

**DRAFT**

# **Martha's Vineyard Transportation Improvement Program (TIP) For Federal Fiscal Years (FFY) 2021-2025**

October 1, 2020 to September 30, 2025



**Permanent Traffic Counter located on Beach Road - Oak Bluffs**

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

**April 2020**

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Douglas Sederholm	Chairman, Martha's Vineyard Commission (MVC)
Alice Butler	Chairman, Vineyard Transit Authority (VTA)

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#### Voting Members

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Allan DeBettencourt	Town of Edgartown
Richard Combra, Jr.	Town of Oak Bluffs
Kirk Metell	Town of Tisbury
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# 1. Introduction

## **Martha's Vineyard Commission, Joint Transportation Committee and "MPO"**

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) contracts with Martha's Vineyard Commission (MVC) to provide federal and state funds for transportation planning. 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 but is the Joint Transportation Committee (JTC).

The Martha's Vineyard Joint Transportation Committee (JTC) consists of appointed representatives of the six Island towns, the Wampanoag Tribe of Gay Head (Aquinnah), the Vineyard Transit Authority, and the Martha's Vineyard Commission. The JTC guides regional transportation decision-making, serves as a public forum for discussing transportation issues, decides on transportation planning goals, projects, priorities, and funding, votes to release and endorse certification documents, and advises the MPO signatories.

The Martha's Vineyard MPO signatories are Massachusetts Department of Transportation (MassDOT) Secretary and Chief Executive Officer, MassDOT Highway Division Administrator, Martha's Vineyard Commission Chairman, and Martha's Vineyard Transit Authority Chairman.

## **Transportation Improvement Program (TIP) / State Transportation Improvement Program (STIP)**

The Transportation Improvement Program (TIP) is a planning program of federal aid eligible projects within estimated available federal, state, and local financial resources for the region, and is one of the region's certification documents required under federal law for MPOs.

The region's short-term (five year) program of road, transit, and multimodal projects must fall 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.

## **2. TIP Development Process**

The rules and regulations of the Federal Highway and the Federal Transit Administrations, along with cooperation and guidance by the Massachusetts Department of Transportation (MassDOT), drive the TIP's schedule and 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 may move forward on October 1, 2020.

## **A. Requirements and Process**

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

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.

## **B. FAST Act (Fixing America's Surface Transportation Act) & Performance Based Planning**

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.

### ***Safety Performance Measures (PM1)***

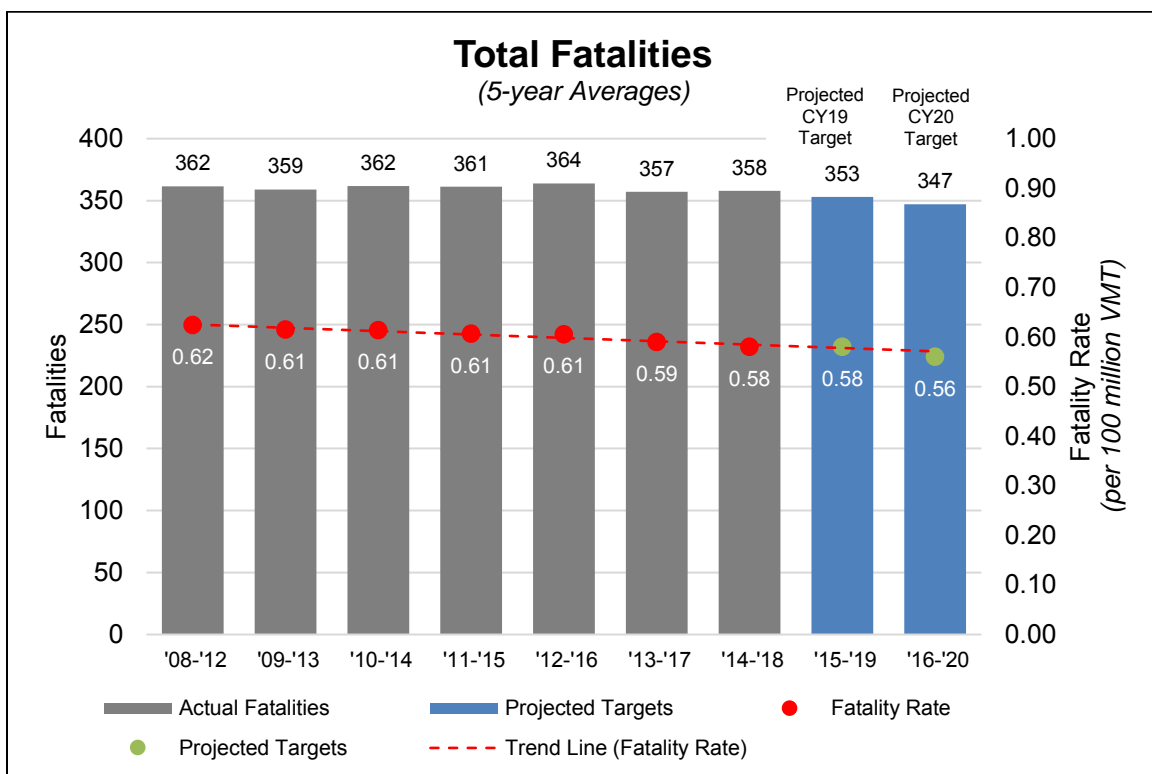
Martha's Vineyard MPO has chosen to adopt the statewide safety performance measure targets set by MassDOT for Calendar Year (CY) 2020. In setting these targets, MassDOT has followed FHWA guidelines by using statewide crash data and Highway Performance Monitoring System (HPMS) data for vehicle miles traveled (VMT) in order to calculate 5 year, rolling average trend lines for all FHWA-defined safety measures. For CY 2020 targets, four of the five safety measures—total number of fatalities, rate of fatalities per 100 million vehicle miles traveled, total number of incapacitating injuries, and rate of incapacitating injuries per 100 million VMT—were established by extending their trend lines into the 2016-2020 period. All four of these measures reflect a modest decrease in statewide trends. The fifth safety measure, the total number of combined incapacitating injuries and fatalities for non-motorized modes, is the only safety measure for which the statewide trend line depicts an increase. MassDOT's effort to increase non-motorized mode share throughout the Commonwealth has posed a challenge to simultaneously reducing non-motorized injuries and fatalities. Rather than adopt a target that depicts an increase in the trend line, MassDOT has elected to establish a target of non-motorized fatalities and injuries and for CY 2020 that remains constant from the Martha's Vineyard Transportation Improvement Program (TIP) FFY 2021-2025

rolling average for 2012–2016. In recent years, MassDOT and the Martha's Vineyard MPO have invested in “complete streets,” bicycle and pedestrian infrastructure, intersection and safety improvements in both the Capital Investment Plan (CIP) and Statewide Transportation Improvement Program (STIP) to address increasing mode share and to incorporate safety mitigation elements into projects. Moving forward, Martha's Vineyard MPO, alongside MassDOT, is actively seeking to improve data collection and methodology for bicycle and pedestrian VMT counts and to continue analyzing crash clusters and crash counts that include both motorized and non-motorized modes in order to address safety issues at these locations. In all safety categories, MassDOT has established a long-term target of “Toward Zero Deaths” through MassDOT’s Performance Measures Tracker<sup>1</sup> and will be establishing safety targets for the MPO to consider for adoption each calendar year. While the MPO is not required by FHWA to report on annual safety performance targets, FHWA guidelines require MPOs to adopt MassDOT’s annual targets or to establish their own each year.

## MassDOT CY20 Safety Performance Measure Targets (PM1)

**Total Fatalities:** Over the last seven years, the number of fatalities in Massachusetts has been relatively stable, fluctuating less than 1 percent with the exception of 2016, when the 5 year average reached 364. That said, the most recent data shows that the five-year average for fatalities in 2018, 358, is the second lowest it has been since the 2008 – 2012 five-year average. The calendar year (CY) 2020 target of 347 was set to reflect an anticipated decrease in fatalities due to data enhancements, safety projects, and strategies and legislative proposals that were part of the 2018 Strategic Highway Safety Plan (SHSP), such as the primary seat belt and hands-free driving laws. It should be noted that MassDOT’s overarching goal is towards zero deaths, which will be pursued through the continued implementation of SHSP strategies.

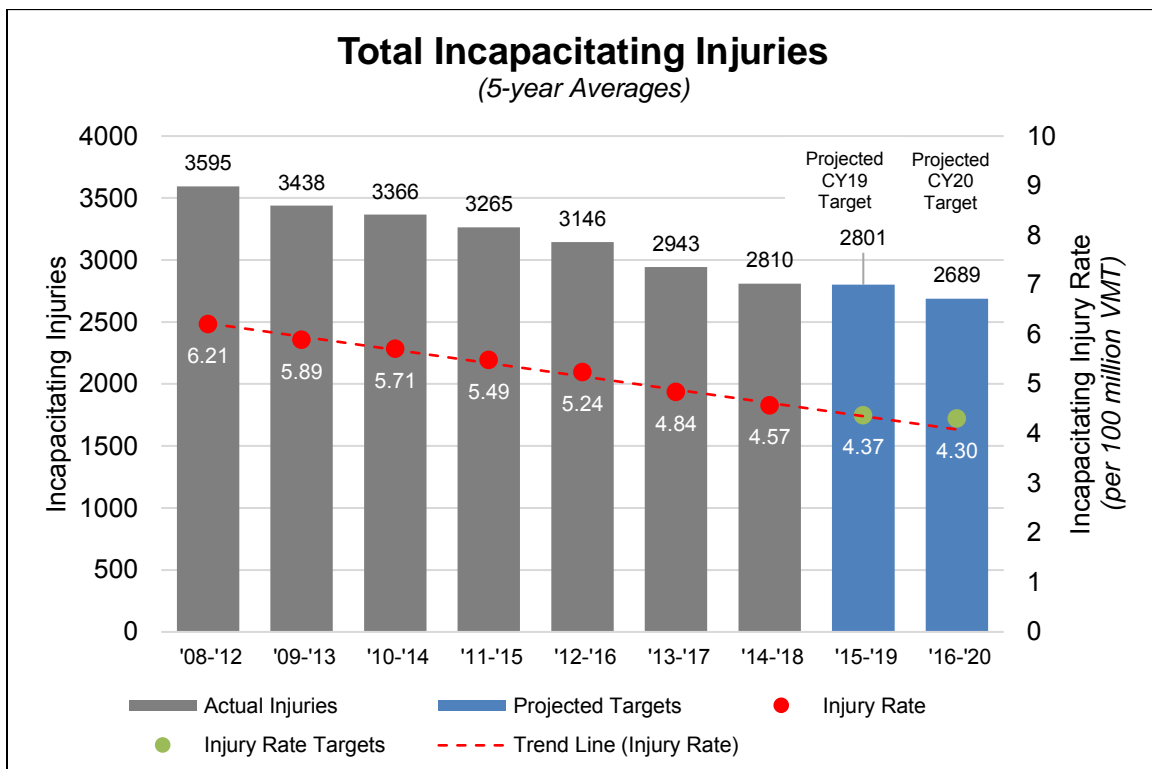
**Fatality Rate:** Partly due to a 0.3% annual increase in VMT and an overarching downward trend in the fatality *rate*, it is anticipated that the fatality rate from 2013–2017 of 0.59 fatalities per 100 million vehicle miles traveled will drop to 0.56 fatalities per 100 million vehicle miles traveled between 2016–2020. *(Note: Statewide VMTs used to calculate the Projected CY20 Target Fatality Rate were adjusted after state adoption of the 0.56 per 100 million VMT target.)*



## MassDOT CY20 Safety Performance Measure Targets (PM1)

**Total Incapacitating Injuries:** Although this measure is particularly prone to contextual factors, it is anticipated that there will be an overall decrease in the number of incapacitating injuries due to a continual downward trend line as well as the implementation of countermeasures that are being developed as part of the 2018 Strategic Highway Safety Plan.

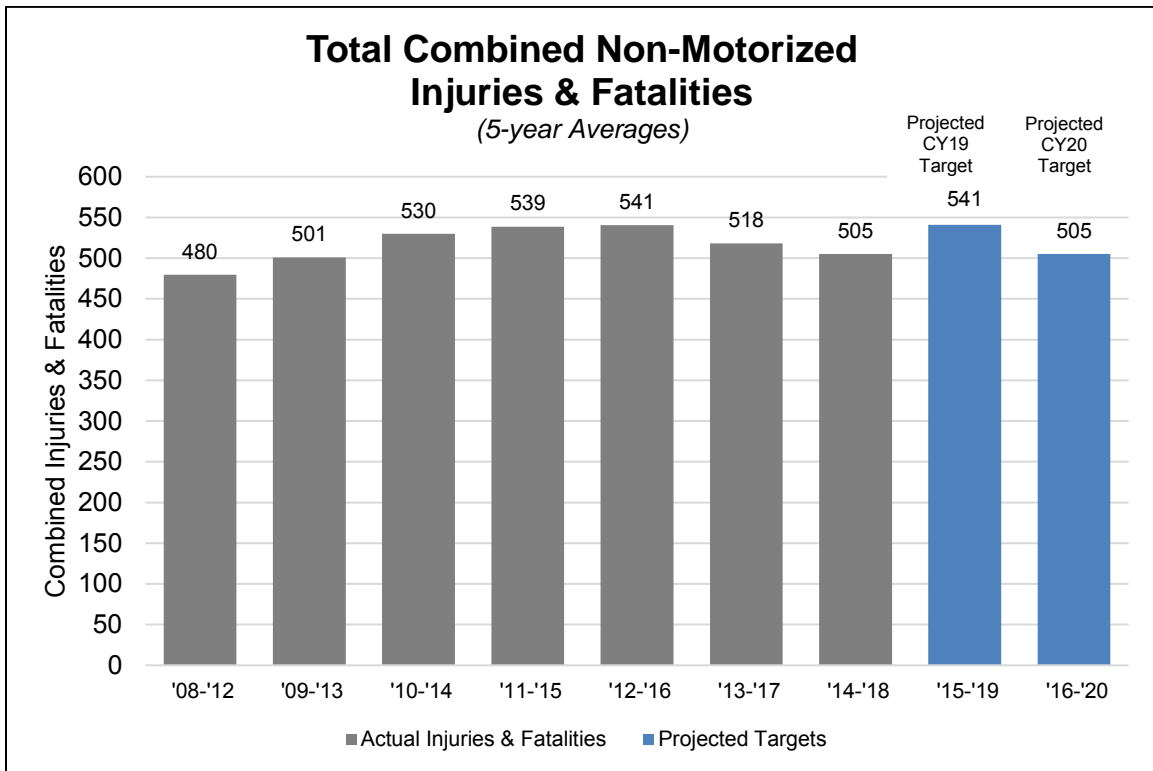
**Incapacitating Injuries Rate:** Similar to the fatality rate, it is anticipated that the increase in VMT and a downward trend line will result in a drop in the rate of incapacitating injuries from 4.84 per 100 million VMT between 2013–2017 to 4.30 between 2016–2020. (Note: Statewide VMTs used to calculate the Projected CY20 Target Incapacitating Injury Rate were adjusted after state adoption of the 4.30 per 100 million VMT target.)





## MassDOT CY20 Safety Performance Measure Targets (PM1)

**Total Number of Non-Motorized Fatalities and Incapacitating Injuries:** The most recent data for non-motorized fatalities and incapacitating injuries indicates that the previously increasing trend decreased in 2017. The CY 2020 target of 505 has been set to reflect continued projected reductions in non-motorized fatalities and injuries due to a number of implementation strategies contained within the Statewide Bike Plan, Statewide Pedestrian Plan, and Strategic Highway Safety Plan.



## C. Project Evaluation Process and Priorities

Proposed TIP projects are first discussed and reviewed during review of the existing transportation system and safety issues, etc. In general, projects are reviewed initially in the planning process to assess whether they promote or conform to other goals in the latest *Long-Range Transportation Plan* and *Island Plan*.

Projects evolve from the plans, local officials and public input and/or other local problem areas or needs.

Projects are reviewed and scored, typically on an annual basis, using 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 Preservation/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.
- Character: Respects and reinforces the scenic, historic and natural values of the Vineyard.
- Environment, Climate Change/ Greenhouse Gas Emissions / Air Quality (GHG/AQ): considers whether the project has a qualitative or quantitative environmental benefit or detriment

The evaluation process for this year's TIP occurred at the regularly scheduled open public JTC meeting on March 15, 2017. Each project and its aspects were briefly discussed by members and others at the meeting. Each of the criterion listed above is scored from 0-3. The criteria are also weighted as follows Safety 3, Alternate Modes 2, Congestion 2, Infrastructure Preservation 2, Project Readiness 2, Character 1, and Environmental GHG AQ 1. A table below includes the projects, scores, and cost estimates.

Town	Project	Estimated Budget	Time frame
Edgartown, Oak Bluffs	Drainage improvements and related work on Edgartown-Vineyard Haven Road	\$786,501	2020–2024 (TIP)
Oak Bluffs	Beach Road shared-use path	\$2,240,448	2020–2024 (TIP)
<b>Total for 2020–2024</b>		<b>\$3,026,949</b>	

### D. Financial Consideration

After their selection, candidate projects are assigned to one of the TIP's implementation years provided that there is sufficient financial resources and design support and progress. Inclusion of a project in the evaluation process does not guarantee funding or programming in the TIP. Each project's proponents are responsible for ensuring that it can be designed, permitted, reviewed and ready to be implemented if programmed.

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.

**FFY 2021–2025 STIP  
2021–2025 Regional Target BUDGETs (DRAFT)**

	<i>2021 Current Obligation authority (federal aid only)</i>	<b>2021 Proposed Obligation authority (91%)*</b>	<i>2022 Current Obligation authority (federal aid only)</i>	<b>2022 Proposed Obligation authority (91%)*</b>	<i>2023 Current Obligation authority (federal aid only)</i>	<b>2023 Proposed Obligation authority (91%)*</b>	<i>2024 Current Obligation authority (federal aid only)</i>	<b>2024 Proposed Obligation authority (91%)*</b>
Base obligation authority	\$ 641,988,270.00	\$ 621,541,829.00	\$ 658,744,163.00	\$ 634,503,827.00	\$ 676,662,004.60	\$ 647,736,142.00	\$ 689,684,332.90	\$ 661,244,412.00
Planned redistribution request	\$ 50,000,000.00	\$ 50,000,000.00	\$ 50,000,000.00	\$ 50,000,000.00	\$ 50,000,000.00	\$ 50,000,000.00	\$ 50,000,000.00	\$ 50,000,000.00
<b>Total estimated funding available</b>	<b>\$ 691,988,270.00</b>	<b>\$ 671,541,829.00</b>	<b>\$ 708,744,163.00</b>	<b>\$ 684,503,827.00</b>	<b>\$ 726,662,004.60</b>	<b>\$ 697,736,142.00</b>	<b>\$ 739,684,332.90</b>	<b>\$ 711,244,412.00</b>
ABP GANS Repayment	\$ (85,190,000.00)	\$ (82,375,000.00)	\$ (89,590,000.00)	\$ (86,470,000.00)	\$ (93,985,000.00)	\$ (89,510,000.00)	\$ (98,715,000.00)	\$ (93,985,000.00)
<b>Total non-earmarked funding available</b>	<b>\$ 606,798,270.00</b>	<b>\$ 589,166,829.00</b>	<b>\$ 619,154,163.00</b>	<b>\$ 598,033,827.00</b>	<b>\$ 632,677,004.60</b>	<b>\$ 608,226,142.00</b>	<b>\$ 640,969,332.90</b>	<b>\$ 617,259,412.00</b>
Funding for Regional Priorities**	\$ 194,665,923.26	\$ 194,665,923.26	\$ 198,629,796.33	\$ 198,629,796.33	\$ 202,968,036.19	\$ 202,968,036.19	\$ 205,628,283.96	\$ 205,628,283.96
Highway Division Programs***	\$ 412,132,346.74	\$ 394,500,905.74	\$ 420,524,366.80	\$ 399,404,030.67	\$ 429,708,968.41	\$ 405,258,105.81	\$ 435,341,048.94	\$ 411,631,128.04

		<b>2025 Proposed Obligation authority (91%)*</b>
Base obligation authority	\$	675,034,391
Planned redistribution request	\$	50,000,000
<b>Total estimated funding available</b>	<b>\$</b>	<b>725,034,391</b>
ABP GANS Repayment	\$	(122,185,000)
<b>Total non-earmarked funding available regional share %</b>	<b>MPO</b>	<b>\$ 602,849,391.00</b>
	3.5596%	<b>Berkshire</b> \$ 7,148,668
	42.9671%	<b>Boston</b> \$ 86,289,907
	4.5851%	<b>Cape Cod</b> \$ 9,208,158
	8.6901%	<b>Central Mass</b> \$ 17,452,142
	2.5397%	<b>Franklin</b> \$ 5,100,425
	0.3100%	<b>Martha's Vineyard</b> \$ 622,566
	4.4296%	<b>Merrimack Valley</b> \$ 8,895,871
	4.4596%	<b>Montachusett</b> \$ 8,956,119
	0.2200%	<b>Nantucket</b> \$ 441,821
	3.9096%	<b>Northern Middlesex</b> \$ 7,851,566
	4.5595%	<b>Old Colony</b> \$ 9,156,746
	10.8099%	<b>Pioneer Valley</b> \$ 21,709,291
	8.9601%	<b>Southeastern Mass</b> \$ 17,994,377
Funding for Regional Priorities	\$	<b>200,827,858.35</b>
Highway Division Programs	\$	<b>402,021,532.65</b>

\*Base Obligation Authority based on 2.1% growth rate from actual FFY 2020 apportionment and average of Fast Act Obligation Authority (91%) through FFY 2020

\*\*MPO TIP targets will be held harmless from the change in proposed Obligation Authority

\*\*\*MassDOT Highway Division programs are being revised based on new ABP GANS schedule and proposed Obligation Authority



# Program Target Report

Federal Fiscal Year 2021

STIP: 2021 - 2025 (D)

		Obligation Authority (Federal Aid only)	Matching Funds	FFY 2021 (Proposed) (Federal Aid + Match)
Balance Obligation Authority		\$621,541,829		
Planned Redistribution Request		\$50,000,000		
<b>Total Non-earmarked Funding Available</b>		<b>\$671,541,829</b>	<b>\$223,847,276</b>	<b>\$895,389,105</b>
<b>Planning/Adjustments/Pass-throughs</b>		<b>\$145,354,134</b>	<b>\$15,159,506</b>	<b>\$160,513,640</b>
ABP GANS Repayment		\$82,375,000	\$0	\$82,375,000
Award Adjustments, Change Orders, etc.		\$24,246,000	\$5,754,000	\$30,000,000
Metropolitan Planning		\$10,008,876	\$2,502,219	\$12,511,095
State Planning & Research		\$20,431,055	\$5,107,764	\$25,538,819
Freight Plan Flex to Rail & Transit		\$2,245,872	\$561,468	\$2,807,340
Recreational Trails		\$1,186,729	\$296,682	\$1,483,411
Railroad Grade Crossings		\$2,000,000	\$222,222	\$2,222,222
SRTS Education		\$1,280,602	\$320,151	\$1,600,753
Transit Grant Program		\$1,580,000	\$395,000	\$1,975,000
<b>Regional Priorities</b>				
<b>Regional Share (%)</b>	<b>MPO</b>	<b>\$194,665,923</b>	<b>\$48,666,481</b>	<b>\$243,332,404</b>
3.5596	Berkshire Region	\$6,929,328	\$1,732,332	\$8,661,660
42.9671	Boston Region	\$83,642,302	\$20,910,575	\$104,552,877
4.5851	Cape Cod	\$8,925,627	\$2,231,407	\$11,157,034
8.6901	Central Mass	\$16,916,663	\$4,229,166	\$21,145,829
2.5397	Franklin Region	\$4,943,930	\$1,235,983	\$6,179,913
0.3100	Martha's Vineyard	\$603,464	\$150,866	\$754,330
4.4296	Merrimack Valley	\$8,622,922	\$2,155,730	\$10,778,652
4.4596	Montachusett	\$8,681,322	\$2,170,330	\$10,851,652
0.2200	Nantucket	\$428,265	\$107,066	\$535,331
3.9096	Northern Middlesex	\$7,610,659	\$1,902,665	\$9,513,324
4.5595	Old Colony	\$8,875,793	\$2,218,948	\$11,094,741
10.8100	Pioneer Valley	\$21,043,386	\$5,260,847	\$26,304,233
8.9601	Southeastern Mass	\$17,442,261	\$4,360,565	\$21,802,827
<b>Highway</b>		<b>\$331,521,772</b>	<b>\$75,886,202</b>	<b>\$407,407,974</b>
<b>Reliability</b>		<b>\$260,835,698</b>	<b>\$60,323,966</b>	<b>\$321,159,664</b>
	Bridge	\$167,075,402	\$41,768,851	\$208,844,253
	Bridge Inspections	\$0	\$0	\$0
	Bridge Systematic Maintenance	\$8,000,000	\$2,000,000	\$10,000,000



## Program Target Report

Federal Fiscal Year 2021		STIP: 2021 - 2025 (D)		
	Bridge On-system NHS	\$122,260,389	\$30,565,097	\$152,825,486
	Bridge On-system Non-NHS	\$8,315,013	\$2,078,753	\$10,393,766
	Bridge Off-system	\$28,500,000	\$7,125,000	\$35,625,000
	Interstate Pavement	\$23,486,997	\$2,609,666	\$26,096,663
	Non-Interstate Pavement	\$51,289,751	\$12,822,438	\$64,112,189
	Roadway Improvements	\$2,847,532	\$711,883	\$3,559,415
	Safety Improvements	\$16,136,016	\$2,411,129	\$18,547,145
<b>Modernization</b>		<b>\$44,109,106</b>	<b>\$8,917,993</b>	<b>\$53,027,099</b>
	ADA Retrofits	\$1,328,848	\$332,212	\$1,661,060
	Intersection Improvements	\$15,186,839	\$1,687,427	\$16,874,266
	Intelligent Transportation Systems	\$7,593,419	\$1,898,355	\$9,491,774
	Roadway Reconstruction	\$20,000,000	\$5,000,000	\$25,000,000
<b>Expansion</b>		<b>\$26,576,968</b>	<b>\$6,644,242</b>	<b>\$33,221,210</b>
	Bicycle and Pedestrian	\$26,576,968	\$6,644,242	\$33,221,210
	Capacity	\$0	\$0	\$0
<b>Grand Total</b>		<b>\$671,541,829</b>	<b>\$139,712,189</b>	<b>\$811,254,018</b>
<b>Difference from Funds Available</b>		<b>\$0</b>	<b>\$84,135,087</b>	<b>\$84,135,087</b>



# Program Target Report

Federal Fiscal Year 2022

STIP: 2021 - 2025 (D)

		Obligation Authority (Federal Aid only)	Matching Funds	FFY 2022 (Proposed) (Federal Aid + Match)
Balance Obligation Authority		\$634,503,827		
Planned Redistribution Request		\$50,000,000		
<b>Total Non-earmarked Funding Available</b>		<b>\$684,503,827</b>	<b>\$228,167,942</b>	<b>\$912,671,769</b>
<b>Planning/Adjustments/Pass-throughs</b>		<b>\$150,771,994</b>	<b>\$15,473,931</b>	<b>\$166,245,925</b>
ABP GANS Repayment		\$86,470,000	\$0	\$86,470,000
Award Adjustments, Change Orders, etc.		\$25,530,442	\$6,058,821	\$31,589,263
Metropolitan Planning		\$10,008,876	\$2,502,219	\$12,511,095
State Planning & Research		\$20,431,055	\$5,107,764	\$25,538,819
Freight Plan Flex to Rail & Transit		\$2,245,872	\$561,468	\$2,807,340
Recreational Trails		\$1,186,729	\$296,682	\$1,483,411
Railroad Grade Crossings		\$2,000,000	\$222,222	\$2,222,222
SRTS Education		\$1,319,020	\$329,755	\$1,648,775
Transit Grant Program		\$1,580,000	\$395,000	\$1,975,000
<b>Regional Priorities</b>				
<b>Regional Share (%)</b>	<b>MPO</b>	<b>\$198,629,796</b>	<b>\$49,657,449</b>	<b>\$248,287,245</b>
3.5596	Berkshire Region	\$7,070,426	\$1,767,607	\$8,838,033
42.9671	Boston Region	\$85,345,463	\$21,336,366	\$106,681,829
4.5851	Cape Cod	\$9,107,375	\$2,276,844	\$11,384,218
8.6901	Central Mass	\$17,261,128	\$4,315,282	\$21,576,410
2.5397	Franklin Region	\$5,044,601	\$1,261,150	\$6,305,751
0.3100	Martha's Vineyard	\$615,752	\$153,938	\$769,690
4.4296	Merrimack Valley	\$8,798,505	\$2,199,626	\$10,998,132
4.4596	Montachusett	\$8,858,094	\$2,214,524	\$11,072,618
0.2200	Nantucket	\$436,986	\$109,246	\$546,232
3.9096	Northern Middlesex	\$7,765,631	\$1,941,408	\$9,707,038
4.5595	Old Colony	\$9,056,526	\$2,264,131	\$11,320,657
10.8100	Pioneer Valley	\$21,471,881	\$5,367,970	\$26,839,851
8.9601	Southeastern Mass	\$17,797,428	\$4,449,357	\$22,246,785
<b>Highway</b>		<b>\$335,102,036</b>	<b>\$77,223,252</b>	<b>\$412,325,288</b>
<b>Reliability</b>		<b>\$235,056,567</b>	<b>\$54,168,956</b>	<b>\$289,225,523</b>
	Bridge	\$148,582,031	\$37,145,508	\$185,727,539
	Bridge Inspections	\$14,320,000	\$3,580,000	\$17,900,000
	Bridge Systematic Maintenance	\$8,000,000	\$2,000,000	\$10,000,000



## Program Target Report

Federal Fiscal Year 2022		STIP: 2021 - 2025 (D)		
	Bridge On-system NHS	\$94,900,000	\$23,725,000	\$118,625,000
	Bridge On-system Non-NHS	\$2,862,031	\$715,508	\$3,577,539
	Bridge Off-system	\$28,500,000	\$7,125,000	\$35,625,000
	Interstate Pavement	\$21,521,072	\$2,391,230	\$23,912,302
	Non-Interstate Pavement	\$48,044,371	\$12,011,093	\$60,055,464
	Roadway Improvements	\$939,394	\$234,849	\$1,174,243
	Safety Improvements	\$15,969,699	\$2,386,277	\$18,355,976
<b>Modernization</b>		<b>\$73,742,435</b>	<b>\$16,478,538</b>	<b>\$90,220,973</b>
	ADA Retrofits	\$0	\$0	\$0
	Intersection Improvements	\$14,090,911	\$1,565,657	\$15,656,568
	Intelligent Transportation Systems	\$7,515,153	\$1,878,788	\$9,393,941
	Roadway Reconstruction	\$52,136,371	\$13,034,093	\$65,170,464
<b>Expansion</b>		<b>\$26,303,034</b>	<b>\$6,575,759</b>	<b>\$32,878,793</b>
	Bicycle and Pedestrian	\$26,303,034	\$6,575,759	\$32,878,793
	Capacity	\$0	\$0	\$0
<b>Grand Total</b>		<b>\$684,503,826</b>	<b>\$142,354,632</b>	<b>\$826,858,458</b>
<b>Difference from Funds Available</b>		<b>\$1</b>	<b>\$85,813,310</b>	<b>\$85,813,311</b>





# Program Target Report

Federal Fiscal Year 2023

STIP: 2021 - 2025 (D)

		Obligation Authority (Federal Aid only)	Matching Funds	FFY 2023 (Proposed) (Federal Aid + Match)
Balance Obligation Authority		\$647,736,142		
Planned Redistribution Request		\$50,000,000		
<b>Total Non-earmarked Funding Available</b>		<b>\$697,736,142</b>	<b>\$232,578,714</b>	<b>\$930,314,856</b>
<b>Planning/Adjustments/Pass-throughs</b>		<b>\$138,458,426</b>	<b>\$11,802,279</b>	<b>\$150,260,705</b>
ABP GANS Repayment		\$89,510,000	\$0	\$89,510,000
Award Adjustments, Change Orders, etc.		\$12,383,176	\$2,938,744	\$15,321,920
Metropolitan Planning		\$10,008,876	\$2,502,219	\$12,511,095
State Planning & Research		\$20,431,055	\$5,107,764	\$25,538,819
Recreational Trails		\$1,186,729	\$296,682	\$1,483,411
Railroad Grade Crossings		\$2,000,000	\$222,222	\$2,222,222
SRTS Education		\$1,358,590	\$339,648	\$1,698,238
Transit Grant Program		\$1,580,000	\$395,000	\$1,975,000
<b>Regional Priorities</b>				
<b>Regional Share (%)</b>	<b>MPO</b>	<b>\$202,968,036</b>	<b>\$50,742,009</b>	<b>\$253,710,045</b>
3.5596	Berkshire Region	\$7,224,850	\$1,806,213	\$9,031,063
42.9671	Boston Region	\$87,209,479	\$21,802,370	\$109,011,849
4.5851	Cape Cod	\$9,306,287	\$2,326,572	\$11,632,859
8.6901	Central Mass	\$17,638,125	\$4,409,531	\$22,047,657
2.5397	Franklin Region	\$5,154,779	\$1,288,695	\$6,443,474
0.3100	Martha's Vineyard	\$629,201	\$157,300	\$786,501
4.4296	Merrimack Valley	\$8,990,672	\$2,247,668	\$11,238,340
4.4596	Montachusett	\$9,051,563	\$2,262,891	\$11,314,453
0.2200	Nantucket	\$446,530	\$111,632	\$558,162
3.9096	Northern Middlesex	\$7,935,238	\$1,983,810	\$9,919,048
4.5595	Old Colony	\$9,254,328	\$2,313,582	\$11,567,910
10.8100	Pioneer Valley	\$21,940,845	\$5,485,211	\$27,426,056
8.9601	Southeastern Mass	\$18,186,139	\$4,546,535	\$22,732,674
<b>Highway</b>		<b>\$356,309,681</b>	<b>\$81,946,454</b>	<b>\$438,256,134</b>
<b>Reliability</b>		<b>\$250,151,107</b>	<b>\$57,605,484</b>	<b>\$307,756,591</b>
	Bridge	\$156,106,388	\$39,026,597	\$195,132,985
	Bridge Inspections	\$0	\$0	\$0
	Bridge Systematic Maintenance	\$8,629,176	\$2,157,294	\$10,786,470
	Bridge On-system NHS	\$109,161,525	\$27,290,381	\$136,451,906



## Program Target Report

Federal Fiscal Year 2023		STIP: 2021 - 2025 (D)		
	Bridge On-system Non-NHS	\$9,815,687	\$2,453,922	\$12,269,609
	Bridge Off-system	\$28,500,000	\$7,125,000	\$35,625,000
	Interstate Pavement	\$23,099,879	\$2,566,653	\$25,666,532
	Non-Interstate Pavement	\$52,735,946	\$13,183,987	\$65,919,933
	Roadway Improvements	\$1,067,642	\$266,911	\$1,334,553
	Safety Improvements	\$17,141,252	\$2,561,337	\$19,702,589
<b>Modernization</b>		<b>\$79,152,251</b>	<b>\$17,589,389</b>	<b>\$96,741,640</b>
	ADA Retrofits	\$1,308,707	\$327,177	\$1,635,884
	Intersection Improvements	\$15,830,450	\$1,758,939	\$17,589,389
	Intelligent Transportation Systems	\$7,478,324	\$1,869,581	\$9,347,905
	Roadway Reconstruction	\$54,534,770	\$13,633,693	\$68,168,463
<b>Expansion</b>		<b>\$27,006,323</b>	<b>\$6,751,581</b>	<b>\$33,757,904</b>
	Bicycle and Pedestrian	\$27,006,323	\$6,751,581	\$33,757,904
	Capacity	\$0	\$0	\$0
<b>Grand Total</b>		<b>\$697,736,143</b>	<b>\$144,490,742</b>	<b>\$842,226,884</b>
<b>Difference from Funds Available</b>		<b>\$-1</b>	<b>\$88,087,972</b>	<b>\$88,087,972</b>



# Program Target Report

Federal Fiscal Year 2024

STIP: 2021 - 2025 (D)

		Obligation Authority (Federal Aid only)	Matching Funds	FFY 2024 (Proposed) (Federal Aid + Match)
Balance Obligation Authority		\$661,244,412		
Planned Redistribution Request		\$50,000,000		
<b>Total Non-earmarked Funding Available</b>		<b>\$711,244,412</b>	<b>\$237,081,471</b>	<b>\$948,325,883</b>
<b>Planning/Adjustments/Pass-throughs</b>		<b>\$142,974,185</b>	<b>\$11,812,469</b>	<b>\$154,786,654</b>
ABP GANS Repayment		\$93,985,000	\$0	\$93,985,000
Award Adjustments, Change Orders, etc.		\$12,383,176	\$2,938,744	\$15,321,920
Metropolitan Planning		\$10,008,876	\$2,502,219	\$12,511,095
State Planning & Research		\$20,431,055	\$5,107,764	\$25,538,819
Freight Plan Flex to Rail & Transit		\$0	\$0	\$0
Recreational Trails		\$1,186,729	\$296,682	\$1,483,411
Railroad Grade Crossings		\$2,000,000	\$222,222	\$2,222,222
SRTS Education		\$1,399,349	\$349,837	\$1,749,186
Transit Grant Program		\$1,580,000	\$395,000	\$1,975,000
<b>Regional Priorities</b>				
<b>Regional Share (%)</b>	<b>MPO</b>	<b>\$205,628,284</b>	<b>\$51,407,071</b>	<b>\$257,035,355</b>
3.5596	Berkshire Region	\$7,319,544	\$1,829,886	\$9,149,430
42.9671	Boston Region	\$88,352,510	\$22,088,128	\$110,440,638
4.5851	Cape Cod	\$9,428,262	\$2,357,066	\$11,785,328
8.6901	Central Mass	\$17,869,304	\$4,467,326	\$22,336,629
2.5397	Franklin Region	\$5,222,342	\$1,305,585	\$6,527,927
0.3100	Martha's Vineyard	\$637,448	\$159,362	\$796,810
4.4296	Merrimack Valley	\$9,108,510	\$2,277,128	\$11,385,638
4.4596	Montachusett	\$9,170,199	\$2,292,550	\$11,462,749
0.2200	Nantucket	\$452,382	\$113,096	\$565,478
3.9096	Northern Middlesex	\$8,039,243	\$2,009,811	\$10,049,054
4.5595	Old Colony	\$9,375,622	\$2,343,905	\$11,719,527
10.8100	Pioneer Valley	\$22,228,418	\$5,557,104	\$27,785,522
8.9601	Southeastern Mass	\$18,424,500	\$4,606,125	\$23,030,625
<b>Highway</b>		<b>\$362,641,944</b>	<b>\$83,402,789</b>	<b>\$446,044,732</b>
<b>Reliability</b>		<b>\$254,596,647</b>	<b>\$58,629,213</b>	<b>\$313,225,860</b>
	Bridge	\$158,880,679	\$39,720,170	\$198,600,849
	Bridge Inspections	\$14,320,000	\$3,580,000	\$17,900,000
	Bridge Systematic Maintenance	\$8,756,680	\$2,189,170	\$10,945,850



## Program Target Report

Federal Fiscal Year 2024		STIP: 2021 - 2025 (D)		
	Bridge On-system NHS	\$97,343,275	\$24,335,819	\$121,679,094
	Bridge On-system Non-NHS	\$9,960,724	\$2,490,181	\$12,450,905
	Bridge Off-system	\$28,500,000	\$7,125,000	\$35,625,000
	Interstate Pavement	\$23,510,405	\$2,612,267	\$26,122,672
	Non-Interstate Pavement	\$53,673,064	\$13,418,266	\$67,091,330
	Roadway Improvements	\$1,086,616	\$271,654	\$1,358,270
	Safety Improvements	\$17,445,883	\$2,606,856	\$20,052,739
<u>Modernization</u>		<b>\$80,558,929</b>	<b>\$17,901,984</b>	<b>\$98,460,913</b>
	ADA Retrofits	\$0	\$0	\$0
	Intersection Improvements	\$16,111,786	\$1,790,198	\$17,901,984
	Intelligent Transportation Systems	\$7,500,402	\$1,875,101	\$9,375,503
	Roadway Reconstruction	\$56,946,741	\$14,236,685	\$71,183,426
<u>Expansion</u>		<b>\$27,486,368</b>	<b>\$6,871,592</b>	<b>\$34,357,960</b>
	Bicycle and Pedestrian	\$27,486,368	\$6,871,592	\$34,357,960
	Capacity	\$0	\$0	\$0
<b>Grand Total</b>		<b>\$711,244,413</b>	<b>\$146,622,329</b>	<b>\$857,866,741</b>
<b>Difference from Funds Available</b>		<b>\$-1</b>	<b>\$90,459,142</b>	<b>\$90,459,142</b>



# Program Target Report

Federal Fiscal Year 2025

STIP: 2021 - 2025 (D)

		Obligation Authority (Federal Aid only)	Matching Funds	FFY 2025 (Proposed) (Federal Aid + Match)
Balance Obligation Authority		\$675,034,391		
Planned Redistribution Request		\$50,000,000		
<b>Total Non-earmarked Funding Available</b>		<b>\$725,034,391</b>	<b>\$241,678,130</b>	<b>\$966,712,521</b>
<b>Planning/Adjustments/Pass-throughs</b>		<b>\$171,174,185</b>	<b>\$11,812,469</b>	<b>\$182,986,654</b>
ABP GANS Repayment		\$122,185,000	\$0	\$122,185,000
Award Adjustments, Change Orders, etc.		\$12,383,176	\$2,938,744	\$15,321,920
Metropolitan Planning		\$10,008,876	\$2,502,219	\$12,511,095
State Planning & Research		\$20,431,055	\$5,107,764	\$25,538,819
Recreational Trails		\$1,186,729	\$296,682	\$1,483,411
Railroad Grade Crossings		\$2,000,000	\$222,222	\$2,222,222
SRTS Education		\$1,399,349	\$349,837	\$1,749,186
Transit Grant Program		\$1,580,000	\$395,000	\$1,975,000
<b>Regional Priorities</b>				
<b>Regional Share (%)</b>	<b>MPO</b>	<b>\$200,827,858</b>	<b>\$50,206,965</b>	<b>\$251,034,823</b>
3.5596	Berkshire Region	\$7,148,668	\$1,787,167	\$8,935,836
42.9671	Boston Region	\$86,289,907	\$21,572,477	\$107,862,383
4.5851	Cape Cod	\$9,208,158	\$2,302,040	\$11,510,198
8.6901	Central Mass	\$17,452,142	\$4,363,035	\$21,815,177
2.5397	Franklin Region	\$5,100,425	\$1,275,106	\$6,375,531
0.3100	Martha's Vineyard	\$622,566	\$155,642	\$778,208
4.4296	Merrimack Valley	\$8,895,871	\$2,223,968	\$11,119,839
4.4596	Montachusett	\$8,956,119	\$2,239,030	\$11,195,149
0.2200	Nantucket	\$441,821	\$110,455	\$552,277
3.9096	Northern Middlesex	\$7,851,566	\$1,962,891	\$9,814,457
4.5595	Old Colony	\$9,156,746	\$2,289,187	\$11,445,933
10.8100	Pioneer Valley	\$21,709,491	\$5,427,373	\$27,136,864
8.9601	Southeastern Mass	\$17,994,377	\$4,498,594	\$22,492,971
<b>Highway</b>		<b>\$353,032,348</b>	<b>\$81,192,711</b>	<b>\$434,225,058</b>
<b>Reliability</b>		<b>\$247,850,127</b>	<b>\$57,075,606</b>	<b>\$304,925,733</b>
	Bridge	\$154,670,523	\$38,667,631	\$193,338,154
	Bridge Inspections	\$0	\$0	\$0
	Bridge Systematic Maintenance	\$7,992,276	\$1,998,069	\$9,990,345
	Bridge On-system NHS	\$109,087,033	\$27,271,758	\$136,358,791



## Program Target Report

Federal Fiscal Year 2025		STIP: 2021 - 2025 (D)		
	Bridge On-system Non-NHS	\$9,091,214	\$2,272,804	\$11,364,018
	Bridge Off-system	\$28,500,000	\$7,125,000	\$35,625,000
	Interstate Pavement	\$22,887,406	\$2,543,045	\$25,430,451
	Non-Interstate Pavement	\$52,250,789	\$13,062,697	\$65,313,486
	Roadway Improvements	\$1,057,822	\$264,456	\$1,322,278
	Safety Improvements	\$16,983,587	\$2,537,777	\$19,521,364
<b><u>Modernization</u></b>		<b>\$78,424,210</b>	<b>\$17,427,602</b>	<b>\$95,851,812</b>
	ADA Retrofits	\$1,296,669	\$324,167	\$1,620,836
	Intersection Improvements	\$15,684,842	\$1,742,760	\$17,427,602
	Intelligent Transportation Systems	\$7,301,650	\$1,825,413	\$9,127,063
	Roadway Reconstruction	\$54,141,049	\$13,535,262	\$67,676,311
<b><u>Expansion</u></b>		<b>\$26,758,011</b>	<b>\$6,689,503</b>	<b>\$33,447,514</b>
	Bicycle and Pedestrian	\$26,758,011	\$6,689,503	\$33,447,514
	Capacity	\$0	\$0	\$0
<b>Grand Total</b>		<b>\$725,034,391</b>	<b>\$143,212,145</b>	<b>\$868,246,535</b>
<b>Difference from Funds Available</b>		<b>\$0</b>	<b>\$98,465,985</b>	<b>\$98,465,986</b>

## **E. 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 2019 Martha's Vineyard Regional Transportation Plan (MVRTP) must conform to the State Implementation Plan (STIP). Since all TIP projects must flow from conforming RTPs, this inherently means that TIP projects should not have a negative impact on air quality.

## **F. 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 21-day public comment period. The JTC considers any significant public comments received before deciding to modify the draft TIP or endorse it unchanged, then forward it to the MPO for signature.

## **G. TIP Amendment or Adjustment Process**

There are times when a TIP project in the first TIP year may not be able to move forward in the programmed year, or a project need advances a different project from within the TIP or the MVTP. 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 for the minimum 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.

### **3. Certifications and Endorsements**

For this TIP, the Martha's Vineyard Joint Transportation Committee (JTC) voted to release the Draft TIP for public comment at their meeting on April 15<sup>th</sup>, 2020. The official 21-day public comment period began and continued through May 6<sup>th</sup>, 2020. The Draft TIP is distributed through email, then posted online at the MVC Website. For environmental benefit, limited paper copies of the Draft TIP are typically distributed at public meetings.

With no substantial public comment during the subsequent 21-day public comment period, this Draft TIP 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 2021-2025 *Transportation Improvement Program* (TIP) conforms to the State Implementation Plan's (STIP) 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 2021-2025 projects that are consistent with the region's transportation plan should not have an adverse impact on the STIP.

#### **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 2021-2025 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 FAST ACT (Pub. L. 114-94) 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 2021-2025 Martha's Vineyard Transportation Improvement Program (TIP) in accordance with the certified 3C Transportation Planning Process and in accordance with the 23 CRF Part 450 Section 324.

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Stephanie Pollack, Secretary and Chief Executive Officer  
Massachusetts Department of Transportation

Date

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Jonathan Gulliver, Administrator  
Massachusetts Department of Transportation

Date

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Douglas Sederholm, Chairman  
Martha's Vineyard Commission

Date

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Alice R. Butler, Chairman  
Vineyard Transit Authority

Date

## Self Certification Compliance Statement for Metropolitan Planning Organizations

310 CMR 60.05: Global Warming Solutions Act Requirements for the Transportation Sector and the Massachusetts Department of Transportation (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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Jonathan Gulliver, Administrator  
Massachusetts Department of Transportation

Date

---

Douglas Sederholm, Chairman  
Martha's Vineyard Commission

Date

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Alice R. Butler, Chairman  
Vineyard Transit Authority

Date

**4. Martha's Vineyard Highway/Transit (VTA) Funded Projects FFY 2021-2025**



## 2021 Martha's Vineyard Region Program

STIP: 2021 - 2025 (D)

Program	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Total Programmed Funds	Federal Funds	Non-Federal Funds
Federal Fiscal Year 2021									
Section 1A / Regionally Prioritized Projects							\$754,330	\$603,464	\$150,866
Bicycle and Pedestrian	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	\$754,330	\$603,464	\$150,866
CMAQ Programmed							\$754,330	\$603,464	\$150,866
Total Programmed for Martha's Vineyard Region Projects*							\$754,330	\$603,464	\$150,866
Program Target for Martha's Vineyard Region Projects							\$754,330	\$603,464	\$150,866
Target Funds Available for Martha's Vineyard Region Projects							\$0	\$0	\$0
Martha's Vineyard Region Total Program Summary							\$754,330	\$603,464	\$150,866

\*Only includes funds counting against obligation authority

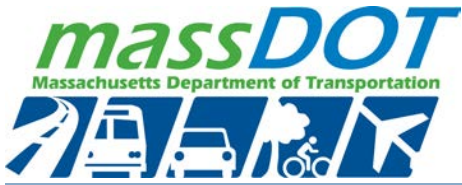


## 2022 Martha's Vineyard Region Program

STIP: 2021 - 2025 (D)

Program	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Total Programmed Funds	Federal Funds	Non-Federal Funds	
Federal Fiscal Year 2022										
Section 1A / Regionally Prioritized Projects							\$769,690	\$615,752	\$153,938	
Bicycle and Pedestrian	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	\$769,690	\$615,752	\$153,938	
							CMAQ Programmed	\$769,690	\$615,752	\$153,938
							Total Programmed for Martha's Vineyard Region Projects*	\$769,690	\$615,752	\$153,938
							Program Target for Martha's Vineyard Region Projects	\$769,690	\$615,752	\$153,938
							Target Funds Available for Martha's Vineyard Region Projects	\$0	\$0	\$0
Section 2C / State Prioritized Expansion Projects							\$1,607,678	\$1,286,142	\$321,536	
Bicycle and Pedestrian	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	\$1,607,678	\$1,286,142	\$321,536	
Martha's Vineyard Region Total Program Summary							\$2,377,368	\$1,901,894	\$475,474	

\*Only includes funds counting against obligation authority



## 2024 Martha's Vineyard Region Program

STIP: 2021 - 2025 (D)

Program	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Total Programmed Funds	Federal Funds	Non-Federal Funds	
Federal Fiscal Year 2024										
Section 1A / Regionally Prioritized Projects							\$796,810	\$637,448	\$159,362	
Roadway Improvements	609459	Martha's Vineyard	Tisbury	TISBURY- DRAINAGE IMPROVEMENTS ON STATE HIGHWAY	5	STBG	\$796,810	\$637,448	\$159,362	
							STBG Programmed	\$796,810	\$637,448	\$159,362
Total Programmed for Martha's Vineyard Region Projects*							\$796,810	\$637,448	\$159,362	
Program Target for Martha's Vineyard Region Projects							\$796,810	\$637,448	\$159,362	
Target Funds Available for Martha's Vineyard Region Projects							\$0	\$0	\$0	
Martha's Vineyard Region Total Program Summary							\$796,810	\$637,448	\$159,362	

\*Only includes funds counting against obligation authority

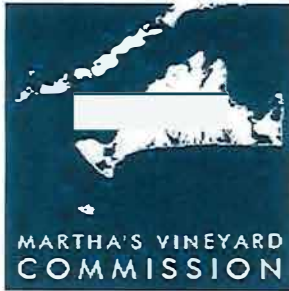


## 2025 Martha's Vineyard Region Program

STIP: 2021 - 2025 (D)

Program	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Total Programmed Funds	Federal Funds	Non-Federal Funds
Federal Fiscal Year 2025									
Section 1A / Regionally Prioritized Projects							\$334,267	\$267,414	\$66,853
Roadway Improvements	609459	Martha's Vineyard	Tisbury	TISBURY- DRAINAGE IMPROVEMENTS ON STATE HIGHWAY	5	STBG	\$334,267	\$267,414	\$66,853
STBG Programmed							\$334,267	\$267,414	\$66,853
Total Programmed for Martha's Vineyard Region Projects*							\$334,267	\$267,414	\$66,853
Program Target for Martha's Vineyard Region Projects							\$778,208	\$622,566	\$155,642
Target Funds Available for Martha's Vineyard Region Projects							\$443,941	\$355,152	\$88,789
Martha's Vineyard Region Total Program Summary							\$334,267	\$267,414	\$66,853

\*Only includes funds counting against obligation authority



**TIP 2021 - 2025  
2021**

**5311**

Project Number	Agency	Line Item	Project Description	Carry Over	Federal Funds	State Funds	TDC	Local Funds	Total
RTD0008560	VTA	300901	UP TO 50% FEDERAL SHARE		\$1,500,000	\$1,500,000	\$0	\$0	\$3,000,000
					\$1,500,000	\$1,500,000	\$0	\$0	\$3,000,000

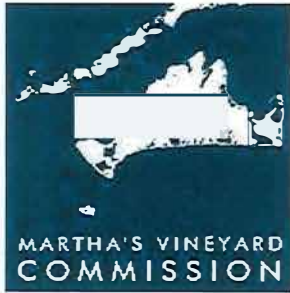
**Other Federal**

Project Number	Agency	Line Item	Project Description	Carry Over	Federal Funds	State Funds	TDC	Local Funds	Total
RTD0008559	VTA	111201	BUY REPLACEMENT 40-FT BUS	2020 - \$350,000	\$350,000	\$1,400,000	\$0	\$0	\$1,750,000
					\$350,000	\$1,400,000	\$0	\$0	\$1,750,000

**Other NonFederal**

Project Number	Agency	Line Item	Project Description	Carry Over	Federal Funds	State Funds	TDC	Local Funds	Total
RTD0008591	VTA	111215	BUY REPLACEMENT VAN		\$0	\$80,000	\$0	\$0	\$80,000
RTD0008557	VTA	111400	REHAB/REBUILD - CAPITOL BUS		\$0	\$50,000	\$0	\$0	\$50,000
RTD0008563	VTA	113209	ACQUIRE - BUS ROUTE SIGNING		\$0	\$20,000	\$0	\$0	\$20,000
RTD0008934	VTA	114211	ACQUIRE - SUPPORT VEHICLES		\$0	\$150,000	\$0	\$0	\$150,000
RTD0008555	VTA	113310	CONSTRUCT - BUS PASSENGER SHELTERS		\$0	\$50,000	\$0	\$0	\$50,000
RTD0008558	VTA	111202	BUY REPLACEMENT 35-FT BUS		\$0	\$450,000	\$0	\$0	\$450,000
RTD0008567	VTA	114403	REHAB/RENOVATE - ADMIN/MAINT FACILITY		\$0	\$25,000	\$0	\$0	\$25,000
RTD0008556	VTA	114220	ACQUIRE - MISC SUPPORT EQUIPMENT		\$0	\$100,000	\$0	\$0	\$100,000
RTD0008933	VTA	113401	REHAB/RENOVATE - BUS TERMINAL		\$0	\$100,000	\$0	\$0	\$100,000
					\$0	\$1,025,000	\$0	\$0	\$1,025,000
					1,850,000	3,925,000	0	0	5,775,000





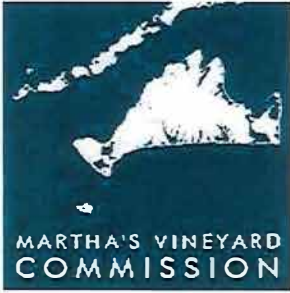
**TIP 2021 - 2025  
2022**

5311

Project Number	Agency	Line Item	Project Description	Carry Over	Federal Funds	State Funds	TDC	Local Funds	Total
RTD0008561	VTA	300901	UP TO 50% FEDERAL SHARE		\$1,500,000	\$1,500,000	\$0	\$0	\$3,000,000
					\$1,500,000	\$1,500,000	\$0	\$0	\$3,000,000

**Other NonFederal**

Project Number	Agency	Line Item	Project Description	Carry Over	Federal Funds	State Funds	TDC	Local Funds	Total
RTD0008562	VTA	114220	ACQUIRE - MISC SUPPORT EQUIPMENT		\$0	\$490,000	\$0	\$0	\$490,000
RTD0008564	VTA	113310	CONSTRUCT - BUS PASSENGER SHELTERS		\$0	\$50,000	\$0	\$0	\$50,000
RTD0008565	VTA	113209	ACQUIRE - BUS ROUTE SIGNING		\$0	\$20,000	\$0	\$0	\$20,000
RTD0008566	VTA	111400	REHAB/REBUILD - CAPITOL BUS		\$0	\$50,000	\$0	\$0	\$50,000
RTD0008568	VTA	114403	REHAB/RENOVATE - ADMIN/MAINT FACILITY		\$0	\$35,000	\$0	\$0	\$35,000
RTD0008569	VTA	113210	ACQUIRE - BUS PASSENGER SHELTERS		\$0	\$50,000	\$0	\$0	\$50,000
RTD0008570	VTA	111203	BUY REPLACEMENT 30-FT BUS		\$0	\$500,000	\$0	\$0	\$500,000
RTD0008579	VTA	111215	BUY REPLACEMENT VAN (2)		\$0	\$160,000	\$0	\$0	\$160,000
RTD0008582	VTA	111202	BUY REPLACEMENT 35-FT BUS (1)		\$0	\$450,000	\$0	\$0	\$450,000
					\$0	\$1,805,000	\$0	\$0	\$1,805,000
					1,500,000	3,305,000	0	0	4,805,000



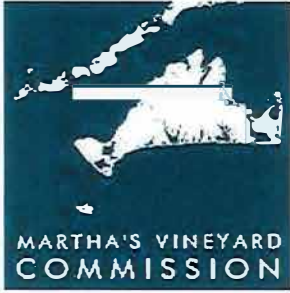
**TIP 2021 - 2025  
2023**

**5311**

Project Number	Agency	Line Item	Project Description	Carry Over	Federal Funds	State Funds	TDC	Local Funds	Total
RTD0008580	VTA	300901	UP TO 50% FEDERAL SHARE		\$1,750,000	\$0	\$0	\$0	\$1,750,000
					\$1,750,000	\$0	\$0	\$0	\$1,750,000

**Other NonFederal**

Project Number	Agency	Line Item	Project Description	Carry Over	Federal Funds	State Funds	TDC	Local Funds	Total
RTD0008571	VTA	114200	ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES		\$0	\$75,000	\$0	\$0	\$75,000
RTD0008572	VTA	113209	ACQUIRE - BUS ROUTE SIGNING		\$0	\$20,000	\$0	\$0	\$20,000
RTD0008573	VTA	111400	REHAB/REBUILD - CAPITOL BUS		\$0	\$50,000	\$0	\$0	\$50,000
RTD0008574	VTA	113310	CONSTRUCT - BUS PASSENGER SHELTERS		\$0	\$50,000	\$0	\$0	\$50,000
RTD0008575	VTA	111202	BUY REPLACEMENT 35-FT BUS (3)		\$0	\$1,380,000	\$0	\$0	\$1,380,000
RTD0008576	VTA	114203	ACQUIRE - ADMIN/MAINT FACILITY		\$0	\$490,000	\$0	\$0	\$490,000
RTD0008577	VTA	114211	ACQUIRE - SUPPORT VEHICLES		\$0	\$150,000	\$0	\$0	\$150,000
RTD0008581	VTA	111215	BUY REPLACEMENT VAN - 2		\$0	\$180,000	\$0	\$0	\$180,000
RTD0008588	VTA	114211	ACQUIRE - SUPPORT VEHICLES		\$0	\$250,000	\$0	\$0	\$250,000
RTD0008939	VTA	114220	ACQUIRE - MISC SUPPORT EQUIPMENT		\$0	\$800,000	\$0	\$0	\$800,000
RTD0008946	VTA	114210	ACQUIRE - MOBILE FARE COLL EQUIP		\$0	\$1,000,000	\$0	\$0	\$1,000,000
					\$0	\$4,445,000	\$0	\$0	\$4,445,000
					1,750,000	4,445,000	0	0	6,195,000



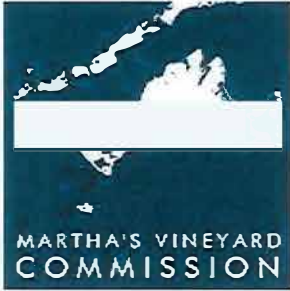
**TIP 2021 - 2025  
2024**

**5311**

Project Number	Agency	Line Item	Project Description	Carry Over	Federal Funds	State Funds	TDC	Local Funds	Total
RTD0008941	VTA	300901	UP TO 50% FEDERAL SHARE		\$2,000,000	\$0	\$0	\$0	\$2,000,000
					<hr/>	<hr/>	<hr/>	<hr/>	<hr/>
					\$2,000,000	\$0	\$0	\$0	\$2,000,000

**Other NonFederal**

Project Number	Agency	Line Item	Project Description	Carry Over	Federal Funds	State Funds	TDC	Local Funds	Total
RTD0008583	VTA	111201	BUY REPLACEMENT 40-FT BUS (2)		\$0	\$1,700,000	\$0	\$0	\$1,700,000
RTD0008584	VTA	111202	BUY REPLACEMENT 35-FT BUS (2)		\$0	\$1,700,000	\$0	\$0	\$1,700,000
RTD0008585	VTA	111400	REHAB/REBUILD - CAPITOL BUS		\$0	\$75,000	\$0	\$0	\$75,000
RTD0008586	VTA	111215	BUY REPLACEMENT VAN		\$0	\$180,000	\$0	\$0	\$180,000
RTD0008587	VTA	114403	REHAB/RENOVATE - ADMIN/MAINT FACILITY		\$0	\$75,000	\$0	\$0	\$75,000
RTD0008589	VTA	113210	ACQUIRE - BUS PASSENGER SHELTERS		\$0	\$50,000	\$0	\$0	\$50,000
RTD0008590	VTA	113209	ACQUIRE - BUS ROUTE SIGNING		\$0	\$20,000	\$0	\$0	\$20,000
RTD0008943	VTA	114211	ACQUIRE - SUPPORT VEHICLES		\$0	\$60,000	\$0	\$0	\$60,000
					<hr/>	<hr/>	<hr/>	<hr/>	<hr/>
					\$0	\$3,860,000	\$0	\$0	\$3,860,000
					<hr/>	<hr/>	<hr/>	<hr/>	<hr/>
					2,000,000	3,860,000	0	0	5,860,000



**TIP 2021 - 2025  
2025**

**5311**

Project Number	Agency	Line Item	Project Description	Carry Over	Federal Funds	State Funds	TDC	Local Funds	Total
RTD0008942	VTA	300901	UP TO 50% FEDERAL SHARE		\$2,000,000	\$0	\$0	\$0	\$2,000,000
					<hr/>	<hr/>	<hr/>	<hr/>	<hr/>
					\$2,000,000	\$0	\$0	\$0	\$2,000,000

**Other NonFederal**

Project Number	Agency	Line Item	Project Description	Carry Over	Federal Funds	State Funds	TDC	Local Funds	Total
RTD0008097	VTA	113210	ACQUIRE - BUS PASSENGER SHELTERS		\$0	\$50,000	\$0	\$0	\$50,000
RTD0007496	VTA	111201	BUY REPLACEMENT 40-FT BUS (2)		\$0	\$1,800,000	\$0	\$0	\$1,800,000
RTD0007498	VTA	114403	REHAB/RENOVATE - ADMIN/MAINT FACILITY		\$0	\$100,000	\$0	\$0	\$100,000
RTD0008099	VTA	113209	ACQUIRE - BUS ROUTE SIGNING		\$0	\$20,000	\$0	\$0	\$20,000
RTD0008940	VTA	111400	REHAB/REBUILD - CAPITOL BUS		\$0	\$100,000	\$0	\$0	\$100,000
RTD0008945	VTA	111204	BUY REPLACEMENT <30 FT BUS		\$0	\$1,250,000	\$0	\$0	\$1,250,000
					<hr/>	<hr/>	<hr/>	<hr/>	<hr/>
					\$0	\$3,320,000	\$0	\$0	\$3,320,000
					<hr/>	<hr/>	<hr/>	<hr/>	<hr/>
					2,000,000	3,320,000	0	0	5,320,000

#### 4a. Previous TIP Projects by Town

The Martha's Vineyard Transportation Improvement Program (TIP) five years of recent projects have completed a section of state forest bike paths as well as the installation of 5 permanent traffic counters.

The table below lists the projects advertised. A map of previous TIP projects and the Environmental Justice Information follows on the next page.

Project number	Town	Project	Estimated Cost	TIP Year advertised	Notes
608529	West Tisbury and Edgartown	DCR – State Forest Bike Path Resurfacing	\$ 547,888	2017	1 <sup>st</sup> resurfacing phase in 2017
MY100	Oak Bluffs, Edgartown, and Tisbury	Permanent Traffic Counters at 5 locations	\$ 140,000	2019	Completed in fall of 2019

## Appendices

### A. Long Range Plan Projects with Evaluation Scores

#### *Projects: 2020–2029*

Town	Project	Estimated Budget	Time frame
Aquinna	Aquinnah Circle improve- ments	\$750,00	2025–
Chilmark	Menemsha corridor improve- ments	\$250,000	2025–2029
Chilmark and West Tisbury	Design Up-Island SUP between West Tisbury and Chilmark	\$150,000	2025– 2029
Edgartown	Redo Edgartown sidewalks between Upper and Lower	\$500,000	2025–
Edgartow	State Forest SUP resurfacing phase II	\$1,200,00	2025–
Edgartown	Upper Main Street improve- ments	\$400,000	2025–2029
Edgartown, Oak Bluffs, Tisbury	Drainage and right-of-way improvements on Edgar- town-Vineyard Haven Road	\$1,600,00 0	2025– 2029
Multi-town	Bus stops: 10 (\$15,000 each)	\$150,000	2025– 2029
Multi-town	Elder transportation study	\$100,000	2025– 2029

Multi-town	Electric vehicle infrastructure	\$100,000	2025–2029
Multi-town	Bike bath from West Tisbury to Aquinnah	\$400,00	2025–
Multi-town	Transportation infrastructure and climate change assessment	\$250,000	2025–2029
Oak	Edgartown-Vineyard Haven Road improvements near high school, including intersection of Village Road	\$500,00	2025–
Oak Bluffs	Extension of existing SUP, from Sea View Avenue to Waban Park	\$400,000	2025–2029
Oak	Streetscape improvements along	\$1,000,00	2025–
Tisbury	Five Corners and State Road drainage improvements	\$1,500,000	2025–202

Tisbur	Tashmoo Overlook enhance- ment	\$1,000,00	2025–
West Tisbury	Culvert improvements	\$250,000	2025–2029
<b>Total for 2025–2029</b>		<b>\$10,500,000</b>	



## **B. Air Quality Conformity for Martha's Vineyard**

### **Air Quality Conformity Determination Martha's Vineyard MPO FFY 2021-2025 Transportation Improvement Program and 2020-2040 Regional Transportation Plan**

This section documents the latest air quality conformity determination for the 1997 ozone National Ambient Air Quality Standards (NAAQS) in the Martha's Vineyard Region. It covers the applicable conformity requirements according to the latest regulations, regional designation status, legal considerations, and federal guidance. 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. Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) requires that federally funded or approved highway and transit activities are consistent with ("conform to") the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that means Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and transit activities that will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS or any interim milestones (42 U.S.C. 7506(c)(1)). EPA's transportation conformity rules establish the criteria and procedures for determining whether metropolitan transportation plans, transportation improvement programs (TIPs), and federally supported highway and transit projects conform to the SIP (40 CFR Parts 51.390 and 93).

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.

#### **Legislative and Regulatory Background**

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

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 were designated as attainment/unclassified for the 2008 standard. On March 6, 2015, (80 FR 12264, effective April 6, 2015) EPA published the Final Rulemaking, "Implementation of the 2008 National Ambient Air Quality Standards (NAAQS) for Ozone: State Implementation Plan Requirements; Final Rule." This rulemaking confirmed the removal of transportation conformity to the 1997 Ozone NAAQS.

However, on February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* ("South Coast II," 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone NAAQS and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. These conformity determinations are required in these areas after February 16, 2019. On November 29, 2018, EPA issued *Transportation Conformity Guidance for the South Coast II Court Decision* (EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations can be made in areas. According to the guidance, both Eastern and Western Massachusetts, along with several other areas across the country, are now defined as "orphan nonattainment areas" – areas that were designated as nonattainment for the 1997 ozone NAAQS at the time of its revocation (80 FR 12264, March 6, 2015) and were designated attainment for the 2008 ozone NAAQS in EPA's original designations rule for this NAAQS (77 FR 30160, May 21, 2012).

Martha's Vineyard (Dukes County) was the only Massachusetts region which remained an ozone non-attainment area under the 2008 NAAQS, and it is also classified as an "isolated rural area" related to the Standards. As such, for transportation improvement programs composed entirely of exempt projects (40 CFR 93.126), an air quality conformity analysis and determination is also not required.

Martha's Vineyard / Dukes County has historically programmed – and continues to program – in its TIP only Martha's Vineyard Transportation Improvement Program (TIP) FFY 2021-2025

“Exempt” transportation projects as defined in 40 CFR 93.126, so both the current FFY 2020-24 Transportation Improvement Program and the 2020- 2040 Regional Transportation Plan do not require an air quality conformity analysis or determination for the 2008 NAAQS.

## Current Conformity Determination

After 2/16/19, as a result of the court ruling and the subsequent federal guidance, transportation conformity for the 1997 NAAQS – intended as an “anti-backsliding” measure – now applies to both of Massachusetts’ orphan areas. Therefore, this conformity determination is being made for the 1997 ozone NAAQS on the Martha’s Vineyard FFY 2020-2024 Transportation Improvement Program and 2020-2040 Regional Transportation Plan.

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for TIPs and RTPs include: latest planning assumptions (93.110), latest emissions model (93.111), consultation (93.112), transportation control measures (93.113(b) and (c), and emissions budget and/or interim emissions (93.118 and/or 93.119).

For the 1997 ozone NAAQS areas, transportation conformity for TIPs and RTPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA’s nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the *South Coast II* court upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, or budget or interim emissions tests.

Therefore, transportation conformity for the 1997 ozone NAAQS for the Martha’s Vineyard FFY 2020-2024 Transportation Improvement Program and 2020-2040 Regional Transportation Plan can be demonstrated by showing that remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA’s guidance and addressed below, include:

- Latest planning assumptions (93.110)
- Consultation (93.112)
- Transportation Control Measures (93.113)
- Fiscal Constraint (93.108)

### *Latest Planning Assumptions:*

The use of latest planning assumptions in 40 CFR 93.110 of the conformity rule generally apply to regional emissions analysis. In the 1997 ozone NAAQS areas, the use of latest planning assumptions requirement applies to assumptions about transportation control measures (TCMs) in an approved SIP (See following section on Timely Implementation of TCMs).

### *Consultation:*

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation. Interagency consultation was conducted with FHWA, FTA, US EPA Region 1, MassDEP, and the other Massachusetts MPOs, with the most recent conformity consultation meeting held on March 6, 2019 (this most recent meeting focused on understanding the latest conformity-related court rulings and resulting federal guidance). This ongoing consultation is conducted in accordance with the following:

- Massachusetts’ Air Pollution Control Regulations 310 CMR 60.03 “Conformity to the State Implementation Plan of Transportation Plans, Programs, and Projects Developed, Funded or Approved Under Title 23 USC or the Federal Transit Act”

- The Commonwealth of Massachusetts Memorandum of Understanding by and between Massachusetts Department of Environmental Protection, Massachusetts Executive Office of Transportation and Construction, Massachusetts Metropolitan Planning Organizations concerning the conduct of transportation-air quality planning in the development and implementation of the state implementation plan" (note: this MOU is currently being updated)

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450.

Title 23 CFR Section 450.324 and 310 CMR 60.03(6)(h) requires that the development of the TIP, RTP, and related certification documents provide an adequate opportunity for public review and comment. Section 450.316(b) also establishes the outline for MPO public participation programs. The Martha's Vineyard MPO's Public Participation Plan was formally adopted in 2017. The Public Participation Plan ensures that the public will have access to the TIP/RTP and all supporting documentation, provides for public notification of the availability of the TIP/RTP and the public's right to review the document and comment thereon, and provides a 30-day public review and comment period prior to the adoption of the TIP/RTP and related certification documents.

The public comment period for this conformity determination commenced on May 17, 2019. During the 30-day public comment period, any comments received were incorporated into this Plan. This allowed ample opportunity for public comment and MPO review of the draft document. The public comment period will close on May 17, 2019 and subsequently, the Martha's Vineyard MPO is expected to endorse this air quality conformity determination before December 31, 2019. These procedures comply with the associated federal requirements.

*Timely Implementation of Transportation Control Measures:*

Transportation Control Measures (TCMs) have been required in the SIP in revisions submitted to EPA in 1979 and 1982. All SIP TCMs have been accomplished through construction or through implementation of ongoing programs. All of the projects have been included in the Region's Transportation Plan (present or past) as recommended projects or projects requiring further study. A list of those projects include:

DEP submitted to EPA its strategy of programs to show Reasonable Further Progress of a 15% reduction of VOCs in 1996 and the further 9% reduction of NOx toward attainment of the National Ambient Air Quality Standards (NAAQS) for ozone in 1999. Within that strategy there are no specific TCM projects. The strategy does call for traffic flow improvements to reduce congestion and, therefore, improve air quality. Other transportation-related projects that have been included in the SIP control strategy are listed below:

- *Enhanced Inspection and Maintenance Program*
- *California Low Emission Vehicle Program*
- *Reformulated Gasoline for On- and Off-Road Vehicles*
- *Stage II Vapor Recovery at Gasoline Refueling Stations*
- *Tier I Federal Vehicle Standards*

*Fiscal Constraint:*

Transportation conformity requirements in 40 CFR 93.108 state that TIPs and transportation plans and must be fiscally constrained consistent with DOT's metropolitan planning regulations at 23 CFR part 450. The Martha's Vineyard 2021-2025 Transportation Improvement Program and 2020-2040 Regional Transportation Plan are fiscally constrained, as demonstrated in page 4-5 of the TIP.

In summary and based upon the entire process described above, the Martha's Vineyard MPO has prepared this conformity determination for the 1997 Ozone NAAQS in accordance with EPA's and Massachusetts' latest conformity regulations and guidance. This conformity determination process demonstrates that the FFY 2021-2025 Transportation Improvement Program and the 2020-2040 Regional Transportation Plan meet the Clean

Air Act and Transportation Conformity Rule requirements for the 1997 Ozone NAAQS, and have been prepared following all the guidelines and requirements of these rules during this time period.

Therefore, the implementation of the Martha's Vineyard MPO's FFY 2021-2025 Transportation Improvement Program and the 2020-2040 Regional Transportation Plan are consistent with the air quality goals of, and in conformity with, the Massachusetts State Implementation Plan.

## C. 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 2021-2025 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 2019 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 2020-2025 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 (GHG) Impact Summary of Quantified Previous TIP projects from 2015**

**Highway projects: none completed since 2015**

**VTA Transit projects: (Year / Project / Estimated CO2 Reduction in kilograms per year)**

2015 Four Bus Replacements	114563.46
2016 Three Bus Replacements	85922.595
2016 One Bus Replacement	11076.8

**MV Greenhouse Gas Impact Summary Table for FFY 2018-2022 TIP**

The following list summarizes the calculated quantitative impacts of the projects included in the regional FFY 2018 – 2022 TIP.

<b>Project and TIP Year(s)</b>	<b>Estimated Summer CO2 Reduction in kilograms per year</b>
West Tisbury, Correllus Bike Path Phase 2	n/a
Permanent Traffic Count Locations	n/a
Tisbury, Beach Rd. Shared Use Path (SUP) Winds Up to Tisbury Marketplace (2019-2020)	2,846.6
Oak Bluffs, SUP from Lagoon Pond Drawbridge to County Road (2021-2022)	2,372.1

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.



# CMAQ Air Quality Analysis Worksheet for Bicycle and Pedestrian Project

FILL IN SHADED BOXES ONLY

TIP YEAR: **2021-2022**

MPO: **Martha's Vineyard Commission (MVC)**

Municipality:

**Oak Bluffs**

Project: **#608142 - Construction of a Shared-Use Path along Beach Road.**

**Step 1: Calculate Estimated Reduction in Vehicle Miles Traveled (VMT):**

If VMT reduction per year is known then go to Step 2B, if not proceed with Step 1 :

- A. Facility Length (L):  Miles
- B. Service Area Radius (R):  Miles (Default = 1 Mile)
- C. Service Area of Community(ies) (SA):  $L * 2R = SA$   Sq. Miles
- D. Total Land Area of Community(ies) (T):  Sq. Miles
- E. Service Area % of Community(ies) Land Area (LA):  $SA / T = LA$
- F. Total Population of Community(ies) (TP):  Persons
- G. Population Served by Facility (P):  $LA * TP = P$   Persons
- H. Total Number of Households in Community(ies) (HH):  HH
- I. Number of Households Served by Facility (HS):  $LA * HH = HS$   HH
- J. Total Number of Workers Residing in Community(ies) (W):  Persons
- K. Workers Per household (WPHH):  $W / HH = WPHH$   Persons
- L. Workers in Service Area (WSA):  $HS * WPHH = WSA$   Persons
- M. Population Density of the Service area (PD):  $P / SA = PD$   Persons Per Sq. Mile
- N. If the bicycle and pedestrian commuter mode share is known, enter the percentage at the right. (BMS)   
 If not, use US Census - American Community Survey data to determine the mode share and enter the percentage.  
<http://www.census.gov/programs-surveys/acs/guidance/estimates.html>
- O. Bike and Ped. Work Utilitarian Trips (BWT):  $WSA * BMS = BWT$   One-Way Trips
- P. Bike and Ped. Non-Work Utilitarian Trips (BNWT):  $BWT * 1.7 = BNWT$   One-Way Trips  
 (Latest planning assumptions estimate non-work utilitarian trips to be 1.7 times the work utilitarian.)

**Step 2: Calculate the VMT Reduction Per Day:**

- A.  $((2 * BWT) + (2 * BNWT)) * (0.5 * L) = VMTR$   VMTR Per Day
- B.  $VMTR * Operating Days Per Year$   VMTR Per Year  
 If the Vehicle Miles Traveled Reduction is known enter in the box to the right.  VMTR Per Year

**Note:** A manual entry of the VMTR will override the calculated cell.

**Step 3: MOVES 2014a Emission Factors for Unrestricted PM:**

Note: Use 35 MPH as a default if average speed is not known.

Speed Used:  Eastern or Western

2016 Passenger Summer VOC Factor grams/mile	2016 Passenger Summer NOx Factor grams/mile	2016 Passenger Summer CO Factor grams/mile	2016 Passenger Summer CO2 Factor grams/mile
<input type="text" value="0.047"/>	<input type="text" value="0.163"/>	<input type="text" value="2.460"/>	<input type="text" value="378.555"/>

**Step 4: Calculate emissions reductions in kilograms per year (Seasonally Adjusted):**

Summer VOC	Summer NOx	Summer CO	Summer CO2
<input type="text" value="0.0"/>	<input type="text" value="0.1"/>	<input type="text" value="1.9"/>	<input type="text" value="283.0"/>

**Step 5: Calculate cost effectiveness (first year cost per kg of emissions reduced)**

Emission	Project Cost	Emission Reduction in kg per year	First year cost per kilogram
Summer VOC	<input type="text" value="\$754,330"/>	0.0 =	<b>\$21,159,416</b>
Summer NOx	<input type="text" value="\$754,330"/>	0.1 =	<b>\$6,093,912</b>
Summer CO	<input type="text" value="\$754,330"/>	1.9 =	<b>\$402,529</b>
Summer CO2	<input type="text" value="\$754,330"/>	283.0 =	<b>\$2,665</b>

## D. Comments on the Draft TIP

### PUBLIC COMMENT PERIOD

Comments are welcome through Wednesday, May 6<sup>th</sup>, 2020 at 5:00 p.m.

The **Transportation Improvement Program (TIP) FFY2021-2025** 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** is proposed to program federal aid eligible projects in Federal Fiscal Years 2021-2025 within estimated financial resources. 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 document is available for viewing during MVC open hours at:

Martha's Vineyard Commission  
33 New York Avenue  
Oak Bluffs, MA, 02557

**Or, ONLINE** at anytime on the MVC Website: [www.mvcommission.org](http://www.mvcommission.org) in Adobe Acrobat file format.

The Draft TIP is posted on the website under Planning – Transportation - “Main Transportation Documents” Page. It may also be found from the MVC home page by searching for “**TIP**”, and then selecting the document for years 2021-2025.

Please send your written comments during the public comment period to be received by 5:00 pm on May 6<sup>th</sup>, 2020.

### MAIL TO:

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

FAX to the attention of Michael Mauro: 508-693-7894

Or, EMAIL with the subject: “**TIP comment**” to [mauro@mvcommission.org](mailto:mauro@mvcommission.org)

Any comments received will be summarized in the appendix.

### Comments received

Comments received during the 21-day public comment period on the TIP will be noted here:

MassDOT comment letter and MVC response follows:

**This Page is left intentionally blank until comments are processed**

## **E. Transportation Funding Information – Federal Aid and Massachusetts**

SOURCE: MassDOT and Federal online information on funding

### **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 sub allocation 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) or Surface Transportation Block Grant Program (STBG)

### Program Description

The Surface Transportation Program (STP) or the **Surface Transportation Block Grant Program (STBG) as renamed in the FAST Act** (signed into law December 4, 2015), provides flexible funding that may be used by States and localities for projects that are part of the surface transportation system. This includes projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel, as well as for projects on any federal aid eligible public road (Federal aid eligible does not include local roads and rural area rural minor collectors), pedestrian and bicycle infrastructure, and transit capital projects including intercity bus terminals, and ferry capital improvements including 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 (sub allocated), 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

Martha's Vineyard Transportation Improvement Program (TIP) FFY 2021-2025

- Off-system bridge repair
- Development of state asset management plan
- Transit capital projects
- Carpool projects and fringe and corridor parking
- Surface transportation planning
- Bicycle, pedestrian, and recreational trails
- Electric and natural gas vehicle infrastructure
- Construction of ferry boats and terminals
- Intelligent transportation systems
- Environmental mitigation
- Border infrastructure projects

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

### **Location of Projects**

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

### **Congestion Mitigation and Air Quality Improvement Program (CMAQ)**

#### Program Description

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

- Traffic flow improvements
- Public transit services and facilities
- Alternative fuel vehicles and fueling stations
- Bicycle and pedestrian facilities and programs
- Rideshare activities and outreach to commuters and employers
- Vehicle inspection and maintenance programs
- Truck stop electrification
- Diesel retrofits

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

#### CMAQ Planning Process

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

In addition to the MPO-selected CMAQ projects funded through the regional targets, MassDOT has a statewide CMAQ program. Most of the projects funded through this statewide program are developed by state agencies, including MassDOT. The Commonwealth has used the statewide CMAQ program as a way to support a number of projects and initiatives, including the increased use of alternative fuels; construction of shared-use paths, including elements of the BSG 100; 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 sub allocated 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)

Martha's Vineyard Transportation Improvement Program (TIP) FFY 2021-2025

- 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
  - Non infrastructure-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 Martha's Vineyard Transportation Improvement Program (TIP) FFY 2021-2025

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.

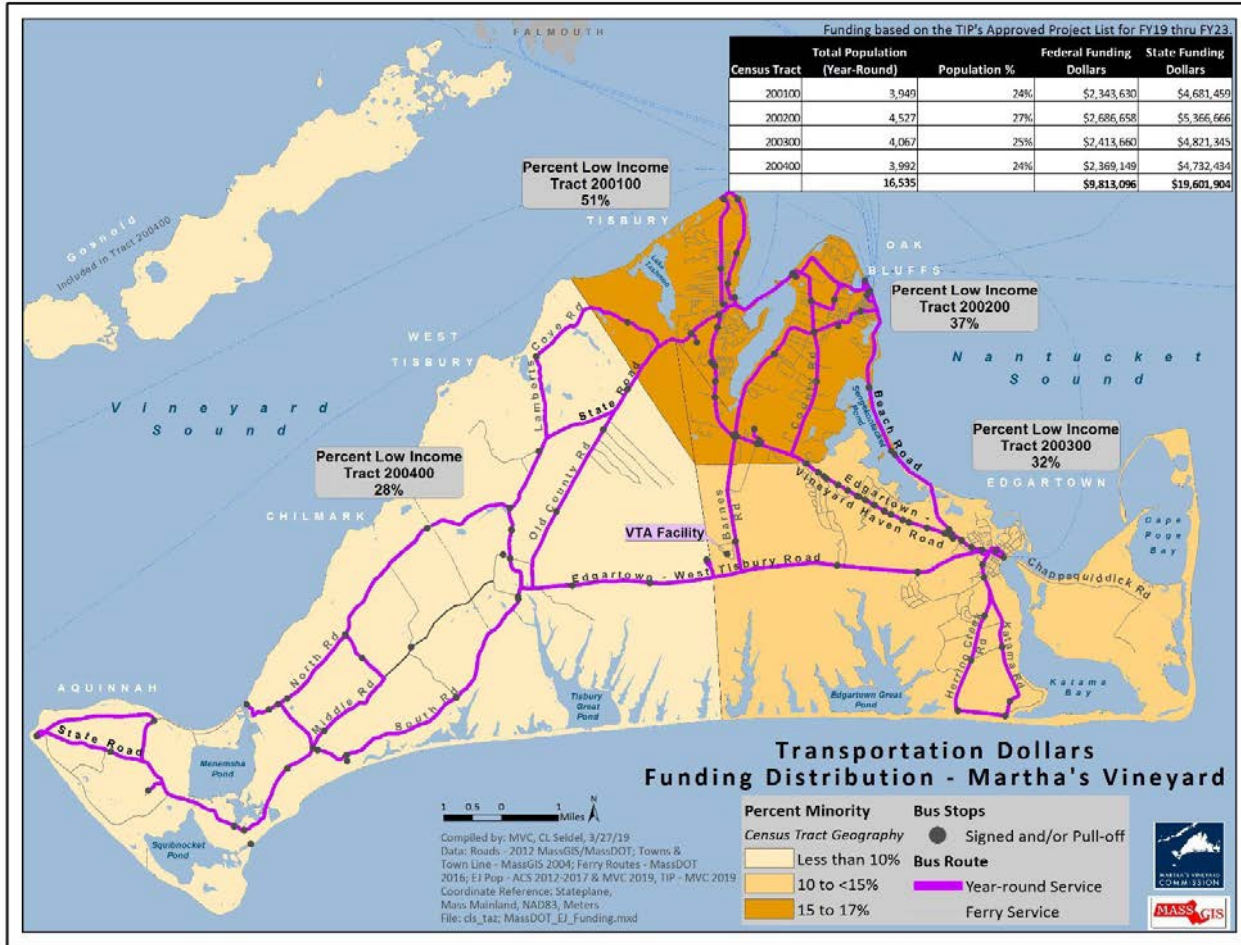
### **MassWorks Infrastructure Program**

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.

## F. Acronyms

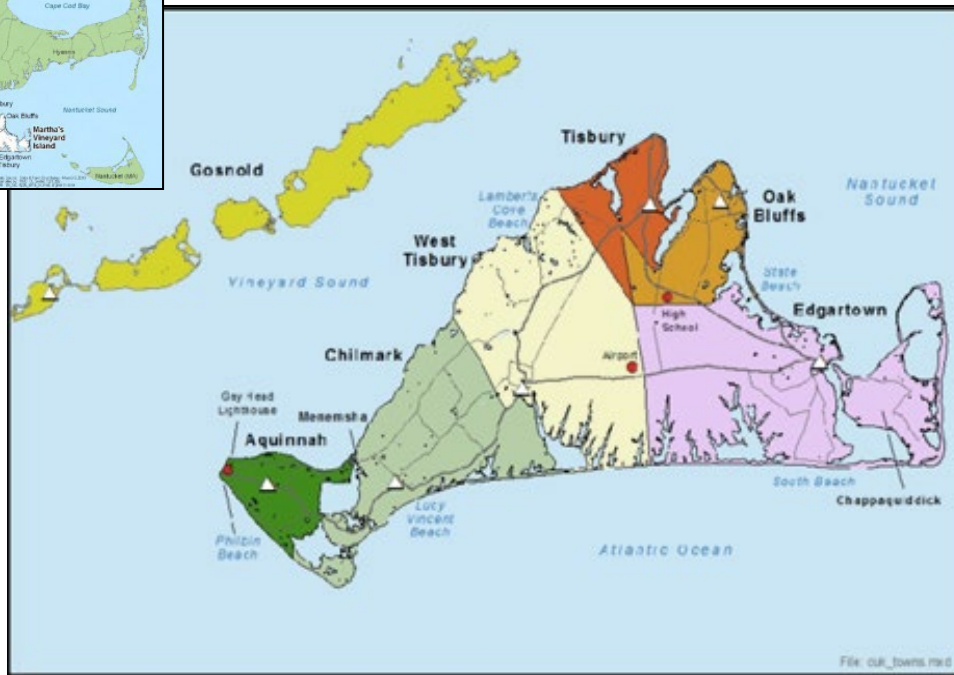
AAB	Architectural Access Board
ABA	Architectural Barriers Act
ADA	Americans with Disabilities Act
ADT	Annual Daily Traffic
ATR	Automated Traffic Recorder
CAAA	Clean Air Act Amendments
CFR	Code of Federal Regulations
CO	Carbon monoxide
CO2	Carbon dioxide
DCR	Massachusetts Department of Conservation and 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

# G. Map of Transportation Dollars Funding Distribution



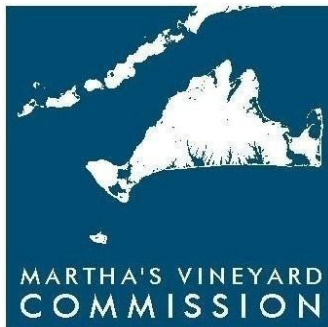


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