

Transportation Improvement Program for the Martha's Vineyard Region

Federal Fiscal Years 2008-2011



August 2007 (amended December 2007)

Prepared by
The Martha's Vineyard Commission
in cooperation with the
Federal Highway Administration
Federal Transit Administration
Massachusetts Executive Office of Transportation and Public Works
Massachusetts Highway Department
Vineyard Transit Authority

Committee of Signatories

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Luisa Paiewonsky	Commissioner, Mass Highway
Douglas Sederholm	Chairman, MVC
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Joint Transportation Committee

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Staff of The Martha's Vineyard Commission

Mark London*	Executive Director
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Introduction

Martha's Vineyard Commission

The Martha's Vineyard Commission serves as one of the Commonwealth of Massachusetts' thirteen Regional Planning Agencies (RPAs). Ten of these thirteen regional planning agencies are federally designated Metropolitan Planning Organizations (MPO). While Martha's Vineyard does not meet the criteria for an MPO (50,000 residents in an urbanized area), the Governor of Massachusetts designated it an MPO in the 1970s, and the Executive Office of Transportation (EOT) and the Massachusetts Highway Department (MHD) provide funds for transportation planning on the Vineyard.

The Martha's Vineyard MPO consists of a Committee of Signatories that decides on transportation planning goals, projects, priorities, and funding. Martha's Vineyard Committee of Signatories' members are The Executive Office of Transportation and Public Works (EOTPW), the Massachusetts Highway Department, the Martha's Vineyard Commission, and the Martha's Vineyard Transit Authority. For the purpose of this document the Committee of Signatories will be referred to as the Martha's Vineyard MPO.

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

TIP Development Process

The transportation improvement program (TIP) is a planning and prioritizing document. Generally, the TIP is the region's short-term outlook for road, transit, and multimodal projects that coincides with current funding targets, regional plans, and local interests. 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 in the next section (under "Project Priorities"), considers public input, and selects the projects for inclusion for the next four years.

The TIP gains official status after endorsement by a joint state-regional body, the Committee of Signatories. Endorsement by the Committee implies that the selected projects meet SAFETEA-LU requirements.

The rules and regulations of the Federal Highway and the Federal Transit Administrations, with the advice offered by the Executive Office of Transportation and Public Works (EOTPW) and Massachusetts Highway Department (MHD), guide the TIP's development.

SAFETEA-LU Requirements

Time Period

If covering a period of more than 4 years, the TIP must identify priorities and available funds. Priority projects must include all federally funded projects to be funded under Title 23 and the Federal Transit Act. Other regionally significant projects funded with other funds may be listed for informational purposes.

Financial Constraint

The TIP must be financially constrained by year and include funding sources in order to demonstrate which projects can be programmed.

The yearly funding targets* for the Martha's Vineyard region as established by EOTPW are:

Year	Regional Non-CMAQ Target with State Match	Regional CMAQ Target with State Match	Total Regional Target With State Match
2008	\$378,140	\$92,991	\$471,131
2009	\$372,053	\$92,991	\$465,044
2010	\$361,448	\$92,991	\$454,439
2011	\$336,504	\$92,991	\$429,494

Source: EOTPW handouts at May 23, 2007 MARPA meeting.

As part of the financial constraint in the TIP, costs for projects in future years (2009 - 2011) must be inflated at a 4% annual rate. This has been done.

Project Priorities

As a means to attain planning objectives, the TIP expresses regional and local priorities. Candidate TIP projects are prioritized, as stated in the *Regional Transportation Plan*, with the following criteria:

- Safety: Promotes greater roadway, bicycle, and pedestrian safety.
- Alternative Modes: Favors the use of modes of transportation other than the private automobile.
- Congestion: Reduces traffic congestion with physical improvements, particularly at the most problematic locations.
- Infrastructure Improvement: Reconstructs deteriorated existing road and bridge infrastructure, improves drainage, enables Americans with Disabilities Act (ADA) compliance, and increases amenities.
- Project Readiness: A measure of the project's ability to move forward.
- Respects and reinforces the scenic, historic and natural values of the Vineyard.
- Promotes or Conforms to other goals in the *Regional Transportation Plan*.

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 STIP projects must be consistent with regional transportation plans and conform to emissions budgets established by federal and state environmental agencies.

Public Participation

In compliance with 23 CFR 450.316 (3)(b) The draft FFY 2008-2011 TIP was prepared by the JTC in consultation with the Martha's Vineyard Commission, the Martha's Vineyard Regional Transit Authority (VTA), Martha's Vineyard Airport, the municipalities of Dukes County, providers of transportation services including the Steamship Authority, the Executive Office of Transportation and Public Works (EOTPW), and the Massachusetts Highway Department (MHD). This draft is then discussed at one or more of the monthly public meetings of the Martha's Vineyard Joint Transportation Committee (JTC). Interested members of the public are invited to join the JTC.

Other individuals and groups have opportunity to comment on candidate TIP projects at public meetings of the JTC. In accordance with the procedures laid out in the JTC's *Public Participation Plan*, any meeting at which the TIP is scheduled to be discussed or voted on is publicized at least 14 calendar days in advance. At its June 28, 2007 meeting the Martha's Vineyard Joint Transportation Committee reviewed the current document and unanimously voted to recommend its endorsement, pending public comment. The document was then released for public comment; the public comment period was from July 6, 2007 to July 31, 2007, substantially longer than the 14-day period required by the *Public Participation Plan*. No comments from the public were received so the TIP was endorsed.

Consequently, the JTC members present at its June 28, 2007 public meeting have determined that the TIP:

- Should facilitate the efficient and economic movement of people and goods to, from and within Martha's Vineyard;
- Is consistent with the planning objectives contained in the *Regional Island Plan* and in local plans; and
- Is financially constrained.

Modification Procedures

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

Amendments

If a project cannot be funded in the programmed year, then another listed project may be substituted provided that:

1. A 30-day notification of the proposed change is made
2. A public meeting concerning the proposed change is held,

3. The TIP remains financially constrained and
4. The Commonwealth's Executive Office of Transportation and Public Works planning department is notified of the substitution.

Deletions of local projects from the TIP, additions of projects, moving local projects from one year to another in the TIP period, or cost estimate revisions are considered amendments.

Certification of Conformity

The Committee of Signatories for the Martha's Vineyard Region certifies that the FFY 2008–2011 *Transportation Improvement Program* (TIP) conforms with the State Implementation Plan's (SIP) goal of attaining national ambient air quality standards (NAAQS).

In addition, the TIP conforms with CFR parts 51 and 93 and 310 CMR 60.03. Thus, the FFY 2008-2011 projects that are consistent with the region's transportation plan should not have an adverse impact on the SIP.

Certification of the 3C Planning Process

This will certify that the Comprehensive, Continuing, and Cooperative (3C) Transportation Planning Process, for fiscal years 2007-2008 is being conducted in accordance with all applicable requirements including:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101 (b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 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;
7. 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;
8. 8. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
10. 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.

(See signatures on Endorsements page in Appendix)

Federally Funded Projects

The tables in this section describe qualifying transportation improvements, identify funding sources given currently available information and indicate "financial constraint". Other desired projects for which federal aid may be available are also presented.

**Project List
Federal Fiscal Year 2008
Martha's Vineyard**

Martha's Vineyard Projects	Town	ID	Mass Hwy District	Fund Cat	State Match	Federal Amount Programmed	Total FFY 2008 Amount	
Federal Target Projects:								
1A Federal Target Projects								
Lake Avenue - safety and pedestrian enhancements	Oak Bluffs		5	STP		\$94,226	\$376,905	\$471,131
Herring Creek Beach Trail	Aquinnah	S5053001	5	IRR/F31			\$10,000	\$10,000
1B Federal Bridge Projects								
Sengekontacket Inlet Bridge Replacements	Edgartown	603328	5	BR	\$3,048,000	\$12,192,000	\$15,240,000	
Wampanoag Tribe contribution to permanent drawbridge	Oak Bluffs /Tisbury	T-04-001	5	IRR/F31		\$850,000	\$850,000	
Total Federal Projects:					\$3,142,226	\$13,428,905	\$16,571,131	
State Funded Projects:								
- none -								
Total State Funded Projects:							\$0	
TOTAL ALL PROJECTS:							\$16,571,131	

**Project List
Federal Fiscal Year 2009
Martha's Vineyard**

Martha's Vineyard Projects	Town	ID	Mass Hwy District	Fund Cat	State Match	Federal Amount Programmed	Total FFY 2009 Amount
Federal Target Projects:							
1A Federal Target Projects							
Lake Avenue - safety and pedestrian enhancements	Oak Bluffs		5	STP	\$93,009	\$372,035	\$465,044
1B Federal Bridge Projects							
Permanent Lagoon Pond Drawbridge	Oak Bluffs /Tisbury	604029	5	AC	\$200,000	\$800,000	\$1,000,000
Total Federal Projects:					\$293,009	\$1,172,035	\$1,465,044
State Funded Projects:							
- none -							
Total State Funded Projects:							\$0
TOTAL ALL PROJECTS:							\$1,465,044

**Project List
Federal Fiscal Year 2010
Martha's Vineyard**

Martha's Vineyard Projects	Town	ID	Mass Hwy District	Fund Cat	State Match	Federal Amount Programmed	Total FFY 2010 Amount
Federal Target Projects:							
1A Federal Target Projects							
Lake Avenue - safety and pedestrian enhancements	Oak Bluffs		5	STP	\$90,888	\$363,551	\$454,439
1B Federal Bridge Projects							
Permanent Lagoon Pond Drawbridge	Oak Bluffs /Tisbury	604029	5	AC	\$600,000	\$2,400,000	\$3,000,000
1C Federal Aid Non Target Projects							
Oak Bluffs Ferry Terminal Reconstruction	Oak Bluffs		5	FBD	\$2,520,000	\$10,080,000	\$12,600,000
Total Federal Projects:					\$3,210,888	\$12,843,551	\$16,054,439
State Funded Projects:							
- none -							
Total State Funded Projects:							\$0
TOTAL ALL PROJECTS:							\$16,054,439

**Project List
Federal Fiscal Year 2011
Martha's Vineyard**

Martha's Vineyard Projects	Town	ID	Mass Hwy District	Fund Cat	State Match	Federal Amount Programmed	Total FFY 2011 Amount
Federal Target Projects:							
1A Federal Target Projects							
Blinker Intersection Improvements - install roundabout at congested 4-way STOP		604813	5	STP	\$85,000	\$340,000	\$425,000
1B Federal Bridge Projects							
Permanent Lagoon Pond Drawbridge Bluffs/Tisbury	Oak	604029	5	AC	\$1,600,000	\$6,400,000	\$8,000,000
Total Federal Projects:					\$1,685,000	\$6,740,000	\$8,425,000
State Funded Projects:							
Total State Funded Projects:							\$0
TOTAL ALL PROJECTS:							\$8,450,000

Martha's Vineyard Regional Transit Authority Projects

FFY	RTA	Project	Description	Funding Category	Federal Amount	Total Amount
2008	VTA	Vehicle acquisition/Rehab	Capital	RTA CAP	\$0	\$500,000
2008	VTA	Operating Assistance	Capital	Section 5311	\$283,000	\$283,000
2008	VTA	Misc. Capital Items	Capital	RTA CAP	\$0	\$100,000
2009	VTA	Vehicle acquisition/Rehab	Capital	RTA CAP	\$0	\$500,000
2009	VTA	Operating Assistance	Capital	Section 5311	\$283,000	\$283,000
2009	VTA	Misc. Capital Items	Capital	RTA CAP	\$0	\$100,000
2010	VTA	Vehicle acquisition/Rehab	Capital	RTA CAP	\$0	\$500,000
2010	VTA	Operating Assistance	Capital	Section 5311	\$283,000	\$283,000
2010	VTA	Misc. Capital Items	Capital	RTA CAP	\$0	\$100,000
2011	VTA	Vehicle acquisition/Rehab	Capital	RTA CAP	\$0	\$500,000
2011	VTA	Operating Assistance	Capital	Section 5311	\$283,000	\$283,000
2011	VTA	Misc. Capital Items	Capital	RTA CAP	\$0	\$100,000

Appendix

FFY2008-2011 STIP - Statewide Projects

Legal Notice

Projects Awaiting Funding

Endorsements

Bridge Listing

2008 - 2011 STIP Federal Aid Major Infrastructure Projects

Operations and Maintenance Summary Tables

Determination of Air Quality Conformity

FFY 2008-2011 STIP - Statewide Projects

FFY 2008

Statewide Projects	Funding	Federal Funds	Total Funds
Statewide Infrastructure Program	STP-Flex	\$8,800,000	\$11,000,000
Statewide Safety Program	STP-Safety	\$7,500,000	\$9,375,000
Statewide Safe Routes to Schools Program	SRS	\$1,300,000	\$1,300,000
Statewide CMAQ	CMAQ	\$10,000,000	\$12,500,000
Statewide Transportation Enhancements	STP-Enh.	\$400,000	\$500,000
Statewide ITS	CMAQ	\$5,000,000	\$6,250,000
Statewide Design and Right of Way	STP-Flex	\$2,400,000	\$3,000,000
Statewide Interstate Maintenance Program	IM	\$48,600,000	\$54,000,000
Statewide NHS Preservation Program	NHS	\$13,500,000	\$15,000,000
Statewide Railroad Grade Crossings	STP-Safety	\$400,000	\$500,000
Statewide Bridge Inspection	BR-On/Off	\$4,400,000	\$5,500,000
Statewide Bridge Preservation Program	BR-On/Off	\$8,000,000	\$10,000,000
Total		\$110,300,000	\$128,925,000

FFY 2009

Statewide Projects	Funding	Federal Funds	Total Funds
Statewide Infrastructure Program	STP-Flex	\$9,400,000	\$11,750,000
Statewide Safety Program	STP-Safety	\$7,500,000	\$9,375,000
Statewide Safe Routes to Schools Program	SRS	\$1,300,000	\$1,300,000
Statewide CMAQ	CMAQ	\$10,000,000	\$12,500,000
Statewide Transportation Enhancements	STP-Enh.	\$400,000	\$500,000
Statewide ITS	CMAQ	\$5,000,000	\$6,250,000
Statewide Design and Right of Way	STP-Flex	\$2,400,000	\$3,000,000
Statewide Interstate Maintenance Program	IM	\$48,600,000	\$54,000,000
Statewide NHS Preservation Program	NHS	\$13,500,000	\$15,000,000
Statewide Railroad Grade Crossings	STP-Safety	\$400,000	\$500,000
Statewide Bridge Inspection	BR-On/Off	\$4,400,000	\$5,500,000
Statewide Bridge Preservation Program	BR-On/Off	\$8,000,000	\$10,000,000
Total		\$110,900,000	\$129,675,000

FFY 2010

Statewide Projects	Funding	Federal Funds	Total Funds
Statewide Infrastructure Program	STP-Flex	\$6,400,000	\$8,000,000
Statewide Safety Program	STP-Safety	\$7,500,000	\$9,375,000
Statewide Safe Routes to Schools Program	SRS	\$1,300,000	\$1,300,000
Statewide CMAQ	CMAQ	\$5,000,000	\$6,250,000
Statewide Transportation Enhancements	STP-Enh.	\$400,000	\$500,000
Statewide ITS	CMAQ	\$5,000,000	\$6,250,000
Statewide Design and Right of Way	STP-Flex	\$2,400,000	\$3,000,000
Statewide Interstate Maintenance Program	IM	\$48,600,000	\$54,000,000
Statewide NHS Preservation Program	NHS	\$13,050,000	\$14,500,000

Statewide Railroad Grade Crossings	STP-Safety	\$400,000	\$500,000
Statewide Bridge Inspection	BR-On/Off	\$4,400,000	\$5,500,000
Statewide Bridge Preservation Program	BR-On/Off	\$8,000,000	\$10,000,000
Total		\$102,450,000	\$119,125,000

FFY 2011

Statewide Projects	Funding	Federal Funds	Total Funds
Statewide Infrastructure Program	STP-Flex	\$6,400,000	\$8,000,000
Statewide Safety Program	STP-Safety	\$7,500,000	\$9,375,000
Statewide Safe Routes to Schools Program	SRS	\$1,300,000	\$1,300,000
Statewide CMAQ	CMAQ	\$5,000,000	\$6,250,000
Statewide Transportation Enhancements	STP-Enh.	\$400,000	\$500,000
Statewide ITS	CMAQ	\$5,000,000	\$6,250,000
Statewide Design and Right of Way	STP-Flex	\$2,400,000	\$3,000,000
Statewide Interstate Maintenance Program	IM	\$48,600,000	\$54,000,000
Statewide NHS Preservation Program	NHS	\$10,800,000	\$12,000,000
Statewide Railroad Grade Crossings	STP-Safety	\$400,000	\$500,000
Statewide Bridge Inspection	BR-On/Off	\$4,400,000	\$5,500,000
Statewide Bridge Preservation Program	BR-On/Off	\$8,000,000	\$10,000,000
Total		\$100,200,000	\$116,625,000

Legal Notice

Martha's Vineyard Joint Transportation Committee

You are invited to review and comment on two transportation planning documents which will influence long term policies, the funding of short term transportation projects and the scope of planning studies and activities.

Unified Planning Work Program Transportation Improvement Program

The documents are available at the Old Stone Building, 33 New York Avenue, Oak Bluffs, MA or at www.mvcommission.org. Call 508-693-3453 x16 for more information.

Please send your written comments during the thirty day public comment period by July 31, 2007 to:
Joint Transportation Committee
Box 1447 Oak Bluffs, MA, 02557
Or via email to: miller@mvcommission.org

Projects Awaiting Funding

The 2008-2011 TIP includes two projects, in 2010 and 2011, that have not yet received funding. Proposed projects include improvements in the pedestrian environment in Oak Bluffs, and safety improvements in the Island's Multi-User Path (MUP) system, as outlined below.

Pedestrian Safety Improvements - Downtown Oak Bluffs (Lake Avenue).

In the area between the Steamship Authority Ferry Terminal, and the Oak Bluffs Harbor – including the foot of Circuit Avenue, the town's main shopping and entertainment street – the lane markings were changed several years ago. However, the roadway layout was not modified so there are areas where the road is only a single lane in one direction, yet it is over twenty feet wide. This area probably has the highest concentration of pedestrians on the Vineyard, both day and night. However, sidewalks are seriously inadequate or, in some locations, totally missing. This leads to the unsafe situation where pedestrians commonly walk in the roadway. There are no continuous shoulders to accommodate bicycles. This deficiency will become more problematic when the MassHighway District 5 completes the New York Avenue project just west of this area, which includes a reconfiguration of the shoulder to improve bicycle accommodation. The purpose of the Lake Avenue project is to reconfigure the roadway, sidewalk, and shoulders to provide safe accommodation for all modes. It also includes resurfacing of part of the project area.

Multi-User Path Safety Improvements - Edgartown section of Edgartown-Vineyard Haven Road.

For almost the entire 6.5-mile length of this MUP, the trail is inadequately buffered from the road surface, creating a situation where inappropriate use by automobiles is frequent and creates a safety hazard to path users. The distance between the edge of the roadway shoulder and the path (which has no shoulder and is only eight feet wide), is usually less and three feet and often less than two. Motor vehicles frequently use the path as a turning or passing lane or a parking area, conflicting with cyclists and other users of the path. This problem is particularly severe in the 3.5-mile Edgartown segment of the trail, where a large number of side roads and driveways cross the path. In addition to the frequent crossings by motor vehicles, these many turning movements create slowdowns in traffic on this high-speed road (45 mph speed limit); consequently, some vehicles overtake decelerating vehicles by using the path. Other vehicles use the path to decelerate in order to make a turn. Still others park on the path itself. Vegetation that might buffer the path and reduce the casual use of the path has no chance to take hold as it is often being driven over. There is also the risk of both motorists and cyclists veering accidentally into the other's path. The JTC has voted to seek funding for 2010 in order to erect a physical barrier between the roadway and the path. This barrier may in some places be vegetative (e.g., *rosa rugosa*), and in others be an engineered barrier that meets safety specifications yet maintains the island character (e.g., a steel-backed, decay-resistant, wooden barrier). Other safety improvements will include striping a center line on the path, and improved signage for motorists and pedestrians at path crossings.

Multi-User Path Safety Improvements - Unimproved sections of County Road in Oak Bluffs.

For much of the entire 3.3-mile length of this MUP, the trail is inadequately buffered from the road surface, creating a situation where inappropriate use by automobiles is frequent and creates a safety hazard to path users. The distance between the edge of the roadway shoulder and the path (which has no shoulder and is only eight feet wide), is often less and three feet and frequently less than one. Some sections even have asphalt paving connecting the two. Motor vehicles frequently use the path as a turning or passing lane or a parking area, conflicting with cyclists and other users of the path. This problem varies along the length of the path. Vegetation that might buffer the path and reduce the casual use of the path has no chance to take hold as it is frequently being driven over. There is also the risk of both motorists and cyclists veering accidentally into the other's path. Oak Bluffs plans to reorient a 0.6 mile stretch of the roadway away from the MUP to create a buffer using town funds. The JTC has voted to seek funding for 2011 in order to continue this work where appropriate, and to erect a physical barrier between the roadway and the path where such steps may not be appropriate. This barrier may in some places be vegetative (e.g., *rosa rugosa*), and in others be an engineered barrier that meets safety specifications yet maintains the island character (e.g., a steel-backed, decay-resistant, wooden barrier). Other safety improvements will include striping a center line on the path, and improved signage for motorists and pedestrians at path crossings.

Endorsements

We, the undersigned members of the Committee of Signatories for the Martha's Vineyard Region, do hereby endorse the Martha's Vineyard Region Transportation Improvement Program (TIP) for Federal Fiscal Years 2008–2011.

Bernard Cohen, Secretary
Executive Office of Transportation and Public Works

Date

Luisa Paiewonsky, Commissioner
Massachusetts Highway Department

Date

Douglas Sederholm, Chairman
Martha's Vineyard Commission

Date

Alice R. Butler, Chairman
Vineyard Transit Authority

Date

Oak Bluffs - Tisbury - Beach Rd. over Lagoon Pond Bridge Replacement						
Br. # O-01-001 = T04-001						
Total Cost (not federal funds)						
File #	Funding Category	FFY09	FFY10	FFY11	FFY12	TOTAL
604029	Bridge On	\$1,000,000	\$3,000,000	\$8,000,000	\$12,000,000	\$24,000,000
	Fiscal Year Federal Aid Totals:	\$1,000,000	\$3,000,000	\$8,000,000	\$12,000,000	\$24,000,000
	Non-federal Aid (to be converted to federal aid A/C conversions as shown above)	\$24,000,000				\$24,000,000

2008 - 2011 STIP Federal Aid Major Infrastructure Projects

5/23/2007

FFY 2008	Federal Funds	Total Cost
Millbury - Worcester Rte 146	20.000	25.000
Fall River - Somerset: Brightman St. Bridge	25.600	32.000
Bourne: Sagamore Rotary	3.200	4.000
Projects to be Identified	<u>1.600</u>	<u>2.000</u>
Total	50.400	63.000
FFY 2009	Federal Funds	Total Cost
Millbury - Worcester Rte 146	16.000	20.000
Fall River - Somerset: Brightman St. Bridge	30.400	38.000
Projects to be Identified	<u>1.600</u>	<u>2.000</u>
Total	48.000	60.000
FFY 2010	Federal Funds	Total Cost
Fall River - Somerset: Brightman St. Bridge	32.000	40.000
Projects to be Identified	<u>8.000</u>	<u>10.000</u>
Total	40.000	50.000
FFY 2011	Federal Funds	Total Cost
Fall River - Somerset: Brightman St. Bridge	32.000	40.000
Projects to be Identified	<u>4.000</u>	<u>5.000</u>
Total	36.000	45.000

Martha's Vineyard Commission
Operations and Maintenance Summary Table
For the Martha's Vineyard Transit Authority
State Fiscal Year 2007

The numbers below represent actual numbers for the previous year, the current year budget/forecast approved by the RTA Advisory Board, and Projections for the out-years as used in the Program review meetings with the State. These numbers indicate that there are sufficient revenues projected to meet the operating needs of the area transit authority.

Operating Revenue	Previous 2006	Current 2007	Yr. Two 2008	Yr. Three 2009	Yr. Four 2010
Farebox	969,085	985,000	1,012,218	1,037,524	
Section 5307					
Section 5311	426,539	298,519	283,000	283,000	
CMAQ/TDM					
Fully Funded*	29,977	30,000	31,519	32,307	
Job Access/Reverse Commute					
New Freedom					
Advertising			11,000	11,000	
Interest Income	11,538	12,870	13,192	13,521	
Rental Income	15,600	16,390	16,799	17,219	
State Contract Assistance**	1,153,859	1,311,169	1,350,504	1,391,019	
Local Assessment	722,929	722,929	747,408	766,094	
Other: (Define)	67,279	60,771	67,650	67,650	
TOTAL	3,396,626	3,437,648	3,533,290	3,619,334	
Operating Expenses***	Previous 2006	Current 2007	Yr. Two 2008	Yr. Three 2009	Yr. Four 2010
TOTAL	3,360,372	3,437,648	3,523,589	3,611,679	

Footnotes:

* Fully Funded refers to contract work, often to Human Service Agencies

** Operating assistance provided by the State

*** Description of Operating Expenses: Salaries and Wages; Fringe Benefits' Legal, Accounting, and Professional Services; Promotion/Marketing; Insurance; Equipment Leases and Rentals; Real Property Leases and Rentals; Non-capitalized Maintenance/Repair; Fuel costs; Tire costs; Office Supplies and Equipment; Interest Expense; Utilities; Management Fees; Travel and Training; and Other miscellaneous expense items.

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

Section I - Non Federal Aid Maintenance Projects - State Bondfunds

6/29/2007

Program Group/Sub Group	SFY 2005 NFA Expenditures	SFY 2006 NFA Expenditures	Projected Full Year SFY 2007 NFA Expenditures	Estimated SFY 2008 NFA Expenditures
01 - Bridge Repair & Replacement				
New Bridge (Excluded)				
Bridge Replacement (Excluded)				
Bridge Reconstruction/Rehab	\$2,143	\$2,431	\$877	\$1,817
Drawbridge Maintenance	\$7,536	\$7,110	\$2,307	\$5,651
Structure Maintenance	\$83,992	\$100,835	\$82,961	\$89,263
02 - Bridge Painting				
Painting - Structural	\$3,328	\$10,395	\$2,761	\$5,495
03 - Roadway Reconstruction				
Hwy Relocation (Excluded)				
Hwy Recon. - Added Capacity(Excluded)				
Hwy Recon - Added Capacity(Excluded)				
New Construction (Excluded)				
Hwy Reconstr - Restr and Rehab	\$11	\$3,909	\$6,262	\$3,394
Hwy Reconstr - No Added Capacity	\$0	\$0	\$0	\$0
Hwy Reconstr - Minor Widening	\$0	\$0	\$0	\$0
04 - Roadway Resurfacing				
Resurfacing	\$33,796	\$33,337	\$27,287	\$31,474
05 - Intersection & Safety				
Impact Attenuators	\$3,172	\$921	\$657	\$1,584
Safety Improvements	\$0	\$300	\$459	\$253
Traffic Signals	\$119	\$3,365	\$3,125	\$2,203
06 - Signs & Lighting				
Lighting and Electrical	\$3,376	\$4,579	\$2,240	\$3,398
Sign Installation / Upgrading	\$1,835	\$1,323	\$1,258	\$1,472
Structural Signing	\$169	\$3,756	\$1,821	\$1,915
07 - Guardrail				
Guard Rail and Fencing	\$2,110	\$7,186	\$5,617	\$4,971
08 - Maintenance				
Catch Basin Cleaning	\$12,880	\$12,046	\$11,774	\$12,234
Crack Sealing	\$1,374	\$1,501	\$507	\$1,127
Landscape and Roadside Develop	\$6,066	\$5,813	\$8,309	\$6,729
Mowing and Spraying	\$0	\$609	\$295	\$301
Pavement Marking	\$11,018	\$15,729	\$9,900	\$12,215
Sewer and Water	\$2,740	\$1,634	\$1,726	\$2,034
09 - Facilities				
Chemical Storage Sheds	\$1,519	\$0	\$0	\$506
10 - Bikeways (Excluded)				
11 - Other				
Miscellaneous / No Prequal	\$31,081	\$2,927	\$3,065	\$12,358
Section I Total:	\$208,266	\$219,705	\$173,209	\$200,393

Section II - Non Federal Aid Highway Operations - State Operating Budget Funding

12 - Snow and Ice Operations & Materials	\$327,894	\$188,574	\$162,361	\$226,276
13 - District Maintenance (Mowing, Litter Management, Sight Distance Clearing, Etc.)	\$54,778	\$54,832	\$50,559	\$53,390
Section II Total:	\$382,672	\$243,406	\$212,921	\$279,666
Grand Total NFA:	\$590,938	\$463,111	\$386,130	\$480,060

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

Section I - Federal Aid Maintenance Projects

6/29/2007

Program Group/Sub Group	SFY 2005 Federal Aid Expenditures Expenditures	SFY 2006 Federal Aid Expenditures Expenditures	Projected Full Year SFY 2007 Federal Aid	Estimated SFY 2008 Federal Aid
01 - Bridge Repair & Replacement				
New Bridge (Excluded)				
Bridge Replacement (Excluded)				
Bridge Reconstruction/Rehab	\$0	\$0	\$0	\$0
Structure Maintenance	\$0	\$0	\$0	\$0
02 - Bridge Painting	\$0	\$0	\$0	\$0
03 - Roadway Reconstruction				
Hwy Relocation (Excluded)				
Hwy Recon. - Added Capacity(Excluded)				
Hwy Recon - Added Capacity(Excluded)				
New Construction (Excluded)				
Hwy Reconstr - Restr and Rehab	\$0	\$0	\$0	\$0
Hwy Reconstr - No Added Capacity	\$0	\$0	\$0	\$0
Hwy Reconstr - Minor Widening \$0 \$0 \$0 \$0				
04 - Roadway Resurfacing				
Resurfacing	\$352,001	\$74,638	\$0	\$142,213
05 - Intersection & Safety				
Impact Attenuators	\$190	\$293	\$231	\$238
Safety Improvements	\$0	\$0	\$0	\$0
Traffic Signals	\$1,223	\$688	\$0	\$637
06 - Signs & Lighting				
Lighting and Electrical	\$0	\$0	\$0	\$0
Sign Installation / Upgrading	\$1,772	\$1,020	\$1,469	\$1,420
07 - Guardrail				
Guard Rail and Fencing	\$9,500	\$5,005	\$1,278	\$5,261
08 - Maintenance				
Contract Highway Maintenance	\$94	\$37	\$23	\$52
Landscape and Roadside Develop	\$814	\$881	\$0	\$565
Pavement Marking	\$11	\$0	\$0	\$4
09 - Facilities	\$0	\$0	\$0	\$0
10 - Bikeways (Excluded)				
11 - Other				
Intelligent Transportation Sys	\$3,300	\$5,793	\$4,078	\$4,390
Miscellaneous / No prequel	\$5,151	\$2,155	\$645	\$2,650
Reclamation	\$0	\$0	\$0	\$0
Unknown	\$0	\$0	\$0	\$0
Section I Total:	\$374,057	\$90,511	\$7,724	\$157,431

Section II - Federal Aid Highway Operations

11 - Other				
ITS Operations - I-93 HOV Lane Operation and Towing	\$0	\$0	\$0	\$0
ITS Operations - Traffic Operations Center (South Boston)	\$0	\$0	\$0	\$0
Grand Total Federal Aid:	\$374,057	\$90,511	\$7,724	\$157,431

**Massachusetts Highway Department
Summary of Operating and Maintenance Expenditures
State Total - Part 1: Non-Federal Aid**

Section I - Non Federal Aid Maintenance Projects - State Bondfunds

6/29/2007

Program Group/Sub Group	SFY 2005 NFA Expenditures	SFY 2006 NFA Expenditures	Projected Full Year SFY 2007 NFA Expenditures	Estimated SFY 2008 NFA Expenditures
01 - Bridge Repair & Replacement				
New Bridge (Excluded)				
Bridge Replacement (Excluded)				
Bridge Reconstruction/Rehab	\$15,508,302	\$15,115,382	\$8,058,884	\$12,894,189
Drawbridge Maintenance	\$5,441,192	\$4,845,495	\$1,408,175	\$3,898,287
Structure Maintenance	\$27,757,332	\$32,251,391	\$32,238,727	\$30,749,150
02 - Bridge Painting				
Painting - Structural	\$1,214,706	\$3,587,770	\$940,879	\$1,914,452
03 - Roadway Reconstruction				
Hwy Relocation (Excluded)				
Hwy Recon. - Added Capacity(Excluded)				
Hwy Recon - Added Capacity(Excluded)				
New Construction (Excluded)				
Hwy Reconstr - Restr and Rehab	\$538,660	\$1,674,934	\$2,989,018	\$1,734,204
Hwy Reconstr - No Added Capacity	\$15,095,507	\$13,109,345	\$5,565,152	\$11,256,668
Hwy Reconstr - Minor Widening	\$2,876,198	\$1,475,265	\$1,346,093	\$1,899,185
04 - Roadway Resurfacing				
Resurfacing	\$10,868,784	\$20,257,768	\$26,592,227	\$19,239,593
05 - Intersection & Safety				
Impact Attenuators	\$940,935	\$273,153	\$185,263	\$446,269
Safety Improvements	\$2,710,232	\$403,516	\$558,223	\$1,223,990
Traffic Signals	\$1,271,876	\$2,757,064	\$1,300,708	\$1,776,549
06 - Signs & Lighting				
Lighting and Electrical	\$1,095,934	\$1,535,432	\$727,053	\$1,119,473
Sign Installation / Upgrading	\$596,306	\$545,369	\$408,312	\$516,662
Structural Signing	\$54,801	\$1,219,158	\$591,046	\$593,344
07 - Guardrail				
Guard Rail and Fencing	\$864,544	\$2,332,911	\$1,823,277	\$1,673,578
08 - Maintenance				
Catch Basin Cleaning	\$4,181,300	\$3,910,476	\$3,822,300	\$3,971,359
Crack Sealing	\$445,984	\$487,213	\$164,717	\$365,971
Landscape and Roadside Develop	\$1,969,091	\$1,887,167	\$2,697,293	\$2,184,517
Mowing and Spraying	\$0	\$197,585	\$95,897	\$97,827
Pavement Marking	\$3,576,692	\$5,105,878	\$3,099,979	\$3,927,516
Sewer and Water	\$889,508	\$530,557	\$675,270	\$698,445
09 - Facilities				
Chemical Storage Sheds	\$908,359	\$116,956	\$367,929	\$464,414
10 - Bikeways (Excluded)				
11 - Other				
Miscellaneous / No Prequal	\$1,511,163	\$1,509,615	\$1,368,611	\$1,463,129
Section I Total:	\$100,317,407	\$115,129,400	\$97,025,034	\$104,108,774

Section II - Non Federal Aid Highway Operations - State Operating Budget Funding

12 - Snow and Ice Operations & Materials	\$105,772,259	\$60,830,197	\$52,374,674	\$72,992,377
13 - District Maintenance (Mowing, Litter Management, Sight Distance Clearing, Etc.)	\$17,670,166	\$17,687,799	\$16,309,494	\$17,222,486
Section II Total:	\$123,442,425	\$78,517,996	\$68,684,168	\$90,214,863
Grand Total NFA:	\$223,759,832	\$193,647,396	\$165,709,201	\$194,323,637

**Massachusetts Highway Department
Summary of Operating and Maintenance Expenditures
State Total - Part 2: Federal Aid**

Section I - Federal Aid Maintenance Projects

6/29/2007

Program Group/Sub Group	SFY 2005 Federal Aid Expenditures	SFY 2006 Federal Aid Expenditures	Projected Full Year SFY 2007 Federal Aid Expenditures	Estimated SFY 2008 Federal Aid Expenditures
01 - Bridge Repair & Replacement				
New Bridge (Excluded)				
Bridge Replacement (Excluded)				
Bridge Reconstruction/Rehab	\$29,505,761	\$28,312,520	\$24,102,146	\$27,299,707
Structure Maintenance	\$4,602,310	\$3,375,129	\$3,577,015	\$3,851,485
02 - Bridge Painting	\$0	\$0	\$0	\$0
03 - Roadway Reconstruction				
Hwy Relocation (Excluded)				
Hwy Recon. - Added Capacity(Excluded)				
Hwy Recon - Added Capacity(Excluded)				
New Construction (Excluded)				
Hwy Reconstr - Restr and Rehab	\$13,882,881	\$16,931,820	\$11,889,461	\$14,234,721
Hwy Reconstr - No Added Capacity	\$45,374,932	\$58,979,085	\$61,239,019	\$55,184,408
Hwy Reconstr - Minor Widening	\$14,928,403	\$24,721,250	\$28,436,105	\$22,666,368
04 - Roadway Resurfacing				
Resurfacing	\$60,984,035	\$77,043,574	\$77,047,552	\$71,607,255
05 - Intersection & Safety				
Impact Attenuators	\$125,102	\$191,087	\$150,486	\$155,124
Safety Improvements	\$3,621,246	\$15,418,462	\$19,161,918	\$12,733,875
Traffic Signals	\$10,472,647	\$12,161,028	\$14,645,044	\$12,059,774
06 - Signs & Lighting				
Lighting and Electrical	\$1,794,086	\$840,811	\$239,663	\$958,187
Sign Installation / Upgrading	\$1,141,444	\$2,555,124	\$4,286,436	\$2,664,164
07 - Guardrail				
Guard Rail and Fencing	\$6,133,290	\$3,260,925	\$832,409	\$3,427,773
08 - Maintenance				
Contract Highway Maintenance	\$246,155	\$76,973	\$15,108	\$112,985
Landscape and Roadside Develop	\$751,664	\$1,601,064	\$0	\$783,960
Pavement Marking	\$7,079	\$0	\$0	\$2,303
09 - Facilities	\$0	\$0	\$0	\$0
10 - Bikeways (Excluded)	\$0	\$0	\$0	\$0
11 - Other				
Intelligent Transportation Sys	\$2,476,059	\$4,196,135	\$3,142,558	\$3,261,103
Miscellaneous / No prequel	\$3,365,024	\$1,430,592	\$1,240,583	\$2,024,662
Reclamation	\$2,770,354	\$1,958,543	\$38,843	\$1,589,247
Unknown	\$0	\$0	\$0	\$0
Section I Total:	\$202,182,472	\$253,054,124	\$250,044,344	\$234,617,099

Section II - Federal Aid Highway Operations

11 - Other				
ITS Operations - I-93 HOV Lane Operation and Towing	\$455,000	\$455,000	\$500,000	\$500,000
ITS Operations - Traffic Operations Center (South Boston)	\$550,000	\$550,000	\$500,000	\$500,000
Grand Total Federal Aid:	\$202,637,472	\$253,509,124	\$250,544,344	\$235,117,099

Summary of Proposed FFY 2008 - 2011 MPO Targets
DRAFT - May 23, 2007

	2007 (as amended)	Current 2008	Proposed 2008	Current 2009	Proposed 2009	Current 2010	Proposed 2010	Proposed 2011
Base Obligation Authority	\$615,040,000	\$468,451,000	\$515,000,000	\$493,720,000	\$522,000,000	\$503,603,000	\$522,000,000	\$522,000,000
Redistribution, as Estimated by FHWA	\$25,000,000	\$25,000,000	\$25,000,000	\$25,000,000	\$25,000,000	\$25,000,000	\$25,000,000	\$25,000,000
Total Estimated Obligation Authority Available:	\$540,040,000	\$513,451,000	\$550,000,000	\$518,720,000	\$557,000,000	\$528,603,010	\$557,000,000	\$557,000,000
Central Artery/Tunnel Obligation Authority	-\$110,240,000	-\$117,230,000	-\$117,230,000	-\$120,845,000	-\$126,845,000	-\$121,280,000	-\$121,280,000	-\$129,365,000
Total Non-Earmarked C/A Available Statewide	\$429,800,000	\$396,221,000	\$432,770,000	\$397,875,000	\$430,155,000	\$377,315,010	\$435,710,000	\$397,635,000
Total Non-Earmarked Available Statewide (Including State Match)	\$530,247,222	\$488,526,250	\$533,897,500	\$483,062,500	\$530,618,750	\$464,641,250	\$500,062,500	\$489,968,750
Statewide Infrastructure Items:								
Statewide Infrastructure Program (Incl. Noise Barriers)	\$8,000,000	\$8,000,000	\$11,000,000	\$8,000,000	\$11,750,000	\$8,000,000	\$8,000,000	\$8,000,000
Statewide Safety Program	\$9,250,000	\$9,250,000	\$9,375,000	\$9,250,000	\$9,375,000	\$9,250,000	\$9,375,000	\$9,375,000
Statewide Safe Routes to Schools Program	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000
Statewide CMAQ	\$11,717,000	\$6,250,000	\$12,500,000	\$6,250,000	\$12,500,000	\$6,250,000	\$6,250,000	\$6,250,000
Statewide Transportation Enhancements	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
Statewide Recreational Trails	\$783,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Statewide ITS	\$6,250,000	\$6,250,000	\$6,250,000	\$6,250,000	\$6,250,000	\$6,250,000	\$6,250,000	\$6,250,000
Statewide Design and Right of Way	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000
Statewide Interstate Maintenance Program	\$53,000,000	\$54,000,000	\$54,000,000	\$54,250,000	\$54,000,000	\$56,000,000	\$54,000,000	\$54,000,000
Statewide NHS Preservation Program			\$15,000,000		\$15,000,000		\$14,500,000	\$12,000,000
Statewide Railroad Grade Crossings	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
Subtotal Statewide Infrastructure Items:	\$94,300,000	\$89,950,000	\$113,425,000	\$89,300,000	\$114,175,000	\$91,050,000	\$103,675,000	\$101,175,000
Other Statewide Items:								
Award Adjustments, Change Orders, Project Value Changes, Etc.	\$89,160,000	\$43,750,000	\$40,006,250	\$43,750,000	\$49,931,250	\$43,750,000	\$43,296,250	\$40,750,000
Planning	\$18,000,000	\$18,000,000	\$18,750,000	\$18,000,000	\$18,750,000	\$18,000,000	\$18,750,000	\$18,750,000
DBEs, CEPO, Pavement Lab Retrofits, and Misc. Programs	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000
Subtotal Other Statewide Items:	\$107,910,000	\$62,500,000	\$68,486,250	\$62,500,000	\$69,431,250	\$62,500,000	\$62,796,250	\$68,250,000
Regional Major Infrastructure Projects:	\$55,972,222	\$63,000,000	\$3,000,000	\$9,250,000	\$60,000,000	\$50,000,000	\$50,000,000	\$45,000,000
Bridge Program:								
Statewide Bridge Repl. / Rehab Program	\$116,483,328	\$116,483,328	\$121,483,328	\$116,483,328	\$121,483,328	\$108,983,328	\$121,483,328	\$121,483,328
Statewide Bridge Preservation Program	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000
Statewide Bridge Inspection Program	\$5,500,000	\$5,500,000	\$5,500,000	\$5,500,000	\$5,500,000	\$5,500,000	\$5,500,000	\$5,500,000
Subtotal Federal Aid Bridge Program:	\$131,983,328	\$131,983,328	\$136,983,328	\$131,983,328	\$136,983,328	\$124,483,328	\$136,983,328	\$136,983,328
Regional Targets:								
Regional CMAQ Targets:	\$30,000,000	\$30,000,000	\$30,000,000	\$30,000,000	\$30,000,000	\$30,000,000	\$30,000,000	\$30,000,000
Regional Non-CMAQ Targets:	\$98,915,179	\$111,992,923	\$121,992,923	\$110,929,173	\$120,929,173	\$106,607,923	\$116,607,923	\$108,569,423
Total Regional Targets:	\$148,915,179	\$141,992,923	\$151,992,923	\$140,929,173	\$150,929,173	\$136,607,923	\$146,607,923	\$138,569,423

TITLE 23 - TRANSPORTATION FUNDING
Statewide Highway-Funded Program

FEDERAL FISCAL YEAR 2008
FEDERAL REGIONAL TARGETS
D R A F T - May 23, 2007

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.
Base Obligation Authority	\$615,000,000		
Redistribution, as Estimated by FHWA	\$35,000,000		
Total Estimated Obligation Authority Available:	\$550,000,000		
Central Artery/Tunnel Obligation Authority	(117,230,000)		
Total Non-Earmarked Available Statewide - (Including Redistribution)	432,770,000	101,117,500	533,887,500
Statewide Infrastructure Items:			
Statewide Infrastructure Program	\$8,800,000	\$2,200,000	\$11,000,000
Statewide Safety Program	7,500,000	\$1,875,000	\$9,375,000
Statewide Safe Routes to Schools Program	1,300,000	\$0	\$1,300,000
Statewide CMAQ	10,000,000	\$2,500,000	\$12,500,000
Statewide Transportation Enhancements	400,000	\$100,000	\$500,000
Statewide ITS	5,000,000	\$1,250,000	\$6,250,000
Statewide Design and Right of Way	2,400,000	\$600,000	\$3,000,000
Statewide Interstate Maintenance Program	48,600,000	\$5,400,000	\$54,000,000
Statewide NHS Preservation Program	12,000,000	\$3,000,000	\$15,000,000
Statewide Railroad Grade Crossings	400,000	\$100,000	\$500,000
Subtotal Statewide Infrastructure Items:	\$96,400,000	\$17,025,000	\$113,425,000
Other Statewide Items:			
Award Adjustments, Change Orders, Project Value Changes, Etc.	\$39,189,000	\$9,797,250	\$48,986,250
Planning	15,000,000	\$3,750,000	\$18,750,000
DBEs, CEPO, Pavement Lab Retrofits, and Misc. Programs	600,000	\$150,000	\$750,000
Subtotal Other Statewide Items:	\$54,789,000	\$13,697,250	\$68,486,250
Regional Major Infrastructure Projects:	\$50,400,000	\$12,600,000	\$63,000,000
Bridge Program:			
Statewide Bridge Repl / Rehab Program	\$97,186,662	\$24,296,666	\$121,483,328
Statewide Bridge Preservation Program	8,000,000	\$2,000,000	\$10,000,000
Statewide Bridge Inspection Program	4,400,000	\$1,100,000	\$5,500,000
Subtotal Federal Aid Bridge Program:	\$109,586,662	\$27,396,666	\$136,983,328
Regional Targets:			
Regional CMAQ Targets:	\$24,000,000	\$6,000,000	\$30,000,000
Regional Non-CMAQ Targets:	\$97,594,338	\$24,398,585	\$121,992,923
Total Regional Targets:	\$121,594,338	\$30,398,585	\$151,992,923

Region	Regional Share (%)	Regional Non-CMAQ Target With State Match	Regional CMAQ Target With State Match	Total Regional Target With State Match
Berkshire Region	3.5596	\$4,342,514	\$1,067,893	\$5,410,407
Boston Region	42.9671	\$52,416,825	\$12,890,131	\$65,306,956
Cape Cod	4.5851	\$5,593,548	\$1,375,542	\$6,969,091
Central Mass	8.6901	\$10,601,345	\$2,607,039	\$13,208,384
Franklin Region	2.5397	\$3,098,310	\$761,924	\$3,860,234
Martha's Vineyard	0.3100	\$378,140	\$92,991	\$471,131
Merrimack Valley	4.4296	\$5,403,746	\$1,328,867	\$6,732,613
Montachusett	4.4596	\$5,440,340	\$1,337,866	\$6,778,206
Nantucket	0.2200	\$268,358	\$65,993	\$334,351
Northern Middlesex	3.9096	\$4,769,446	\$1,172,883	\$5,942,329
Old Colony	4.5595	\$5,562,321	\$1,367,863	\$6,930,184
Pioneer Valley	10.8099	\$13,187,336	\$3,242,976	\$16,430,312
Southeastern Mass	8.9601	\$10,938,693	\$2,688,031	\$13,626,724
Total:	100.00	\$121,992,923	\$30,000,000	\$151,992,923

Note 1: Base Obligation Authority includes Estimated Equity Bonus Exempt from Limitation

TITLE 23 - TRANSPORTATION FUNDING
Statewide Highway-Funded Program

FEDERAL FISCAL YEAR 2009
FEDERAL REGIONAL TARGETS
D R A F T - May 23, 2007

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.
Base Obligation Authority	\$522,000,000		
Redistribution, as Estimated by FHWA	\$35,000,000		
Total Estimated Obligation Authority Available:	\$557,000,000		
Central Artery/Tunnel Obligation Authority	(126,845,000)		
Total Non-Earmarked Available Statewide - (Including Redistribution)	430,155,000	100,463,750	530,618,750
Statewide Infrastructure Items:			
Statewide Infrastructure Program	\$9,400,000	\$2,350,000	\$11,750,000
Statewide Safety Program	7,500,000	\$1,875,000	\$9,375,000
Statewide Safe Routes to Schools Program	1,300,000	\$0	\$1,300,000
Statewide CMAQ	10,000,000	\$2,500,000	\$12,500,000
Statewide Transportation Enhancements	4,000,000	\$1,000,000	\$5,000,000
Statewide ITS	5,000,000	\$1,250,000	\$6,250,000
Statewide Design and Right of Way	2,400,000	\$600,000	\$3,000,000
Statewide Interstate Maintenance Program	48,600,000	\$5,400,000	\$54,000,000
Statewide NHS Preservation Program	12,000,000	\$3,000,000	\$15,000,000
Statewide Railroad Grade Crossings	4,000,000	\$1,000,000	\$5,000,000
Subtotal Statewide Infrastructure Items:	\$97,000,000	\$17,175,000	\$114,175,000
Other Statewide Items:			
Award Adjustments, Change Orders, Project Value Changes, Etc.	\$39,945,000	\$9,986,250	\$49,931,250
Planning	15,000,000	\$3,750,000	\$18,750,000
DBEs, CEPO, Pavement Lab Retrofits, and Misc. Programs	600,000	\$150,000	\$750,000
Subtotal Other Statewide Items:	\$55,545,000	\$13,886,250	\$69,431,250
Regional Major Infrastructure Projects:	\$48,000,000	\$12,000,000	\$60,000,000
Bridge Program:			
Statewide Bridge Repl. / Rehab Program	\$97,186,662	\$24,296,666	\$121,483,328
Statewide Bridge Preservation Program	8,000,000	\$2,000,000	\$10,000,000
Statewide Bridge Inspection Program	4,400,000	\$1,100,000	\$5,500,000
Subtotal Federal Aid Bridge Program:	\$109,586,662	\$27,396,666	\$136,983,328
Regional Targets:			
Regional CMAQ Targets:	\$24,000,000	\$6,000,000	\$30,000,000
Regional Non-CMAQ Targets:	\$96,023,338	\$24,005,835	\$120,029,173
Total Regional Targets:	\$120,023,338	\$30,005,835	\$150,029,173

Region	Regional Share (%)	Regional Non-CMAQ Target With State Match	Regional CMAQ Target With State Match	Total Regional Target With State Match
Berkshire Region	3.5596	\$4,272,611	\$1,067,893	\$5,340,504
Boston Region	42.9671	\$51,573,059	\$12,890,131	\$64,463,190
Cape Cod	4.5851	\$5,503,507	\$1,375,542	\$6,879,050
Central Mass	8.6901	\$10,430,602	\$2,607,039	\$13,037,642
Franklin Region	2.5397	\$3,048,436	\$761,924	\$3,810,360
Martha's Vineyard	0.3100	\$372,053	\$92,991	\$465,044
Metimack Valley	4.4296	\$5,316,761	\$1,329,867	\$6,646,628
Montachusett	4.4596	\$5,352,766	\$1,337,866	\$6,690,632
Nantucket	0.2200	\$264,038	\$65,993	\$330,031
Northern Middlesex	3.9096	\$4,692,671	\$1,172,883	\$5,865,554
Old Colony	4.5595	\$5,472,783	\$1,367,863	\$6,840,646
Pioneer Valley	10.8999	\$12,975,056	\$3,242,976	\$16,218,032
Southeastern Mass	8.9601	\$10,754,739	\$2,689,031	\$13,443,770
Total:	100.00	\$120,029,173	\$30,000,000	\$150,029,173

Note 1: Base Obligation Authority includes Estimated Equity Bonus Exempt from Limitation

TITLE 23 - TRANSPORTATION FUNDING
Statewide Highway-Funded Program

FEDERAL FISCAL YEAR 2010
FEDERAL REGIONAL TARGETS
D R A F T - May 23, 2007

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.
Base Obligation Authority	\$522,000,000		
Redistribution, as Estimated by FHWA	\$35,000,000		
Total Estimated Obligation Authority Available:	\$557,000,000		
Central Artery/Tunnel Obligation Authority	(151,290,000)		
Total Non-Earmarked Available Statewide - (Including Redistribution)	405,710,000	94,352,500	500,062,500
Statewide Infrastructure Items:			
Statewide Infrastructure Program	\$6,400,000	\$1,600,000	\$8,000,000
Statewide Safety Program	7,500,000	\$1,875,000	\$9,375,000
Statewide Safe Routes to Schools Program	1,300,000	\$0	\$1,300,000
Statewide CMAQ	5,000,000	\$1,250,000	\$6,250,000
Statewide Transportation Enhancements	4,000,000	\$1,000,000	\$5,000,000
Statewide ITS	5,000,000	\$1,250,000	\$6,250,000
Statewide Design and Right of Way	2,400,000	\$600,000	\$3,000,000
Statewide Interstate Maintenance Program	48,600,000	\$5,400,000	\$54,000,000
Statewide NHS Preservation Program	11,600,000	\$2,900,000	\$14,500,000
Statewide Railroad Grade Crossings	4,000,000	\$1,000,000	\$5,000,000
Subtotal Statewide Infrastructure Items:	\$98,600,000	\$15,075,000	\$103,675,000
Other Statewide Items:			
Award Adjustments, Change Orders, Project Value Changes, Etc.	\$34,637,000	\$8,659,250	\$43,296,250
Planning	15,000,000	\$3,750,000	\$18,750,000
DBEs, CEPO, Pavement Lab Retrofits, and Misc. Programs	600,000	\$150,000	\$750,000
Subtotal Other Statewide Items:	\$50,237,000	\$12,559,250	\$62,796,250
Regional Major Infrastructure Projects:	\$40,000,000	\$10,000,000	\$50,000,000
Bridge Program:			
Statewide Bridge Repl. / Rehab Program	\$97,186,662	\$24,296,666	\$121,483,328
Statewide Bridge Preservation Program	8,000,000	\$2,000,000	\$10,000,000
Statewide Bridge Inspection Program	4,400,000	\$1,100,000	\$5,500,000
Subtotal Federal Aid Bridge Program:	\$109,586,662	\$27,396,666	\$136,983,328
Regional Targets:			
Regional CMAQ Targets:	\$24,000,000	\$6,000,000	\$30,000,000
Regional Non-CMAQ Targets:	\$93,286,338	\$23,321,585	\$116,607,923
Total Regional Targets:	\$117,286,338	\$29,321,585	\$146,607,923

Region	Regional Share (%)	Regional Non-CMAQ Target With State Match	Regional CMAQ Target With State Match	Total Regional Target With State Match
Berkshire Region	3.5596	\$4,150,827	\$1,067,893	\$5,218,720
Boston Region	42.9671	\$50,103,047	\$12,890,131	\$62,993,178
Cape Cod	4.5851	\$5,346,638	\$1,375,542	\$6,722,181
Central Mass	8.6901	\$10,133,381	\$2,607,039	\$12,740,421
Franklin Region	2.5397	\$2,981,545	\$761,924	\$3,743,469
Martha's Vineyard	0.3100	\$361,448	\$92,991	\$454,439
Metimack Valley	4.4296	\$5,165,214	\$1,328,867	\$6,494,081
Montachusett	4.4596	\$5,200,193	\$1,337,866	\$6,538,059
Nantucket	0.2200	\$256,512	\$65,993	\$322,505
Northern Middlesex	3.9096	\$4,558,914	\$1,172,883	\$5,731,797
Old Colony	4.5595	\$5,316,790	\$1,367,863	\$6,684,653
Pioneer Valley	10.8099	\$12,605,222	\$3,242,976	\$15,848,198
Southeastern Mass	8.9601	\$10,448,191	\$2,688,031	\$13,136,222
Total:	100.00	\$116,607,923	\$30,000,000	\$146,607,923

Note 1: Base Obligation Authority includes Estimated Equity Bonus Exempt from Limitation

TITLE 23 - TRANSPORTATION FUNDING
Statewide Highway-Funded Program

FEDERAL FISCAL YEAR 2011
FEDERAL REGIONAL TARGETS
D R A F T - May 23, 2007

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.
Base Obligation Authority	\$522,000,000		
Redistribution, as Estimated by FHWA	\$35,000,000		
Total Estimated Obligation Authority Available:	\$557,000,000		
Central Artery/Tunnel Obligation Authority	(159,365,000)		
Total Non-Earmarked Available Statewide - (Including Redistribution)	397,635,000	92,333,750	489,968,750
Statewide Infrastructure Items:			
Statewide Infrastructure Program	\$6,400,000	\$1,600,000	\$8,000,000
Statewide Safety Program	7,500,000	\$1,875,000	\$9,375,000
Statewide Safe Routes to Schools Program	1,300,000	\$0	\$1,300,000
Statewide CMAQ	5,000,000	\$1,250,000	\$6,250,000
Statewide Transportation Enhancements	4,000,000	\$1,000,000	\$5,000,000
Statewide ITS	5,000,000	\$1,250,000	\$6,250,000
Statewide Design and Right of Way	2,400,000	\$600,000	\$3,000,000
Statewide Interstate Maintenance Program	48,600,000	\$5,400,000	\$54,000,000
Statewide NHS Preservation Program	9,600,000	\$2,400,000	\$12,000,000
Statewide Railroad Grade Crossings	4,000,000	\$1,000,000	\$5,000,000
Subtotal Statewide Infrastructure Items:	\$96,600,000	\$14,575,000	\$101,175,000
Other Statewide Items:			
Award Adjustments, Change Orders, Project Value Changes, Etc.	\$39,000,000	\$9,750,000	\$48,750,000
Planning	15,000,000	\$3,750,000	\$18,750,000
DBEs, CEPO, Pavement Lab Retrofits, and Misc. Programs	600,000	\$150,000	\$750,000
Subtotal Other Statewide Items:	\$54,600,000	\$13,650,000	\$68,250,000
Regional Major Infrastructure Projects:	\$36,000,000	\$9,000,000	\$45,000,000
Bridge Program:			
Statewide Bridge Repl. / Rehab Program	\$97,186,662	\$24,296,666	\$121,483,328
Statewide Bridge Preservation Program	8,000,000	\$2,000,000	\$10,000,000
Statewide Bridge Inspection Program	4,400,000	\$1,100,000	\$5,500,000
Subtotal Federal Aid Bridge Program:	\$109,586,662	\$27,396,666	\$136,983,328
Regional Targets:			
Regional CMAQ Targets:	\$24,000,000	\$6,000,000	\$30,000,000
Regional Non-CMAQ Targets:	\$86,848,338	\$21,712,085	\$108,560,423
Total Regional Targets:	\$110,848,338	\$27,712,085	\$138,560,423

Region	Regional Share (%)	Regional Non-CMAQ Target With State Match	Regional CMAQ Target With State Match	Total Regional Target With State Match
Berkshire Region	3.5596	\$3,864,365	\$1,067,893	\$4,932,258
Boston Region	42.9671	\$46,645,269	\$12,890,131	\$59,535,400
Cape Cod	4.5851	\$4,977,649	\$1,375,542	\$6,353,191
Central Mass	8.6901	\$9,434,043	\$2,607,039	\$12,041,082
Franklin Region	2.5397	\$2,757,169	\$761,924	\$3,519,093
Martha's Vineyard	0.3100	\$336,504	\$92,991	\$429,494
Metrimack Valley	4.4296	\$4,808,746	\$1,328,867	\$6,137,613
Montachusett	4.4596	\$4,841,311	\$1,337,866	\$6,179,177
Nantucket	0.2200	\$238,809	\$65,993	\$304,802
Northern Middlesex	3.9096	\$4,244,288	\$1,172,883	\$5,417,171
Old Colony	4.5595	\$4,949,860	\$1,367,863	\$6,317,723
Pioneer Valley	10.8999	\$11,735,294	\$3,242,976	\$14,978,269
Southeastern Mass	8.9601	\$9,727,127	\$2,688,031	\$12,415,158
Total:	100.00	\$108,560,423	\$30,000,000	\$138,560,423

Note 1: Base Obligation Authority includes Estimated Equity Bonus Exempt from Limitation

DETERMINATION OF AIR QUALITY CONFORMITY
Martha's Vineyard METROPOLITAN PLANNING ORGANIZATION
FFY 2008-2011 TRANSPORTATION IMPROVEMENT PROGRAM

Introduction

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

In April 2002, the cities of Lowell, Waltham, Worcester and Springfield were re-designated to attainment for carbon monoxide with EPA-approved limited maintenance plans. In April 1996, the communities of Boston, Cambridge, Chelsea, Everett, Malden, Medford, Quincy, Revere, and Somerville were classified as attainment for carbon monoxide (CO). Air quality conformity analysis must still be completed in these communities, as they have a carbon monoxide maintenance plan approved into the state implementation plan (SIP). The year 2010 carbon monoxide motor vehicle emission budget established for the Boston CO attainment area with a maintenance plan is 228.33 tons of carbon monoxide per winter day.

Conformity Regulations and Background

The CAAA also required Metropolitan Planning Organizations (MPOs) within nonattainment areas to perform conformity determinations prior to the approval of their Regional Transportation Plans (RTPs) and Transportation Improvement Programs (TIPs). The most recent conformity determination occurred in the summer of 2007, when the Federal Highway Administration (FHWA) – in consultation with the Environmental Protection Agency (EPA New England) and the Massachusetts Department of Environmental Protection (DEP) – confirmed that all 13 of the RTPs for the year 2007 in Massachusetts were in conformity with the Massachusetts State Implementation Plan (SIP). A brief summary of major conformity milestones in recent years is as follows (more details are provided in the 2007 RTPs and related documents):

In October 1998, DEP submitted to EPA a technical correction to the Massachusetts SIP for Ozone, which included a 2003 mobile source emission budget for the Western Massachusetts Ozone Nonattainment Area. EPA found this emission budget adequate for conformity purposes under the one-hour standard in February 1999, and this budget has since been used in all subsequent conformity determinations for Western Massachusetts.

In September 2002, DEP submitted to EPA a revision to the Massachusetts SIP that included a revised one-hour ozone attainment demonstration for Eastern Massachusetts. This SIP revision included a 2007 mobile source emission budget for the Eastern Massachusetts Ozone Nonattainment Area. EPA found this emission budget adequate for conformity purposes under

the one-hour standard in December 2002. It became effective in January 2003 and has since been used in all subsequent conformity determinations for Eastern Massachusetts.

Between 2003 and 2006, several new conformity determinations were made that were triggered by various events, including: The 2003 regional transportation plans, a change in designation from the one-hour ozone standard to an eight-hour ozone standard, and various changes to regional TIPs that involved reprogramming transportation projects across analysis years.

Most recently, in 2007, air quality analyses were conducted on behalf of all the 2007 Regional Transportation Plans (RTPs), the purposes of which were to evaluate the RTPs' air quality impacts on the SIP. Conformity determinations were performed to ensure that all regionally significant projects were included in the RTPs. The Massachusetts Executive Office of Transportation found the emission levels from the 2007 Regional Transportation Plans to be in conformance with the SIP. Each MPO had certified (and continues to certify) that all activities outlined in its Plan and its TIP:

- will not cause or contribute to any new violation of any standard in any area;
- will not increase the frequency or severity of any existing violation of any standard in any area; and,
- will not delay the timely attainment of any standard or any required interim emission reductions or other milestones in any area.

In accordance with Section 122(g) of the Transportation Conformity Rule, the MPOs are relying on the previous emissions analyses to demonstrate conformity, as outlined below:

Key elements of this 2008 – 2011 STIP related to air quality conformity are as follows:

- This STIP is financially constrained, and all projects in the STIP come from the conforming 2007 Regional Transportation Plans and their updates.
- Because projects in the STIP come from the RTPs, *and* all regionally significant RTP projects for 2008 through 2011 (both Federal and Non-Federal Aid) are programmed in the STIP, the same air quality analyses used for the RTPs can be used for the STIP.
- All regionally significant projects included in the STIP have been included in the air quality analyses for the conforming 2007 RTPs. These projects are of the same design and concept as presented in the RTPs.
- Therefore, this STIP, as a product of the TIPs from all the MPOs in the two nonattainment areas, demonstrates air quality conformity.

The air quality analyses outlined in this document demonstrate that the implementation of the STIP satisfies the conformity criteria where applicable and is consistent with the air quality goals in the Massachusetts SIP. Therefore, the FFY 2008 - 2011 State Transportation Improvement Program (STIP) is in conformity with the SIP where required.

Conformity Test

The conformity test is to show consistency with the emissions budgets set forth in the SIP, and to contribute to reductions in CO nonattainment areas. In addition, the format of the conformity test

is determined by evolving regulations. These regulations set specific requirements for different time periods depending on the timeframe of the Commonwealth's SIP submittals to EPA. These periods are defined as follows:

Control Strategy Period: Once a control strategy SIP has been submitted to EPA, EPA has to make a positive adequacy determination of the mobile source emission budget before such budget can be used for conformity purposes. The conformity test in this period is consistency with the mobile source emission budget.

Maintenance Period is the period of time beginning when the Commonwealth submits and EPA approves a request for redesignation to an attainment area, and lasting for 20 years. The conformity test in this period is consistency with the mobile source emission budget.

Horizon years for regional model analyses have been established following 40 CFR 93.106(a) of the Federal Conformity Regulations. The years for which the regional transportation models were run for emission estimates are shown below:

- 2000: Milestone Year – This year is currently being used by the statewide travel demand model as the new base year for calculation of emission reductions of VOCs and NOx.
- 2007: Milestone Year – Attainment year for Eastern Massachusetts
- 2010: Analysis Year
- 2020: Analysis Year
- 2030: Horizon Year – last forecast year of regional transportation plans

Specific information regarding the analysis methods, latest planning assumptions, and consultation procedures are all detailed in the 2007 RTPs and their updates. The emissions from the following MPOs have been combined to show conformity with the SIP for the Eastern Massachusetts Nonattainment Area:

- Cape Cod MPO
- Central Massachusetts MPO
- Merrimack Valley MPO
- Boston MPO
- Montachusett Region MPO
- Northern Middlesex MPO
- Old Colony MPO
- Southeastern Region MPO
- Martha's Vineyard Commission*
- Nantucket Planning and Economic Development Commission*

* These regions do not contain any urbanized areas, but are considered to be MPOs for planning purposes.

The Executive Office of Transportation, Office of Transportation Planning estimated and compiled the emissions for VOC and NOx for all areas and all MPOs (emissions for the Boston Region were estimated by MPO staff and were included in the final totals). The VOC mobile source emission budget for 2007 for the Eastern Massachusetts One-Hour Ozone Nonattainment Area has been set at 86.700 tons per summer day (TPSD) and the 2007 mobile source budget for NOx is 226.363 TPSD (see Tables 1 and 2). For the Western Massachusetts One-Hour Ozone Nonattainment Area (Tables 3 and 4), the 2003 VOC budget has been set at 23.770 TPSD. The 2003 NOx budget has been set at 49.110 TPSD. All these budget targets are carried forward to the years 2007, 2010, 2020, and 2030 as well. The latest emission results for each individual MPO can be found in each MPO's 2008-2011 TIP.

In addition, an analysis was performed to demonstrate that the emissions in the Action scenario were less than the established budget for the Boston CO maintenance area. This CO analysis has been reported within the Boston MPO's 2007 Regional Transportation Plan update.

TABLE 1
VOC Emissions Estimates for the Eastern Massachusetts Ozone Non-attainment Area
(all emissions in tons per summer day)

Year	Martha's Vineyard Action Emissions	Eastern MA Action Emissions	Budget	Difference (Action - Budget)
2000	n/a	166.545	n/a	n/a
2007	0.2229	61.957	86.700	-24.743
2010	0.1323	49.718	86.700	-36.982
2020	0.0702	29.805	86.700	-56.895
2030	0.0745	28.714	86.700	-57.986

Source: MassHighway

* Non-Attainment area totals updated in the May 2007 conformity analyses for the Regional Transportation Plans.

TABLE 2
NOx Emissions Estimates for the Eastern Massachusetts Ozone Non-attainment Area
(all emissions in tons per summer day)

Year	Martha's Vineyard Action Emissions	Eastern MA Action Emissions	Budget	Difference (Action - Budget)
2000	n/a	287.877	n/a	n/a
2007	0.5463	174.098	226.363	-52.265
2010	0.3008	129.201	226.363	-97.162
2015	0.0805	45.439	226.363	-180.924
2025	0.0617	34.744	226.363	-191.619

Source: MassHighway

* Non-Attainment area totals updated in the May 2007 conformity analyses for the Regional Transportation Plans.

As shown in Tables 1 and 2, the results of the air quality analyses demonstrate that the VOC and NOx emission estimates from all Action scenarios are less than the VOC and NOx emissions budgets for the Eastern Massachusetts Ozone Nonattainment Area.

Conclusion

In summary, each Eastern Massachusetts MPO has found that the emission levels from its FY 2008-2011 TIP, in combination with the emission levels from the other MPOs in its nonattainment area, demonstrate conformity with the SIP as required.

This TIP is derived from regional transportation plans that meet the conformity requirements. The Martha's Vineyard MPO conformity determinations have been prepared in accordance with EPA's and Massachusetts' final conformity regulations. These conformity determinations show that the 2008-2011 Statewide TIP – as a product of all the regional TIPs – has been prepared following all the guidelines and requirements of these rules during this time period.

Therefore, the implementation of the FY 2008-2011 Statewide Transportation Improvement Program is consistent with the air quality goals in the Massachusetts SIP.



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