

# **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  
**Federal Highway Administration,**  
**Federal Transit Administration,**  
**Massachusetts Department of Transportation**  
and the **Martha's Vineyard Regional Transit Authority**  
under contract number 73848

**TIP Amendment, December 2016-January 2017**

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## Participants

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Stephanie Pollack	Secretary and Chief Executive Officer (CEO), MassDOT
Thomas Tinlin	Administrator, MassDOT
James Vercruysse	Chairman, Martha's Vineyard Commission (MVC)
Alice Butler	Chairman, Vineyard Transit Authority (VTA)

### Martha's Vineyard Joint Transportation Committee

#### Voting Members

Adam Wilson	Town of Aquinnah
Keith Emin	Town of Chilmark
Stuart Fuller	Town of Edgartown
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Mary Beth Mello	Federal Transit Administration
Bridget Tobin	Steamship Authority
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Ann Crook	Martha's Vineyard Airport
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Timothy Kochan	MassDOT District 5
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# 1. Introduction

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## **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

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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:

<b>Project ID</b>	<b>Project Description</b>	<b>Date</b>	<b>Sum of</b>
<b>Obligation</b>			
604029	Oak Bluffs/Tisbury- BR Replacement, O-01-001=T-04-001, BEACH ROAD OVER LAGOON POND DRAWBRIDGE	12/04/2015	\$12,357,974.40
		9/22/2016	\$1,304,180.80
(Completed with ribbon cutting ceremony on 11/10/16)			
MY0001	VTA Bus Purchases	9/9/2016	\$ 432,902.00
<b>2016 Grand Total</b>			<b>\$14,095,057.20</b>

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

### 3. Certifications and Endorsements

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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, 2017. 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

\_\_\_\_\_  
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;
2. 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;
4. 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;
9. 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.

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

### FFY 2017-2021 Martha's Vineyard TIP Amendment Programming OVERVIEW

Highway Projects		FFY2017	FFY2018	FFY2019	FFY2020	FFY2021
<b>Regional Targets</b>						
<i>Amount of various Federal and State funds available to the Vineyard to spend on eligible transportation projects in a specified year</i>	STP Target	\$515,556	\$559,727	\$559,727	\$575,551	\$575,551
	HSIP Target	\$30,997	\$30,997	\$30,997	\$30,997	\$30,997
	CMAQ Target	\$96,865	\$77,492	\$77,492	\$77,492	\$77,492
	TAP Target	\$0	\$0	\$0	\$0	\$0
	Total Regional Target	\$643,418	\$668,216	\$668,216	\$684,040	\$684,040
<b>Highway Programmed Projects</b>		<b>YOE Estimated Cost</b>				
<b>608529</b>	WEST TISBURY Correllus State Forest Path Resurfacing, Phase I Dr. Fisher / Hopps Farm Rds	\$547,888				
<b>607411</b>	TISBURY AC 2-year construction Beach Rd - Winds Up to 5 Corners	\$2,649,288	\$668,216	\$668,216		
<b>608142</b>	OAK BLUFFS AC 2-year constructic Oak Bluffs Shared Use Path, from Drawbridge to County Rd.	\$2,240,448			\$684,040	\$684,040
<b>Total Target Programmed</b>		<b>\$547,888</b>	<b>\$668,216</b>	<b>\$668,216</b>	<b>\$684,040</b>	<b>\$684,040</b>
<b>Total Target Remaining</b>		<b>\$95,531</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Statewide Highway Amounts for Martha's Vineyard</b>		<b>FFY2017</b>	<b>FFY2018</b>	<b>FFY2019</b>	<b>FFY2020</b>	<b>FFY2021</b>
<i>Federal and State funds in addition to the Regional Target funds</i>						
<b>Congestion Mitigation and Air Quality Improvement Program (CMAQ) projects:</b>						
<b>607411</b>	TISBURY Beach Rd - Winds Up to 5 Corners	\$2,649,288	\$1,313,442			
<b>608142</b>	OAK BLUFFS Oak Bluffs Shared Use Path links, from Drawbridge thru	\$2,240,448				\$872,368
<b>Transit Programming</b>		<b>FFY2017</b>	<b>FFY2018</b>	<b>FFY2019</b>	<b>FFY2020</b>	<b>FFY2021</b>
<i>Funds dedicated to transit facilities and operations</i>						
[Categories generalized for this table]	Operations	\$1,727,564	\$1,745,866			
	Other Activities					
	New Bus or Van Purchases	\$1,633,000	\$1,915,000	\$900,000	\$460,000	\$600,000
	New Equipment or Facility	\$125,000	\$150,000	\$625,000	\$190,000	\$50,000
	Rehab Vans and Buses	\$145,000	\$100,000			\$50,000
	Rehab/Renovate Equipment or Facility	\$502,000	\$100,000	\$400,000	\$175,000	
<b>TOTAL PROGRAMMED (VTA)</b>		<b>\$4,132,564</b>	<b>\$4,010,866</b>	<b>\$1,925,000</b>	<b>\$825,000</b>	<b>\$700,000</b>
<b>Highway Projects Estimated Cost and Inflation</b>		<b>FFY2017</b>	<b>FFY2018</b>	<b>FFY2019</b>	<b>FFY2020</b>	<b>FFY2021</b>
<b>An annual inflation rate of 4% added to year of expected advertising as per federal guidance</b>		<b>Current Dollars Estimated Cost</b>				
	<b>4%</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>
607411 Tisbury, Beach Rd: Winds Up-Five Corners	Est. 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		
608142 Oak Bluffs Shared Use Path	Est. cost plus 4%	\$2,000,400			\$2,240,448	
608142 Oak Bluffs Shared Use Path - statewide CMAQ amount						\$872,368
608142 Oak Bluffs Shared Use Path - local target amount	2020				\$684,040	
608142 Oak Bluffs Shared Use Path - local target amount	2021					\$684,040

# 2017 MVC MPO Transportation Improvement Program AMENDMENT

Amendment/ Adjustment Type ▼	MassDOT Project ID ▼	MPO ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
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## ► Section 1A / Federal Aid Target Projects

### ► HSIP - Highway Safety Improvement Program

				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
HSIP Subtotal ►							\$ -	\$ -	\$ -	◄ 90% Federal + 10% Non-Federal

### ► CMAQ - Congestion Mitigation and Air Quality Improvement Program

				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
CMAQ Subtotal ►							\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal

### ► TAP - Transportation Alternatives Program

				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
TAP Subtotal ►							\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal

### ► Non-CMAQ/HSIP/TAP (Other)

AMENDMEN T: Add Project	608529	Martha's Vineyard	West Tisbury	WEST TISBURY- RESURFACING OF CORRELLUS STATE FOREST BIKEPATH (PHASE 1 - DOCTOR FISHER ROAD PATH AND HOPPS FARM ROAD)	5	STP	\$ 547,888	\$ 438,310	\$ 109,578	75% under review
Non-CMAQ/HSIP/TAP (Other) Subtotal ►							\$ 547,888	\$ 438,310	\$ 109,578	◄ 80% Federal + 20% Non-Federal

## ► Section 1A / Fiscal Constraint Analysis

Total Federal Aid Target Funds Programmed ►	\$ 547,888	\$ 643,418	◄ Total Target	\$ 95,531	Target Funds Available
Total Non-CMAQ/HSIP/TAP (Other) Programmed ►	\$ 547,888	\$ 515,556	◄ Max. Non-CMAQ/HSIP/TAP	\$ (32,332)	Non-CMAQ/HSIP/TAP (Other) Exceeds Maximum
Total HSIP Programmed ►	\$ -	\$ 30,997	◄ Min. HSIP	\$ 30,997	HSIP Recommended Not Met
Total CMAQ Programmed ►	\$ -	\$ 96,865	◄ Min. CMAQ	\$ 96,865	CMAQ Recommended Not Met
Total TAP Programmed ►	\$ -	\$ -	◄ Min. TAP	\$ -	TAP Recommended Met

Remaining HSIP, CMAQ, and TAP Funds \$ 127,862

## ► Section 1B / Federal Aid Bridge Projects

### ► Statewide Systematic Maintenance Program

				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Bridge Maintenance Program Subtotal ►							\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal

### ► On System

				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
On System Subtotal ►							\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal

### ► Off-System

				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	

## ► Section 1C / Federal Aid Non-Target Projects

### ► Other Federal Aid

				No Projects Programmed			\$ -	\$ -	\$ -	
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## ► Section 1D / Federal Aid Major & State Category Projects

### ► Regional Major Infrastructure

				No Projects Programmed			\$ -	\$ -	\$ -	
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### ► Statewide Americans with Disability Act Implementation Plan

				No Projects Programmed			\$ -	\$ -	\$ -	
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# 2017 MVC MPO Transportation Improvement Program AMENDMENT

Amendment/ Adjustment Type ▼	MassDOT Project ID ▼	MPO ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
► Statewide Congestion Mitigation and Air Quality				No Projects Programmed			\$ -	\$ -	\$ -	
► Statewide HSIP Program				No Projects Programmed			\$ -	\$ -	\$ -	
► Statewide Infrastructure Program				No Projects Programmed			\$ -	\$ -	\$ -	
► Statewide Interstate Maintenance Program				No Projects Programmed			\$ -	\$ -	\$ -	
► Statewide Intelligent Transportation Systems				No Projects Programmed			\$ -	\$ -	\$ -	
► Statewide National Freight Program				No Projects Programmed			\$ -	\$ -	\$ -	
► Statewide National Highway System Preservation Program				No Projects Programmed			\$ -	\$ -	\$ -	
► Statewide Planning Program				No Projects Programmed			\$ -	\$ -	\$ -	
► Statewide Railroad Grade Crossings				No Projects Programmed			\$ -	\$ -	\$ -	
► Statewide Safe Routes to Schools Program				No Projects Programmed			\$ -	\$ -	\$ -	
► Statewide Stormwater Retrofits				No Projects Programmed			\$ -	\$ -	\$ -	
► Statewide Transportation Enhancements				No Projects Programmed			\$ -	\$ -	\$ -	
► Other Statewide Items				ABP GANS Renavment			\$ -	\$ -	\$ -	
				Award Adjustments, Change Orders, Project Value			\$ -	\$ -	\$ -	
				DBEs, FAPO, Pavement Lab Retrofits, and Misc			\$ -	\$ -	\$ -	
				Planning			\$ -	\$ -	\$ -	
				Statewide Design and Right of Way			\$ -	\$ -	\$ -	
				Statewide Recreational Trails			\$ -	\$ -	\$ -	
Other Statewide Items Subtotal ►							\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

## ► Section 2A / Non-Federal Projects

### ► Non-Federal Aid

				No Projects Programmed		NFA	\$ -	\$ -	\$ -	
				No Projects Programmed		NFA	\$ -	\$ -	\$ -	
Non-Federal Aid Subtotal ►							\$ -	\$ -	\$ -	◀ 100% Non-Federal

## ► Section 2B / Non-Federal Bridge Projects

### ► Section 2B / Non-Federal Bridge Projects

				No Projects Programmed		NFA	\$ -	\$ -	\$ -	
				No Projects Programmed		NFA	\$ -	\$ -	\$ -	
Section 2B / Non-Federal Bridge Projects Subtotal ►							\$ -	\$ -	\$ -	◀ 100% Non-Federal

# 2017 MVC MPO TIP Summary

	TIP Section 1: ▼	TIP Section 2: ▼	Total of All Projects ▼	
Total ►	\$ 547,888	\$ -	\$ 547,888	◀ Total Spending in Region
Federal Funds ►	\$ 438,310	\$ -	\$ 438,310	◀ Total Federal Spending in Region
Non-Federal Funds ►	\$ 109,578	\$ -	\$ 109,578	◀ Total Non-Federal Spending in Region

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/flaggers/main.aspx>

## 2018 MVC MPO Transportation Improvement Program

Amendment/ Adjustment Type ▼	MassDOT Project ID ▼	MPO ▼	Municipality Name ▼	MassDOT Project Description▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
►Section 1A / Federal Aid Target Projects										
►HSIP - Highway Safety Improvement Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
HSIP Subtotal ►							\$ -	\$ -	\$ -	◄ 90% Federal + 10% Non-Federal
►CMAQ - Congestion Mitigation and Air Quality Improvement Program										
607411	Martha's Vineyard	TISBURY	TISBURY - BIKE & PEDESTRIAN IMPROVEMENTS ALONG BEACH ROAD, FROM THE TERMINATION OF THE EXISTING SHARED USE PATH WESTERLY TO THE FIVE CORNERS INTERSECTION	5	CMAQ		\$ 668,216	\$ 534,573	\$ 133,643	Total estimated cost with inflation is \$2,547,956; AC Year 1 of 2 including statewide CMAQ amount for 0.5 mile section.
							\$ -	\$ -	\$ -	
CMAQ Subtotal ►							\$ 668,216	\$ 534,573	\$ 133,643	◄ 80% Federal + 20% Non-Federal
►TAP - Transportation Alternatives Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
TAP Subtotal ►							\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
►Non-CMAQ/HSIP/TAP (Other)										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Non-CMAQ/HSIP/TAP (Other) Subtotal ►							\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
►Section 1A / Fiscal Constraint Analysis										
Total Federal Aid Target Funds Programmed ►							\$ 668,216	\$ 668,216	◄Total Target	\$ - Target Funds Available
Total Non-CMAQ/HSIP/TAP (Other) Programmed ►							\$ -	\$ 559,727	◄Max. Non-CMAQ/HSIP/TAP	\$ - Non-CMAQ/HSIP/TAP (Other) Available
Total HSIP Programmed ►							\$ -	\$ 30,997	◄Min. HSIP	\$ 30,997 HSIP Recommended Not Met
Total CMAQ Programmed ►							\$ 668,216	\$ 77,492	◄Min. CMAQ	\$ (599,724) CMAQ Recommended Met
Total TAP Programmed ►							\$ -	\$ -	◄Min. TAP	\$ - TAP Recommended Met
HSIP, CMAQ, TAP Overprogrammed							\$ (559,727)			
►Section 1B / Federal Aid Bridge Projects										
►Statewide Systematic Maintenance Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Bridge Maintenance Program Subtotal ►							\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
►On System										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
On System Subtotal ►							\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
►Off-System										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Off-System Subtotal ►							\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
►Statewide Bridge Inspection Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Bridge Inspection Program Subtotal ►							\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
►Section 1C / Federal Aid Non-Target Projects										
►Other Federal Aid										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Other Federal Aid Subtotal ►							\$ -	\$ -	\$ -	◄ Funding Split Varies by Funding Source
►Section 1D / Federal Aid Major & State Category Projects										
►Regional Major Infrastructure										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Regional Major Infrastructure Subtotal ►							\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
►Statewide Americans with Disability Act Implementation Plan										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide ADA Implementation Plan Subtotal ►							\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
►Statewide Congestion Mitigation and Air Quality										
607411	Martha's Vineyard	TISBURY	TISBURY - BIKE & PEDESTRIAN IMPROVEMENTS ALONG BEACH ROAD, FROM THE TERMINATION OF THE EXISTING SHARED USE PATH WESTERLY TO THE FIVE CORNERS INTERSECTION	5	CMAQ		\$ 1,313,442	\$ 1,050,754	\$ 262,688	Total estimated cost with inflation is \$2,547,956; AC Year 1 of 2 including statewide CMAQ amount for 0.5 mile section.
							\$ -	\$ -	\$ -	
Statewide CMAQ Subtotal ►							\$ 1,313,442	\$ 1,050,754	\$ 262,688	◄ 80% Federal + 20% Non-Federal
►Statewide HSIP Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide HSIP Program Subtotal ►							\$ -	\$ -	\$ -	◄ 90% Federal + 10% Non-Federal
►Statewide Infrastructure Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Infrastructure Program Subtotal ►							\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
►Statewide Interstate Maintenance Program										

## 2018 MVC MPO TIP GHG Tracking

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO <sub>2</sub> Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼
► Section 1A / Federal Aid Target Projects						
► HSIP - Highway Safety Improvement Program						
0	No Projects Programmed	\$ -				
0	No Projects Programmed	\$ -				
Quantified Impact ►				0		
► CMAQ - Congestion Mitigation and Air Quality Improvement						
607411	TISBURY - BIKE & PEDESTRIAN IMPROVEMENTS ALONG BEACH ROAD, FROM THE TERMINATION OF THE EXISTING SHARED USE PATH WESTERLY TO THE FIVE CORNERS INTERSECTION	\$ 668,216	Quantified		Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	AC Year 1 of 2
0		\$ -				
Quantified Impact ►				0		
► TAP - Transportation Alternatives Program						
0	No Projects Programmed	\$ -				
0	No Projects Programmed	\$ -				
Quantified Impact ►				0		
► Non-CMAQ/HSIP/TAP (Other)						
0	No Projects Programmed	\$ -				
0	No Projects Programmed	\$ -				
Quantified Impact ►				0		
► Section 1B / Federal Aid Bridge Projects						
► Statewide Systematic Maintenance Program						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ►				0		
► On System						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ►				0		
► Off-System						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ►				0		
► Statewide Bridge Inspection Program						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ►				0		
► Section 1C / Federal Aid Non-Target Projects						
► Other Federal Aid						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ►				0		
► Section 1D / Federal Aid Major & State Category Projects						
► Regional Major Infrastructure						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ►				0		
► Statewide Americans with Disability Act Implementation Plan						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ►				0		
► Statewide Congestion Mitigation and Air Quality						
607411	TISBURY - BIKE & PEDESTRIAN IMPROVEMENTS ALONG BEACH ROAD, FROM THE TERMINATION OF THE EXISTING SHARED USE PATH WESTERLY TO THE FIVE CORNERS INTERSECTION	\$ 1,313,442				
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ►				0		
► Statewide HSIP Program						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ►				0		
► Statewide Infrastructure Program						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ►				0		
► Statewide Interstate Maintenance Program						

## 2018 MVC MPO Transportation Improvement Program

Amendment/ Adjustment Type ▼	MassDOT Project ID ▼	MPO ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Interstate Maintenance Program Subtotal ▶							\$ -	\$ -	\$ -	◀ 90% Federal + 10% Non-Federal
▶ Statewide Intelligent Transportation Systems										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide ITS Subtotal ▶							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
▶ Statewide National Freight Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide National Freight Program Subtotal ▶							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
▶ Statewide National Highway System Preservation Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide NHS Preservation Program Subtotal ▶							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
▶ Statewide Planning Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Planning Program Subtotal ▶							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
▶ Statewide Railroad Grade Crossings										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide RR Grade Crossings Subtotal ▶							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
▶ Statewide Safe Routes to Schools Program										
				No Projects Programmed		SRTS	\$ -	\$ -	\$ -	
				No Projects Programmed		SRTS	\$ -	\$ -	\$ -	
Statewide Safe Routes to Schools Program Subtotal ▶							\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
▶ Statewide Stormwater Retrofits										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Stormwater Retrofits Subtotal ▶							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
▶ Statewide Transportation Enhancements										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Transportation Enhancements Subtotal ▶							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
▶ Other Statewide Items										
				ABP GANS Repayment			\$ -	\$ -	\$ -	
				Award Adjustments, Change Orders, Project Value Changes, Etc.			\$ -	\$ -	\$ -	
				DBES, PAPO, Pavement Lab Retrofits, and Misc. Programs			\$ -	\$ -	\$ -	
				Planning			\$ -	\$ -	\$ -	
				Statewide Design and Right of Way			\$ -	\$ -	\$ -	
				Statewide Recreational Trails			\$ -	\$ -	\$ -	
Other Statewide Items Subtotal ▶							\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
▶ Section 2A / Non-Federal Projects										
▶ Non Federal Aid										
				No Projects Programmed		NFA	\$ -		\$ -	
				No Projects Programmed		NFA	\$ -		\$ -	
Non-Federal Aid Subtotal ▶							\$ -		\$ -	◀ 100% Non-Federal
▶ Section 2B / Non-Federal Bridge Projects										
▶ Section 2B / Non-Federal Bridge Projects										
				No Projects Programmed		NFA	\$ -		\$ -	
				No Projects Programmed		NFA	\$ -		\$ -	
Section 2B / Non-Federal Bridge Projects Subtotal ▶							\$ -		\$ -	◀ 100% Non-Federal

## 2018 MVC MPO TIP Summary

	TIP Section 1: ▼	TIP Section 2: ▼	Total of All Projects ▼	
Total ▶	\$ 1,981,658	\$ -	\$ 1,981,658	◀ Total Spending in Region
Federal Funds ▶	\$ 1,585,326	\$ -	\$ 1,585,326	◀ Total Federal Spending in Region
Non-Federal Funds ▶	\$ 396,332	\$ -	\$ 396,332	◀ Total Non-Federal Spending in Region

## 2018 MVC MPO TIP GHG Tracking

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO <sub>2</sub> Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ▶				0		
▶ Statewide Intelligent Transportation Systems						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ▶				0		
▶ Statewide National Freight Program						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ▶				0		
▶ Statewide National Highway System Preservation Program						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ▶				0		
▶ Statewide Planning Program						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ▶				0		
▶ Statewide Railroad Grade Crossings						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ▶				0		
▶ Statewide Safe Routes to Schools Program						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ▶				0		
▶ Statewide Stormwater Retrofits						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ▶				0		
▶ Statewide Transportation Enhancements						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ▶				0		
▶ Other Statewide Items						
0	ABP GANS Repayment	\$ -			N/A	
0	Award Adjustments, Change Orders, Project Value Changes, Etc.	\$ -			N/A	
0	DBES, PAPO, Pavement Lab Retrofits, and Misc. Programs	\$ -			N/A	
0	Planning	\$ -			N/A	
0	Statewide Design and Right of Way	\$ -			N/A	
0	Statewide Recreational Trails	\$ -			N/A	
Quantified Impact ▶				0		
▶ Section 2A / Non-Federal Projects						
▶ Non Federal Aid						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ▶				0		
▶ Section 2B / Non-Federal Bridge Projects						
▶ Section 2B / Non-Federal Bridge Projects						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ▶				0		

## 2017 MVC MPO GHG Tracking Summary

Total Quantified Impact ▼
Quantified Impact ▶ 0

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 the 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/Flaggers/main.aspx>

Lists Are in  
Hidden Cells

## 2019 MVC MPO Transportation Improvement Program

Amendment/ Adjustment Type ▼	MassDOT Project ID ▼	MPO ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
►Section 1A / Federal Aid Target Projects										
►HSIP - Highway Safety Improvement Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
HSIP Subtotal ►							\$ -	\$ -	\$ -	◄ 90% Federal + 10% Non-Federal
►CMAQ - Congestion Mitigation and Air Quality Improvement Program										
607411	Martha's Vineyard	TISBURY	TISBURY - BIKE & PEDESTRIAN IMPROVEMENTS ALONG BEACH ROAD, FROM THE TERMINATION OF THE EXISTING SHARED USE PATH WESTERLY TO THE FIVE CORNERS INTERSECTION	5	CMAQ		\$ 668,216	\$ 534,573	\$ 133,643	Total estimated cost with inflation is \$2,547,956. AC Year 2 of 2 including statewide CMAQ amount for 0.5 mile section.
				No Projects Programmed			\$ -	\$ -	\$ -	
CMAQ Subtotal ►							\$ 668,216	\$ 534,573	\$ 133,643	◄ 80% Federal + 20% Non-Federal
►TAP - Transportation Alternatives Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
TAP Subtotal ►							\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
►Non-CMAQ/HSIP/TAP (Other)										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Non-CMAQ/HSIP/TAP (Other) Subtotal ►							\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
►Section 1A / Fiscal Constraint Analysis										
Total Federal Aid Target Funds Programmed ►							\$ 668,216	\$ 668,216	◄Total Target	\$ - Target Funds Available
Total Non-CMAQ/HSIP/TAP (Other) Programmed ►							\$ -	\$ 559,727	◄ Max. Non-CMAQ/HSIP/TAP	\$ - Non-CMAQ/HSIP/TAP (Other) Available
Total HSIP Programmed ►							\$ -	\$ 30,997	◄ Min. HSIP	\$ 30,997 HSIP Recommended Not Met
Total CMAQ Programmed ►							\$ 668,216	\$ 77,492	◄ Min. CMAQ	\$ (590,724) CMAQ Recommended Met
Total TAP Programmed ►							\$ -	\$ -	◄ Min. TAP	\$ - TAP Recommended Met
HSIP, CMAQ, TAP Overprogrammed							\$ (559,727)			
►Section 1B / Federal Aid Bridge Projects										
►Statewide Systematic Maintenance Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Bridge Maintenance Program Subtotal ►							\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
►On System										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
On System Subtotal ►							\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
►Off-System										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Off-System Subtotal ►							\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
►Statewide Bridge Inspection Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Bridge Inspection Program Subtotal ►							\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
►Section 1C / Federal Aid Non-Target Projects										
►Other Federal Aid										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Other Federal Aid Subtotal ►							\$ -	\$ -	\$ -	◄ Funding Split Varies by Funding Source
►Section 1D / Federal Aid Major & State Category Projects										
►Regional Major Infrastructure										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Regional Major Infrastructure Subtotal ►							\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
►Statewide Americans with Disability Act Implementation Plan										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide ADA Implementation Plan Subtotal ►							\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
►Statewide Congestion Mitigation and Air Quality										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide CMAQ Subtotal ►							\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
►Statewide HSIP Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide HSIP Program Subtotal ►							\$ -	\$ -	\$ -	◄ 90% Federal + 10% Non-Federal
►Statewide Infrastructure Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Infrastructure Program Subtotal ►							\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
►Statewide Interstate Maintenance Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Interstate Maintenance Program Subtotal ►							\$ -	\$ -	\$ -	◄ 90% Federal + 10% Non-Federal

## 2019 MVC MPO TIP GHG Tracking

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO <sub>2</sub> Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼
► Section 1A / Federal Aid Target Projects						
► HSIP - Highway Safety Improvement Program						
0	No Projects Programmed	\$ -				
0	No Projects Programmed	\$ -				
Quantified Impact ►				0		
► CMAQ - Congestion Mitigation and Air Quality Improvement						
607411	TISBURY - BIKE & PEDESTRIAN IMPROVEMENTS ALONG BEACH ROAD, FROM THE TERMINATION OF THE EXISTING SHARED USE PATH WESTERLY TO THE FIVE CORNERS INTERSECTION	\$ 668,216	Quantified	1,025	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	AC Year 2 of 2
0	No Projects Programmed	\$ -				
Quantified Impact ►				0		
► TAP - Transportation Alternatives Program						
0	No Projects Programmed	\$ -				
0	No Projects Programmed	\$ -				
Quantified Impact ►				0		
► Non-CMAQ/HSIP/TAP (Other)						
0	No Projects Programmed	\$ -				
0	No Projects Programmed	\$ -				
Quantified Impact ►				0		
► Section 1B / Federal Aid Bridge Projects						
► Statewide Systematic Maintenance Program						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ►				0		
► On System						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ►				0		
► Off-System						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ►				0		
► Statewide Bridge Inspection Program						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ►				0		
► Section 1C / Federal Aid Non-Target Projects						
► Other Federal Aid						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ►				0		
► Section 1D / Federal Aid Major & State Category Projects						
► Regional Major Infrastructure						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ►				0		
► Statewide Americans with Disability Act Implementation Plan						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ►				0		
► Statewide Congestion Mitigation and Air Quality						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ►				0		
► Statewide HSIP Program						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ►				0		
► Statewide Infrastructure Program						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ►				0		
► Statewide Interstate Maintenance Program						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ►				0		



## 2019 MVC MPO Transportation Improvement Program

Amendment/ Adjustment Type ▼	MassDOT Project ID ▼	MPO ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds	Non-Federal Funds ▼	Additional Information ▼
► Statewide Intelligent Transportation Systems										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide ITS Subtotal ►							\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
► Statewide National Freight Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide National Freight Program Subtotal ►							\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
► Statewide National Highway System Preservation Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide NHS Preservation Program Subtotal ►							\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
► Statewide Planning Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Planning Program Subtotal ►							\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
► Statewide Railroad Grade Crossings										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide RR Grade Crossings Subtotal ►							\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
► Statewide Safe Routes to Schools Program										
				No Projects Programmed		SRTS	\$ -	\$ -	\$ -	
				No Projects Programmed		SRTS	\$ -	\$ -	\$ -	
Statewide Safe Routes to Schools Program Subtotal ►							\$ -	\$ -	\$ -	◄ Funding Split Varies by Funding Source
► Statewide Stormwater Retrofits										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Stormwater Retrofits Subtotal ►							\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
► Statewide Transportation Enhancements										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Transportation Enhancements Subtotal ►							\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
► Other Statewide Items										
				ABP GANS Repayment			\$ -	\$ -	\$ -	
				Award Adjustments, Change Orders, Project Value Changes, Etc.			\$ -	\$ -	\$ -	
				DBES, FAPO, Pavement Lab Retrofits, and Misc. Programs			\$ -	\$ -	\$ -	
				Planning			\$ -	\$ -	\$ -	
				Statewide Design and Right of Way			\$ -	\$ -	\$ -	
				Statewide Recreational Trails			\$ -	\$ -	\$ -	
Other Statewide Items Subtotal ►							\$ -	\$ -	\$ -	◄ Funding Split Varies by Funding Source
► Section 2A / Non-Federal Projects										
► Non Federal Aid										
				No Projects Programmed		NFA	\$ -		\$ -	
				No Projects Programmed		NFA	\$ -		\$ -	
Non-Federal Aid Subtotal ►							\$ -		\$ -	◄ 100% Non-Federal
► Section 2B / Non-Federal Bridge Projects										
► Section 2B / Non-Federal Bridge Projects										
				No Projects Programmed		NFA	\$ -		\$ -	
				No Projects Programmed		NFA	\$ -		\$ -	
Section 2B / Non-Federal Bridge Projects Subtotal ►							\$ -		\$ -	◄ 100% Non-Federal

## 2019 MVC MPO TIP Summary

	TIP Section 1: ▼	TIP Section 2: ▼	Total of All Projects ▼
Total	\$ 668,216	\$ -	\$ 668,216
Federal Funds	\$ 534,573	\$ -	\$ 534,573
Non-Federal Funds	\$ 133,643	\$ -	\$ 133,643

◄ Total Spending in Region  
◄ Total Federal Spending in Region  
◄ Total Non-Federal Spending in Region

## 2019 MVC MPO TIP GHG Tracking

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO <sub>2</sub> Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼
► Statewide Intelligent Transportation Systems						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ►				0		
► Statewide National Freight Program						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ►				0		
► Statewide National Highway System Preservation Program						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ►				0		
► Statewide Planning Program						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ►				0		
► Statewide Railroad Grade Crossings						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ►				0		
► Statewide Safe Routes to Schools Program						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ►				0		
► Statewide Stormwater Retrofits						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ►				0		
► Statewide Transportation Enhancements						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ►				0		
► Other Statewide Items						
0	ABP GANS Repayment	\$ -			N/A	
0	Award Adjustments, Change Orders, Project Value Changes, Etc.	\$ -			N/A	
0	DBES, FAPO, Pavement Lab Retrofits, and Misc Programs	\$ -			N/A	
0	Planning	\$ -			N/A	
0	Statewide Design and Right of Way	\$ -			N/A	
0	Statewide Recreational Trails	\$ -			N/A	
Quantified Impact ►				0		
► Section 2A / Non-Federal Projects						
► Non Federal Aid						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ►				0		
► Section 2B / Non-Federal Bridge Projects						
► Section 2B / Non-Federal Bridge Projects						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ►				0		

## 2019 MVC MPO GHG Tracking Summary

Total Quantified Impact ▼
Quantified Impact ► 0

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/Flaggers/main.aspx>

Lists Are in  
Hidden Cells

## 2020 MVC MPO Transportation Improvement Program

Amendment/ Adjustment Type ▼	MassDOT Project ID ▼	MPO ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
►Section 1A / Federal Aid Target Projects										
►HSIP - Highway Safety Improvement Program										
	608142	Martha's Vineyard	Oak Bluffs	OAK BLUFFS- CONSTRUCTION OF A SHARED USE PATH ALONG BEACH ROAD, FROM THE LAGOON POND BRIDGE NORTHERLY TO THE EASTVILLE AVENUE/COUNTY ROAD INTERSECTION	5	HSIP	\$ 30,997	\$ 27,897	\$ 3,100	AC Year 1 of 2; total estimated cost \$2,240,448 for 0.65 mile section including statewide CMAQ amount
				No Projects Programmed			\$ -	\$ -	\$ -	
HSIP Subtotal ►							\$ 30,997	\$ 27,897	\$ 3,100	◄ 90% Federal + 10% Non-Federal
►CMAQ - Congestion Mitigation and Air Quality Improvement Program										
	608142	Martha's Vineyard	Oak Bluffs	OAK BLUFFS- CONSTRUCTION OF A SHARED USE PATH ALONG BEACH ROAD, FROM THE LAGOON POND BRIDGE NORTHERLY TO THE EASTVILLE AVENUE/COUNTY ROAD INTERSECTION	5	CMAQ	\$ 77,492	\$ 61,994	\$ 15,498	AC Year 1 of 2; total estimated cost \$2,240,448 for 0.65 mile section including statewide CMAQ amount
				No Projects Programmed			\$ -	\$ -	\$ -	
CMAQ Subtotal ►							\$ 77,492	\$ 61,994	\$ 15,498	◄ 80% Federal + 20% Non-Federal
►TAP - Transportation Alternatives Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
TAP Subtotal ►							\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
►Non-CMAQ/HSIP/TAP (Other)										
	608142	Martha's Vineyard	Oak Bluffs	OAK BLUFFS- CONSTRUCTION OF A SHARED USE PATH ALONG BEACH ROAD, FROM THE LAGOON POND BRIDGE NORTHERLY TO THE EASTVILLE AVENUE/COUNTY ROAD INTERSECTION	5	STP	\$ 575,551	\$ 460,441	\$ 115,110	AC Year 1 of 2; total estimated cost \$2,240,448 for 0.65 mile section including statewide CMAQ amount
				No Projects Programmed			\$ -	\$ -	\$ -	
Non-CMAQ/HSIP/TAP (Other) Subtotal ►							\$ 575,551	\$ 460,441	\$ 115,110	◄ 80% Federal + 20% Non-Federal
►Section 1A / Fiscal Constraint Analysis										
Total Federal Aid Target Funds Programmed ►							\$ 684,040	\$ 684,040	◄Total Target	\$ - Target Funds Available
Total Non-CMAQ/HSIP/TAP (Other) Programmed ►							\$ 575,551	\$ 575,551	◄ Max. Non-CMAQ/HSIP/TAP	\$ - Non-CMAQ/HSIP/TAP (Other) Available
Total HSIP Programmed							\$ 30,997	\$ 30,997	◄ Min. HSIP	\$ - HSIP Recommended Met
Total CMAQ Programmed							\$ 77,492	\$ 77,492	◄ Min. CMAQ	\$ - CMAQ Recommended Met
Total TAP Programmed							\$ -	\$ -	◄ Min. TAP	\$ - TAP Recommended Met
Remaining HSIP, CMAQ, and TAP Funds							\$ -	\$ -	\$ -	
►Section 1B / Federal Aid Bridge Projects										
►Statewide Systematic Maintenance Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Bridge Maintenance Program Subtotal ►							\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
►On System										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
On System Subtotal ►							\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
►Off-System										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Off-System Subtotal ►							\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
►Statewide Bridge Inspection Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Bridge Inspection Program Subtotal ►							\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
►Section 1C / Federal Aid Non-Target Projects										
►Other Federal Aid										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Other Federal Aid Subtotal ►							\$ -	\$ -	\$ -	◄ Funding Split Varies by Funding Source
►Section 1D / Federal Aid Major & State Category Projects										
►Regional Major Infrastructure										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Regional Major Infrastructure Subtotal ►							\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
►Statewide Americans with Disability Act Implementation Plan										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide ADA Implementation Plan Subtotal ►							\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
►Statewide Congestion Mitigation and Air Quality										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide CMAQ Subtotal ►							\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
►Statewide HSIP Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide HSIP Program Subtotal ►							\$ -	\$ -	\$ -	◄ 90% Federal + 10% Non-Federal
►Statewide Infrastructure Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Infrastructure Program Subtotal ►							\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal

## 2020 MVC MPO TIP GHG Tracking

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO <sub>2</sub> Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼
► Section 1A / Federal Aid Target Projects						
► HSIP - Highway Safety Improvement Program						
608142	OAK BLUFFS- CONSTRUCTION OF A SHARED USE PATH ALONG BEACH ROAD, FROM THE LAGOON POND BRIDGE NORTHERLY TO THE EASTVILLE AVENUE/COUNTY ROAD INTERSECTION	\$ 30,997	Quantified		Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	AC Year 1 of 2, see year 2 for quantified decrease.
0	No Projects Programmed	\$ -				
		Quantified Impact ►		0		
► CMAQ - Congestion Mitigation and Air Quality Improvement						
608142	OAK BLUFFS- CONSTRUCTION OF A SHARED USE PATH ALONG BEACH ROAD, FROM THE LAGOON POND BRIDGE NORTHERLY TO THE EASTVILLE AVENUE/COUNTY ROAD INTERSECTION	\$ 77,492	Quantified		Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	AC Year 1 of 2, see year 2 for quantified decrease.
0	No Projects Programmed	\$ -				
		Quantified Impact ►		0		
► TAP - Transportation Alternatives Program						
0	No Projects Programmed	\$ -				
0	No Projects Programmed	\$ -				
		Quantified Impact ►		0		
► Non-CMAQ/HSIP/TAP (Other)						
608142	OAK BLUFFS- CONSTRUCTION OF A SHARED USE PATH ALONG BEACH ROAD, FROM THE LAGOON POND BRIDGE NORTHERLY TO THE EASTVILLE AVENUE/COUNTY ROAD INTERSECTION	\$ 575,551	Quantified		Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	AC Year 1 of 2, see year 2 for quantified decrease.
0	No Projects Programmed	\$ -				
		Quantified Impact ►		0		
► Section 1B / Federal Aid Bridge Projects						
► Statewide Systematic Maintenance Program						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
		Quantified Impact ►		0		
► On System						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
		Quantified Impact ►		0		
► Off-System						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
		Quantified Impact ►		0		
► Statewide Bridge Inspection Program						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
		Quantified Impact ►		0		
► Section 1C / Federal Aid Non-Target Projects						
► Other Federal Aid						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
		Quantified Impact ►		0		
► Section 1D / Federal Aid Major & State Category Projects						
► Regional Major Infrastructure						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
		Quantified Impact ►		0		
► Statewide Americans with Disability Act Implementation Plan						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
		Quantified Impact ►		0		
► Statewide Congestion Mitigation and Air Quality						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
		Quantified Impact ►		0		
► Statewide HSIP Program						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
		Quantified Impact ►		0		
► Statewide Infrastructure Program						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
		Quantified Impact ►		0		

## 2020 MVC MPO Transportation Improvement Program

Amendment/ Adjustment Type ▼	MassDOT Project ID ▼	MPO ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
► Statewide Interstate Maintenance Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Interstate Maintenance Program Subtotal ►							\$ -	\$ -	\$ -	◄ 90% Federal + 10% Non-Federal
► Statewide Intelligent Transportation Systems										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide ITS Subtotal ►							\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
► Statewide National Freight Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide National Freight Program Subtotal ►							\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
► Statewide National Highway System Preservation Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide NHS Preservation Program Subtotal ►							\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
► Statewide Planning Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Planning Program Subtotal ►							\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
► Statewide Railroad Grade Crossings										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide RR Grade Crossings Subtotal ►							\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
► Statewide Safe Routes to Schools Program										
				No Projects Programmed		SRTS	\$ -	\$ -	\$ -	
				No Projects Programmed		SRTS	\$ -	\$ -	\$ -	
Statewide Safe Routes to Schools Program Subtotal ►							\$ -	\$ -	\$ -	◄ Funding Split Varies by Funding Source
► Statewide Stormwater Retrofits										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Stormwater Retrofits Subtotal ►							\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
► Statewide Transportation Enhancements										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Transportation Enhancements Subtotal ►							\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
► Other Statewide Items										
				ABIP GANS Repavement			\$ -	\$ -	\$ -	
				Award Adjustments, Change Orders, Project Value Changes, Etc.			\$ -	\$ -	\$ -	
				DBEs, FAPO, Pavement Lab Retrofits, and Misc. Programs			\$ -	\$ -	\$ -	
				Planning			\$ -	\$ -	\$ -	
				Statewide Design and Right of Way			\$ -	\$ -	\$ -	
				Statewide Recreational Trails			\$ -	\$ -	\$ -	
Other Statewide Items Subtotal ►							\$ -	\$ -	\$ -	◄ Funding Split Varies by Funding Source
► Section 2A / Non-Federal Projects										
► Non Federal Aid										
				No Projects Programmed		NFA	\$ -	\$ -	\$ -	
				No Projects Programmed		NFA	\$ -	\$ -	\$ -	
Non-Federal Aid Subtotal ►							\$ -	\$ -	\$ -	◄ 100% Non-Federal
► Section 2B / Non-Federal Bridge Projects										
► Section 2B / Non-Federal Bridge Projects										
				No Projects Programmed		NFA	\$ -	\$ -	\$ -	
				No Projects Programmed		NFA	\$ -	\$ -	\$ -	
Section 2B / Non-Federal Bridge Projects Subtotal ►							\$ -	\$ -	\$ -	◄ 100% Non-Federal

## 2020 MVC MPO TIP Summary

	TIP Section 1: ▼	TIP Section 2: ▼	Total of All Projects ▼	
Total ▶	\$ 684,040	\$ -	\$ 684,040	◀ Total Spending in Region
Federal Funds ▶	\$ 550,332	\$ -	\$ 550,332	◀ Total Federal Spending in Region
Non-Federal Funds ▶	\$ 133,708	\$ -	\$ 133,708	◀ Total Non-Federal Spending in Region

## 2020 MVC MPO TIP GHG Tracking

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO <sub>2</sub> Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼
► Statewide Interstate Maintenance Program						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ►				0		
► Statewide Intelligent Transportation Systems						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ►				0		
► Statewide National Freight Program						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ►				0		
► Statewide National Highway System Preservation Program						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ►				0		
► Statewide Planning Program						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ►				0		
► Statewide Railroad Grade Crossings						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ►				0		
► Statewide Safe Routes to Schools Program						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ►				0		
► Statewide Stormwater Retrofits						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ►				0		
► Statewide Transportation Enhancements						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ►				0		
► Other Statewide Items						
0	ABIP GANS Repavement	\$ -			N/A	
0	Award Adjustments, Change Orders, Project Value Changes, Etc.	\$ -			N/A	
0	DBEs, FAPO, Pavement Lab Retrofits, and Misc. Programs	\$ -			N/A	
0	Planning	\$ -			N/A	
0	Statewide Design and Right of Way	\$ -			N/A	
0	Statewide Recreational Trails	\$ -			N/A	
Quantified Impact ►				0		
► Section 2A / Non-Federal Projects						
► Non Federal Aid						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ►				0		
► Section 2B / Non-Federal Bridge Projects						
► Section 2B / Non-Federal Bridge Projects						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ►				0		

## 2020 MVC MPO GHG Tracking Summary

Total Quantified Impact ▼
Quantified Impact ► 0

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/flaggers/main.aspx>

Lists are in  
Hidden Cells

## 2021 MVC MPO Transportation Improvement Program

Amendment/ Adjustment Type ▼	MassDOT Project ID ▼	MPO ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
►Section 1A / Federal Aid Target Projects										
►HSIP - Highway Safety Improvement Program										
	608142	Martha's Vineyard	Oak Bluffs	OAK BLUFFS- CONSTRUCTION OF A SHARED USE PATH ALONG BEACH ROAD, FROM THE LAGOON POND BRIDGE NORTHERLY TO THE EASTVILLE AVENUE/COUNTY ROAD INTERSECTION	5	HSIP	\$ 30,997	\$ 27,897	\$ 3,100	AC Year 2 of 2; total estimated cost \$2,240,448 for 0.65 mile section including statewide CMAQ amount
				No Projects Programmed			\$ -	\$ -	\$ -	
HSIP Subtotal ►							\$ 30,997	\$ 27,897	\$ 3,100	◄ 90% Federal + 10% Non-Federal
►CMAQ - Congestion Mitigation and Air Quality Improvement Program										
	608142	Martha's Vineyard	Oak Bluffs	OAK BLUFFS- CONSTRUCTION OF A SHARED USE PATH ALONG BEACH ROAD, FROM THE LAGOON POND BRIDGE NORTHERLY TO THE EASTVILLE AVENUE/COUNTY ROAD INTERSECTION	5	CMAQ	\$ 77,492	\$ 61,994	\$ 15,498	AC Year 2 of 2; total estimated cost \$2,240,448 for 0.65 mile section including statewide CMAQ amount
				No Projects Programmed			\$ -	\$ -	\$ -	
CMAQ Subtotal ►							\$ 77,492	\$ 61,994	\$ 15,498	◄ 80% Federal + 20% Non-Federal
►TAP - Transportation Alternatives Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
TAP Subtotal ►							\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
►Non-CMAQ/HSIP/TAP (Other)										
	608142	Martha's Vineyard	Oak Bluffs	OAK BLUFFS- CONSTRUCTION OF A SHARED USE PATH ALONG BEACH ROAD, FROM THE LAGOON POND BRIDGE NORTHERLY TO THE EASTVILLE AVENUE/COUNTY ROAD INTERSECTION	5	STP	\$ 575,551	\$ 460,441	\$ 115,110	AC Year 2 of 2; total estimated cost \$2,240,448 for 0.65 mile section including statewide CMAQ amount
				No Projects Programmed			\$ -	\$ -	\$ -	
Non-CMAQ/HSIP/TAP (Other) Subtotal ►							\$ 575,551	\$ 460,441	\$ 115,110	◄ 80% Federal + 20% Non-Federal
►Section 1A / Fiscal Constraint Analysis										
Total Federal Aid Target Funds Programmed ►							\$ 684,040	\$ 684,040	◄Total Target	\$ - Target Funds Available
Total Non-CMAQ/HSIP/TAP (Other) Programmed ►							\$ 575,551	\$ 575,551	◄Max. Non-CMAQ/HSIP/TAP	\$ - Non-CMAQ/HSIP/TAP (Other) Available
Total HSIP Programmed ►							\$ 30,997	\$ 30,997	◄Min. HSIP	\$ - HSIP Recommended Met
Total CMAQ Programmed ►							\$ 77,492	\$ 77,492	◄Min. CMAQ	\$ - CMAQ Recommended Met
Total TAP Programmed ►							\$ -	\$ -	◄Min. TAP	\$ - TAP Recommended Met
Remaining HSIP, CMAQ, and TAP Funds ►							\$ -	\$ -	\$ -	
►Section 1B / Federal Aid Bridge Projects										
►Statewide Systematic Maintenance Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Bridge Maintenance Program Subtotal ►							\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
►On System										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
On System Subtotal ►							\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
►Off-System										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Off-System Subtotal ►							\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
►Statewide Bridge Inspection Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Bridge Inspection Program Subtotal ►							\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
►Section 1C / Federal Aid Non-Target Projects										
►Other Federal Aid										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Other Federal Aid Subtotal ►							\$ -	\$ -	\$ -	◄ Funding Split Varies by Funding Source
►Section 1D / Federal Aid Major & State Category Projects										
►Regional Major Infrastructure										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Regional Major Infrastructure Subtotal ►							\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
►Statewide Americans with Disability Act Implementation Plan										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide ADA Implementation Plan Subtotal ►							\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
►Statewide Congestion Mitigation and Air Quality										
	608142	Martha's Vineyard	Oak Bluffs	OAK BLUFFS- CONSTRUCTION OF A SHARED USE PATH ALONG BEACH ROAD, FROM THE LAGOON POND BRIDGE NORTHERLY TO THE EASTVILLE AVENUE/COUNTY ROAD INTERSECTION	5	CMAQ	\$ 872,368	\$ 697,894	\$ 174,474	AC Year 2 of 2; total estimated cost \$1,675,739 for 0.65 mile section including statewide CMAQ amount
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide CMAQ Subtotal ►							\$ 872,368	\$ 697,894	\$ 174,474	◄ 80% Federal + 20% Non-Federal
►Statewide HSIP Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide HSIP Program Subtotal ►							\$ -	\$ -	\$ -	◄ 90% Federal + 10% Non-Federal
►Statewide Infrastructure Program										
				No Projects Programmed			\$ -	\$ -	\$ -	

## 2021 MVC MPO TIP GHG Tracking

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO <sub>2</sub> Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼
► Section 1A / Federal Aid Target Projects						
► HSIP - Highway Safety Improvement Program						
608142	OAK BLUFFS- CONSTRUCTION OF A SHARED USE PATH ALONG BEACH ROAD, FROM THE LAGOON POND BRIDGE NORTHERLY TO THE EASTVILLE AVENUE/COUNTY ROAD INTERSECTION	\$ 30,997				
0	No Projects Programmed	\$ -				
		Quantified Impact ►		0		
► CMAQ - Congestion Mitigation and Air Quality Improvement						
608142	OAK BLUFFS- CONSTRUCTION OF A SHARED USE PATH ALONG BEACH ROAD, FROM THE LAGOON POND BRIDGE NORTHERLY TO THE EASTVILLE AVENUE/COUNTY ROAD INTERSECTION	\$ 77,492		2,455	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	AC Year 2 of 2
0	No Projects Programmed	\$ -				
		Quantified Impact ►		0		
► TAP - Transportation Alternatives Program						
0	No Projects Programmed	\$ -				
0	No Projects Programmed	\$ -				
		Quantified Impact ►		0		
► Non-CMAQ/HSIP/TAP (Other)						
608142	OAK BLUFFS- CONSTRUCTION OF A SHARED USE PATH ALONG BEACH ROAD, FROM THE LAGOON POND BRIDGE NORTHERLY TO THE EASTVILLE AVENUE/COUNTY ROAD INTERSECTION	\$ 575,551				
0	No Projects Programmed	\$ -				
		Quantified Impact ►		0		
► Section 1B / Federal Aid Bridge Projects						
► Statewide Systematic Maintenance Program						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
		Quantified Impact ►		0		
► On System						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
		Quantified Impact ►		0		
► Off-System						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
		Quantified Impact ►		0		
► Statewide Bridge Inspection Program						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
		Quantified Impact ►		0		
► Section 1C / Federal Aid Non-Target Projects						
► Other Federal Aid						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
		Quantified Impact ►		0		
► Section 1D / Federal Aid Major & State Category Projects						
► Regional Major Infrastructure						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
		Quantified Impact ►		0		
► Statewide Americans with Disability Act Implementation Plan						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
		Quantified Impact ►		0		
► Statewide Congestion Mitigation and Air Quality						
608142	OAK BLUFFS- CONSTRUCTION OF A SHARED USE PATH ALONG BEACH ROAD, FROM THE LAGOON POND BRIDGE NORTHERLY TO THE EASTVILLE AVENUE/COUNTY ROAD INTERSECTION	\$ 872,368			N/A	
0	No Projects Programmed	\$ -			N/A	
		Quantified Impact ►		0		
► Statewide HSIP Program						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
		Quantified Impact ►		0		
► Statewide Infrastructure Program						
0	No Projects Programmed	\$ -			N/A	

## 2021 MVC MPO Transportation Improvement Program

Amendment/ Adjustment Type ▼	MassDOT Project ID ▼	MPO ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Infrastructure Program Subtotal ▶							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
▶ Statewide Interstate Maintenance Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Interstate Maintenance Program Subtotal ▶							\$ -	\$ -	\$ -	◀ 90% Federal + 10% Non-Federal
▶ Statewide Intelligent Transportation Systems										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide ITS Subtotal ▶							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
▶ Statewide National Freight Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide National Freight Program Subtotal ▶							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
▶ Statewide National Highway System Preservation Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide NHS Preservation Program Subtotal ▶							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
▶ Statewide Planning Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Planning Program Subtotal ▶							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
▶ Statewide Railroad Grade Crossings										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide RR Grade Crossings Subtotal ▶							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
▶ Statewide Safe Routes to Schools Program										
				No Projects Programmed		SRTS	\$ -	\$ -	\$ -	
				No Projects Programmed		SRTS	\$ -	\$ -	\$ -	
Statewide Safe Routes to Schools Program Subtotal ▶							\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
▶ Statewide Stormwater Retrofits										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Stormwater Retrofits Subtotal ▶							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
▶ Statewide Transportation Enhancements										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
Statewide Transportation Enhancements Subtotal ▶							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
▶ Other Statewide Items										
				ABP GANS Repayment			\$ -	\$ -	\$ -	
				Award Adjustments, Change Orders, Project Value Changes, Etc.			\$ -	\$ -	\$ -	
				DBEs, FAPO, Pavement Lab Retrofits, and Misc.			\$ -	\$ -	\$ -	
				Planning			\$ -	\$ -	\$ -	
				Statewide Design and Right of Way			\$ -	\$ -	\$ -	
				Statewide Recreational Trails			\$ -	\$ -	\$ -	
Other Statewide Items Subtotal ▶							\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
▶ Section 2A / Non-Federal Projects										
▶ Non Federal Aid										
				No Projects Programmed		NFA	\$ -		\$ -	
				No Projects Programmed		NFA	\$ -		\$ -	
Non-Federal Aid Subtotal ▶							\$ -		\$ -	◀ 100% Non-Federal
▶ Section 2B / Non-Federal Bridge Projects										
▶ Section 2B / Non-Federal Bridge Projects										
				No Projects Programmed		NFA	\$ -		\$ -	
				No Projects Programmed		NFA	\$ -		\$ -	
Section 2B / Non-Federal Bridge Projects Subtotal ▶							\$ -		\$ -	◀ 100% Non-Federal

## 2021 MVC MPO TIP Summary

	TIP Section 1: ▼	TIP Section 2: ▼	Total of All Projects ▼
Total ▶	\$ 1,556,408	\$ -	\$ 1,556,408
Federal Funds ▶	\$ 1,248,226	\$ -	\$ 1,248,226
Non-Federal Funds ▶	\$ 308,182	\$ -	\$ 308,182

## 2021 MVC MPO TIP GHG Tracking

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO <sub>2</sub> Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼
0	No Projects Programmed	\$ -		0	N/A	
Quantified Impact ▶						
▶ Statewide Interstate Maintenance Program						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ▶						
▶ Statewide Intelligent Transportation Systems						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ▶						
▶ Statewide National Freight Program						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ▶						
▶ Statewide National Highway System Preservation Program						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ▶						
▶ Statewide Planning Program						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ▶						
▶ Statewide Railroad Grade Crossings						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ▶						
▶ Statewide Safe Routes to Schools Program						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ▶						
▶ Statewide Stormwater Retrofits						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ▶						
▶ Statewide Transportation Enhancements						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ▶						
▶ Other Statewide Items						
0	ABP GANS Repayment	\$ -			N/A	
0	Award Adjustments, Change Orders, Project Value Changes, Etc.	\$ -			N/A	
0	DBEs, FAPO, Pavement Lab Retrofits, and Misc. Procurement	\$ -			N/A	
0	Planning	\$ -			N/A	
0	Statewide Design and Right of Way	\$ -			N/A	
0	Statewide Recreational Trails	\$ -			N/A	
Quantified Impact ▶						
▶ Section 2A / Non-Federal Projects						
▶ Non Federal Aid						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ▶						
▶ Section 2B / Non-Federal Bridge Projects						
▶ Section 2B / Non-Federal Bridge Projects						
0	No Projects Programmed	\$ -			N/A	
0	No Projects Programmed	\$ -			N/A	
Quantified Impact ▶						

## 2021 MVC MPO GHG Tracking Summary

Total Quantified Impact ▼
Quantified Impact ▶ 0

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 the Regulation is applicable only to projects where the Municipality is the Awarding Authority. For all projects contained in the TIP, the Commencement 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/Flaggers/main.aspx>

Lists are in  
Hidden Cells

## C. 4a.2. Martha's Vineyard Transit Funded Projects

### Vineyard Transit Authority (VTA) 2017

Transportation Improvement Program (TIP)

Project 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		\$863,782	\$863,782	\$0	\$0	\$1,727,564
					Subtotal	\$863,782	\$863,782	\$0	\$0	\$1,727,564
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	RTD0004515	Martha's Vineyard Transit Authority	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

Funds listed under the Carry Over column are included in the Federal Amount

## 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 Funds	State Funds	TDC	Local 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	\$0	\$0	\$1,745,866
5337					Subtotal	\$872,933	\$872,933	\$0	\$0	\$1,745,866
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	RTD0004517	Martha's Vineyard Transit Authority	111215 BUY REPLACEMENT VAN (2)			\$0	\$60,000	\$0	\$0	\$60,000
Other Non-Federal	RTD0004518	Martha's Vineyard Transit Authority	114220 ACQUIRE - MISC SUPPORT EQUIPMENT			\$0	\$50,000	\$0	\$0	\$50,000
Other Non-Federal	RTD0004519	Martha's Vineyard Transit Authority	114206 ACQUIRE - SHOP EQUIPMENT			\$0	\$50,000	\$0	\$0	\$50,000
Other Non-Federal	RTD0004520	Martha's Vineyard Transit Authority	111403 Rehab/Rebuild: Buses			\$0	\$100,000	\$0	\$0	\$100,000
Other Non-Federal	RTD0004529	Martha's Vineyard Transit Authority	111203 BUY REPLACEMENT 30-FT BUS (1)			\$0	\$410,000	\$0	\$0	\$410,000
Other Non-Federal	RTD0004530	Martha's Vineyard Transit Authority	111202 BUY REPLACEMENT 35-FT BUS (3)			\$0	\$1,275,000	\$0	\$0	\$1,275,000
Other Non-Federal	RTD0004537	Martha's Vineyard Transit Authority	113401 REHAB/RENOVATE - BUS TERMINAL			\$0	\$100,000	\$0	\$0	\$100,000
Other Non-Federal	RTD0005053	Martha's Vineyard Transit Authority	113310 CONSTRUCT - BUS PASSENGER SHELTERS			\$0	\$50,000	\$0	\$0	\$50,000
Other Non-Federal	RTD0005133	Martha's Vineyard Transit Authority	111215 BUY REPLACEMENT VAN			\$0	\$170,000	\$0	\$0	\$170,000
					Subtotal	\$0	\$2,265,000	\$0	\$0	\$2,265,000
					Total	\$872,933	\$3,137,933	\$0	\$0	\$4,010,866

Funds listed under the Carry Over column are included in the Federal Amount

## Vineyard Transit Authority (VTA) 2019

### Transportation Improvement Program (TIP)

#### Project List (FY2019)

FTA Program	Project Number	Transit Agency	FTA Activity Line Item	Project 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
<b>Other Federal</b>				Subtotal	\$0	\$0	\$0	\$0	\$0
<b>Other Non-Federal</b>									
Other Non-Federal	RTD0004523	Martha's Vineyard Transit Authority	111202 BUY REPLACEMENT 35-FT BUS (2)		\$0	\$900,000	\$0	\$0	\$900,000
Other Non-Federal	RTD0004525	Martha's Vineyard Transit Authority	114403 REHAB/RENOVATE - ADMIN/MAINT FACILITY		\$0	\$150,000	\$0	\$0	\$150,000
Other Non-Federal	RTD0004533	Martha's Vineyard Transit Authority	114220 ACQUIRE - MISC SUPPORT EQUIPMENT		\$0	\$75,000	\$0	\$0	\$75,000
Other Non-Federal	RTD0004535	Martha's Vineyard Transit Authority	114220 ACQUIRE - MISC SUPPORT EQUIPMENT		\$0	\$500,000	\$0	\$0	\$500,000
Other Non-Federal	RTD0005054	Martha's Vineyard Transit Authority	113310 CONSTRUCT - BUS PASSENGER SHELTERS		\$0	\$50,000	\$0	\$0	\$50,000
Other Non-Federal	RTD0005131	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

Funds listed under the Carry Over column are included in the Federal Amount



## Vineyard Transit Authority (VTA) 2020

Transportation Improvement Program (TIP)

Project List (FY2020)

FTA Program	Project Number	Transit Agency	FTA Activity Line Item	Proj 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	RTD0004531	Martha's Vineyard Transit Authority	111202 BUY REPLACEMENT 35-FT BUS (2)		\$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	RTD0004539	Martha's Vineyard Transit Authority	114409 SURVEILL/SECURITY EQUIP		\$0	\$40,000	\$0	\$0	\$40,000
Other Non-Federal	RTD0005060	Martha's Vineyard Transit Authority	113310 CONSTRUCT - BUS PASSENGER SHELTERS						

## Vineyard Transit Authority (VTA) 2021

### Transportation Improvement Program (TIP) Project List (FY2021)

FTA Program	Project Number	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 REPLACEMENT 40-FT BUS (2)		\$0 \$500,000	\$0		\$0	\$500,000
Other Non-Federal	RTD0005125	Martha's Vineyard Transit Authority	114220	ACQUIRE - MISC SUPPORT EQUIPMENT		\$0 \$100,000	\$0		\$0	\$100,000
Other Non-Federal	RTD0005132	Martha's Vineyard Transit Authority	111400	REHAB/REBUILD - 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

Funds listed under the Carry Over column are included in the Federal Amount

## 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**

Federal Fiscal Year	HSIP Minimum, including state match	CMAQ Minimum, including state match	Non-HSIP, CMAQ, or TAP- General Regional Target funds, including state match	Total Regional Target, 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
<b>2017-2021 Totals</b>	<b>\$154,985</b>	<b>\$406,833</b>	<b>\$2,786,112</b>	<b>\$3,347,930</b>
<div> <div>HSIP</div> <div>CMAQ</div> <div>TAP</div> </div> <div> <div>Highway Safety Improvement Program</div> <div>Congestion Mitigation and Air Quality Improvement Program</div> <div>Transportation Alternatives Program</div> </div>				

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.

Expenses	Actual FY11	Actual FY12	Actual FY13	Actual FY14	Approved FY15	Approved FY16	Draft FY17	Draft FY18	Draft FY18
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
Other Salaries	\$522,602	\$527,643	\$535,146	\$573,136	\$650,000	\$650,000	\$682,906	\$699,979	\$717,478
Fringe Benefits	\$168,080	\$171,978	\$169,607	\$187,726	\$200,000	\$250,000	\$210,125	\$215,378	\$220,763
Legal Expense	\$4,165	\$4,408	\$4,153	\$2,970	\$5,000	\$2,500	\$5,253	\$5,384	\$5,519
Accounting	\$48,077	\$39,118	\$38,030	\$35,754	\$55,000	\$52,500	\$57,784	\$59,229	\$60,710
Auditing Expense	\$13,765	\$11,593	\$11,539	\$7,430	\$16,000	\$16,400	\$16,810	\$17,230	\$17,661
Consulting	\$6,875	\$2,900	\$3,931	\$2,000	\$5,000	\$5,125	\$5,253	\$5,384	\$5,519
Outside Services	\$141,917	\$109,914	\$134,372	\$137,248	\$145,000	\$148,625	\$152,341	\$156,149	\$160,053
Vehicle Repairs	\$898	\$14,808	\$5,698	\$7,720	\$12,000	\$5,000	\$12,608	\$12,923	\$13,246
Fuels	\$431,113	\$515,673	\$531,182	\$546,518	\$625,000	\$650,000	\$656,641	\$673,057	\$689,883
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	\$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	\$154,534
Insurance	\$73,325	\$140,385	\$124,037	\$123,731	\$175,000	\$175,000	\$183,859	\$188,456	\$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	\$53,468	\$57,395	\$60,000	\$61,500	\$63,038	\$64,613	\$66,229
Promotion and	\$40,891	\$43,784	\$41,795	\$41,704	\$50,000	\$51,250	\$52,531	\$53,845	\$55,191
Office Supplies	\$45,521	\$70,202	\$48,037	\$67,948	\$65,000	\$60,000	\$68,291	\$69,998	\$71,748
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 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	\$4,242,733				\$5,208,000	\$5,310,350	\$5,471,655	\$5,608,446	\$5,748,658
Reserve and Stabilization Fund	\$48,630								
Total Expenses	\$4,291,363	\$4,371,451	\$4,569,759	\$4,562,800	\$5,208,000				
<b>Revenues</b>									
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						
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.

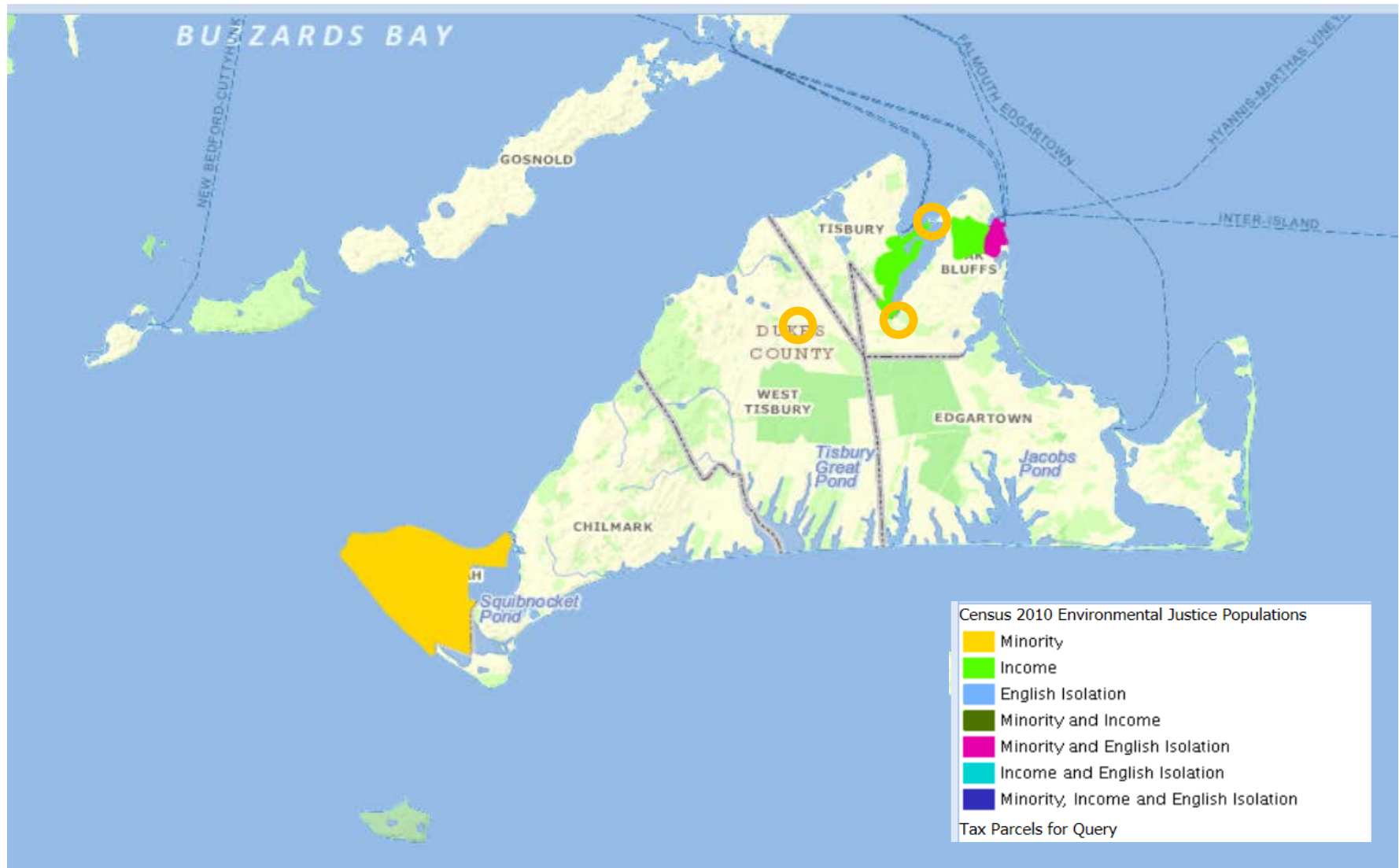
The Lagoon Pond Drawbridge in Oak Bluffs and Tisbury is also a major regional connection on a state roadway between towns and the hospital.

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	Oak Bluffs	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	West Tisbury	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

**Non Federal Aid Maintenance Projects - State Bondfunds**

Program Group/Sub Group	Estimated SFY 2017 Expenditures	Estimated SFY 2018 Expenditures	Estimated SFY 2019 Expenditures	Estimated SFY 2020 Expenditures	Estimated SFY 2021 Expenditures
<b>01 - Bridge Repair &amp; Replacement</b>					
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
<b>02 - Bridge Painting</b>					
Painting - Structural	\$0	\$0	\$0	\$0	\$0
<b>03 - Roadway Reconstruction</b>					
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	\$0	\$0	\$0	\$0	\$0
Hwy Reconstr - No Added Capacity	\$0	\$0	\$0	\$0	\$0
Hwy Reconstr - Minor Widening	\$0	\$0	\$0	\$0	\$0
Hwy Reconstr - Major Widening	\$0	\$0	\$0	\$0	\$0
<b>04 - Roadway Resurfacing</b>					
Resurfacing	\$0	\$0	\$0	\$0	\$0
<b>05 - Intersection &amp; Safety</b>					
Impact Attenuators	\$0	\$0	\$0	\$0	\$0
Safety/Improvements	\$0	\$0	\$0	\$0	\$0
Traffic Signals	\$0	\$0	\$0	\$0	\$0
<b>06 - Signs &amp; Lighting</b>					
Electrical	\$0	\$0	\$0	\$0	\$0
Sign Installation / Upgrading	\$0	\$0	\$0	\$0	\$0
Structural Signing	\$0	\$0	\$0	\$0	\$0
<b>07 - Guardrail</b>					
Guard Rail and Fencing	\$0	\$0	\$0	\$0	\$0
<b>08 - Maintenance</b>					
Catch Basin Cleaning	\$0	\$0	\$0	\$0	\$0
Crack Sealing	\$0	\$0	\$0	\$0	\$0
Landscaping	\$0	\$0	\$0	\$0	\$0
Mowing and Spraying	\$0	\$0	\$0	\$0	\$0
Pavement Marking	\$0	\$0	\$0	\$0	\$0
Sewer and Water	\$0	\$0	\$0	\$0	\$0
Process/Recycle/Transprt Soils	\$0	\$0	\$0	\$0	\$0
Contract Hwy Maint	\$0	\$0	\$0	\$0	\$0
<b>09 - Facilities</b>					
Chemical Storage Sheds	\$0	\$0	\$0	\$0	\$0
Vertical Construction	\$0	\$0	\$0	\$0	\$0
<b>10 - Bikeways (Excluded)</b>	n/a	n/a	n/a	n/a	n/a
<b>11 - Other</b>					
Demolition	\$0	\$0	\$0	\$0	\$0
Drilling & Boring	\$0	\$0	\$0	\$0	\$0
Highway Sweeping	\$0	\$0	\$0	\$0	\$0
Intelligent Transportation System	\$0	\$0	\$0	\$0	\$0
Marine Construction	\$0	\$0	\$0	\$0	\$0
Miscellaneous / No prequal	\$0	\$0	\$0	\$0	\$0
Reclamation	\$0	\$0	\$0	\$0	\$0
Underground Tank Removal Replace	\$0	\$0	\$0	\$0	\$0
Unknown	\$0	\$0	\$0	\$0	\$0
<b>Grand Total NFA:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

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  
as of May 20, 2016

**Federal Aid Maintenance Projects**

Program Group/Sub Group	Estimated SFY 2017 Expenditures	Estimated SFY 2018 Expenditures	Estimated SFY 2019 Expenditures	Estimated SFY 2020 Expenditures	Estimated SFY 2021 Expenditures
<b>11 - Bridge Repair &amp; Replacement</b>					
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
<b>12 - Bridge Painting</b>					
Painting - Structural	\$0	\$0	\$0	\$0	\$0
<b>13 - Roadway Reconstruction</b>					
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
<b>14 - Roadway Resurfacing</b>					
Resurfacing	\$8,626	\$2,875	\$3,834	\$5,112	\$3,940
<b>15 - Intersection &amp; Safety</b>					
Impact Attenuators	\$0	\$0	\$0	\$0	\$0
Safety Improvements	\$0	\$0	\$0	\$0	\$0
Traffic Signals	\$0	\$0	\$0	\$0	\$0
<b>16 - Signs &amp; Lighting</b>					
Electrical	\$0	\$0	\$0	\$0	\$0
Sign Installation / Upgrading	\$0	\$0	\$0	\$0	\$0
Structural Signing	\$0	\$0	\$0	\$0	\$0
<b>17 - Guardrail</b>					
Guard Rail and Fencing	\$0	\$0	\$0	\$0	\$0
<b>18 - Maintenance</b>					
Catch Basin Cleaning	\$0	\$0	\$0	\$0	\$0
Contract Highway Maintenance	\$0	\$0	\$0	\$0	\$0
Crack Sealing	\$0	\$0	\$0	\$0	\$0
Landscaping	\$0	\$0	\$0	\$0	\$0
Mowing and Spraying	\$0	\$0	\$0	\$0	\$0
Pavement Marking	\$0	\$0	\$0	\$0	\$0
Process/Recycle/Transport Soils	\$0	\$0	\$0	\$0	\$0
Sewer and Water	\$0	\$0	\$0	\$0	\$0
<b>19 - Facilities</b>					
Chemical Storage Sheds	\$0	\$0	\$0	\$0	\$0
Vertical Construction	\$0	\$0	\$0	\$0	\$0
<b>0 - Bikeways (Excluded)</b>	n/a	n/a	n/a	n/a	n/a
<b>1 - Other</b>					
Demolition	\$0	\$0	\$0	\$0	\$0
Drilling & Boring	\$0	\$0	\$0	\$0	\$0
Highway Sweeping	\$0	\$0	\$0	\$0	\$0
Intelligent Transportation System	\$0	\$0	\$0	\$0	\$0
Marine Construction	\$0	\$0	\$0	\$0	\$0
Miscellaneous / No prequal	\$0	\$0	\$0	\$0	\$0
Reclamation	\$0	\$0	\$0	\$0	\$0
Underground Tank Removal Replace	\$0	\$0	\$0	\$0	\$0
Unknown	\$0	\$0	\$0	\$0	\$0
<b>Grand Total Federal Aid:</b>	<b>\$236,499</b>	<b>\$187,787</b>	<b>\$149,686</b>	<b>\$190,991</b>	<b>\$176,156</b>

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

## B. Projects with Evaluation Scores

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

<b>Municipality</b>	<b>Recommended Martha's Vineyard Transportation Plan (MVTP) Projects within estimated available funds</b>	<b>Project Score</b> (max of 12)	<b>Cost Estimate</b>	<b>Timeframe based on Available Funds</b>
TISBURY	New SUP Beach Road - Winds Up to Tisbury Marketplace	10	\$2,000,000	2016-2019
OAK BLUFFS	New SUP: From Drawbridge / Beach Road - Eastville Avenue - New York Ave. to beginning of Lake Ave. (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	Tisbury Beach Street / State Road Sidewalk/ 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
OAK BLUFFS	Bike Ped Improvements/traffic calming in the High School /YMCA area of Edgartown-Vineyard Haven Road	7	\$400,000	2026-2030
TISBURY	Tisbury State Road Tashmoo Overlook 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: OB, TI, and ED	Edgartown- Vineyard Haven Road, resurfacing with bike ped improvements for a section	6	\$5,000,000	2036-2040

## **2. Regional Priority Projects in need of Funding**

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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 (NO<sub>x</sub>), 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 CO<sub>2</sub> 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 shared-use 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.

<b>Project and TIP Year(s)</b>	<b>Estimated Summer CO2 Reduction in kilograms per year</b>
Tisbury, Beach Rd. Shared Use Path (SUP) Winds Up to Tisbury Marketplace (2018-2019)	1,024.8
Oak Bluffs, SUP from Lagoon 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.



# 2017 MVC MPO TIP Amendment GHG Tracking

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO <sub>2</sub> Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼
► Section 1A / Federal Aid Target Projects						
► HSIP - Highway Safety Improvement Program						
0	No Projects Programmed	\$ -				
0	No Projects Programmed	\$ -				
Quantified Impact ►				0		
► CMAQ - Congestion Mitigation and Air Quality Improvement						
0	No Projects Programmed	\$ -				
0	No Projects Programmed	\$ -				
Quantified Impact ►				0		
► TAP - Transportation Alternatives Program						
0	No Projects Programmed	\$ -				
0	No Projects Programmed	\$ -				
Quantified Impact ►				0		
► Non-CMAQ/HSIP/TAP (Other)						
608529	WEST TISBURY- RESRFACING OF CORRELLUS STATE FOREST BIKEPATH (PHASE 1 - DOCTOR FISHER ROAD PATH AND HOPPS FARM ROAD	\$ 547,888	Qualitative		No assumed impact/negligible impact on emissions	Resurfacing of existing path
Quantified Impact ►				0		

# 2018 MVC MPO TIP GHG Tracking

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO <sub>2</sub> Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼
► Section 1A / Federal Aid Target Projects						
► HSIP - Highway Safety Improvement Program						
0	No Projects Programmed	\$ -				
0	No Projects Programmed	\$ -				
Quantified Impact ►				0		
► CMAQ - Congestion Mitigation and Air Quality Improvement						
607411	TISBURY- BIKE & PEDESTRIAN IMPROVEMENTS ALONG BEACH ROAD, FROM THE TERMINATION OF THE EXISTING SHARED USE PATH WESTERLY TO THE FIVE CORNERS INTERSECTION	\$ 668,216	Quantified		Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	AC Year 1 of 2, see year 2 for quantified decrease.
0	0	\$ -				
Quantified Impact ►				0		
► TAP - Transportation Alternatives Program						
0	No Projects Programmed	\$ -				
0	No Projects Programmed	\$ -				
Quantified Impact ►				0		
► Non-CMAQ/HSiP/TAP (Other)						
0	No Projects Programmed	\$ -				
0	No Projects Programmed	\$ -				
Quantified Impact ►				0		

# 2019 MVC MPO TIP GHG Tracking

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO <sub>2</sub> Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼
► Section 1A / Federal Aid Target Projects						
► HSIP - Highway Safety Improvement Program						
0	No Projects Programmed	\$ -				
0	No Projects Programmed	\$ -				
Quantified Impact ►				0		
► CMAQ - Congestion Mitigation and Air Quality Improvement						
607411	TISBURY- BIKE & PEDESTRIAN IMPROVEMENTS ALONG BEACH ROAD, FROM THE TERMINATION OF THE EXISTING SHARED USE PATH WESTERLY TO THE FIVE CORNERS INTERSECTION	\$ 668,216	Quantified	1,025	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	AC Year 2 of 2
0	No Projects Programmed	\$ -				
Quantified Impact ►				0		
► TAP - Transportation Alternatives Program						
0	No Projects Programmed	\$ -				
0	No Projects Programmed	\$ -				
Quantified Impact ►				0		
► Non-CMAQ/HSIP/TAP (Other)						
0	No Projects Programmed	\$ -				
0	No Projects Programmed	\$ -				
Quantified Impact ►				0		

# 2020 MVC MPO TIP GHG Tracking

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO <sub>2</sub> Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼
► Section 1A / Federal Aid Target Projects						
► HSIP - Highway Safety Improvement Program						
608142	OAK BLUFFS- CONSTRUCTION OF A SHARED USE PATH ALONG BEACH ROAD, FROM THE LAGOON POND BRIDGE NORTHERLY TO THE EASTVILLE AVENUE/COUNTY ROAD INTERSECTION	\$ 30,997				
0	No Projects Programmed	\$ -				
Quantified Impact ►				0		
► CMAQ - Congestion Mitigation and Air Quality Improvement						
608142	OAK BLUFFS- CONSTRUCTION OF A SHARED USE PATH ALONG BEACH ROAD, FROM THE LAGOON POND BRIDGE NORTHERLY TO THE EASTVILLE AVENUE/COUNTY ROAD INTERSECTION	\$ 77,492	Quantified		Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	AC Year 1 of 2, see year 2 for quantified decrease.
0	No Projects Programmed	\$ -				
Quantified Impact ►				0		
► TAP - Transportation Alternatives Program						
0	No Projects Programmed	\$ -				
0	No Projects Programmed	\$ -				
Quantified Impact ►				0		
► Non-CMAQ/HSIP/TAP (Other)						
608142	OAK BLUFFS- CONSTRUCTION OF A SHARED USE PATH ALONG BEACH ROAD, FROM THE LAGOON POND BRIDGE NORTHERLY TO THE EASTVILLE AVENUE/COUNTY ROAD INTERSECTION	\$ 575,551				
0	No Projects Programmed	\$ -				
Quantified Impact ►				0		

# 2021 MVC MPO TIP GHG Tracking

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO <sub>2</sub> Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼
► Section 1A / Federal Aid Target Projects						
► HSIP - Highway Safety Improvement Program						
608142	OAK BLUFFS- CONSTRUCTION OF A SHARED USE PATH ALONG BEACH ROAD, FROM THE LAGOON POND BRIDGE NORTHERLY TO THE EASTVILLE AVENUE/COUNTY ROAD INTERSECTION	\$ 30,997				
0	No Projects Programmed	\$ -				
Quantified Impact ►				0		
► CMAQ - Congestion Mitigation and Air Quality Improvement						
608142	OAK BLUFFS- CONSTRUCTION OF A SHARED USE PATH ALONG BEACH ROAD, FROM THE LAGOON POND BRIDGE NORTHERLY TO THE EASTVILLE AVENUE/COUNTY ROAD INTERSECTION	\$ 77,492		2,455	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	AC Year 2 of 2
0	No Projects Programmed	\$ -				
Quantified Impact ►				0		
► TAP - Transportation Alternatives Program						
0	No Projects Programmed	\$ -				
0	No Projects Programmed	\$ -				
Quantified Impact ►				0		
► Non-CMAQ/HSIP/TAP (Other)						
608142	OAK BLUFFS- CONSTRUCTION OF A SHARED USE PATH ALONG BEACH ROAD, FROM THE LAGOON POND BRIDGE NORTHERLY TO THE EASTVILLE AVENUE/COUNTY ROAD INTERSECTION	\$ 575,551				
0	No Projects Programmed	\$ -				
Quantified Impact ►				0		

## 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](http://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 [leclerc@mvcommission.org](mailto:leclerc@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:







## 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 retro-reflectivity 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 pathways, 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.

# TITLE 23 - TRANSPORTATION FUNDING

## 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		
<b>Total Estimated Obligation Authority Available:</b>	<b>\$615,000,000</b>		
ABP GANS Repayment	\$59,150,000		
<b>Total Non-Earmarked Available Statewide - (Including State Match)</b>	<b>\$555,850,000</b>	<b>\$125,591,156</b>	<b>\$681,441,156</b>
<b>Statewide Infrastructure Items:</b>			
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
<b>Subtotal Statewide Infrastructure Items:</b>	<b>\$178,384,786</b>	<b>\$32,474,853</b>	<b>\$210,859,639</b>
<b>Other Statewide Items:</b>			
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
<b>Subtotal Other Statewide Items:</b>	<b>\$53,748,376</b>	<b>\$13,437,094</b>	<b>\$67,185,470</b>
<b>Regional Major Infrastructure Projects:</b>	<b>\$7,200,000</b>	<b>\$1,800,000</b>	<b>\$9,000,000</b>
<b>Bridge Program:</b>			
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
<b>Subtotal Federal Aid Bridge Program:</b>	<b>\$149,456,838</b>	<b>\$37,364,210</b>	<b>\$186,821,048</b>
<b>Total Regional Targets:</b>			
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
<b>Total Regional Target</b>	<b>167,060,000</b>	<b>40,515,000</b>	<b>207,575,000</b>

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
Berkshire Region	3.5596	\$355,964	\$1,112,389	\$0	\$7,388,931
Boston Region	42.9671	\$4,296,710	\$13,427,220	\$2,902,060	\$89,188,965
Cape Cod	4.5851	\$458,514	\$1,432,857	\$193,036	\$9,517,607
Central Mass	8.6901	\$869,013	\$2,715,666	\$984,220	\$18,038,539
Franklin Region	2.5397	\$253,975	\$793,671	\$0	\$5,271,878
Martha's Vineyard	0.3100	\$30,997	\$96,865	\$0	\$643,418
Merrimack Valley	4.4296	\$442,956	\$1,384,237	\$344,036	\$9,194,653
Montachusett	4.4596	\$445,955	\$1,393,611	\$120,756	\$9,256,919
Nantucket	0.2200	\$21,998	\$68,743	\$0	\$456,619
Northern Middlesex	3.9096	\$390,961	\$1,221,753	\$276,316	\$8,115,371
Old Colony	4.5595	\$455,954	\$1,424,858	\$337,265	\$9,464,473
Pioneer Valley	10.8099	\$1,080,992	\$3,378,100	\$1,250,000	\$22,438,689
Southeastern Mass	8.9601	\$896,010	\$2,800,033	\$947,311	\$18,598,936
<b>Total:</b>	<b>100.00</b>	<b>\$10,000,000</b>	<b>\$31,250,000</b>	<b>\$7,355,000</b>	<b>\$207,575,000</b>

# TITLE 23 - TRANSPORTATION FUNDING

## 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		
<b>Total Estimated Obligation Authority Available:</b>	<b>\$625,000,000</b>		
ABP GANS Repayment	\$68,463,700		
<b>Total Non-Earmarked Available Statewide - (Including State Match)</b>	<b>\$556,536,300</b>	<b>\$129,584,075</b>	<b>\$686,120,375</b>
<b>Statewide Infrastructure Items:</b>			
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
<b>Subtotal Statewide Infrastructure Items:</b>	<b>\$178,510,000</b>	<b>\$36,327,500</b>	<b>\$214,837,500</b>
<b>Other Statewide Items:</b>			
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
<b>Subtotal Other Statewide Items:</b>	<b>\$63,109,461</b>	<b>\$15,777,365</b>	<b>\$78,886,826</b>
<b>Regional Major Infrastructure Projects:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Bridge Program:</b>			
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
<b>Subtotal Federal Aid Bridge Program:</b>	<b>\$141,456,838</b>	<b>\$35,364,210</b>	<b>\$176,821,048</b>
<b>Total Regional Targets:</b>			
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
<b>Total Regional Target</b>	<b>173,460,001</b>	<b>42,115,000</b>	<b>215,575,001</b>

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	\$2,927,554	\$92,626,334	\$74,660,294
Cape Cod	4.5851	\$458,514	\$1,146,285	\$210,307	\$9,884,419	\$8,069,312
Central Mass	8.6901	\$869,013	\$2,172,533	\$475,200	\$18,733,750	\$15,217,005
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	\$350,938	\$9,549,018	\$7,647,735
Montachusett	4.4596	\$445,955	\$1,114,889	\$85,141	\$9,613,684	\$7,967,699
Nantucket	0.2200	\$21,998	\$54,995	\$0	\$474,218	\$397,225
Northern Middlesex	3.9096	\$390,961	\$977,402	\$281,859	\$8,428,140	\$6,777,917
Old Colony	4.5595	\$455,954	\$1,139,886	\$345,114	\$9,829,237	\$7,888,282
Pioneer Valley	10.8099	\$1,080,992	\$2,702,480	\$540,000	\$23,303,483	\$18,980,011
Southeastern Mass	8.9601	\$896,010	\$2,240,026	\$477,637	\$19,315,744	\$15,702,071
<b>Total:</b>	<b>100.00</b>	<b>\$10,000,000</b>	<b>\$25,000,000</b>	<b>\$5,693,750</b>	<b>\$215,575,001</b>	<b>\$174,881,251</b>



# TITLE 23 - TRANSPORTATION FUNDING

## 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		
<b>Total Estimated Obligation Authority Available:</b>	<b>\$630,000,000</b>		
ABP GANS Repayment	\$73,525,150		
<b>Total Non-Earmarked Available Statewide - (Including State Match)</b>	<b>\$556,474,850</b>	<b>\$130,310,043</b>	<b>\$686,784,893</b>
<b>Statewide Infrastructure Items:</b>			
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
<b>Subtotal Statewide Infrastructure Items:</b>	<b>\$181,306,936</b>	<b>\$37,768,064</b>	<b>\$219,075,000</b>
<b>Other Statewide Items:</b>			
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
<b>Subtotal Other Statewide Items:</b>	<b>\$54,251,076</b>	<b>\$13,562,769</b>	<b>\$67,813,845</b>
<b>Regional Major Infrastructure Projects:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Bridge Program:</b>			
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
<b>Subtotal Federal Aid Bridge Program:</b>	<b>\$147,456,838</b>	<b>\$36,864,210</b>	<b>\$184,321,048</b>
<b>Total Regional Targets:</b>			
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
<b>Total Regional Target</b>	<b>173,460,000</b>	<b>42,115,000</b>	<b>215,575,000</b>

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
<b>Total:</b>	<b>100.00</b>	<b>\$10,000,000</b>	<b>\$25,000,000</b>	<b>\$5,675,000</b>	<b>\$215,575,000</b>	<b>\$174,900,000</b>

# TITLE 23 - TRANSPORTATION FUNDING

## 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		
<b>Total Estimated Obligation Authority Available:</b>	<b>\$635,000,000</b>		
ABP GANS Repayment	\$77,951,600		
<b>Total Non-Earmarked Available Statewide - (Including State Match)</b>	<b>\$557,048,400</b>	<b>\$138,087,100</b>	<b>\$695,135,500</b>
<b>Statewide Infrastructure Items:</b>			
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
<b>Subtotal Statewide Infrastructure Items:</b>	<b>\$178,860,000</b>	<b>\$44,790,000</b>	<b>\$223,650,000</b>
<b>Other Statewide Items:</b>			
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
<b>Subtotal Other Statewide Items:</b>	<b>\$59,187,360</b>	<b>\$14,796,840</b>	<b>\$73,984,200</b>
<b>Regional Major Infrastructure Projects:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Bridge Program:</b>			
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
<b>Subtotal Federal Aid Bridge Program:</b>	<b>\$141,456,838</b>	<b>\$35,364,210</b>	<b>\$176,821,048</b>
<b>Total Regional Targets:</b>			
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
<b>Total Regional Target</b>	<b>177,544,202</b>	<b>43,136,051</b>	<b>220,680,253</b>

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	\$7,855,431	\$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
<b>Total:</b>	<b>100.00</b>	<b>\$10,000,000</b>	<b>\$25,000,000</b>	<b>\$5,606,250</b>	<b>\$220,680,253</b>	<b>\$179,817,753</b>

# TITLE 23 - TRANSPORTATION FUNDING

## 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		
<b>Total Estimated Obligation Authority Available:</b>	<b>\$640,000,000</b>		
ABP GANS Repayment	\$82,588,050		
<b>Total Non-Earmarked Available Statewide - (Including State Match)</b>	<b>\$557,411,950</b>	<b>\$131,927,987</b>	<b>\$689,339,937</b>
<b>Statewide Infrastructure Items:</b>			
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
<b>Subtotal Statewide Infrastructure Items:</b>	<b>\$232,260,000</b>	<b>\$51,890,000</b>	<b>\$284,150,000</b>
<b>Other Statewide Items:</b>			
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
<b>Subtotal Other Statewide Items:</b>	<b>\$54,150,909</b>	<b>\$13,537,727</b>	<b>\$67,688,637</b>
<b>Regional Major Infrastructure Projects:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Bridge Program:</b>			
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
<b>Subtotal Federal Aid Bridge Program:</b>	<b>\$93,456,838</b>	<b>\$23,364,210</b>	<b>\$116,821,048</b>
<b>Total Regional Targets:</b>			
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
<b>Total Regional Target</b>	<b>177,544,202</b>	<b>43,136,051</b>	<b>220,680,253</b>

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	\$7,855,431	\$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
<b>Total:</b>	<b>100.00</b>	<b>\$10,000,000</b>	<b>\$25,000,000</b>	<b>\$5,862,500</b>	<b>\$220,680,253</b>	<b>\$179,817,753</b>

## 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
DOT	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
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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