROAD, FROM THE LAGOON POND BRIDGE NORTHERLY TO THE					
				AVENUE/COUNTY ROAD INTERSECTION						amount	000142	EASTVILLE AVENUE/COUNTY ROAD INTERSECTION	30,557				
			1	No Projects Programmed	1		\$ -	\$ -	\$ -	-	0	No Projects Programmed	ş ·				
			*			HSIP Subtotal ▶	\$ 30,997	\$ 27,89	7 \$ 3,10	0 ◀ 90% Federal + 10% Non-Federal			Qua	ntified Impact I	0		
IAQ - Congestion	Mitigation and 08142	Air Quality Improvem Martha's Vineyard	Oak Bluffs	OAK BLUFFS- CONSTRUCTION OF A SHARED USE	5	CMAQ	\$ 77,492	\$ 61,99	\$ 15,49	8		OAK BLUFFS- CONSTRUCTION OF A SHARED					
				PATH ALONG BEACH ROAD, FROM THE LAGOON POND BRIDGE NORTHERLY TO THE EASTVILLE						AC Year 2 of 2; total estimated cost \$2,240,446 for 0.65 mile section including statewide CMAC	608142	USE PATH ALONG BEACH ROAD, FROM THE LAGOON POND BRIDGE NORTHERLY TO THE	\$ 77,492		2,455	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	AC Year 2 of 2
				AVENUE/COUNTY ROAD INTERSECTION						amount		EASTVILLE AVENUE/COUNTY ROAD INTERSECTION				Dojec and I cocanan amazaccare	
				No Projects Programmed		CMAQ Subtotal ▶	\$ - \$ 77,492	\$ - \$ 61,99	\$ - 1 S 1549	18 ◀ 80% Federal + 20% Non-Federal	0	No Projects Programmed	\$ -	ntified Impact I	• 0		
																_	
P - Transportation	Alternatives P	Program									►TAP - Transp	sportation Alternatives Program					
				No Projects Programmed No Projects Programmed	1		s -	S -	\$ -	- -	0	No Projects Programmed No Projects Programmed	s -				
			•			TAP Subtotal ▶	\$ -	\$ -	\$	■ 80% Federal + 20% Non-Federal			Qua	ntified Impact I	0		
n-CMAQ/HSIP/TA		Interest at a Min or word	Oak Bluffs	OAK BLUFFS- CONSTRUCTION OF A SHARED USE	n -	STP	\$ 575.551	Le 400.44	Te 454		► Non-CMAQ/F	/HSIP/TAP (Other)	. 1				1
•	08142	Martha's Vineyard	Oak Diulis	PATH ALONG BEACH ROAD, FROM THE LAGOON	5	JIP .	g 5/5,551	\$ 460,44	1 \$ 115,11	AC Year 2 of 2; total estimated cost \$2,240,444 for 0.65 mile section including statewide CMAC		OAK BLUFFS- CONSTRUCTION OF A SHARED USE PATH ALONG BEACH ROAD, FROM THE	S 575.551				
		I	1	POND BRIDGE NORTHERLY TO THE EASTVILLE AVENUE/COUNTY ROAD INTERSECTION						amount amount	608142	LAGOON POND BRIDGE NORTHERLY TO THE EASTVILLE AVENUE/COUNTY ROAD	\$ 575,651				
		 	+	No Projects Programmed	-		\$ -	\$ -	\$ -	:	0	INTERSECTION No Projects Programmed	s				
					/HSIP/TAP (Other) Subtotal >	\$ 575,551	\$ 460,44	1 \$ 115,11	0 ◀ 80% Federal + 20% Non-Federal		· · · · · · · · · · · · · · · · · · ·	Qua	ntified Impact I	0		1
ction 1A / Fiscal C	Constraint Anal	lysis		Total Endered Aid T	arnet Fund	Programmed .	\$ 684.040	\$ 684.04	■Total Target	\$ - Target Funds Available							
				Total Federal Aid T Total Non-CMAQ/HSI	P/TAP (Othe	r) Programmed >	\$ 575,551	\$ 575,55)						
					Total HS	IP Programmed ▶	\$ 30,997	\$ 30.99	CMAQ/HSIP/TAF	\$ - HSIP Recommended Met							
					Total CMA	Q Programmed ► P Programmed ►	\$ 77,492	\$ 77,49	✓ Min. CMAQ	\$ - CMAQ Recommended Met \$ - TAP Recommended Met							
				Damai		IAQ, and TAP Funds		•	,								
ction 1B / Federal	Aid Bridge Pro	ojects		Keinai	ning H3ir, Civ	IAQ, allu TAF Fullus	, .				► Section 1B /	/ Federal Aid Bridge Projects					
atewide Systemat	ic Maintenance	Program									► Statewide Sy	Systematic Maintenance Program					
				No Projects Programmed			\$ -	\$ -	\$ -	-	0	No Projects Programmed	\$ -			N/A	
				No Projects Programmed			\$ -	\$ -	\$ -	-	0	No Projects Programmed	\$ -			N/A	
				Statewide Bridge Ma	intenance Pr	ogram Subtotal >	\$ -	\$ -	\$	■ 80% Federal + 20% Non-Federal			Qua	ntified Impact I	0		
System											► On System						
				No Projects Programmed			\$ -	\$ -	\$	-	0	No Projects Programmed	\$ -			N/A	
		l		No Projects Programmed	On S	System Subtotal ▶	\$ -	\$ -	\$ -	- ■ 80% Federal + 20% Non-Federal	0	No Projects Programmed	\$ -	ntified Impact I		N/A	
					Oil C	system Subtotal P	,	,	•	00 /s redetal + 20 /s North edetal			400	nuncu impuci i		_	
f-System											► Off-System						
				No Projects Programmed			\$ -	\$ -	\$	-	0	No Projects Programmed	\$.			N/A N/A	
			1	No Projects Programmed	Off-S	System Subtotal ▶	\$ -	\$ -	\$	- ■ 80% Federal + 20% Non-Federal	0	No Projects Programmed	Ş - Qua	ntified Impact I	• 0	N/A	
						- 1		I .	1							_	
stewide Bridge Inspe	ction Program	1	1	No Projects Programmed	1		s -	s -	s -	- 1	► Statewide Br	No Projects Programmed	s -			N/A	
				No Projects Programmed			\$ -	\$ -	\$ -	-	0	No Projects Programmed	\$ -			N/A	
			*	Statewide Bridge I	nspection Pr	ogram Subtotal >	\$ -	\$ -	\$ -	■ 80% Federal + 20% Non-Federal			Qua	ntified Impact I	0		
ction 1C / Federal	Ald Non-Targe	et Projects									► Section 1C /	/ Federal Aid Non-Target Projects					
her Federal Aid			1	No Projecto Processor	1			Le	Le		► Other Federa					N/A	
		1	1	No Projects Programmed No Projects Programmed			s -	s -	s -		0	No Projects Programmed	\$.			N/A N/A	
		1	1		Other Fede	ral Aid Subtotal ▶	S	s -	S	■ Funding Split Varies by Funding Source	0	No Projects Programmed	Qua	ntified Impact I	0		
ction 1D / Federal	Aid Major & St	tate Category Project	s								► Section 1D /	/ Federal Aid Major & State Category Projects					
egional Major Infra	structure						-		1-		► Regional Ma	ajor Infrastructure					
				No Projects Programmed			s -	\$ -	\$		0	No Projects Programmed	\$ -			N/A	
		I	1	No Projects Programmed	Major Infra-	ructure Subtotal ►	\$ -	S -	\$ -	- ■ 80% Federal + 20% Non-Federal	0	No Projects Programmed	\$ -	ntified Impact I		N/A	
stowido A	e with Disse	by Act Implements.	Plan	Regional	-uju illiasti	Source Subtotal P			1.0	= 55 /e i euerai = 20 /e Nort-Federal	▶ Statemide •	Americans with Disability Act Implementation Plan	Qua	rou empact I			
atewide American	s with Disabilit	ty Act Implementation	riaff	No Projects Programmed			\$ -	\$ -	\$ -		Statewide Ar	No Projects Programmed	s -			N/A	
			i	No Projects Programmed	L		\$ -	\$ -	\$	·	0		s -			N/A	
				Statewide ADA In	plementatio	n Plan Subtotal 🕨	\$	\$ -	\$	- ■ 80% Federal + 20% Non-Federal			Qua	ntified Impact I	0		
tewide Congesti	on Mitigation a	and Air Quality	Oak Bluffs	OAK BLUFFS- CONSTRUCTION OF A SHARED USE	1 -	CMAQ	e e70.000	S 697.89	1 477.17	w I	► Statewide C	Congestion Mitigation and Air Quality	-1				
e	006142	Martha's Vineyard	Oak Bluffs	PATH ALONG BEACH ROAD, FROM THE LAGOON	5	CMAQ	\$ 872,368	\$ 697,89	\$ 174,47	AC Year 2 of 2; total estimated cost \$1,675,73;		OAK BLUFFS: CONSTRUCTION OF A SHAREE USE PATH ALONG BEACH ROAD, FROM THE					
		I	1	POND BRIDGE NORTHERLY TO THE EASTVILLE AVENUE/COUNTY ROAD INTERSECTION						for 0.65 mile section including statewide CMAC amount	608142	LAGOON POND BRIDGE NORTHERLY TO THE EASTVILLE AVENUE/COUNTY ROAD	\$ 872,368			N/A	
		1	1	No Projects Programmed			s -	s -	\$ -			INTERSECTION No Projects Programmed	e			N/A	
		1	1	,	Statewide	CMAQ Subtotal ▶	\$ 872,368	\$ 697,89	1 \$ 174,47	4 ■ 80% Federal + 20% Non-Federal	0	No Projects Programmed	Qua	ntified Impact I	0	N/A	
tewide HSIP Pro	gram										► Statewide H	HSIP Program					
	J		1	No Projects Programmed			s -	\$ -	\$ -	:	0	No Projects Programmed	ş .			N/A	
				No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed	\$ -			N/A	
				Statev	ide HSIP Pi	ogram Subtotal >	s -	- 1	\$ -	■ 90% Federal + 10% Non-Federal			Qua	ntified Impact I	0	_	
											► Statewide In	Infrastructure Program					
atewide Infrastru	cture Program			No Projects Programmed							0					N/A	

2021 M	VC MP	O Transp	portation Ir	mprovement Program	1						2021	MVC MPO TIP GHO	3 Track	king			
Amendment/ Adjustment Type ▼	MassDOT Project ID ▼		Municipality Name ▼	MassDOT Project Description ▼	MassDO	Funding Source ▼	Total Programmed Funds ▼	Federal Fu ▼	Inds Non-Federal	Additional Information ▼		MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO₂ Impact (kg/yr) ▼	Impact Description ▼	Additional Description ▼
				No Projects Programmed			\$ -	\$	- \$	- ■ 80% Federal + 20% Non-Federal	0	No Projects Programmed	\$.			N/A	
				Statewide IIII	astructure m	rogram Subtotal >	3 -	. 13	- 13	- Non-rederal + 20% Non-rederal			Qui	antined impact			
► Statewide Inters	ate Maintenance	Program		No Projects Programmed			s -	\$	- \$	-	Statewide In	No Projects Programmed	s -		1	N/A	
				No Projects Programmed			s -	S	- S	-	0	No Projects Programmed				N/A	
	_			Statewide Interstate Ma	intenance P	rogram Subtotal ▶	\$ -	\$	- \$	- ■ 90% Federal + 10% Non-Federal		No Piojecis Piogrammeu	Qui	antified Impact	0		_
► Statewide Intelli	ont Transportation	on Customs				-					► Statewide In	ntelligent Transportation Systems				="	
- Statewide Intelli	jent Transportatio	JII Systems		No Projects Programmed			\$ -	\$	- \$	-	0	No Projects Programmed	ş .			N/A	
		İ		No Projects Programmed		İ	\$ -	\$	- \$	-	0	No Projects Programmed	s ·			N/A	
	_			"	Statew	ide ITS Subtotal >	s -	\$	- \$	- ■ 80% Federal + 20% Non-Federal			Qua	antified Impact	0		_
► Statewide Natio	al Freight Progra	m									► Statewide N	lational Freight Program					
				No Projects Programmed			\$ -	\$	- \$	-	0	No Projects Programmed	s ·			N/A	
				No Projects Programmed	İ		\$ -	\$	- \$	-	0	No Projects Programmed	s ·			N/A	
				Statewide Nation	al Freight P	rogram Subtotal 🕨	S -	S	- S	- ■ 80% Federal + 20% Non-Federal			Qua	antified Impact	0		
► Statewide Natio	al Highway Syste	m Preservation Progr	ram								► Statewide N	lational Highway System Preservation Program					
				No Projects Programmed			\$ -	\$	- \$	-	0	No Projects Programmed	ş ·			N/A	/
				No Projects Programmed			\$ -	\$	- \$	-	0	No Projects Programmed	\$ -			N/A	
				Statewide NHS Pro	eservation P	rogram Subtotal >	\$ -	\$	- \$	- ■ 80% Federal + 20% Non-Federal			Qua	antified Impact	0		
► Statewide Plann	ng Program						1 -	1-				lanning Program					
				No Projects Programmed			\$ -	\$	- \$	-	0	No Projects Programmed	\$.			N/A N/A	
				No Projects Programmed			\$ -	\$	- \$	-	0	No Projects Programmed	\$.			NA	
				Statewide	Planning P	rogram Subtotal >	\$ -	3	- 3	- ■ 80% Federal + 20% Non-Federal			Qua	antified Impact	•		
► Statewide Railro	ad Grade Crossin	gs	1	No Projects Programmed	1	1	l e	l e	I e			tailroad Grade Crossings	1.	1	1	N/A	_
				No Projects Programmed No Projects Programmed			9	9	- 9	_	0	No Projects Programmed	s .			N/A	4
	_				R Grade Crr	ossings Subtotal >	s -	S	- S	- ■ 80% Federal + 20% Non-Federal	0	No Projects Programmed	-	antified Impact	0		
		_										Safe Routes to Schools Program				_	
► Statewide Safe	Routes to Schools	Program	i i	No Projects Programmed	7	SRTS	s .	- Is	- IS	-	D Statewide	No Projects Programmed	1.	1	1	N/A	_
	_			No Projects Programmed		SRTS	s .	s	- S	_	0	No Projects Programmed No Projects Programmed	\$.			N/A N/A	4
				Statewide Safe Routes t	o Schools P		s -	S	- S	- ■ Funding Split Varies by Funding Source	U	No Projects Programmed	S Qui	antified Impact	• 0	NA	
► Statewide Storm	to - Doto-fit-										b Ctatanida C	itormwater Retrofits				_	
- Statewide Storii	water Retroits			No Projects Programmed			\$ -	\$	- \$	-	0	No Projects Programmed	s .			N/A	_
				No Projects Programmed			\$ -	\$	- \$	-	0	No Projects Programmed	\$ -			N/A	
	_			Statewide S	tormwater R	Retrofits Subtotal >	s -	\$	- \$	- ■ 80% Federal + 20% Non-Federal			Qua	antified Impact	0		_
► Statewide Trans	ortation Enhance	ements					1 -	1-				ransportation Enhancements					
				No Projects Programmed			\$ -	\$	- s	-	0	No Projects Programmed	s ·			N/A	
				No Projects Programmed			\$ -	\$	- \$	-	0	No Projects Programmed	\$.			N/A	
b Other Ct-t				Statewide Transportat	ion Enhano	ements Subtotal >	s -	S	- S	- ■ 80% Federal + 20% Non-Federal	► Other State	uida Nama	Qua	antified Impact	•		
► Other Statewide	items			ABP GANS Repayment			\$ -	\$	- \$	-	0	ABP GANS Repayment	\$.			N/A	_
				Award Adjustments, Change Orders, Project Value			\$ -	\$	- \$	=	0	Award Adjustments, Change Orders, Project	s .			N/A	
				Changes, Etc. DBEs, FAPO, Pavement Lab Retrofits, and Misc.			\$ -	\$	- s	-	0	Value Changes, Etc. DBEs, FAPO, Pavement Lab Retrofits, and Misc	: s .			N/A	
				Planning			\$ -	\$	- \$		0	Planning	\$.			N/A	
	_			Statewide Design and Right of Way Statewide Recreational Trails			\$ - \$ -	\$ \$	- \$ - \$	-	0	Statewide Design and Right of Way Statewide Recreational Trails	s .			N/A N/A	4
		1			er Statewide	e Items Subtotal >	\$ -	\$	- \$	- ■ Funding Split Varies by Funding Source			Qua	antified Impact	0		
► Section 2A / Nor	-Federal Projects										► Section 2A	/ Non-Federal Projects					
► Non Federal Aid	,										► Non Federa	I Aid					
				No Projects Programmed		NFA	\$ -		\$	-	0	No Projects Programmed	ş -			N/A	
				No Projects Programmed		NFA	\$ -		\$	-	0	No Projects Programmed	\$ -			N/A	
					Non-Fed	eral Aid Subtotal▶	\$ -		\$	- ■100% Non-Federal			Qua	antified Impact	0		
► Section 2B / Nor												/ Non-Federal Bridge Projects					
➤ Section 2B / Nor	Federal Bridge P	rojects	i	No Projecto Programmed	1	NFA	e		le e	1		/ Non-Federal Bridge Projects		1		N/A	
	_	1		No Projects Programmed No Projects Programmed	1	NFA NFA	9 -		•	1	0	No Projects Programmed	\$.			N/A N/A	
		1			oral Bride - 1		9 -	4	9	- ■100% Non-Federal	0	No Projects Programmed	\$.	antified Impact		N/A	
				Section 2B / Non-Fed	eral Briage I	rrojects Subtotal			13	- 1 TIUU76 NON-FEDERAI					Total Quantified	_	
2021 M	VC MP	O TIP Su	ımmary				▼	▼	n 2: Total of All Projects ▼		2021 N	IVC MPO GHG Tracking			Impact ▼		
					Nor	Total ▶ Federal Funds ▶ n-Federal Funds ▶	\$ 1,556,40 \$ 1,248,22 \$ 308.18	6	\$ 1,248,3	408 ◀ Total Spending in Region Total Federal Spending in Region Total Non-Federal Spending in Region			Qua	antified Impact	0		
					Nor	i-rederal Funds 🕨	a 308,18	۷ ا ۵	- 3 308,	10∠ Total Non-Federal Spending in Region							

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Lists Are in

C. 4a.2. Martha's Vineyard Transit Funded Projects Vineyard Transit Authority (VTA) 2017

Transportation Improvement Program (TIP)

roiect	List	(FY2017)	

FTA Program	Project Number	Transit Agency	FTA Activity Line Item	Project Description	Carryover (unobligated)	Federal Funds	State Funds	TDC	Local Funds	Total Cost
5307										
					Subtotal	\$0	\$0	\$0	\$0	\$0
5309					Subtotal	\$0	\$0	\$0	\$0	\$0
5310					Subtotal	\$0	\$0	\$0	\$0	\$0
5311	RTD0004521	Martha's Vineyard Transit Authority	300901	UP TO 50% FEDERAL SHARE	Subtotal	\$863,782 \$863,782	\$863,782 \$863,782	\$0 \$0	\$0 \$0	\$1,727,564 \$1,727,564
5337					Subtotal	\$003,782	\$003,782	\$0	\$0 \$0	\$1,727,564
5339					Subtotal	\$0	\$0	\$0	\$0	\$0
5320					Subtotal	\$0	\$0	\$0	\$0	\$0
Other Federal					Subtotal	\$0	\$0	\$0	\$0	\$0
Other Non-Federal										
Other Non-Federal	RTD0004515	Martha's Vineyard Transit	114206	ACQUIRE - SHOP EQUIPMENT		\$0	\$15,000	\$0	\$0	\$15,000
Other Non-Federal	RTD0004516	Martha's Vineyard Transit Authority	111400	REHAB/REBUILD - CAPITOL BUS		\$0	\$145,000	\$0	\$0	\$145,000
Other Non-Federal	RTD0004524	Martha's Vineyard Transit Authority	111202	BUY REPLACEMENT 35-FT BUS (3)		\$0	\$1,245,000	\$0	\$0	\$1,245,000
Other Non-Federal	RTD0004527	Martha's Vineyard Transit Authority	114403	REHAB/RENOVATE - ADMIN/MAINT FACILITY		\$0	\$207,000	\$0	\$0	\$207,000
Other Non-Federal	RTD0004528	Martha's Vineyard Transit Authority	113220	ACQUIRE - MISC BUS STATION EQUIP		\$0	\$10,000	\$0	\$0	\$10,000
Other Non-Federal	RTD0004534	Martha's Vineyard Transit Authority	114211	ACQUIRE - SUPPORT VEHICLES		\$0	\$48,000	\$0	\$0	\$48,000
Other Non-Federal	RTD0004536	Martha's Vineyard Transit Authority	113306	CONSTRUCT - STATIONARY BUS FARE COLL EQUIP		\$0	\$50,000	\$0	\$0	\$50,000
Other Non-Federal	RTD0005037	Martha's Vineyard Transit Authority	111315	BUY VAN FOR SVC EXPANSION		\$0	\$45,000	\$0	\$0	\$45,000
Other Non-Federal	RTD0005052	Martha's Vineyard Transit Authority	113310	CONSTRUCT - BUS PASSENGER SHELTERS		\$0	\$50,000	\$0	\$0	\$50,000
Other Non-Federal	RTD0004995	Martha's Vineyard Transit Authority	111215	BUY REPLACEMENT VAN		\$0	\$160,000	\$0	\$0	\$160,000
Other Non-Federal	RTD0005135	Martha's Vineyard Transit Authority	114220	ACQUIRE - MISC SUPPORT EQUIPMENT		\$0	\$135,000	\$0	\$0	\$135,000
Other Non-Federal	RTD0006026	Martha's Vineyard Transit Authority	113400	REHAB/RENOVATE – BUS STATIONS		\$0	\$95,000	\$0	\$0	\$95,000
Other Non-Federal	RTD0006198	Martha's Vineyard Transit Authority	114403	REHAB/RENOVATE - ADMIN/MAINT FACILITY		\$0	\$200,000	\$0	\$0	\$200,000
					Subtotal	\$0	\$2,405,000	\$0	\$0	\$2,405,000
					Total	\$863,782	\$3,268,782	\$0	\$0	\$4,132,564

Vineyard Transit Authority (VTA) 2018

Transportation Improvement Program (TIP)

Project List (FY2018)

FTA Program	Project Number	Transit Agency	FTA Activity Line Item Project Description	Carryover	Federal F	unds State Fur	nds TI	OC Loca	l Fun Total Cost
5307				Subtotal		\$0	\$0 \$0	\$0	\$0
5309				Subtotal		\$0	\$0 \$0	\$0	\$0
5310				Subtotal		\$0	\$0 \$0	\$0	\$0
5311	5311 RTD0004522	Martha's Vineyard Transit Authority	300901 UP TO 50% FEDERAL SHARE	Subtotal	\$872,933 \$872,933	\$872,933 \$872,933	\$0 \$0	\$0 \$0	\$1,745,866 \$1,745,866
5337				Subtotal	. ,	\$0	\$0 \$0	\$0	\$0
5339				Subtotal		\$0	\$0 \$0	\$0	\$0
5320				Subtotal		\$0	\$0 \$0	\$0	\$0
Other Federal				Subtotal		\$0	\$0 \$0	\$0	\$0
Other Non-Federal Other Non-Federal Other Non-Federal Other Non-Federal Other Non-Federal Other Non-Federal Other Non-Federal Other Non-Federal Other Non-Federal Other Non-Federal	RTD0004517 RTD0004518 RTD0004519 RTD0004520 RTD0004529 RTD0004530 RTD0004537 RTD0005053	Martha's Vineyard Transit Authority Martha's Vineyard Transit Authority	111215 BUY REPLACEMENT VAN (2) 114220 ACQUIRE - MISC SUPPORT EQUIPMENT 114206 ACQUIRE - SHOP EQUIPMENT 111403 Rehab/Rebuild: Buses 111203 BUY REPLACEMENT 30-FT BUS (1) 111202 BUY REPLACEMENT 35-FT BUS (3) 113401 REHAB/RENOVATE - BUS TERMINAL 113310 CONSTRUCT - BUS PASSENGER SHELTERS 111215 BUY REPLACEMENT VAN	Subtotal		\$0 \$60,000 \$0 \$50,000 \$0 \$50,000 \$0 \$100,000 \$0 \$410,000 \$0 \$1,275,000 \$0 \$100,000 \$0 \$50,000 \$0 \$170,000 \$0 \$2,265,000	\$0 \$0 \$0 \$0 \$0	\$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$60,000 \$50,000 \$50,000 \$100,000 \$410,000 \$1,275,000 \$100,000 \$50,000 \$170,000 \$2,265,000
				Total	\$872,933	\$3,137,93		\$0	\$4,010,866

Vineyard Transit Authority (VTA) 2019

Transportation Improvement Program (TIP) Project List (FY2019)

FTA Program Proje	ect Number	Transit Agency	FTA Activity Line Item P	Project Carryover	Fe de ral Funds	State Funds	TDC	Local Funds	Total Cost
5307				Subtotal	\$0	\$0	\$0	\$0	\$0
5309				Subtotal	\$0	\$0	\$0	\$0	\$0
5310				Subtotal	\$0	\$0	\$0	\$0	\$0
5311				Subtotal	\$0	\$0	\$0	\$0	\$0
5337				Subtotal	\$0	\$0	\$0	\$0	\$0
5339				Subtotal	\$0	\$0	\$0	\$0	\$0
5320				Subtotal	\$0	\$0	\$0	\$0	\$0
Other Federal				Subtotal	\$0	\$0	\$0	\$0	\$0
Other Non- Federal									
Other Non-Federal RTD0	0004523	Martha's Vineyard Transit Authority	111202 BUY REPLACEMENT 35 BUS (2)	5-FT	\$0	\$900,000	\$0	\$0	\$900,000
Other Non-Federal RTD0	0004525	Martha's Vineyard Transit Authority	114403 REHAB/RENOVATE - ADMIN/MAINT FACILITY		\$0	\$150,000	\$0	\$0	\$150,000
Other Non-Federal RTD0	0004533	Martha's Vineyard Transit Authority	114220 ACQUIRE - MISC SUPP EQUIPMENT	ORT	\$0	\$75,000	\$0	\$0	\$75,000
Other Non-Federal RTD0	0004535	Martha's Vineyard Transit Authority	114220 ACQUIRE - MISC SUPP EQUIPMENT	ORT	\$0	\$500,000	\$0	\$0	\$500,000
Other Non-Federal RTD0	0005054	Martha's Vineyard Transit Authority	113310 CONSTRUCT - BUS PASSENGER SHELTERS		\$0	\$50,000	\$0	\$0	\$50,000
Other Non-Federal RTD0	0005131	Martha's Vineyard Transit Authority	114403 REHAB/RENOVATE - ADMIN/MAINT FACILITY		\$0	\$250,000	\$0	\$0	\$250,000
				Subtotal	\$0	\$1,925,000	\$0	\$0	\$1,925,000
				Total	\$0	\$1,925,000	\$0	\$0	\$1,925,000

Vineyard Transit Authority (VTA) 2020 Transportation Improvement Program (TIP) Project List (FY2020)

FTA Program	Project Number	Transit Agency	FTA Activity Line Item	Proje Carryove r	Federal Funds	State Funds	TDC	Local Funds	Total Cos
5307				Subtotal	\$0	\$0	\$0	\$0	\$0
5309				Subtotal	\$0	\$0	\$0	\$0	\$0
5310				Subtotal	\$0	\$0	\$0	\$0	\$0
5311				Subtotal	\$0	\$0	\$0	\$0	\$0
5337				Subtotal	\$0	\$0	\$0	\$0	\$0
5339				Subtotal	\$0	\$0	\$0	\$0	\$0
5320				Subtotal	\$0	\$0	\$0	\$0	\$0
Other Federal				Subtotal	\$0	\$0	\$0	\$0	\$0
Other Non-Federal									
Other Non-Federal	RTD0004531	Martha's Vineyard Transit Authority	111202 BUY REPLACEMENT 35-FT E	BUS	\$0	\$460,000	\$0	\$0	\$460,000
Other Non-Federal	RTD0004532	Martha's Vineyard Transit Authority	114220 ACQUIRE - MISC SUPPORT EQUIPMENT		\$0	\$100,000	\$0	\$0	\$100,000
Other Non-Federal	RTD0004538	Martha's Vineyard Transit Authority	114403 REHAB/RENOVATE - ADMIN/MAINT FACILITY		\$0	\$175,000	\$0	\$0	\$175,000
Other Non-Federal Other Non-Federal	RTD0004539 RTD0005060	Martha's Vineyard Transit Authority Martha's Vineyard Transit Authority	114409 SURVEILL/SECURI TY EQUIP 113310 CONSTRUCT - BUS PASSI		\$0	\$40,000	\$0	\$0	\$40,000
Other Non-Federal	RTDU005060	Martha's Vineyard Transit Authority	113310 CONSTRUCT - BUS PASSI	ENGER SHELTERS					

Vineyard Transit Authority (VTA) 2021

Transportation Improvement Program (TIP) Project List (FY2021)

FTA Program Project Numb	be Transit Agency	FTA Activity Line Item	Project Description	Carryover	Federal Funds	State Funds	TDC	Local Funds	Total Cost
5307				Subtotal	\$0	\$0 \$0		\$0	\$0
5309				Subtotal	\$0	\$0 \$0		\$0	\$0
5310				Subtotal	\$0	\$0 \$0		\$0	\$0
5311				Subtotal	\$0	\$0 \$0		\$0	\$0
5337				Subtotal	\$0	\$0 \$0		\$0	\$0
5339				Subtotal	\$0	\$0 \$0		\$0	\$0
5320				Subtotal	\$0	\$0 \$0		\$0	\$0
Other Federal				Subtotal	\$0	\$0 \$0		\$0	\$0
Other Non- Federal									
Other Non-Federal RTD0005061	Martha's Vineyard Transit Authority	113310 CONSTRUCT - BUS	PASSENGER SHELTERS		\$0 \$	50,000 \$0		\$0	\$50,000
Other Non-Federal RTD0005123	Martha's Vineyard Transit Authority	111201 BUY REPLACEMEN	T 40-FT BUS (2)		\$0 \$	500,000 \$0		\$0	\$500,000
Other Non-Federal RTD0005125	Martha's Vineyard Transit Authority	114220 ACQUIRE - MISC SU	JPPORT EQUIPMENT		\$0 \$	100,000 \$0		\$0	\$100,000
Other Non-Federal RTD0005132	Martha's Vineyard Transit Authority	111400 REHAB/REBUILD - 0	CAPITOL BUS		\$0 \$	50,000 \$0		\$0	\$50,000
				Subtotal	\$0 \$	700,000 \$0		\$0	\$700,000
				Total	\$0 \$	700,000 \$0		\$0	\$700,000

4b. Financial Information

Financial information is estimated for the TIP based on historical levels of available funds along with best estimates for future funding. The estimates are developed cooperatively with state and federal partners.

As mentioned in the TIP introduction, the Commonwealth of Massachusetts recognizes all thirteen regional planning agencies (RPAs) as partners in the Metropolitan Planning Organization (MPO), or transportation planning, process whether or not the individual RPA meets the population threshold of more than 50,000 to be a designated MPO under federal law. This ensures a locally based statewide planning process. The RPAs collectively also meet monthly in Boston at the Executive Director level as members of the Massachusetts Association of Regional Planning Agencies (MARPA). A statewide Transportation Managers Group (TMG) of the RPAs generally meets monthly or as business requires. Many of the MARPA and most TMG meetings include MassDOT staff agenda items and business. MARPA and MassDOT members meet as the "Quarterly Task Force" to discuss financial and transportation infrastructure information throughout the state. Federal Highway Administration and Federal Transit Administration are invited and also generally attend. Although named the "Quarterly Task Force" when organized under a June 2000 Memorandum of Understanding between MARPA and MassDOT, the meetings are now held once or twice annually.

Typically, each spring MassDOT officials work from estimates provided by federal partners to begin with expected funding levels from Federal Highway Administration sources. These estimates are then supplemented with state funds and a table of expected funds and potential distribution by year for state and regional items and areas is developed by MassDOT staff. A Quarterly Task Force meeting is then set and the agenda includes consultation and discussion of federal and state financial estimates for the statewide road and bridge program, along with estimated regional targeted funds.

With the Highway Trust Fund waning and federal legislation in short continuing resolutions, the estimates are based on historic levels of transportation funding while the United States Congress considers legislative measures for nationwide transportation funding. The Martha's Vineyard Commission TIP is based on these cooperatively developed funding estimates, and the statewide funding estimates by year follow in Section 4c. The MVC region targets from the estimated Federal Highway Administration and state matching funds are summarized below.

MVC region Transportation Improvement Program (TIP) Estimated "Highway" Funds for Federal Fiscal Years 2017-2021

	HSIP Minimum,	CMAQ Minimum,	Non-HSIP, CMAQ, or TAP-	
Federal	including state	including state	General Regional Target	Total Regional Target,
Fiscal Year	match	match	funds, including state match	including state match
2017	\$30,997	\$96,865	\$515,556	\$643,418
2018	\$30,997	\$77,492	\$559,727	\$668,216
2019	\$30,997	\$77,492	\$559,727	\$668,216
2020	\$30,997	\$77,492	\$575,551	\$684,040
2021	\$30,997	\$77,492	\$575,551	\$684,040
2017-2021				
Totals	\$154,985	\$406,833	\$2,786,112	\$3,347,930
HSIP	Highway Safety Impr	ovement Program		
CMAQ	Congestion Mitigation	n and Air Quality Improvem	ent Program	
TAP	Transportation Altern	atives Program		

Source: MVC

Estimated Federal Highway Administration (FHWA) and State matching funds

Table by MVC Based on the Title 23 - Transportation Funding - Federal Regional Targets, received in March 2016, from MassDOT. The MassDOT tables and a description of funding are included in the appendices.

On the transit side, the Martha's Vineyard Transit Authority (VTA) is a rural transit operation and as such receives no dedicated direct funding from Federal Transit Administration (FTA), but

rather works with MassDOT staff and budgets based on state capital and operating assistance provided that is matched by local funds and partly offset by fare box revenues. The VTA table of Actual and Estimated Expenditures and Revenues is provided below.

Travel \$16,894 \$23,348 \$20,313 \$22,078 \$22,000 \$25,000 \$23,114 \$23,692 \$24,284 Training \$275 \$2,900 \$0 \$989 \$5,000 \$5,000 \$5,253 \$5,384 \$5,519 Uniforms \$3,525 \$17,422 \$7,924 \$8,116 \$15,000 \$15,375 \$15,759 \$16,153 \$16,557 Interest Expense- \$41,656 \$41,527 \$21,565 \$18,843 \$10,000 \$10,250 \$10,506 \$10,769 \$11,038 Post Employment \$26,739 \$26,739 \$158,738 \$-\$6,096 \$85,000 \$87,125 \$89,303 \$91,536 \$93,824 Health Exp. Subtotal Operating Costs and Expenses Reserve and \$48,630 Stabilization Fund	Actual and									
Other Salaries \$522, 602 \$527,643 \$553,146 \$573,136 \$650,000 \$682,000 \$299,979 \$717,478 Fringp Benefits \$168,000 \$119,978 \$168,007 \$187,276 \$200,000 \$22,000 \$32,200 \$22,207,633 \$5,334 \$5,519 Legal Expense \$41,65 \$4,408 \$41,63 \$2,970 \$5,000 \$52,500 \$57,784 \$59,229 \$60,710 Audiling Expense \$13,765 \$11,593 \$11,593 \$7,430 \$16,000 \$51,640 \$16,610 \$17,230 \$17,661 Consulting \$6,875 \$2,900 \$33,931 \$2,000 \$5,000 \$51,25 \$5,253 \$5,394 \$5,519 Consulting \$6,875 \$14,908 \$5,698 \$77,20 \$12,000 \$50,000 \$12,600 \$156,013 \$160,003 \$160,003 \$160,003 \$160,003 \$160,003 \$160,003 \$160,003 \$160,003 \$160,003 \$160,003 \$160,003 \$160,003 \$160,003 \$160,003 \$160,003 \$160,003	Expenses							Draft FY17	Draft FY18	Draft FY18
Finge Benefits	Purchased	\$2,206,480	\$2,236,539	\$2,215,469	\$2,350,620	\$2,500,000	\$2,562,500	\$2,626,563	\$2,692,227	\$2,759,532
Legal Expense \$4,165 \$4,408 \$4,163 \$2,970 \$5,000 \$2,500 \$5,278 \$5,348 \$5,519 Accounting \$48,077 \$31,183 \$38,763 \$55,000 \$52,500 \$57,784 \$59,202 \$80,710 Outside Services \$141,917 \$109,914 \$134,372 \$137,228 \$145,000 \$5,000 \$5,125 \$5,235 \$5,384 \$5,519 Outside Services \$141,917 \$109,914 \$134,372 \$137,246 \$146,000 \$16,600 \$5,000 \$12,608 \$5,598 \$5,720 \$50,000 \$56,000 \$566,641 \$167,034 \$16,400 \$16,600 \$16,600 \$12,203 \$13,246 \$13,246 \$13,246 \$13,246 \$13,246 \$13,246 \$13,246 \$13,246 \$13,246 \$16,000 \$16,000 \$16,000 \$16,000 \$16,000 \$16,000 \$16,000 \$16,000 \$17,203 \$17,661 \$10,000 \$14,000 \$10,000 \$14,000 \$10,000 \$14,000 \$10,000 \$14,000 \$10,000 \$14,000	Other Salaries	\$522,602	\$527,643	\$535,146	\$573,136	\$650,000	\$650,000	\$682,906	\$699,979	\$717,478
Accounting As According S48,077 \$39,118 \$38,030 \$35,754 \$55,000 \$52,500 \$57,744 \$59,229 \$60,710 Auditing Expense \$13,765 \$11,593 \$41,573 \$11,600 \$16,000 \$16,000 \$516,000 \$516,000 \$516,000 \$5,500 \$5,538 \$5,384 \$5,519 Outside Services \$141,917 \$109,914 \$134,372 \$137,248 \$145,000 \$148,625 \$152,341 \$156,149 \$150,003 \$10,000 \$512,000 \$12	Fringe Benefits	\$168,080	\$171,978	\$169,607	\$187,726	\$200,000	\$250,000	\$210,125	\$215,378	\$220,763
Audling Expense (Consulting Sa 75 52.90 \$3.91.539 \$7.430 \$16,000 \$16,000 \$16,400 \$16,810 \$17.230 \$17.661 Consulting \$8.875 \$2.900 \$3.913 \$2.000 \$5.000 \$5.000 \$5.125 \$2.523 \$5.263 \$5.284 \$5.610 Consulting \$8.875 \$2.900 \$3.913 \$2.000 \$5.000 \$5.000 \$5.125 \$15.2341 \$156,149 \$160.063 \$1.0000 \$1.00000 \$1.0000 \$1.0000 \$1.0000 \$1.	Legal Expense	\$4,165	\$4,408	\$4,153	\$2,970	\$5,000	\$2,500	\$5,253	\$5,384	\$5,519
Consulting Services S141,917 \$109,914 \$134,372 \$137,248 \$145,000 \$5,000 \$5,126 \$5,253 \$5,384 \$5,519 Colside Services \$141,917 \$109,914 \$134,377 \$137,248 \$145,000 \$5,000 \$148,625 \$152,341 \$156,149 \$160,053 \$19,016 \$1,016	Accounting	\$48,077	\$39,118	\$38,030	\$35,754	\$55,000	\$52,500	\$57,784	\$59,229	\$60,710
Outside Services \$141,917 \$109,914 \$134,372 \$137,248 \$145,000 \$146,025 \$152,341 \$156,149 \$160,053 \$40,005 \$140,005 \$140,005 \$140,005 \$12,000 \$650,0	Auditing Expense	\$13,765	\$11,593	\$11,539	\$7,430	\$16,000	\$16,400	\$16,810	\$17,230	\$17,661
Vehicle Repairs	Consulting	\$6,875	\$2,900	\$3,931	\$2,000	\$5,000	\$5,125	\$5,253	\$5,384	\$5,519
Fuels \$431,113 \$515,673 \$531,182 \$546,518 \$625,000 \$650,000 \$656,641 \$673,067 \$688,883 Tires \$171,554 \$100,744 \$142,824 \$129,744 \$160,000 \$161,000 \$162,000	Outside Services	\$141,917	\$109,914	\$134,372	\$137,248	\$145,000	\$148,625	\$152,341	\$156,149	\$160,053
Tires \$43,917 \$23,885 \$39,753 \$48,741 \$60,000 \$61,500 \$63,038 \$64,613 \$66,229 Parts \$171,554 \$100,744 \$142,824 \$129,744 \$160,000 \$164,000 \$168,100 \$172,303 \$176,610 Vehicle Supplies \$30,321 \$33,869 \$36,265 \$25,190 \$40,000 \$164,000 \$42,025 \$43,076 \$44,153 Miscellaneous \$74,325 \$140,385 \$124,037 \$123,731 \$175,000 \$170,000 \$147,088 \$150,765 \$154,534 Insurance - Other \$33,758 \$25,790 \$34,897 \$35,082 \$40,000 \$41,000 \$42,025 \$43,076 \$44,153 \$100,000 \$100,000 \$117,088 \$150,765 \$154,534 Insurance - Other \$33,758 \$25,790 \$34,897 \$35,082 \$40,000 \$41,000 \$42,025 \$43,076 \$44,153 \$176 Insurance - Other \$33,758 \$25,790 \$34,897 \$35,082 \$40,000 \$41,000 \$42,025 \$43,076 \$44,153 \$176 Insurance - Other \$33,758 \$25,790 \$34,897 \$35,082 \$40,000 \$41,000 \$42,025 \$43,076 \$44,153 \$176 Insurance - Other \$40,891 \$43,784 \$41,795 \$65,145 \$88,000 \$89,700 \$71,443 \$73,229 \$75,059 \$101ities \$53,555 \$45,945 \$53,488 \$57,395 \$80,000 \$61,500 \$83,038 \$64,613 \$866,229 Promotion and \$40,891 \$43,784 \$41,795 \$41,704 \$50,000 \$51,250 \$63,038 \$64,613 \$66,229 \$174 \$178 \$178 \$178 \$178 \$178 \$178 \$178 \$178	Vehicle Repairs	\$898	\$14,808	\$5,698	\$7,720	\$12,000	\$5,000	\$12,608	\$12,923	\$13,246
Patts \$171,554 \$100,744 \$142,824 \$129,744 \$160,000 \$164,000 \$164,000 \$122,303 \$317,6610 Vehicle Supplies \$30,321 \$33,869 \$36,265 \$25,190 \$40,000 \$41,000 \$42,025 \$43,076 \$44,153 Miscellaneous \$54,963 \$77,258 \$126,850 \$73,066 \$140,000 \$100,000 \$147,088 \$150,765 \$144,153 Miscellaneous \$73,325 \$140,385 \$124,037 \$123,731 \$175,000 \$175,000 \$183,859 \$188,456 \$133,167 Insurance - Other \$33,758 \$25,790 \$34,849 \$35,082 \$40,000 \$41,000 \$42,025 \$43,076 \$44,153 Rent \$61,864 \$63,078 \$64,165 \$65,145 \$68,000 \$69,700 \$71,443 \$73,229 \$75,059 Utilities \$53,558 \$45,945 \$53,488 \$57,395 \$60,000 \$61,500 \$63,038 \$64,613 \$66,229 Promotion and \$40,521 \$70,202 \$48,037	Fuels	\$431,113	\$515,673	\$531,182	\$546,518	\$625,000	\$650,000	\$656,641	\$673,057	\$689,883
Vehicle Supplies \$30,321 \$33,869 \$36,265 \$25,190 \$40,000 \$41,000 \$42,025 \$43,076 \$44,153 Miscellaneous \$54,963 \$77,258 \$126,850 \$73,066 \$140,000 \$100,000 \$147,008 \$150,765 \$154,534 Insurance \$73,325 \$140,345 \$124,077 \$123,731 \$175,000 \$183,859 \$188,465 \$193,167 Insurance - Other \$33,758 \$25,790 \$34,897 \$35,082 \$40,000 \$41,000 \$42,025 \$43,076 \$44,153 Rent \$61,864 \$63,078 \$64,165 \$65,145 \$68,000 \$69,700 \$71,443 \$73,229 \$75,059 Utilities \$53,558 \$45,945 \$53,488 \$57,395 \$60,000 \$61,500 \$53,038 \$56,133 \$66,229 Promotion and \$40,891 \$43,784 \$41,795 \$41,704 \$50,000 \$51,250 \$52,331 \$53,845 \$55,191 Office Supplies \$45,521 \$70,22 \$48,037 \$67,948	Tires	\$43,917	\$23,885	\$39,753	\$48,741	\$60,000	\$61,500	\$63,038	\$64,613	\$66,229
Miscellaneous Insurance Insurance Insurance Insurance Insurance Insurance Insurance Insurance Insurance \$73,325 \$140,385 \$124,037 \$123,731 \$175,000 \$175,000 \$137,608 \$184,565 \$193,167 \$193,167 \$33,758 \$25,790 \$34,897 \$35,082 \$40,000 \$41,000 \$42,025 \$43,076 \$44,153 \$193,167 \$193,177 \$19	Parts	\$171,554	\$100,744	\$142,824	\$129,744	\$160,000	\$164,000	\$168,100	\$172,303	\$176,610
Insurance S73,325 \$140,385 \$124,037 \$123,731 \$175,000 \$175,000 \$41,025 \$43,075 \$44,153 \$45,075 \$44,153 \$45,075 \$44,153 \$45,075	Vehicle Supplies	\$30,321	\$33,869	\$36,265	\$25,190	\$40,000	\$41,000	\$42,025	\$43,076	\$44,153
Insurance - Other \$33,758 \$25,790 \$34,897 \$35,082 \$40,000 \$41,000 \$42,025 \$43,076 \$44,153 \$61,064 \$63,078 \$64,165 \$65,145 \$66,000 \$69,700 \$71,443 \$73,229 \$75,059 \$101111111111111111111111111111111111	Miscellaneous	\$54,963	\$77,258	\$126,850	\$73,066	\$140,000	\$100,000	\$147,088	\$150,765	\$154,534
Insurance - Other \$33,758 \$25,790 \$34,897 \$35,082 \$40,000 \$41,000 \$42,025 \$43,076 \$44,153 \$61,064 \$63,078 \$64,165 \$65,145 \$66,000 \$69,700 \$71,443 \$73,229 \$75,059 \$101111111111111111111111111111111111	Insurance		\$140,385	\$124,037	\$123,731	\$175,000	\$175,000	\$183,859	\$188,456	\$193,167
Utilities	Insurance - Other	\$33,758	\$25,790	\$34,897	\$35,082	\$40,000	\$41,000	\$42,025	\$43,076	\$44,153
Utilities	Rent	\$61,864	\$63,078	\$64,165	\$65,145	\$68,000	\$69,700	\$71,443	\$73,229	\$75,059
Promotion and \$40,891 \$43,784 \$41,795 \$41,704 \$50,000 \$51,250 \$52,531 \$53,845 \$55,191	Utilities	\$53,558		\$53,468	\$57,395	\$60,000	\$61,500	\$63,038	\$64,613	\$66,229
Travel \$16,894 \$23,348 \$20,313 \$22,078 \$22,000 \$25,000 \$23,114 \$23,692 \$24,284 Training \$275 \$2,900 \$0 \$989 \$5,000 \$5,000 \$5,203 \$5,384 \$5,519 Uniforms \$3,525 \$17,422 \$7,924 \$8,116 \$15,000 \$15,275 \$15,759 \$16,153 \$16,557 Interest Expense- \$41,656 \$41,527 \$21,565 \$18,843 \$10,000 \$10,250 \$10,506 \$10,769 \$11,038 Post Employment \$26,739 \$26,739 \$158,738 \$-\$6,096 \$85,000 \$87,125 \$89,303 \$91,536 \$93,824 Health Exp. Subtotal Operating Costs and Expenses Reserve and Stabilization Fund Total Expenses \$4,291,363 \$4,371,451 \$4,569,759 \$4,562,800 \$5,208,000 \$4,562,800 \$4,291,363 \$4,371,451 \$4,569,759 \$4,562,800 \$5,208,000 \$4,562,800 \$12,000 \$123,000 \$123,000 \$123,000 \$123,000 \$123,000 \$123,000 \$123,000 \$120,000 \$123	Promotion and	\$40,891	\$43,784	\$41,795	\$41,704	\$50,000	\$51,250	\$52,531	\$53,845	
Training \$275 \$2,900 \$0 \$989 \$5,000 \$5,000 \$5,253 \$5,384 \$5,519 Uniforms \$3,525 \$17,422 \$7,924 \$8,116 \$15,000 \$15,375 \$15,759 \$16,153 \$16,557 Interest Expense- \$41,656 \$41,527 \$21,565 \$18,843 \$10,000 \$10,250 \$10,506 \$10,769 \$11,038 Post Employment Health Exp. Subtotal Operating Costs and Expenses Reserve and Stabilization Fund Total Expenses \$4,291,363 \$4,371,451 \$4,569,759 \$4,562,800 \$5,208,000 \$5,310,350 \$5,471,655 \$5,608,446 \$5,748,658 \$16,974 \$100,379 \$120,000 \$120,000 \$123,000 \$126,075 \$129,227 Interest Income- \$4,111 \$5,706 \$4,878 \$7,769 \$5,000 \$5,000 \$5,125 \$5,253 \$5,384 \$1,800 \$1,000,000 \$10,250 \$10,500 \$10,769 \$11,038 \$10,050 \$10,500 \$10,769 \$11,038 \$1,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$10,000 \$1,050,625 \$1,076,891 \$1,000,000	Office Supplies	\$45,521	\$70,202	\$48,037	\$67,948	\$65,000	\$60,000	\$68,291	\$69,998	\$71,748
Uniforms \$3,525 \$17,422 \$7,924 \$8,116 \$15,000 \$15,375 \$15,759 \$16,153 \$16,557 Interest Expense- \$41,656 \$41,527 \$21,565 \$18,843 \$10,000 \$10,250 \$10,506 \$10,769 \$11,038 Post Employment Health Exp. \$26,739 \$26,739 \$158,738 \$-\$6,096 \$85,000 \$87,125 \$89,303 \$91,536 \$93,824 Health Exp. \$\$5,208,000 \$5,310,350 \$5,471,655 \$5,608,446 \$5,748,658 and Expenses Reserve and Stabilization Fund Total Expenses \$4,291,363 \$4,371,451 \$4,569,759 \$4,562,800 \$5,208,000 \$1,700,000 \$1,742,500 \$1,786,063 \$1,830,714 Contract Revenue \$178,295 \$131,356 \$161,974 \$100,379 \$120,000 \$120,000 \$123,000 \$123,000 \$126,075 \$129,227 Interest Income- \$41,111 \$5,706 \$44,878 \$7,769 \$5,000 \$45,562 \$46,701 \$47,869 \$49,065 Chter Income \$1,125,375 \$1,191,870 \$1,258,364 \$3,107,429 \$1,546,861 \$1	Travel	\$16,894	\$23,348	\$20,313	\$22,078	\$22,000	\$25,000	\$23,114	\$23,692	\$24,284
Interest Expense	Training	\$275	\$2,900	\$0	\$989	\$5,000	\$5,000	\$5,253	\$5,384	\$5,519
Post Employment Health Exp. \$26,739 \$26,739 \$158,738 \$-\$6,096 \$85,000 \$87,125 \$89,303 \$91,536 \$93,824 \$ Subtotal Operating Costs and Expenses Reserve and Stabilization Fund Total Expenses Passenger Fares Contract Revenue \$178,295 \$131,356 \$161,974 \$100,379 \$120,000 \$123,000 \$123,000 \$126,075 \$129,227 \$1.000 \$11,000 \$1.000 \$1.000 \$1.000 \$1.000,000 \$1.005,000	Uniforms	\$3,525	\$17,422	\$7,924	\$8,116	\$15,000	\$15,375	\$15,759	\$16,153	\$16,557
Post Employment Health Exp. \$26,739 \$26,739 \$158,738 \$-\$6,096 \$85,000 \$87,125 \$89,303 \$91,536 \$93,824 \$ Subtotal Operating Costs and Expenses Reserve and Stabilization Fund Total Expenses \$4,291,363 \$4,371,451 \$4,569,759 \$4,562,800 \$5,208,000 \$ \$87,000 \$1,742,500 \$1,786,063 \$1,830,714 \$1,808,200 \$1,637,481 \$1,700,000 \$1,742,500 \$1,786,063 \$1,830,714 \$1,000,000 \$1,000,	Interest Expense-	\$41,656	\$41,527	\$21,565	\$18,843	\$10,000	\$10,250	\$10,506	\$10,769	\$11,038
Operating Costs and Expenses Reserve and Stabilization Fund Total Expenses Revenues Passenger Fares Contract Revenue Interest Income- Stabili Income- Other Income Stabilization Stabil		\$26,739	\$26,739	\$158,738	-\$6,096	\$85,000	\$87,125	\$89,303	\$91,536	\$93,824
Stabilization Fund Total Expenses \$4,291,363 \$4,371,451 \$4,569,759 \$4,562,800 \$5,208,000 Revenues Passenger Fares \$1,247,252 \$1,312,919 \$1,281,911 \$1,368,200 \$1,637,481 \$1,700,000 \$1,742,500 \$1,786,063 \$1,830,714 Contract Revenue \$178,295 \$131,356 \$161,974 \$100,379 \$120,000 \$120,000 \$123,000 \$126,075 \$129,227 Interest Income- \$4,111 \$5,706 \$4,878 \$7,769 \$5,000 \$5,000 \$5,125 \$5,253 \$5,384 Rent Income- \$28,750 \$31,400 \$36,075 \$35,225 \$45,400 \$45,562 \$46,701 \$47,869 \$49,065 Other Income \$12,440 \$4,743 \$17,746 \$6,500 \$25,000 \$54,172 \$55,526 \$56,914 State Contract \$1,125,375 \$1,191,870 \$1,258,364 \$3,107,429 \$1,546,861 \$1,546,861 \$1,585,533 \$1,625,171 \$1,665,800 Local Share \$767,121 \$786,299 \$805,956 \$826,105 \$846,758 \$867,927 \$889,625 \$911,865 \$934,662 Section 5311 \$738,717 \$733,559 \$815,201 \$845,750 \$1,000,000 \$1,000,000 \$1,025,000 \$1,050,625 \$1,076,891 Section 5317 \$49,349	Operating Costs	\$4,242,733				\$5,208,000	\$5,310,350	\$5,471,655	\$5,608,446	\$5,748,658
Revenues Passenger Fares \$1,247,252 \$1,312,919 \$1,281,911 \$1,368,200 \$1,637,481 \$1,700,000 \$1,742,500 \$1,786,063 \$1,830,714 Contract Revenue \$178,295 \$131,356 \$161,974 \$100,379 \$120,000 \$120,000 \$123,000 \$126,075 \$129,227 Interest Income- \$4,111 \$5,706 \$4,878 \$7,769 \$5,000 \$5,000 \$5,125 \$5,253 \$5,384 Rent Income- \$28,750 \$31,400 \$36,075 \$35,225 \$45,400 \$45,562 \$46,701 \$47,869 \$49,065 Other Income \$12,440 \$4,743 \$17,746 \$6,500 \$25,000 \$54,172 \$55,526 \$56,914 State Contract \$1,125,375 \$1,191,870 \$1,258,364 \$3,107,429 \$1,546,861 \$1,546,861 \$1,585,533 \$1,625,171 \$1,665,800 Local Share \$767,121 \$786,299 \$805,956 \$826,105 \$846,758 \$867,927 \$889,625 \$911,865 \$934,662 Section 5311 \$738,717 \$733,559 \$815,201 \$845,750 \$1,000,000 \$1,000,000 \$1,025,000 \$1,050,625 \$1,076,891 Section 5317 Other Federal \$201,742 \$114,160		\$48,630								
Passenger Fares \$1,247,252 \$1,312,919 \$1,281,911 \$1,368,200 \$1,637,481 \$1,700,000 \$1,742,500 \$1,786,063 \$1,830,714 \$1,000,000 \$1,742,500 \$1,742,500 \$1,786,063 \$1,830,714 \$1,000,000 \$1,000	Total Expenses	\$4,291,363	\$4,371,451	\$4,569,759	\$4,562,800	\$5,208,000				
Contract Revenue \$178,295 \$131,356 \$161,974 \$100,379 \$120,000 \$120,000 \$123,000 \$126,075 \$129,227 Interest Income- \$4,111 \$5,706 \$4,878 \$7,769 \$5,000 \$5,000 \$5,125 \$5,253 \$5,384 Rent Income- \$28,750 \$31,400 \$36,075 \$35,225 \$45,400 \$45,562 \$46,701 \$47,869 \$49,065 Other Income \$12,440 \$4,743 \$17,746 \$6,500 \$25,000 \$54,172 \$55,526 \$56,914 State Contract \$1,125,375 \$1,191,870 \$1,258,364 \$3,107,429 \$1,546,861 \$1,546,861 \$1,585,533 \$1,625,171 \$1,665,800 Local Share \$767,121 \$786,299 \$805,956 \$826,105 \$846,758 \$867,927 \$889,625 \$911,865 \$934,662 Section 5311 \$738,717 \$733,559 \$815,201 \$845,750 \$1,000,000 \$1,000,000 \$1,025,000 \$1,050,625 \$1,076,891 Section 5317 \$49,349 Other Federal \$201,742 \$114,160	Revenues									
Interest Income- \$4,111 \$5,706 \$4,878 \$7,769 \$5,000 \$5,000 \$5,125 \$5,253 \$5,384 Rent Income- \$28,750 \$31,400 \$36,075 \$35,225 \$45,400 \$45,562 \$46,701 \$47,869 \$49,065 Other Income \$12,440 \$4,743 \$17,746 \$6,500 \$25,000 \$54,172 \$55,526 \$56,914 State Contract \$1,125,375 \$1,191,870 \$1,258,364 \$3,107,429 \$1,546,861 \$1,585,533 \$1,625,171 \$1,665,800 Local Share \$767,121 \$786,299 \$805,956 \$826,105 \$846,758 \$867,927 \$889,625 \$911,865 \$934,662 Section 5311 \$738,717 \$733,559 \$815,201 \$845,750 \$1,000,000 \$1,025,000 \$1,050,625 \$1,076,891 Section 5317 \$201,742 \$114,160 \$49,349 \$49,349 \$49,349 \$49,349 \$49,349 \$49,349 \$49,349 \$49,349 \$49,349 \$49,349 \$49,349 \$49,349 \$49,349 \$49,	Passenger Fares			\$1,281,911	\$1,368,200	\$1,637,481	\$1,700,000		\$1,786,063	\$1,830,714
Rent Income- \$28,750 \$31,400 \$36,075 \$35,225 \$45,400 \$45,562 \$46,701 \$47,869 \$49,065 Other Income \$12,440 \$4,743 \$17,746 \$6,500 \$25,000 \$54,172 \$55,526 \$56,914 State Contract \$1,125,375 \$1,191,870 \$1,258,364 \$3,107,429 \$1,546,861 \$1,546,861 \$1,585,533 \$1,625,171 \$1,665,800 Local Share \$767,121 \$786,299 \$805,956 \$826,105 \$846,758 \$867,927 \$889,625 \$911,865 \$934,662 Section 5311 \$738,717 \$733,559 \$815,201 \$845,750 \$1,000,000 \$1,025,000 \$1,050,625 \$1,076,891 Section 5317 \$201,742 \$114,160 \$49,349	Contract Revenue	\$178,295	\$131,356	\$161,974	\$100,379	\$120,000	\$120,000	\$123,000	\$126,075	
Other Income \$12,440 \$4,743 \$17,746 \$6,500 \$25,000 \$54,172 \$55,526 \$56,914 State Contract \$1,125,375 \$1,191,870 \$1,258,364 \$3,107,429 \$1,546,861 \$1,546,861 \$1,585,533 \$1,625,171 \$1,665,800 Local Share \$767,121 \$786,299 \$805,956 \$826,105 \$846,758 \$867,927 \$889,625 \$911,865 \$934,662 Section 5311 \$738,717 \$733,559 \$815,201 \$845,750 \$1,000,000 \$1,025,000 \$1,050,625 \$1,076,891 Section 5317 \$201,742 \$114,160 \$114,160 \$49,349	Interest Income-	\$4,111	\$5,706	\$4,878	\$7,769	\$5,000	\$5,000	\$5,125	\$5,253	\$5,384
State Contract \$1,125,375 \$1,191,870 \$1,258,364 \$3,107,429 \$1,546,861 \$1,585,533 \$1,625,171 \$1,665,800 Local Share \$767,121 \$786,299 \$805,956 \$826,105 \$846,758 \$867,927 \$889,625 \$911,865 \$934,662 Section 5311 \$738,717 \$733,559 \$815,201 \$845,750 \$1,000,000 \$1,000,000 \$1,025,000 \$1,050,625 \$1,076,891 Section 5317 \$201,742 \$114,160 \$49,349	Rent Income-	\$28,750	\$31,400	\$36,075	\$35,225	\$45,400	\$45,562	\$46,701	\$47,869	\$49,065
Local Share \$767,121 \$786,299 \$805,956 \$826,105 \$846,758 \$867,927 \$889,625 \$911,865 \$934,662 Section 5311 \$738,717 \$733,559 \$815,201 \$845,750 \$1,000,000 \$1,025,000 \$1,050,625 \$1,076,891 Section 5317 \$49,349 Other Federal \$201,742 \$114,160	Other Income		\$12,440	\$4,743	\$17,746	\$6,500	\$25,000	\$54,172	\$55,526	\$56,914
Section 5311 \$738,717 \$733,559 \$815,201 \$845,750 \$1,000,000 \$1,000,000 \$1,025,000 \$1,050,625 \$1,076,891 Section 5317 \$49,349 Other Federal \$201,742 \$114,160	State Contract	\$1,125,375	\$1,191,870	\$1,258,364	\$3,107,429	\$1,546,861	\$1,546,861	\$1,585,533	\$1,625,171	\$1,665,800
Section 5311 \$738,717 \$733,559 \$815,201 \$845,750 \$1,000,000 \$1,000,000 \$1,025,000 \$1,050,625 \$1,076,891 Section 5317 \$49,349 Other Federal \$201,742 \$114,160	Local Share	\$767,121	\$786,299	\$805,956	\$826,105	\$846,758	\$867,927	\$889,625	\$911,865	\$934,662
Section 5317 \$49,349 Other Federal \$201,742 \$114,160	Section 5311		\$733,559	\$815,201	\$845,750	\$1,000,000	\$1,000,000	\$1,025,000	\$1,050,625	\$1,076,891
	Section 5317			\$49,349						
Total Revenues \$4,291,363 \$4,319,709 \$4,418,451 \$6,308,603 \$5,208,000 \$5,310,350 \$5,471,655 \$5,608,447 \$5,748,658	Other Federal	\$201,742	\$114,160							
	Total Revenues	\$4,291,363	\$4,319,709	\$4,418,451	\$6,308,603	\$5,208,000	\$5,310,350	\$5,471,655	\$5,608,447	\$5,748,658

Source: VTA

The MVC TIP for FFY 2017-2021 is within these estimated financial resources for the highway and transit programs and projects.

4c. Previous TIP Projects by Town

The Martha's Vineyard Transportation Improvement Program (TIP) five years of recent projects have been two intersection projects located one each in Oak Bluffs and in West Tisbury.

The Oak Bluffs intersection of Barnes and Airport Roads with Edgartown-Vineyard Haven Road was a four-way stop controlled intersection with long delays. A roundabout was installed at the junction of these major roads near the island wide Martha's Vineyard Airport, Martha's Vineyard Regional High School, Martha's Vineyard Community Services, and the YMCA.

The West Tisbury intersection of State Road with Old County Road is another well used island intersection. Old County Road connects one main state roadway with another, State Road and Edgartown-West Tisbury Road. A Road Safety Audit (RSA) was performed at this location along with Town, JTC, MVC, and MassDOT discussions, and the alignment of the intersection was revised to provide improved safety operations.

Both of the intersections may be considered "island wide" improvements. Additional RSAs were held in Edgartown in 2012, and 2014 in Tisbury for future potential project improvements.

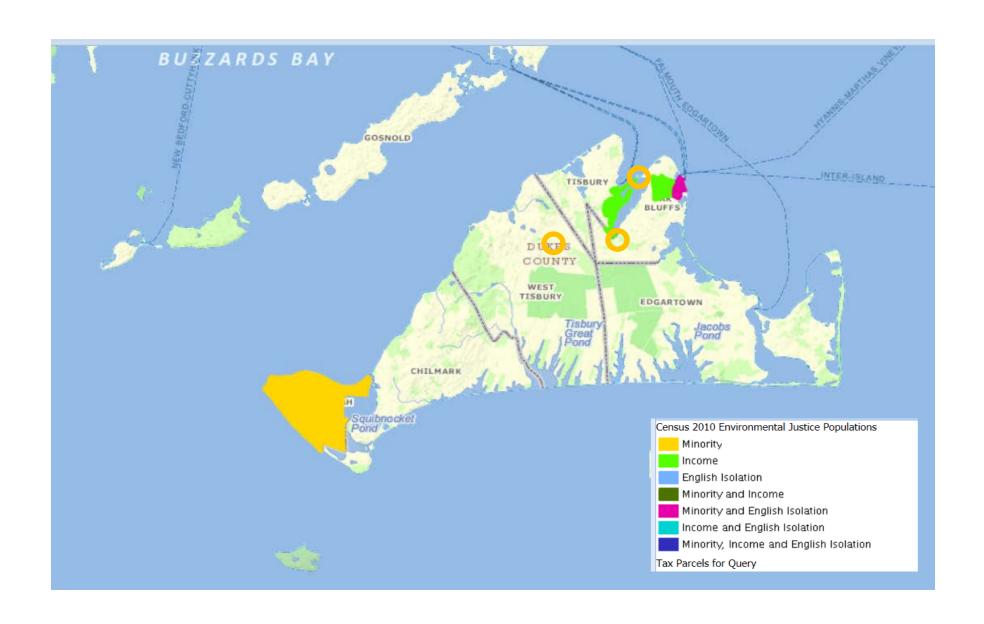
The Lagoon Pond Drawbridge in Oak Bluffs and Tisbury is also a major regional connection on a state roadway between towns and the hospital.

The table below lists the projects advertised. The MV map excerpt below has yellow circles around the recent project locations, while the map on the following page has both the yellow project area circles and the block groups with minority, income, and/or English isolation population from MassGIS.

Martha's Vineyard TIP Projects Advertised

Project number	Town	Project	Estimated Cost	TIP Year advertised	Notes
604813		Intersection Improvements at Edgartown, Vineyard Road & Barnes Road (Roundabout)	\$ 2,000,000	2012	
604029	Oak Bluffs and Tisbury	Lagoon Pond Drawbridge replacement	\$ 42,000,000	2013	
603460		State Road and Old County Road Intersection	\$ 350,000	2014	
		none		2015	607586 Edg-VH Rd not ready
		transfer to FTA to purchase bus		2016	607586 Edg-VH Rd not ready





Appendices

A. Operations and Maintenance

It remains a priority of both Federal and MassDOT partners, as well as local officials, to continue to operate and maintain the existing transportation system. The following tables include estimated expenditures for state fiscal years 2017-2021 for roadway operations and maintenance efforts on Martha's Vineyard Region.

Massachusetts Department of Transportation - Highway Division Summary of Operating and Maintenance Expenditures Martha's Vineyard - Part 1: Non-Federal Aid

as of May 20, 2016

Program Group/Sub Group	Estimated SFY 2017 Expenditures	Estimated SFY 2018 Expenditures	Estimated SFY 2019 Expenditures	Estimated SFY 2020 Expenditures	Estimated SFY 2021 Expenditures
01 - Bridge Repair & Replacement	Experiences	Experiences	Experience	Experiences	Experiences
New Bridge (Excluded)	n/a	n/a	n/a	n/a	n
Bridge Replacement (Excluded)	n/a	n/a	n/a	n/a	n
Bridge Reconstruction/Rehab	\$0	\$0	\$0	\$0	
Drawbridge Maintenance	\$0	\$0	\$0	\$0	
Structures Maintenance	\$0	\$0	\$0	\$0	
2 - Bridge Painting					
Painting - Structural	\$0	\$0	\$0	\$0	
3 - Roadway Reconstruction					
Hwy Relocation (Excluded)	n/a	n/a	n/a	n/a	1
Hwy Recon Added Capacity (Excluded)	n/a	n/a	n/a	n/a	1
New Construction (Excluded)	n/a	n/a	n/a	n/a	1
Hwy Reconstr - Restr and Rehab	\$0	\$0	\$0	\$0	
Hwy Reconstr - No Added Capacity	\$0	\$0	\$0	\$0	
Hwy Reconstr - Minor Widening	\$0	\$0	\$0	\$0	
Hwy Reconstr - Major Widening	\$0 \$0	\$0 \$0	\$0	\$0 \$0	
4 - Roadway Resurfacing					
Resurfacing	\$0	\$0	\$0	\$0	
5 - Intersection & Safety					
Impact Attenuators	\$0	\$0	\$0	\$0	
Safety Improvements	\$0	\$0	\$0	\$0	
Traffic Signals	\$0	\$0	\$0	\$0	
6 - Signs & Lighting					
Electrical	\$0	\$0	\$0	\$0	
Sign Installation / Upgrading	\$0	\$0	\$0	\$0	
Structural Signing	\$0	\$0	\$0	\$0	
7 - Guardrail					
Guard Rail and Fencing	\$0	\$0	\$0	\$0	
8 - Maintenance					
Catch Basin Cleaning	\$0	\$0	\$0	\$0	
Crack Sealing	\$0	\$0	\$0	\$0	
		\$0	\$0	\$0	
Landscaping					
Mowing and Spraying	\$0	\$0	\$0	\$0	
Pavement Marking	\$0	\$0	\$0	\$0	
Sewer and Water	\$0	\$0	\$0	\$0	
Process/Recycle/Trnsprt Soils	\$0	\$0	\$0	\$0	
Contract Hwy Maint.	\$0	\$0	\$0	\$0	
9 - Facilities					
Chemical Storage Sheds	\$0	\$0	\$0	\$0	
Vertical Construction	\$0	\$0	\$0	\$0	
0 - Bikeways (Excluded)	n/a	n/a	n/a	n/a	r
1 - Other					
Demolition	\$0	\$0	\$0	\$0	
Drilling & Boring	\$0	\$0	\$0	\$0	
Highway Sweeping	\$0	\$0	\$0	\$0	
Intelligent Transportation System		\$0	\$0	\$0	
Marine Construction		\$0 \$0	\$0 \$0	\$0 \$0	
		\$0	\$0 \$0	*0	
Miscellaneous / No prequal					
Reclamation	\$0	\$0	\$0	\$0	
Underground Tank Removal Replace	\$0	\$0	\$0	\$0	
Unknown	\$0	\$0	\$0	\$0	
	\$0	\$0	\$0	\$0	
Grand Total NFA:	\$0	\$0	\$0	\$0	

Provided by the Federal Aid Programming and Reimbursement Office (FAPRO)

Massachusetts Department of Transportation - Highway Division Summary of Operating and Maintenance Expenditures Martha's Vineyard - Part 2: Federal Aid

Estimated SFY 2017

Federal Aid Maintenance Projects

'rogram Group/Sub Group

Guard Rail and Fencing

Catch Basin Cleaning
Contract Highway Maintenance
Crack Sealing
Landscaping
Mowing and Spraying
Pavement Marking
Process/Recycle/Trisport Soils
Sewer and Water

Demolition
Drilling & Boring
Highway Sweeping
Intelligent Transportation System
Marine Construction

Underground Tank Removal Replace

Miscellaneous / No prequal Reclamation

18 - Maintenance

19 - Facilities

1 - Other

Unknown

Grand Total Federal Aid:

Chemical Storage Sheds Vertical Construction

0 - Bikeways (Excluded)

as of May 20, 2016

Estimated SFY 2018

Estimated SFY 2019

Estimated SFY 2020

Estimated SFY 2021

	Expenditures	Expenditures	Expenditures	Expenditures	Expenditures
1 - Bridge Repair & Replacement					
New Bridge (Excluded)	n/a	n/a	n/a	n/a	n/a
Bridge Replacement (Excluded)	n/a	n/a	n/a	n/a	n/a
Bridge Reconstruction/Rehab	\$0	\$0	\$0	\$0	\$0
Drawbridge Maintenance	\$0	\$0	\$0	\$0	\$0
Structures Maintenance	\$0	\$0	\$0	\$0	\$0
2 - Bridge Painting					
Painting - Structural	\$0	\$0	\$0	\$0	\$0
3 - Roadway Reconstruction					
Hwy Relocation (Excluded)	n/a	n/a	n/a	n/a	n/a
Hwy Recon Added Capacity (Excluded)	n/a	n/a	n/a	n/a	n/a
New Construction (Excluded)	n/a	n/a	n/a	n/a	n/a
Hwy Reconstr - Restr and Rehab	\$2,769	\$3,692	\$4,922	\$3,794	\$4,136
Hwy Reconstr - No Added Capacity	\$224,104	\$181,220	\$140,930	\$182,085	\$168,078
Hwy Reconstr - Minor Widening	\$0	\$0	\$0	\$0	\$0
Hwy Reconstr - Major Widening	\$0	\$0	\$0	\$0	\$0
4 - Roadway Resurfacing					
Resurfacing	\$8,626	\$2,875	\$3,834	\$5,112	\$3,940
5 - Intersection & Safety					
Impact Attenuators	\$0	\$0	\$0	\$0	\$0
Safety Improvements	\$0	\$0	\$0	\$0	\$0
Traffic Signals	\$0	\$0	\$0	\$0	\$0
6 - Signs & Lighting					
Electrical	\$0	\$0	\$0	\$0	\$0
Sign Installation / Upgrading	\$0	\$0	\$0	\$0	\$0. \$0

\$0

n/a

\$0

\$235,499

n/a

\$187,787

n/a

\$149,686

n/a

\$190,991

Provided by	the Fode	al Aid Progr	ammina and	Reimbursement	Office 1	E V DD ()
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\$0 \$0 n/a

\$176,155

B. Projects with Evaluation Scores

1. Recommended Martha's Vineyard Transportation Plan (MVTP) Projects within estimated available funds

Municipality	Recommended Martha's Vineyard Transportation Plan (MVTP) Projects within estimated available funds	Project Score (max of 12)	Cost Estimate	Timeframe based on Available Funds
	New SUP Beach Road - Winds Up to Tisbury			
TISBURY	Marketplace	10	\$2,000,000	2016-2019
	New SUP: From Drawbridge / Beach Road - Eastville			
	Avenue - New York Ave. to beginning of Lake Ave.			
OAK BLUFFS	(Our Market)	7	\$1,300,000	2016-2019
TISBURY	Main Street Tisbury safety / pedestrian improvements	9	\$500,000	2021-2025
TISBURY	Five Corners pedestrian improvements	9	\$150,000	2021-2025
EDGARTOWN	Upper Main Street Edgartown improvements	8	\$500,000	2021-2025
MULTI-TOWN	Bus Stops (10 @ \$15,000)	6	\$150,000	2021-2025
MULTI-TOWN:			.	
ISLAND-WIDE	Permanent Traffic Count Locations	6	\$100,000	2021-2025
EDGARTOWN	Edg VH Rd and Beach Rd (Triangle) intersection improvements	8	\$1,000,000	2021-2025
OAK BLUFFS	Eastville intersections at Temahigan and County	8	\$700,000	2021-2025
	Tisbury Beach Street / State Road Sidewalk/			
TISBURY	Pedestrian improvements	8	\$250,000	2026-2030
TISBURY	Water Street pedestrian improvements	8	\$300,000	2026-2030
EDGARTOWN	Main Street Edgartown Intersection and sidewalk improvements	7	\$500,000	2026-2030
	Bike Ped Improvements/traffic calming in the High School /YMCA area of Edgartown-Vineyard Haven			
OAK BLUFFS	Road	7	\$400,000	2026-2030
	Tisbury State Road Tashmoo Overlook			
TISBURY	improvements	7	\$960,000	2026-2030
MULTI-TOWN:				
ED and WT	Resurface a portion of the SUPs in State Forest	7	\$1,400,000	2026-2030
MULTI-TOWN:		_	.	
ED and WT	Resurface a portion of the SUPs in State Forest	7	\$1,400,000	2031-2035
TISBURY	Tisbury Connector Road including new SUPs	5.5	\$2,500,000	2031-2035
MULTI-TOWN:	Edgartown- Vineyard Haven Road, resurfacing with	_	^- -	
OB, TI, and ED	bike ped improvements for a section	6	\$5,000,000	2036-2040

2. Regional Priority Projects in need of Funding

607586 Edgartown-Vineyard Haven Road drainage and resurfacing in Edgartown, Oak Bluffs, and Tisbury

608066 Tisbury, Tashmoo Overlook project

608529 Manuel Correllus State Forest, West Tisbury – resurfacing of Correllus state forest bike path (Phase 1 – Doctor Fisher Road Path and Hopps Farm Road)

New SUP: Beach Road – Drawbridge to Eastville Avenue (Oak Bluffs)

Improve SUP at Hospital and along Eastville Avenue (Oak Bluffs)

Eastville Avenue intersection improvements at Temahigan and County Roads (Oak Bluffs)

New SUP: County Road to Sunset Lake (Oak Bluffs)

New SUP: Sea View Avenue – extension of existing SUP to Waban Park (Oak Bluffs)

New SUP: Edgartown-Vineyard Haven Road – Skiff Avenue to Sanborn Way (Tisbury)

Resurface Edgartown-Vineyard Haven Road (Tisbury, Oak Bluffs, Edgartown)

Improve separation of SUP and Edgartown-Vineyard Haven Road (Tisbury, Oak Bluffs, Edgartown)

New SUP: Down-Island/Up-Island link (Tisbury and West Tisbury)

New SUP: Manuel Correllus State Forest – Eastern and Northeastern perimeter loop (Edgartown)

New SUP: Manuel Correllus State Forest – Northeast corner connection to Edgartown-Vineyard Haven Road shared-user path (Oak Bluffs)

Tisbury Connector: Evelyn Way extension and improvements (Tisbury)

Tisbury Connector: High Point Lane improvements and realignment, plus SUP (Tisbury)

Tisbury Connector: Holmes Hole Road improvements and extension, plus SUP (Tisbury)

Oak Bluffs Park and Ride (Oak Bluffs)

C. Air Quality Conformity for Martha's Vineyard

Although most of Massachusetts was designated on May 21, 2012, by the United States Environmental Protection Agency as "unclassifiable/attainment" for the latest ozone standard, Dukes County remained an ozone non-attainment area. However, the county is also classified as an 'isolated rural area," and as such, for transportation improvement programs composed entirely of exempt projects (40 CFR 93.126), an air quality conformity analysis and determination is not required. Further details and background information are provided below:

Introduction

The 1990 Clean Air Act Amendments (CAAA) require metropolitan planning organizations within nonattainment and maintenance areas to perform air quality conformity determinations prior to the approval of Long-Range Transportation Plans (LRTPs) and Transportation Improvement Programs (TIPs), and at such other times as required by regulation. A nonattainment area is one that the U.S. Environmental Protection Agency (EPA) has designated as not meeting certain air quality standards. A maintenance area is a nonattainment area that now meets the standards and has been re-designated as maintaining the standard. A conformity determination is a demonstration that plans, programs, and projects are consistent with the State Implementation Plan (SIP) for attaining the air quality standards. The CAAA requirement to perform a conformity determination ensures that federal approval and funding go to transportation activities that are consistent with air quality goals.

The entire Commonwealth of Massachusetts was previously classified as nonattainment for ozone, and was divided into two nonattainment areas. The Eastern Massachusetts ozone nonattainment area included Barnstable, Bristol, Dukes, Essex, Middlesex, Nantucket, Norfolk, Plymouth, Suffolk, and Worcester counties. Berkshire, Franklin, Hampden, and Hampshire counties comprised the Western Massachusetts ozone nonattainment area. With these classifications, the 1990 Clean Air Act Amendments (CAAA) required the Commonwealth to reduce its emissions of volatile organic compounds (VOCs) and nitrogen oxides (NOx), the two major precursors to ozone formation to achieve attainment of the ozone standard.

Legislative and Regulatory Background

The 1970 Clean Air Act defined a one-hour national ambient air quality standard (NAAQS) for ground-level ozone. The 1990 CAAA further classified degrees of nonattainment of the one-hour standard based on the severity of the monitored levels of the pollutant. The entire commonwealth of Massachusetts was classified as being in serious nonattainment for the one-hour ozone standard, with a required attainment date of 1999. The attainment date was later extended, first to 2003 and a second time to 2007.

In 1997, the EPA proposed a new, eight-hour ozone standard that replaced the one- hour standard, effective June 15, 2005. Scientific information had shown that ozone could affect human health at lower levels, and over longer exposure times than one hour. The new standard was challenged in court, and after a lengthy legal battle, the courts upheld it. It was finalized in June 2004. The eight-hour standard is 0.08 parts per million, averaged over eight hours and not to be exceeded more than once per year. Nonattainment areas were again further classified based on the severity of the eight-hour values. Massachusetts as a whole was classified as being in moderate nonattainment for the eight-hour standard, and was separated into two nonattainment areas—Eastern Massachusetts and Western Massachusetts.

In March 2008, EPA published revisions to the eight-hour ozone NAAQS establishing a level of 0.075 ppm, (March 27, 2008; 73 FR 16483). In 2009, EPA announced it would reconsider this standard because it fell outside of the range recommended by the Clean Air Scientific Advisory Committee.

However, EPA did not take final action on the reconsideration so the standard would remain at 0.075 ppm.

After reviewing data from Massachusetts monitoring stations, EPA sent a letter on December 16, 2011 proposing that only Dukes County would be designated as nonattainment for the new proposed 0.075 ozone standard. Massachusetts concurred with these findings.

On May 21, 2012, (77 FR 30088), the final rule was published in the Federal Register, defining the 2008 NAAQS at 0.075 ppm, the standard that was promulgated in March 2008. A second rule published on May 21, 2012 (77 FR 30160), revoked the 1997 ozone NAAQS to occur one year after the July 20, 2012 effective date of the 2008 NAAQS.

Also on May 21, 2012, the air quality designations areas for the 2008 NAAQS were published in the Federal Register. In this Federal Register, the only area in Massachusetts that was designated as nonattainment is Dukes County. All other Massachusetts counties are classified as unclassifiable/attainment as of July 20, 2013.

Martha's Vineyard / Dukes County has historically programmed – and continues to program – in its TIP only "Exempt" transportation projects as defined in 40 CFR 93.126, so this current FFY 2016-19 Transportation Improvement Program does not require an air quality conformity analysis or determination for the 2008 NAAQS. As part of the interagency conformity consultation process, Martha's Vineyard / Dukes County was reaffirmed as an "isolated rural area" at the most recent interagency group meeting, held on April 30, 2014.

D. Greenhouse Gas Monitoring and Evaluation for this TIP

Introduction

This section summarizes the greenhouse gas (GHG) impacts that are anticipated to result from the projects that are included in this FFY 2017-2021 Transportation Improvement Program (TIP). It includes a summary of the state laws and policies that call for reducing greenhouse gas in order to mitigate global climate change, actions that are being to respond to these state laws and policies, the role of regional planning and TIP development in reducing GHG emission and tracking these reductions, and the projected GHG emission impacts from the projects programmed in the TIP.

State Policy Context

The Global Warming Solutions Act (GWSA), which was signed into law in August 2008, makes Massachusetts a leader in setting aggressive and enforceable GHG reduction targets, and implementing policies and initiatives to achieve these targets. In keeping with the law, on December 29, 2010 the Massachusetts Executive Office of Energy and Environmental Affairs (EOEEA), in consultation with other state agencies and the public, released the Massachusetts *Clean Energy and Climate Plan for 2020*. In December 2014 the Department of Environmental Protection issued new regulations that require Metropolitan Planning Organizations to quantify impacts from project investments, track progress towards reductions, and consider impacts in the prioritization of GHG impacts from project investments. The targets for overall statewide GHG emissions are:

By 2020: 25 percent reduction below statewide 1990 GHG emission levels By 2050: 80 percent reduction below statewide 1990 GHG emission levels

GreenDOT Policy

The transportation sector is the single largest emitter of greenhouse gases, accounting for over a third of GHG emissions, and therefore the transportation sector is a key focus of the *Clean Energy and Climate*

Plan. MassDOT's approach to supporting the implementation of the plan is set forth in its GreenDOT Policy Directive, a comprehensive sustainability initiative that sets three principal objectives:

- Reduce greenhouse gas (GHG) emissions. MassDOT will achieve this by taking GHG emissions into account in all of its responsibilities, from strategic planning to project design and construction and system operations.
- Promote the healthy transportation modes of walking, bicycling, and public transit.
 MassDOT will achieve this by pursuing multi-modal, "complete streets" design standards; providing choice in transportation services; and by working with MPOs and other partners to prioritize and program a balance of projects that serve drivers, pedestrians, bicyclists, and public transit riders.
- To support smart growth development. MassDOT will achieve this by working with MPOs and
 other partners to make transportation investments that enable denser, smart growth development
 patterns that support reduced GHG emissions.

GreenDOT Policy and Metropolitan Planning Organizations

The Commonwealth's thirteen metropolitan planning organizations (MPOs) are integrally involved in helping to achieve the GreenDOT goals and supporting the GHG reductions mandated under the GWSA. The MPOs are most directly involved in helping to achieve the GHG emissions reductions under the second goal – to promote healthy transportation modes through prioritizing and programming an appropriate balance of roadway, transit, bicycle and pedestrian investments – and assist in the third goal by supporting smart growth development patterns through the creation of a balanced multi-modal transportation system. This will be realized through the transportation goals and policies espoused in the 2016 Regional Transportation Plans (RTPs), the major projects planned in the RTPs, and the mix of new transportation projects that are programmed and implemented through the TIPs. The GHG tracking and evaluation processes enable the MPOs to identify the anticipated GHG impacts of the planned and programmed projects, and also to use GHG impacts as a criterion in prioritizing transportation projects.

Regional GHG Tracking and Evaluation in RTPs

MassDOT coordinated with MPOs and regional planning agency (RPA) staffs on the implementation of GHG tracking and evaluation in development of each MPO's latest RTPs, which were adopted in 2015. This collaboration has continued for the MPO's 2017-2021 TIPs.

Working together, MassDOT and the MPOs have attained the following milestones:

- Modeling and long-range statewide projections for GHG emissions resulting from the transportation sector. Using the Boston MPO's regional model and the statewide travel demand model for the remainder of the state, GHG emissions were projected for 2020 no-build and build conditions, and for 2040 no-build and build conditions.
- All of the MPOs included these GHG emission projections in their RTPs, along with a discussion
 of climate change and a statement of MPO support for reducing GHG emissions as a regional
 goal.

Project-Level GHG Tracking and Evaluation in the Transportation Improvement Program It is also important to monitor and evaluate the GHG impacts of the transportation projects that are programmed in the MPO Transportation Improvement Programs (TIP). The TIP includes both the larger, regionally-significant projects from the RTPs, which have already had their aggregate GHG impacts calculated and reported in the RTP, as well as smaller projects that are not included in the RTP but that may nevertheless have impacts on GHG emissions. The principal objective of this tracking is to enable the MPOs to evaluate expected GHG impacts of different projects and to use this information as a criterion for prioritizing and programming projects in future TIPs.

In order to monitor and evaluate the GHG impacts of TIP projects, MassDOT and the MPOs have developed the following approach for identifying anticipated GHG impacts and quantifying GHG impacts of projects, when appropriate, through the TIP. Different types of projects will have different anticipated

GHG emissions impacts. The different project categories are outlined on the next two pages with this region's project tracking sheet on the third page.

Calculation of GHG Impacts for TIP Projects

The Office of Transportation Planning at MassDOT provided the spreadsheets that are used for determining Congestion Management and Air Quality Improvement (CMAQ) eligibility. These spreadsheets require the same inputs as the CMAQ calculations, and have been adapted to provide CO₂ impacts. The data and analysis required for these calculations is available from functional design reports that should be submitted for projects that would produce a measurable GHG impact.

Projects with Quantified Impacts

RTP Projects - Major capacity expansion projects would be expected to have a significant impact on GHG emissions. However, these projects are included in the RTPs and analyzed using the statewide model or Boston regional model, which would reflect their GHG impacts. Therefore, no independent TIP calculations are required.

Quantified Decrease in Emissions - Projects that would be expected to produce a measurable decrease in emissions. The approach for calculating these impacts is described below. These projects should be categorized in the following manner:

- Quantified Decrease in Emissions from Traffic Operational Improvement An intersection reconstruction or signalization project that is projected to reduce delay and congestion.
- Quantified Decrease in Emissions from Pedestrian and Bicycle Infrastructure A shareduse path that would enable increased walking and biking and decreased vehicle-miles traveled (VMT).
- Quantified Decrease in Emissions from New/Additional Transit Service A bus or shuttle service that would enable increased transit ridership and decreased VMT
- Quantified Decrease in Emissions from a Park and Ride Lot A park-and-ride lot that would enable increased transit ridership/ increased ridesharing and decreased VMT
- Quantified Decrease in Emissions from Bus Replacement
 A bus replacement that would directly reduce GHG emissions generated by that bus service.
- Quantified Decrease in Emissions from Complete Streets Improvements
 Improvements to roadway networks that include the addition of bicycle and pedestrian accommodations where none were present before.
- Quantified Decrease in Emissions from Other Improvement

Quantified Increase in Emissions – Projects that would be expected to produce a measurable increase in emissions.

Projects with Assumed Impacts

No Assumed Impact/Negligible Impact on Emission - Projects that do not change the capacity or use of a facility (e.g. a resurfacing project that restores a roadway to its previous condition, or a bridge rehabilitation/replacement that restores the bridge to its previous condition) would be assumed to have no GHG impact.

Assumed Nominal Decrease in Emissions - Projects that would be expected to produce a minor decrease in emissions that cannot be calculated with any precision. Examples of such projects include roadway repaving or reconstruction projects that add a new sidewalk or new bike lanes. Such a project would enable increased travel by walking or bicycling, but there may be not data or analysis to support any projections of GHG impacts. These projects should be categorized in the following manner:

- Assumed Nominal Decrease in Emissions from Sidewalk Infrastructure
- Assumed Nominal Decrease in Emissions from Bicycle Infrastructure
- Assumed Nominal Decrease in Emissions from Sidewalk and Bicycle Infrastructure
- Assumed Nominal Decrease in Emissions from Intelligent Transportation Systems (ITS) and/or Traffic Operational Improvements

Assumed Nominal Decrease in Emissions from Other Improvements

Assumed Nominal Increase in Emissions - Projects that would be expected to produce a minor increase in emissions that cannot be calculated with any precision.

MV Greenhouse Gas Impact Summary Table for FFY 2017-2021 TIP

The following table summarizes the calculated quantitative impacts of the projects included in the regional FFY 2017 – 2021 TIP.

Project and TIP Year(s)	Estimated Summer CO2 Reduction in kilograms per year	
Tisbury, Beach Rd. Shared	Use Path (SUP) Winds Up to Tisbury Marketplace (2018-2019)	1,024.8
Oak Bluffs, SUP from Lagoo	on Pond Drawbridge to County Road (2020-2021)	2,455.3

The MVC MPO TIP Greenhouse Gas (GHG) Tracking Worksheets

The Transportation Improvement Program (TIP) highway project programming GHG worksheets and the Transit GHG worksheets follow by Federal Fiscal Year.

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E. Comments on the Draft TIP

PUBLIC COMMENT PERIOD, Comments are welcome through Friday, January 20, 2017.

The **Transportation Improvement Program (TIP) FFY2017-2021** is the document which includes transportation system (transit and roadway) operations and improvements for Martha's Vineyard aligned within estimated federal and state funding expected to be available for the region. The TIP is discussed and voted on at the publicly held Joint Transportation Committee (JTC) meetings.

This **TIP Amendment** is proposed to add projects to Federal Fiscal Year 2017.

You are invited to review and submit any comments on the TIP which has been developed in cooperation with federal, state, and local partners in the ongoing transportation planning and programming process.

The TIP Amendment is available for viewing during MVC open hours at: Martha's Vineyard Commission 33 New York Avenue Oak Bluffs, MA, 02557 Or online at www.mvcommission.org.

The the Draft TIP is noticed by email notice and available on the MVC Website. To find the Martha's Vineyard transportation documents on the MVC Website, please search for "TIP Amendment", and then select the one for years 2017-2021.

Please send your written comments during the public comment period by January 20, 2017, to:

Martha's Vineyard Joint Transportation Committee c/o Martha's Vineyard Commission P. O. Box 1447
Oak Bluffs, MA, 02557-1447

Or, via email with the subject: "public comment" to lecterc@mvcommission.org

Any comments received will be summarized in the appendix.

Comments received

Comments received during the 30 day public comment period on the TIP Amendment:

Martha's Vineyard Transportation Improvement Program (TIP) Amendment FFY 2017-2021- January 2017



F. Transportation Funding Information – Federal Aid and Massachusetts

SOURCE: http://www.massdot.state.ma.us/planning/Main/PlanningProcess/FundingConsiderations.aspx

National Highway Performance Program (NHPP)

Program Description

The new NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and for investments of Federal-aid funds in highway construction that support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

The NHPP replaces programs with dedicated funding for repair by consolidating the Interstate Maintenance, National Highway System, and Highway Bridge Repair programs. Under MAP-21, the NHS has been expanded to comprise approximately 220,000 miles of rural and urban roads serving major population centers, international border crossings, intermodal transportation facilities, and major travel destinations. It includes:

- The Interstate System.
- All principal arterials (including those not previously designated as part of the NHS) and border crossings on those routes.
- Intermodal connectors -- highways that provide motor vehicle access between the NHS and major intermodal transportation facilities.
- STRAHNET -- the network of highways important to U.S. strategic defense.
- STRAHNET connectors to major military installations.

Funding

The federal share is determined in accordance with 23 USC 120, including a special rate for certain safety projects and a new provision for increased Federal share for projects incorporating Innovative Project Delivery. The Federal share for NHPP projects for a State that has not implemented an asset management plan within the established timeframe is limited to 65 percent. Other exceptions to 23 USC 120 are provided for certain freight projects, workforce development, training, and education activities, Appalachian development highway system projects.

Eligible activities

NHPP projects must be on an eligible facility and support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS, and be consistent with Metropolitan and Statewide planning requirements. Eligible activities include:

- Construction, reconstruction, resurfacing, restoration, rehabilitation, and preservation of highways and bridges
- Construction, rehabilitation, or replacement of existing ferry boats and facilities, including approaches, that connect road segments
- Bridge and tunnel inspection and evaluation as well as the training of bridge and tunnel inspectors
- Highway safety projects
- Transit capital projects (only under certain conditions)
- Federal aid highway improvements (only under certain conditions)
- Environmental restoration and mitigation
- Intelligent Transportation Systems (ITS)
- Bicycle and pedestrian infrastructure

Workforce development, training, and education activities are also an eligible use of NHPP funds.

Location of projects

NHPP funds may only be used for projects on or associated with the NHS as described above under "Eligible activities." An exception is provided under certain circumstances for non-NHS highway or transit projects in an NHS corridor. Federal-aid and off system bridges are not eligible under the NHPP program

Bridge (BR)

Federal-aid bridge funding (80 percent federal / 20 percent non-federal) is used to rehabilitate or replace bridges based upon the structure's adequacy, safety, serviceability, age and public usage. Bridge funding is sub-allocated for projects that are on the federal-aid system (a road classified as a collector or higher) (BR-On) and those that are not (BR-Off). Funding for bridges on the federal-aid system is provided through the National Highway Performance Program, while funding for off system bridges is through a suballocation of the Surface Transportation Program.

Highway Safety Improvement Program (HSIP)

Program Description

The Highway Safety Improvement Program (HSIP) funds safety improvement projects to reduce the number and severity of crashes at hazardous locations (90 percent federal / 10 percent non-federal). The HSIP is guided by a data-driven state Strategic Highway Safety Plan that defines state safety goals, ranks dangerous locations, and includes a list of projects. Under MAP-21, the safety plan is required to improve data collection on crashes and updates to more accurately identify dangerous locations.

Eligible activities

Any project on a public road, trail or path that is included in a state's Strategic Highway Safety Plan and corrects a safety problem (such as an

unsafe roadway element or a hazardous location) is eligible for HSIP funding. Eligible projects include, but are not limited to the following: intersection improvements, construction of shoulders, high risk rural roads improvements, traffic calming, data collection, and improvements for bicyclists, pedestrians, and individuals with disabilities.

MAP-21 does not eliminate any eligible project categories that were previously eligible under SAFETEA-LU. In addition, the bill clarifies that retroreflectivity upgrades, truck parking facilities, safety audits, older driver improvements and systemic safety improvements are eligible expenses. Other non-infrastructure safety projects are eligible for HSIP funding, including safety education, training, and workforce development.

Surface Transportation Program (STP)

Program Description

The Surface Transportation Program (STP) provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel, as well as for projects on any public road (except local roads and rural minor collectors), pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

Funding

The Federal share is governed by 23 U.S.C. 120. It is generally 80 percent, subject to the upward sliding scale adjustment for States containing public lands. The Federal share for projects on the Interstate System is 90 percent, subject to the upward sliding scale adjustment, unless the project adds lanes that are not high-occupancy-vehicle or auxiliary lanes. For projects that add single occupancy vehicle capacity, that portion of the project that increases single occupancy vehicle capacity will revert to the 80 percent level.

Fifty percent of a State's STP funds are to be distributed to areas based on population (suballocated), with the remainder to be used in any area of the State. Consultation with rural planning organizations, if any, is required. A special rule is provided to allow a portion of funds reserved for rural areas to be spent on rural minor collectors, unless the Secretary determines this authority is being used excessively.

Eligible activities

- Highway and bridge construction and rehabilitation
- De-icing of bridges and tunnels
- Congestion pricing and travel demand management
- Off-system bridge repair
- Development of state asset management plan
- Transit capital projects
- Carpool projects and fringe and corridor parking
- Surface transportation planning
- Bicycle, pedestrian, and recreational trails
- Electric and natural gas vehicle infrastructure
- Construction of ferry boats and terminals
- Intelligent transportation systems
- Environmental mitigation
- Border infrastructure projects

Workforce development, training, and education activities are also an eligible use of STP funds.

Location of Projects

In general, STP projects may not be on local or rural minor collectors. However, there are a number of exceptions to this requirement. A State may use up to 15 percent of its rural suballocation on minor collectors. Other exceptions include: ADHS local access roads, bridge and tunnel replacement and rehabilitation (not new construction), bridge and tunnel inspection, carpool projects, fringe/corridor parking facilities, bike/pedestrian walkways, safety infrastructure, Transportation Alternatives, recreational trails, port terminal modifications, and minor collectors in NHS corridors.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

Program Description

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) provides federal funding for states to support projects and programs intended to improve air quality and reduce traffic congestion. CMAQ funds (80 percent federal / 20 percent non-federal) are used for transportation programs and projects that will contribute to the attainment of a National Ambient Air Quality Standard in ozone, small particulates matter and carbon monoxide non-attainment areas. As defined by federal regulations and guidance, examples of projects eligible for CMAQ funding include:

- Traffic flow improvements
- Public transit services and facilities
- Alternative fuel vehicles and fueling stations
- Bicycle and pedestrian facilities and programs

- Rideshare activities and outreach to commuters and employers
- Vehicle inspection and maintenance programs
- Truck stop electrification
- Diesel retrofits

CMAQ funds generally can only be used to support projects in areas not in conformity with the National Ambient Air Quality Standards (NAAQS). The entirety of Massachusetts is out of compliance with the NAAQS ozone standard, thereby allowing CMAQ-funded projects to be implemented in every Commonwealth community and on a statewide basis. CMAQ funding is apportioned to the states based on a calculation of relative air quality and the number of residents affected by air pollution. Under MAP-21, Massachusetts' CMAQ apportionment was about \$76 million for federal fiscal year 2013.

CMAQ Planning Process

In Massachusetts, a portion of CMAQ funding is prioritized and programmed by the ten Metropolitan Planning Organizations and three non-metropolitan regional commissions or councils (referred to collectively as MPOs). Each MPO is required to include CMAQ-funded projects in the regional target portion of its Transportation Improvement Program (TIP) in order to fully utilize the regional target funding.

In addition to the MPO-selected CMAQ projects funded through the regional targets, MassDOT has a statewide CMAQ program. Most of the projects funded through this statewide program are developed by state agencies, including MassDOT. The Commonwealth has used the statewide CMAQ program as a way to support a number of projects and initiatives, including the increased use of alternative fuels; construction of shared-use paths, including elements of the BSG 100; the MassRIDES Travel Options program; and the Diesel Bus Retrofit Program in conjunction with the Department of Environmental Protection.

Prior to programming on the TIPs and STIP for use of CMAQ funds, projects must be reviewed by the CMAQ Consultation Committee, which is responsible for determining whether a project shows an air quality benefit and is eligible for CMAQ funding. The members of the Committee represent MassDOT, DEP, U.S. DOT, U.S. EPA, and the MPOs.

Federal Highway Administration's program guidance

Transportation Alternatives Program (TAP)

Program Description

The Transportation Alternatives Program (TAP) is a competitive grant program created by the federal Moving Ahead for Progress in the 21st Century Act (MAP-21). TAP provides funding for a variety of transportation projects types, including projects that would previously have been eligible for funding under separate programs: the Transportation Enhancements, Recreational Trails, and Safe Routes to School programs.

Funding Allocation

In accordance with MAP-21 requirements, MassDOT has suballocated 50 percent of TAP funding to urbanized areas with a population over 200,000, and has given control of these funds to the MPOs that cover such urbanized areas. The remaining 50 percent of the TAP funding is allocated for use in any area of Massachusetts, to be determined by MassDOT based on a competitive, merit-based process. MassDOT has established a strong Safe Routes to School program that leads the nation by many measures. In order to maintain the viability of its Safe Routes to School program, MassDOT has elected to dedicate the 50 percent share of TAP funding at its discretion to Safe Routes to School infrastructure projects. These projects make small-scale but critical investments in improving pedestrian and bicycle access and safety to elementary and middle schools across Massachusetts.

Program Competitiveness and Eligibility Details

MAP-21 requires that all TAP funds be distributed to projects based on merit, through a competitive process. All of the MPOs in Massachusetts have objective evaluation criteria against which all projects are scored. Because the selection of regional target projects by Massachusetts MPOs is already on a competitive, merit-based scoring process, MPOs may continue to use this system for the distribution of the suballocated TAP funds. As noted above, MassDOT plans to allocate all of its statewide TAP funding to SRTS infrastructure projects. MassDOT already runs a competitive application process for SRTS infrastructure projects, in which municipal proponents must submit an assessment request form, undergo a site visit, cooperate with MassDOT and its consultants on a planning study, have a project identified, and then have that project selected from among many potential school projects as being highly likely to improve walking and bicycling safety and access.

Eligible Project Proponents/Applicants

The following entities are eligible project proponents and applicants for TAP funding.

- Local governments
- Regional transportation authorities
- Transit agencies
- Natural resource or public land agencies
- School Districts, local education agencies or schools
- Tribal governments
- Other local or regional governmental entities with responsibility for the oversight of transportation or recreational trails (other than a metropolitan planning organization or State agency) that the State determines to be eligible

Eligible activities

In accordance with MAP-21, Massachusetts TAP funds may be used for the following types of projects:

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists and other non-motorized forms of
 transportation (including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other
 safety-related infrastructure, and transportation related projects to achieve compliance with the Americans with Disabilities Act of 1990)
- Construction, planning and design of infrastructure-related projects and systems that provide safe routes for non-drivers (including children, older adults, and individuals with disabilities) to access daily needs
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users
- Construction of turnouts, overlooks, and viewing areas
- Community improvement activities, including
 - inventory, control, or removal of outdoor advertising
 - historic preservation and rehabilitation of historic transportation facilities;
 - vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control
 - archaeological activities relating to impacts from implementation of a transportation project eligible under title 23
 - · Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to
 - address storm water management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329 of title 23
 - reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats
- The recreational trails program under section 206 of title 23
- The safe routes to school program under section 1404 of the SAFETEA-LU
 - Infrastructure-related projects-planning, design, and construction of infrastructure-related projects on any public road or any
 bicycle or pedestrian pathway or trail in the vicinity of schools that will substantially improve the ability of students to walk and
 bicycle to school, including sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle
 crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bicycle parking facilities,
 and traffic diversion improvements in the vicinity of schools
 - Noninfrastructure-related activities to encourage walking and bicycling to school, including public awareness campaigns and
 outreach to press and community leaders, traffic education and enforcement in the vicinity of schools, student sessions on
 bicycle and pedestrian safety, health, and environment, and funding for training, volunteers, and managers of safe routes to
 school programs
 - Safe Routes to School coordinator
- Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways

As with other projects, the proponent for the TAP project would be responsible for project design and for completing the right-of-way acquisition and clearance process.

Ineligible activities

In accordance with MAP-21, the Transportation Alternatives Program does not include eligibility for certain activities that were previously eligible as transportation enhancements:

- Safety and educational activities for pedestrians and bicycles. Exception: Activities targeting children in Kindergarten through 8th grade are eligible under SRTS (an eligible activity under the TAP funding). Note: Some of these activities may be eligible under HSIP. Non-construction projects for bicycle safety remain broadly eligible for STP funds.
- Acquisition of scenic easements and scenic or historic sites.
- Scenic or historic highway programs (including visitor and welcome centers). Note: A few specific activities under this category (construction of turnouts, overlooks, and viewing areas) remain eligible.
- Historic preservation as an independent activity unrelated to historic transportation facilities. Note: Historic preservation and rehabilitation of historic transportation facilities are permitted as one type of community improvement activity.
- Operation of historic transportation facilities.
- Archaeological planning and research undertaken for proactive planning. This category now must be used only as mitigation for highway projects.
- Transportation museums.

There is no requirement for TAP projects to be located along Federal-aid highways. Safe Routes to Schools (SRTS) projects must be within two miles of a school for kindergarten through eighth grade as specified in SAFETEA-LU Section 1404.

Earmarks

Certain funding categories are project-specific, i.e. funds are 'earmarked' only for use in the development of that project. These earmarks are included in federal transportation bills by a state's congressional delegation, often at 100 percent federal reimbursement. These include, among others, Sections 115, 117, 129 and 125 categories. MAP-21 included no project-specific funding earmarks.

Federal Transit Administration

The federal government, through the Federal Transit Administration (FTA), provides financial assistance to develop new transit systems and improve, maintain, and operate existing systems. FTA oversees thousands of grants to hundreds of state and local transit providers through the

FTA regional offices. The grantees are responsible for managing their programs in accordance with federal requirements and FTA is responsible for ensuring that these grantees follow the mandates along with statutory and administrative requirements. The various federally-funded transit categories are:

Section 5307 - Urbanized Area Formula Grant Program

This program funds routine capital investments, including bus purchases, but for some smaller systems, a portion can be used to defray transit system operating expenses. Transit funds are allocated annually by the FTA to individual urbanized areas, as defined by the 2010 census, according to a formula based on population size. A portion of the program is for areas under 200,000 in population and a portion goes directly to areas over 200,000.

Section 5310 - Elderly Persons and Persons with Disabilities Formula Program

This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. All funds are provided to the Commonwealth and are allocated by MassDOT through an annual competitive application process.

Section 5311 - Rural Area Formula Program

This program funds public transportation in rural areas (areas with populations less than 50,000) for operating and capital grants for intercity facilities, services and equipment. The Rural Technical Assistance Program (RTAP) provides funding for administration, operations, planning, training, technical assistance, research and support services. These funds are provided to the Commonwealth and distributed by MassDOT to Regional Transit Authorities and to private, for-profit intercity bus operators.

Section 5337 - State of Good Repair

The new formula-based State of Good Repair program is FTA's first stand-alone initiative written into law that is dedicated to repairing and upgrading the nation's rail transit systems along with high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit (BRT). These funds reflect a commitment to ensuring that public transit operates safely, efficiently, reliably, and sustainably so that communities can offer balanced transportation choices that help to improve mobility, reduce congestion, and encourage economic development. These funds are allocated directly to transit authorities on a formula basis.

Section 5339 - Bus and Bus Facilities

This program seeks to provide capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. These funds allocated both directly to transit agencies and MassDOT, which distributes the funds through an annual competitive application process.

Available State Funding Considerations

Transportation Bond Bill Funding

On approximately a biannual basis, the Massachusetts Legislature passes a transportation bond bill. This legislation provides the Administration with authorization for the issuance of bonds to support transportation capital expenditures. These expenditures include non-federal matching funds for federally-funded TIP and STIP projects; Chapter 90 reimbursement funds for local transportation projects; and bond authorizations for specific projects identified through the legislative process. The Administration issues bonds at its discretion, subject to legislative authorization in the transportation bond bill and subject to overall "bond cap" limits on the Commonwealth's debt obligations.

Accelerated Bridge Program

The Accelerated Bridge Program was established by the Massachusetts Legislature in 2008 for the purpose of greatly reducing the number of structurally deficient bridges in the state system. This \$3 billion, eight year program, is a concerted effort to replace or repair well over 200 structurally deficient bridges.

To fix these bridges, the following work will take place as part of the accelerated bridge program:

- Bridge Rehabilitation Projects
- Bridge Replacement Projects
- Bridge Preservation and Maintenance projects designed to prevent bridge from becoming structurally deficient and requiring no engineering.
- Bridge painting and cleaning project

MassDOT and the Department of Conservation and Recreation (DCR) had identified the Structurally Deficient bridges in Massachusetts and prioritized the bridges using the inspection database and considering various bridge issues such as high traffic count, scour critical (damage caused by moving water), non redundancy and District input and priorities. This listing identified over 500 bridge projects for the Program. After the passage of the Accelerated Bridge Program, the 2008 Transportation Reform Law that established MassDOT also transferred all of the bridges that had been owned by DCR to MassDOT jurisdiction.

Chapter 90

The Chapter 90 program entitles municipalities to reimbursement for capital improvement projects for highway construction, preservation, and improvement that create or extend the life of capital facilities. The funds can be used for maintaining, repairing, improving, or constructing town and county ways and bridges that qualify under the State Aid Highway Guidelines issued by the Public Works Commission. Items eligible for Chapter 90 funding include roadways, sidewalks, right-of-way acquisition, shoulders, landscaping and tree planting, roadside drainage, street

lighting, and traffic control devices. A municipality seeking Chapter 90 reimbursement for a project must complete a Chapter 90 Project Request Form and an Environmental Punch List for each proposed project and submit it to the appropriate MassDOT District Office. Each municipality in Massachusetts is granted an annual allocation of Chapter 90 reimbursement funding that it is eligible for, and the municipality can choose among any eligible infrastructure investments. Therefore, the Chapter 90 program provides municipalities with a high level of local control over infrastructure spending.

MassWorks Infrastructure Program

The MassWorks Infrastructure Program provides a one-stop shop for municipalities and other eligible public entities seeking public infrastructure funding to support economic development and job creation and retention, housing development at density of at least 4 units to the acre (both market and affordable units) and transportation improvements to enhancing safety in small, rural communities. The MassWorks Infrastructure Program is administered by the Executive Office of Housing and Economic Development, in cooperation with the Department of Transportation and Executive Office for Administration & Finance.

FEDERAL FISCAL YEAR 2017 FFY 2017-2021 STIP **FEDERAL REGIONAL TARGETS**

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.
Base Obligation Authority	\$585,525,568		
Redistribution, as Estimated by MassDOT	\$29,474,432		
Total Estimated Obligation Authority Available:	\$615,000,000		
ABP GANS Repayment	\$59,150,000		
Total Non-Earmarked Available Statewide - (Including State Match)	\$555,850,000	\$125,591,156	\$681,441,156
Statewide Infrastructure Items:			
Statewide Infrastructure Program	\$12,000,000	\$3,000,000	\$15,000,000
Statewide Safety Program	\$24,273,676	\$2,697,075	\$26,970,751
Statewide Safe Routes to Schools Program	\$5,000,000	\$1,250,000	\$6,250,000
Statewide CMAQ Program	\$12,000,000	\$3,000,000	\$15,000,000
Statewide Intelligent Transportation System Program	\$10,000,000	\$2,500,000	\$12,500,000
Statewide Interstate Maintenance Program	\$63,000,000	\$7,000,000	\$70,000,000
Statewide National Freight Program	\$0	\$0	\$0
Statewide NHS Preservation Program	\$36,000,000	\$9,000,000	\$45,000,000
Statewide RR Grade Crossings	\$7,111,110	\$1,777,778	\$8,888,888
Statewide Stormwater Retrofits	\$5,000,000	\$1,250,000	\$6,250,000
Statewide ADA Implementation Plan	\$4,000,000	\$1,000,000	\$5,000,000
Subtotal Statewide Infrastructure Items:	\$178,384,786	\$32,474,853	\$210,859,639
Other Statewide Items:			
Award Adjustments, Change Orders, Etc.	\$25,621,324	\$6,405,331	\$32,026,655
Planning	\$22,704,000	\$5,676,000	\$28,380,000
Recreational Trails	\$1,186,729	\$296,682	\$1,483,411
DBEs, Misc Programs	\$800,000	\$200,000	\$1,000,000
Design and Right of Way	\$3,436,323	\$859,081	\$4,295,403
Subtotal Other Statewide Items:	\$53,748,376	\$13,437,094	\$67,185,470
Regional Major Infrastructure Projects:	\$7,200,000	\$1,800,000	\$9,000,000
Bridge Program:			
Statewide Systematic Maintenance Program	\$8,000,000	\$2,000,000	\$10,000,000
Statewide Off-System Bridge Program	\$28,456,838	\$7,114,210	\$35,571,048
Statewide On System Bridge Program	\$108,000,000	\$27,000,000	\$135,000,000
Statewide Bridge Inspection Program	\$5,000,000	\$1,250,000	\$6,250,000
Subtotal Federal Aid Bridge Program:	\$149,456,838	\$37,364,210	\$186,821,048
Total Regional Targets:			
CMAQ - Congestion Mitigation and Air Quality Improvement Program	\$25,000,000	\$6,250,000	\$31,250,000
HSIP - Highway Safety Improvement Program	\$9,000,000	\$1,000,000	\$10,000,000
TAP - Transportation Alternatives Program	\$5,884,000	\$1,471,000	\$7,355,000
Regional Non-CMAQ / HSIP Component:	\$127,176,000	\$31,794,000	\$158,970,000
Total Regional Target	167,060,000	40,515,000	207,575,000

		Regional	Regional	Regional	Total	NonCMAQ/
	Regional	HSIP Component	CMAQ Component	TAP Component	Regional Target	HSIP/TAP
Region	Share (%)	With State Match	With State Match	With State Match	With State Match	with State Match
Berkshire Region	3.5596	\$355,964	\$1,112,389	\$0	\$7,388,931	\$5,920,578
Boston Region	42.9671	\$4,296,710	\$13,427,220	\$2,902,060	\$89,188,965	\$68,562,975
Cape Cod	4.5851	\$458,514	\$1,432,857	\$193,036	\$9,517,607	\$7,433,201
Central Mass	8.6901	\$869,013	\$2,715,666	\$984,220	\$18,038,539	\$13,469,640
Franklin Region	2.5397	\$253,975	\$793,671	\$0	\$5,271,878	\$4,224,233
Martha's Vineyard	0.3100	\$30,997	\$96,865	\$0	\$643,418	\$515,556
Merrimack Valley	4.4296	\$442,956	\$1,384,237	\$344,036	\$9,194,653	\$7,023,424
Montachusett	4.4596	\$445,955	\$1,393,611	\$120,756	\$9,256,919	\$7,296,597
Nantucket	0.2200	\$21,998	\$68,743	\$0	\$456,619	\$365,878
Northern Middlesex	3.9096	\$390,961	\$1,221,753	\$276,316	\$8,115,371	\$6,226,341
Old Colony	4.5595	\$455,954	\$1,424,858	\$337,265	\$9,464,473	\$7,246,397
Pioneer Valley	10.8099	\$1,080,992	\$3,378,100	\$1,250,000	\$22,438,689	\$16,729,598
Southeastern Mass	8.9601	\$896,010	\$2,800,033	\$947,311	\$18,598,936	\$13,955,582
	Total: 100.00	\$10,000,000	\$31,250,000	\$7,355,000	\$207,575,000	\$158,970,000

FEDERAL FISCAL YEAR 2018 FFY 2017-2021 STIP

FEDERAL REGIONAL TARGETS

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.
Base Obligation Authority	\$598,178,885		
Redistribution, as Estimated by MassDOT	\$26,821,115		
Total Estimated Obligation Authority Available:	\$625,000,000		
ABP GANS Repayment	\$68,463,700		
Total Non-Earmarked Available Statewide - (Including State Match)	\$556,536,300	\$129,584,075	\$686,120,375
Statewide Infrastructure Items:			
Statewide Infrastructure Program	\$8,500,000	\$2,125,000	\$10,625,000
Statewide Safety Program	\$26,460,000	\$2,940,000	\$29,400,000
Statewide Safe Routes to Schools Program	\$6,000,000	\$1,500,000	\$7,500,000
Statewide CMAQ Program	\$43,000,000	\$10,750,000	\$53,750,000
Statewide Intelligent Transportation System Program	\$10,000,000	\$2,500,000	\$12,500,000
Statewide Interstate Maintenance Program	\$33,300,000	\$3,700,000	\$37,000,000
Statewide National Freight Program	\$0	\$0	\$0
Statewide NHS Preservation Program	\$41,000,000	\$10,250,000	\$51,250,000
Statewide RR Grade Crossings	\$4,250,000	\$1,062,500	\$5,312,500
Statewide Stormwater Retrofits	\$6,000,000	\$1,500,000	\$7,500,000
Statewide ADA Implementation Plan	\$0	\$0	\$0
Subtotal Statewide Infrastructure Items:	\$178,510,000	\$36,327,500	\$214,837,500
Substati State-Mac IIII abitastate Reins.	ψ170,010,000	ψου,υΣ1,υυυ	4214,007,000
Other Statewide Items:			
Award Adjustments, Change Orders, Etc.	\$33,952,975	\$8,488,244	\$42,441,219
Planning	\$22,696,960	\$5,674,240	\$28,371,200
Recreational Trails	\$1,186,729	\$296,682	\$1,483,411
DBEs, Misc Programs	\$800,000	\$200,000	\$1,000,000
Design and Right of Way	\$4,472,797	\$1,118,199	\$5,590,996
Subtotal Other Statewide Items:	\$63,109,461	\$15,777,365	\$78,886,826
Regional Major Infrastructure Projects:	\$0	\$0	\$0
Bridge Program:			
Statewide Systematic Maintenance Program	\$8,000,000	\$2,000,000	\$10,000,000
Statewide Off-System Bridge Program	\$28,456,838	\$7,114,210	\$35,571,048
Statewide On System Bridge Program	\$100,000,000	\$25,000,000	\$125,000,000
Statewide Bridge Inspection Program	\$5,000,000	\$1,250,000	\$6,250,000
Subtotal Federal Aid Bridge Program:	\$141,456,838	\$35,364,210	\$176,821,048
Total Parional Torrato			
Total Regional Targets:	¢20,000,000	ØE 000 000	#25.000.000
CMAQ - Congestion Mitigation and Air Quality Improvement Program	\$20,000,000	\$5,000,000	\$25,000,000
HSIP - Highway Safety Improvement Program	\$9,000,000	\$1,000,000	\$10,000,000
TAP - Transportation Alternatives Program	\$4,555,000	\$1,138,750	\$5,693,750
Regional Non-CMAQ / HSIP Component:	\$139,905,001	\$34,976,250	\$174,881,251
Total Regional Target	173,460,001	42,115,000	215,575,001

Region	Regional Share (%)	Regional HSIP Component With State Match	Regional CMAQ Component With State Match	Regional TAP Component With State Match	Total Regional Target With State Match	NonCMAQ/ HSIP/TAP with State Match
Destruire Desire	2.5500	#255.004	\$200.044	**	\$7.070.700	\$0.407.00
Berkshire Region	3.5596	\$355,964	\$889,911	\$0	\$7,673,703	\$6,427,82
Boston Region	42.9671	\$4,296,710	\$10,741,776	\$2,927,554	\$92,626,334	\$74,660,29
Cape Cod	4.5851	\$458,514	\$1,146,285	\$210,307	\$9,884,419	\$8,069,31
Central Mass	8.6901	\$869,013	\$2,172,533	\$475,200	\$18,733,750	\$15,217,00
Franklin Region	2.5397	\$253,975	\$634,937	\$0	\$5,475,057	\$4,586,14
Martha's Vineyard	0.3100	\$30,997	\$77,492	\$0	\$668,216	\$559,72
Merrimack Valley	4.4296	\$442,956	\$1,107,389	\$350,938	\$9,549,018	\$7,647,73
Montachusett	4.4596	\$445,955	\$1,114,889	\$85,141	\$9,613,684	\$7,967,69
Nantucket	0.2200	\$21,998	\$54,995	\$0	\$474,218	\$397,22
Northern Middlesex	3.9096	\$390,961	\$977,402	\$281,859	\$8,428,140	\$6,777,91
Old Colony	4.5595	\$455,954	\$1,139,886	\$345,114	\$9,829,237	\$7,888,28
Pioneer Valley	10.8099	\$1,080,992	\$2,702,480	\$540,000	\$23,303,483	\$18,980,01
Southeastern Mass	8.9601	\$896,010	\$2,240,026	\$477,637	\$19,315,744	\$15,702,07
	Total: 100.00	\$10,000,000	\$25,000,000	\$5,693,750	\$215,575,001	\$174,881,25°

FEDERAL FISCAL YEAR 2019 FFY 2017-2021 STIP FEDERAL REGIONAL TARGETS

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.
Base Obligation Authority	\$611,680,644		
Redistribution, as Estimated by MassDOT	\$18,319,356		
Total Estimated Obligation Authority Available:	\$630,000,000		
ABP GANS Repayment	\$73,525,150		
Total Non-Earmarked Available Statewide - (Including State Match)	\$556,474,850	\$130,310,043	\$686,784,893
Statewide Infrastructure Items:			
Statewide Infrastructure Program	\$10,000,000	\$2,500,000	\$12,500,000
Statewide Safety Program	\$29,206,936	\$3,868,064	\$33,075,000
Statewide Safe Routes to Schools Program	\$5,000,000	\$1,250,000	\$6,250,000
Statewide CMAQ Program	\$31,000,000	\$7,750,000	\$38,750,000
Statewide Intelligent Transportation System Program	\$10,000,000	\$2,500,000	\$12,500,000
Statewide Interstate Maintenance Program	\$29,700,000	\$3,300,000	\$33,000,000
Statewide National Freight Program	\$0	\$0	\$0
Statewide NHS Preservation Program	\$59,200,000	\$14,800,000	\$74,000,000
Statewide RR Grade Crossings	\$3,800,000	\$950,000	\$4,750,000
Statewide Stormwater Retrofits	\$2,000,000	\$500,000	\$2,500,000
Statewide ADA Implementation Plan	\$1,400,000	\$350,000	\$1,750,000
Subtotal Statewide Infrastructure Items:	\$181,306,936	\$37,768,064	\$219,075,000
Other Statewide Items:			
Award Adjustments, Change Orders, Etc.	\$25,000,000	\$6,250,000	\$31,250,000
Planning	\$22,619,520	\$5,654,880	\$28,274,400
Recreational Trails	\$1,186,729	\$296,682	\$1,483,411
DBEs, Misc Programs	\$800,000	\$200,000	\$1,000,000
Design and Right of Way	\$4,644,827	\$1,161,207	\$5,806,034
Subtotal Other Statewide Items:	\$54,251,076	\$13,562,769	\$67,813,845
Regional Major Infrastructure Projects:	\$0	\$0	\$0
Bridge Program:			
Statewide Systematic Maintenance Program	\$8,000,000	\$2,000,000	\$10,000,000
Statewide Off-System Bridge Program	\$28,456,838	\$7,114,210	\$35,571,048
Statewide On System Bridge Program	\$106,000,000	\$26,500,000	\$132,500,000
Statewide Bridge Inspection Program	\$5,000,000	\$1,250,000	\$6,250,000
Subtotal Federal Aid Bridge Program:	\$147,456,838	\$36,864,210	\$184,321,048
Total Regional Targets:			
CMAQ - Congestion Mitigation and Air Quality Improvement Program	\$20,000,000	\$5,000,000	\$25,000,000
HSIP - Highway Safety Improvement Program	\$9,000,000	\$1,000,000	\$10,000,000
TAP - Transportation Alternatives Program	\$4,540,000	\$1,135,000	\$5,675,000
Regional Non-CMAQ / HSIP Component:	\$139,920,000	\$34,980,000	\$174,900,000
Total Regional Target	173,460,000	42,115,000	215,575,000

Region	Regional Share (%)	Regional HSIP Component With State Match	Regional CMAQ Component With State Match	Regional TAP Component With State Match	Total Regional Target With State Match	NonCMAQ/ HSIP/TAP with State Match
Berkshire Region	3.5596	\$355,964	\$889,911	\$0	\$7,673,703	\$6,427,827
Boston Region	42.9671	\$4,296,710	\$10,741,776	\$2,882,340	\$92,626,333	\$74,705,507
Cape Cod	4.5851	\$458,514	\$1,146,285	\$193,036	\$9,884,419	\$8,086,583
Central Mass	8.6901	\$869,013	\$2,172,533	\$488,961	\$18,733,750	\$15,203,244
Franklin Region	2.5397	\$253,975	\$634,937	\$0	\$5,475,057	\$4,586,146
Martha's Vineyard	0.3100	\$30,997	\$77,492	\$0	\$668,216	\$559,727
Merrimack Valley	4.4296	\$442,956	\$1,107,389	\$345,082	\$9,549,018	\$7,653,590
Montachusett	4.4596	\$445,955	\$1,114,889	\$85,118	\$9,613,684	\$7,967,722
Nantucket	0.2200	\$21,998	\$54,995	\$0	\$474,218	\$397,225
Northern Middlesex	3.9096	\$390,961	\$977,402	\$277,156	\$8,428,140	\$6,782,620
Old Colony	4.5595	\$455,954	\$1,139,886	\$338,242	\$9,829,237	\$7,895,154
Pioneer Valley	10.8099	\$1,080,992	\$2,702,480	\$537,500	\$23,303,483	\$18,982,511
Southeastern Mass	8.9601	\$896,010	\$2,240,026	\$527,565	\$19,315,744	\$15,652,143
	Total: 100.00	\$10,000,000	\$25,000,000	\$5,675,000	\$215,575,000	\$174,900,000

FEDERAL FISCAL YEAR 2020 FFY 2017-2021 STIP FEDERAL REGIONAL TARGETS

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.
Base Obligation Authority	\$626,330,019		
Redistribution, as Estimated by MassDOT	\$8,669,981		
Total Estimated Obligation Authority Available:	\$635,000,000		
ABP GANS Repayment	\$77,951,600		
Total Non-Earmarked Available Statewide - (Including State Match)	\$557,048,400	\$138,087,100	\$695,135,500
Statewide Infrastructure Items:			
Statewide Infrastructure Program	\$12,000,000	\$3,000,000	\$15,000,000
Statewide Safety Program	\$26,460,000	\$2,940,000	\$29,400,000
Statewide Safe Routes to Schools Program	\$5,000,000	\$1,250,000	\$6,250,000
Statewide CMAQ Program	\$27,000,000	\$15,000,000	\$42,000,000
Statewide Intelligent Transportation System Program	\$10,000,000	\$2,500,000	\$12,500,000
Statewide Interstate Maintenance Program	\$32,400,000	\$3,600,000	\$36,000,000
Statewide National Freight Program	\$0	\$0	\$0
Statewide NHS Preservation Program	\$60,000,000	\$15,000,000	\$75,000,000
Statewide RR Grade Crossings	\$2,000,000	\$500,000	\$2,500,000
Statewide Stormwater Retrofits	\$4,000,000	\$1,000,000	\$5,000,000
Statewide ADA Implementation Plan	\$0	\$0	\$0
Subtotal Statewide Infrastructure Items:	\$178,860,000	\$44,790,000	\$223,650,000
Other Statewide Items:			
Award Adjustments, Change Orders, Etc.	\$28,926,493	\$7,231,623	\$36,158,116
Planning	\$23,457,280	\$5,864,320	\$29,321,600
Recreational Trails	\$1,186,729	\$296,682	\$1,483,411
DBEs, Misc Programs	\$800,000	\$200,000	\$1,000,000
Design and Right of Way	\$4,816,858	\$1,204,214	\$6,021,072
Subtotal Other Statewide Items:	\$59,187,360	\$14,796,840	\$73,984,200
Regional Major Infrastructure Projects:	\$0	\$0	\$0
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Bridge Program: Statewide Systematic Maintenance Program	\$8,000,000	\$2,000,000	\$10,000,000
Statewide Off-System Bridge Program	\$28,456,838	\$7,114,210	\$35,571,048
Statewide On System Bridge Program	\$100,000,000	\$25,000,000	\$125,000,000
Statewide Bridge Inspection Program	\$5,000,000	\$1,250,000	\$6,250,000
Subtotal Federal Aid Bridge Program:	\$141,456,838	\$35,364,210	\$176,821,048
Total Regional Targets:			
CMAQ - Congestion Mitigation and Air Quality Improvement Program	\$20,000,000	\$5,000,000	\$25,000,000
HSIP - Highway Safety Improvement Program	\$9,000,000	\$1,000,000	\$10,000,000
TAP - Transportation Alternatives Program	\$4,485,000	\$1,121,250	\$5,606,250
Regional Non-CMAQ / HSIP Component:	\$144,059,202	\$36,014,801	\$180,074,003
Total Regional Target	177,544,202	43,136,051	220,680,253

	Pagional	Regional	Regional CMAO Component	Regional	Total	NonCMAQ/ HSIP/TAP
	Regional	HSIP Component	CMAQ Component	TAP Component	Regional Target	
Region	Share (%)	With State Match	With State Match	With State Match	With State Match	with State Match
Berkshire Region	3.5596	\$355,964	\$889,911	\$0	\$7,855,431	\$6,609,556
Boston Region	42.9671	\$4,296,710	\$10,741,776	\$2,892,035	\$94,819,913	\$76,889,391
Cape Cod	4.5851	\$458,514	\$1,146,285	\$203,196	\$10,118,502	\$8,310,507
Central Mass	8.6901	\$869,013	\$2,172,533	\$486,527	\$19,177,403	\$15,649,330
Franklin Region	2.5397	\$253,975	\$634,937	\$0	\$5,604,718	\$4,715,807
Martha's Vineyard	0.3100	\$30,997	\$77,492	\$0	\$684,040	\$575,551
Merrimack Valley	4.4296	\$442,956	\$1,107,389	\$345,082	\$9,775,158	\$7,879,731
Montachusett	4.4596	\$445,955	\$1,114,889	\$84,245	\$9,841,355	\$8,196,266
Nantucket	0.2200	\$21,998	\$54,995	\$0	\$485,448	\$408,456
Northern Middlesex	3.9096	\$390,961	\$977,402	\$277,156	\$8,627,735	\$6,982,216
Old Colony	4.5595	\$455,954	\$1,139,886	\$339,064	\$10,062,013	\$8,127,109
Pioneer Valley	10.8099	\$1,080,992	\$2,702,480	\$537,500	\$23,855,357	\$19,534,385
Southeastern Mass	8.9601	\$896,010	\$2,240,026	\$697,696	\$19,773,180	\$15,939,448
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1	Total: 100.00	\$10,000,000	\$25,000,000	\$5,606,250	\$220,680,253	\$179,817,753

FEDERAL FISCAL YEAR 2021 FFY 2017-2021 STIP FEDERAL REGIONAL TARGETS

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.
Base Obligation Authority	\$626,330,019		
Redistribution, as Estimated by MassDOT	\$13,669,981		
Total Estimated Obligation Authority Available:	\$640,000,000		
ABP GANS Repayment	\$82,588,050		
Total Non-Earmarked Available Statewide - (Including State Match)	\$557,411,950	\$131,927,987	\$689,339,937
Statewide Infrastructure Items:			
Statewide Infrastructure Program	\$59,000,000	\$14,750,000	\$73,750,000
Statewide Safety Program	\$26,460,000	\$2,940,000	\$29,400,000
Statewide Safe Routes to Schools Program	\$5,000,000	\$1,250,000	\$6,250,000
Statewide CMAQ Program	\$32,000,000	\$10,000,000	\$42,000,000
Statewide Intelligent Transportation System Program	\$10,000,000	\$2,500,000	\$12,500,000
Statewide Interstate Maintenance Program	\$32,400,000	\$3,600,000	\$36,000,000
Statewide National Freight Program	\$0	\$0	\$0
Statewide NHS Preservation Program	\$60,000,000	\$15,000,000	\$75,000,000
Statewide RR Grade Crossings	\$2,000,000	\$500,000	\$2,500,000
Statewide Stormwater Retrofits	\$4,000,000	\$1,000,000	\$5,000,000
Statewide ADA Implementation Plan	\$1,400,000	\$350,000	\$1,750,000
Subtotal Statewide Infrastructure Items:	\$232,260,000	\$51,890,000	\$284,150,000
Other Statewide Items:			
Award Adjustments, Change Orders, Etc.	\$22,880,252	\$5,720,063	\$28,600,315
Planning	\$24,295,040	\$6,073,760	\$30,368,800
Recreational Trails	\$1,186,729	\$296,682	\$1,483,411
DBEs, Misc Programs	\$800,000	\$200,000	\$1,000,000
Design and Right of Way	\$4,988,888	\$1,247,222	\$6,236,111
Subtotal Other Statewide Items:	\$54,150,909	\$13,537,727	\$67,688,637
Regional Major Infrastructure Projects:	\$0	\$0	\$0
Bridge Program:			
Statewide Systematic Maintenance Program	\$8,000,000	\$2,000,000	\$10,000,000
Statewide Off-System Bridge Program	\$28,456,838	\$7,114,210	\$35,571,048
Statewide On System Bridge Program	\$52,000,000	\$13,000,000	\$65,000,000
Statewide Bridge Inspection Program	\$5,000,000	\$1,250,000	\$6,250,000
Subtotal Federal Aid Bridge Program:	\$93,456,838	\$23,364,210	\$116,821,048
Total Regional Targets:			
CMAQ - Congestion Mitigation and Air Quality Improvement Program	\$20,000,000	\$5,000,000	\$25,000,000
HSIP - Highway Safety Improvement Program	\$9,000,000	\$1,000,000	\$10,000,000
TAP - Transportation Alternatives Program	\$4,690,000	\$1,172,500	\$5,862,500
Regional Non-CMAQ / HSIP Component:	\$143,854,202	\$35,963,551	\$179,817,753
Total Regional Target	177,544,202	43,136,051	220,680,253

	Degional	Regional	Regional	Regional	Total	NonCMAQ/ HSIP/TAP
	Regional	HSIP Component	CMAQ Component	TAP Component	Regional Target	
Region	Share (%)	With State Match	With State Match	With State Match	With State Match	with State Match
Berkshire Region	3.5596	\$355,964	\$889,911	\$0	\$7,855,431	\$6,609,556
Boston Region	42.9671	\$4,296,710	\$10,741,776	\$2,892,035	\$94,819,913	\$76,889,391
Cape Cod	4.5851	\$458,514	\$1,146,285	\$203,196	\$10,118,502	\$8,310,507
Central Mass	8.6901	\$869,013	\$2,172,533	\$486,527	\$19,177,403	\$15,649,330
Franklin Region	2.5397	\$253,975	\$634,937	\$0	\$5,604,718	\$4,715,807
Martha's Vineyard	0.3100	\$30,997	\$77,492	\$0	\$684,040	\$575,551
Merrimack Valley	4.4296	\$442,956	\$1,107,389	\$345,082	\$9,775,158	\$7,879,731
Montachusett	4.4596	\$445,955	\$1,114,889	\$84,245	\$9,841,355	\$8,196,266
Nantucket	0.2200	\$21,998	\$54,995	\$0	\$485,448	\$408,456
Northern Middlesex	3.9096	\$390,961	\$977,402	\$277,156	\$8,627,735	\$6,982,216
Old Colony	4.5595	\$455,954	\$1,139,886	\$339,064	\$10,062,013	\$8,127,109
Pioneer Valley	10.8099	\$1,080,992	\$2,702,480	\$537,500	\$23,855,357	\$19,534,385
Southeastern Mass	8.9601	\$896,010	\$2,240,026	\$697,696	\$19,773,180	\$15,939,448
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1	Total: 100.00	\$10,000,000	\$25,000,000	\$5,862,500	\$220,680,253	\$179,817,753

H. Acronyms

AAB Architectural Access Board
ABA Architectural Barriers Act
ADA Americans with Disabilities Act

ADT Annual Daily Traffic

ATR Automated Traffic Recorder
CAAA Clean Air Act Amendments
CFR Code of Federal Regulations

CO Carbon monoxide CO2 Carbon dioxide

DCR Massachusetts Department of Conservation and Recreation

DEIR Draft Environmental Impact Report
DEP Department of Environmental Protection
United States Department of Transportation

EIR Environmental Impact Report

EEA Executive Office of Energy and Environmental Affairs

EPA Environmental Protection Agency
FAQ Frequently Asked Question
FEIR Final Environmental Impact Report

FEIR Final Environmental Impact Report FHWA Federal Highway Administration FONSI Finding of No Significant Impact FRA Federal Railroad Administration FTA Federal Transit Administration

GHG Greenhouse Gas

GPS Global Positioning System

ITE Institute of Transportation Engineers

LOS Level of service

MassDEP Massachusetts Department of Environmental Protection

MassDOT Massachusetts Department of Transportation
MassGIS Massachusetts Geographic Information System
MBTA Massachusetts Bay Transportation Authority

MGL Massachusetts General Law

MEPA Massachusetts Environmental Policy Act MHC Massachusetts Historic Commission

MOA Memorandum of Agreement

MPO Metropolitan Planning Organization

MUTCD Manual on Uniform Traffic Control Devices
NAAQS National Ambient Air Quality Standards
NEPA National Environmental Policy Act
NHPA National Historic Preservation Act

NOx Oxide of nitrogen NO2 Nitrogen dioxide

O&M Operating and Maintenance PLOS Pedestrian Level of Service

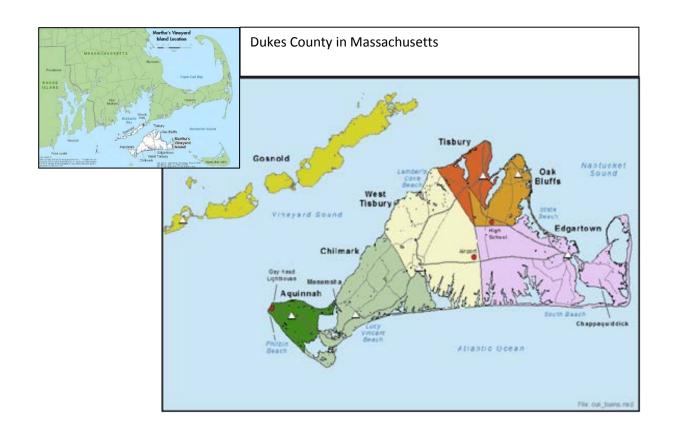
PM Particulate matter
PPM Parts per million
ROW Right-of-way

SIP State Implementation Plan

STIP State Transportation Implementation Plan TIP Transportation Improvement Program

TOD Transit-oriented development

USC United States Codes YOE Year-Of-Expenditure





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