

# Martha's Vineyard DRAFT Transportation Improvement Program (TIP) AMENDMENT

For Federal Fiscal Years (FFY) 2016-2019

October 1, 2015 to September 30, 2019

## DRAFT TIP Amendment FFY 2016-2019

PUBLIC COMMENT PERIOD  
through Friday, May 20, 2016

Please submit all comments to:  
Joint Transportation Committee  
c/o Martha's Vineyard  
Commission (MVC)  
PO Box 1447  
Oak Bluffs, MA 02557

or, via email with the subject  
"public comment" to:  
[Leclerc\(at\)mvcommission.org](mailto:Leclerc(at)mvcommission.org)



Prepared by  
**The Martha's Vineyard Commission**  
in cooperation with the  
**Federal Highway Administration,**  
**Federal Transit Administration,**  
**Massachusetts Department of Transportation**  
and the **Martha's Vineyard Regional Transit Authority**  
under contract number 56241  
**April-May 2016**

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## Participants

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Stephanie Pollack	Secretary of Transportation, MassDOT
Thomas Tinlin	Acting Highway Administrator, MassDOT
James Vercruysse	Chairman, Martha's Vineyard Commission (MVC)
Alice Butler	Chairman, Vineyard Transit Authority (VTA)

### Martha's Vineyard Joint Transportation Committee

#### Voting Members

Adam Wilson	Town of Aquinnah
Keith Emin	Town of Chilmark
Stuart Fuller	Town of Edgartown
Richard Combra, Jr.	Town of Oak Bluffs
John Grande, Ray Tattersall	Town of Tisbury
Jennifer Rand	Town of West Tisbury
Leon Brathwaite	County of Dukes County
Durwood Vanderhoop	Wampanoag Tribe of Gay Head/Aquinnah
Adam Turner	Martha's Vineyard Commission (MVC)
Angela Grant	Vineyard Transit Authority (VTA)

#### Ex-Officio Members (Non-Voting)

Gabriel Sherman	MassDOT
Pamela S. Stephenson	Federal Highway Administration
Mary Beth Mello	Federal Transit Administration
Bridget Tobin	Steamship Authority
David Whitmon	Oak Bluffs (Bicycle and Pedestrian)
Sean Flynn	Martha's Vineyard Airport
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Priscilla Leclerc	Martha's Vineyard Commission
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### Staff of the Martha's Vineyard Commission

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# 1. Introduction

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## **Martha's Vineyard Commission**

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

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

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

## **TIP Development Process**

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

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

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

## 2. Requirements and Process

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The TIP must identify priorities within estimated available funds. Priority projects must include all federally funded projects to be funded under Title 23 for highway and transit. Other regionally significant projects must be listed because regionally significant projects may affect air quality.

### **MAP-21**

MAP 21 continues similar programs as were in previous federal transportation legislation, such as the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the Transportation Equity Act for the 21st Century (TEA- 21), and the landmark Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA).

On July 6, 2012, President Obama signed into law P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21) which continued most surface transportation programs and consolidated others. MAP-21 created a streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system. These challenges include improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery.

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 planning factors that must be considered in preparing the TIP are:

1. Support the economic vitality of the United States, the States, nonmetropolitan 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 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, cross and between modes throughout the State, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.

### **Project Priorities**

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

Regional Transportation Plan: ***Martha's Vineyard Transportation Plan (MVTP)***, with the following criteria:

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

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

### **Financially Constrained**

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

### **The TIP and the STIP**

The Statewide Transportation Improvement Program (STIP) is a compilation of the prioritized projects contained in the TIPs of Massachusetts' 13 regions. All SIP projects must be consistent with regional transportation plans and conform to emissions budgets established by federal and state environmental agencies. The 2012 Regional Transportation Plan (RTP) must conform to the State Implementation Plan (SIP). Since all TIP projects must flow from conforming RTPs, this inherently means that TIP projects should not have a negative impact on air quality.

### **Public Participation**

In compliance with 23 CFR 450.316 (3) (b), the draft TIP is prepared by the JTC in consultation with the Martha's Vineyard Commission, the Martha's Vineyard Regional Transit Authority (VTA), Martha's Vineyard Airport, the municipalities of Dukes County, providers of transportation services including the Steamship Authority, the Office of Transportation Planning, and the Massachusetts Department of Transportation (MassDOT). 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 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. Once a draft TIP is agreed upon by the JTC, it is subject to a 30-day public comment period. The JTC considers any public comments received before deciding to modify the draft TIP or endorse it unchanged, and forward it to the MPO for signature.

## Modification to the TIP

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 project may be amended into the TIP if it is recommended in the financially constrained section of the RTP, and,
5. The Commonwealth's Office of Transportation Planning department is notified of the substitution.

The addition or deletion of projects to and from the TIP are amendments, but administrative modifications can be made to the TIP for actions including changing a project's description, cost estimate, or scope, as long as the changes are minor in nature. Not all changes to the TIP must include a public review and comment period. Administrative modifications are routinely conducted by the decision-making body with no public review process.

## 2013 Obligated Funds for Martha's Vineyard MPO

2013 TIP federal funding obligated on the island is as follows:

Project Number	Town	Description	Federal Amt.	State Amt.	Total Amt.
<b>604813</b>	Oak Bluffs	Intersection Improvements at Edgartown-Vineyard Haven Road and Barnes Road (Roundabout)	\$305,098	\$76,275	\$381,373
100% Funded through 2013. Construction Cost (TFPCC) = \$1,270,863					
<b>604029</b>	Oak Bluffs & Tisbury	Bridge # O-01-001 / T-04-001 Beach Rd. over Lagoon Pond BR replacement.	\$10,207,328	\$2,551,832	\$12,759,160

2013 obligated amount is Year 1 of 3 Advance Construction; the total estimated cost is \$38,277,479. The remaining Bridge Replacement funds are programmed in this TIP: \$13,269,526 in 2014 (Year 2), and \$12,248,793 in 2015 (Year 3).

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

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For this TIP, the Martha's Vineyard Joint Transportation Committee (JTC) reviewed the draft TIP at their meeting on June 17, 2015, and voted to release the Draft TIP for public comment. The official 30-day public comment period began and continued through July 17, 2015. The Draft TIP was distributed through email, available at the MVC Offices, and online at the MVC Website.

With no substantial public comment during the subsequent 30-day public comment period, this Draft TIP is considered to be final. Comments received are included in the document.

#### **Certification of Conformity**

The MPO for the Martha's Vineyard Region certifies that the FFY 2016–2019 *Transportation Improvement Program* (TIP) conforms to the State Implementation Plan's (SIP) goal of attaining national ambient air quality standards (NAAQS).

In addition, the TIP conforms to CFR parts 51 and 93 and 310 CMR 60.03. Thus, the FFY 2016-2019 projects that are consistent with the region's transportation plan should not have an adverse impact on the SIP.

#### **Certification of the 3C Planning Process**

The following Self Certification statements ensure that the Comprehensive, Continuous and Cooperative (3C) Transportation Planning Process for federal fiscal years 2016-2019 is being conducted in accordance with all applicable requirements, including:

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

**Endorsements**

This is to certify that we, the undersigned members of the decision making body of the Martha’s Vineyard Region, do hereby approve and endorse the FFY 2016-2019 Martha’s Vineyard Commission Transportation Improvement Program (TIP) in accordance with the certified 3C Transportation Planning Process and in accordance with the 23 CRF Part 450 Section 324 (development and content of the Transportation Improvement Program) of the March 16, 2007, Final Rules for Statewide and Metropolitan Planning.

\_\_\_\_\_  
Stephanie Pollack, Secretary of Transportation  
Massachusetts Department of Transportation

\_\_\_\_\_  
Date

\_\_\_\_\_  
Thomas Tinlin, Acting Highway Administrator  
Massachusetts Department of Transportation

\_\_\_\_\_  
Date

\_\_\_\_\_  
Fred Hancock, Chairman  
Martha’s Vineyard Commission

\_\_\_\_\_  
Date

\_\_\_\_\_  
Alice R. Butler, Chairman  
Vineyard Transit Authority

\_\_\_\_\_  
Date

### 3.1 Self Certification Compliance Statement for Metropolitan Planning Organizations

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

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

1. 310 CMR 60.05, 3(b)(1)(a): Evaluate and track the GHG emissions and impacts of RTPs and TIPs;
2. 310 CMR 60.05, 3(b)(1)(b): In consultation with MassDOT, develop and utilize procedures to prioritize and select projects in RTPs, TIPs, and STIPs based on factors that include GHG emissions and impacts;
3. 310 CMR 60.05, 3(b)(1)(c): Quantify net GHG emissions and impacts resulting from the projects in RTPs and TIPs and have made efforts to minimize GHG emissions and impacts;
4. 310 CMR 60.05, 3(b)(1)(d): Determine in consultation with the RPA that the appropriate planning assumptions used for GHG emissions modeling are consistent with local land use policies, or that local authorities have made documented and credible commitments to establishing such consistency;
5. 310 CMR 60.05, 4(a)(2)(a): Develop RTPs and TIPs;
6. 310 CMR 60.05, 4(a)(2)(b): Ensure that RPAs are using appropriate planning assumptions;
7. 310 CMR 60.05, 4(a)(2)(c): Perform regional GHG emissions analysis of RTPs and TIPs;
8. 310 CMR 60.05, 4(a)(2)(d): Calculate GHG emissions for RTPs and TIPs;
9. 310 CMR 60.05, 4(a)(2)(e): Develop public consultation procedures for GHG reporting and related GWSA requirements consistent with current and approved regional public participation plans;
10. 310 CMR 60.05, 4(c): Prior to making final endorsements on the RTPs, TIPs, STIPs, and projects included in these plans, MassDOT and the MPOs shall include the GHG Assessment and information on related GWSA activities in RTPs, TIPs, and STIPs and provide an opportunity for public review and comment on the RTPs, TIPs, and STIPs.
11. 310 CMR 60.05, 6(a): After a final GHG assessment has been made by MassDOT and the MPOs, MassDOT and the MPOs shall submit MPO-endorsed RTPs, TIPs or projects within 30 days of endorsement to the Department for review of the GHG assessment.

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

Date

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Thomas Tinlin, Acting Highway Administrator  
Massachusetts Department of Transportation

Date

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Fred Hancock, Chairman  
Martha’s Vineyard Commission

Date

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Alice R. Butler, Chairman  
Vineyard Transit Authority

Date

## 4a. Federally Funded Projects

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

### FFY 2016-2019 Martha's Vineyard TIP Amendment Programming OVERVIEW

<b>Highway Projects</b>		<b>FFY2016</b>	<b>FFY2017</b>	<b>FFY2018</b>	<b>FFY2019</b>	
<b>Regional Targets</b>						
<i>Amount of various Federal and State funds available to the Vineyard to spend on eligible transportation projects in a specified year</i>		STP Target	\$413,266	\$512,456	\$540,353	\$540,353
		HSIP Target	\$30,997	\$30,997	\$30,997	\$30,997
		CMAQ Target	\$96,865	\$96,865	\$96,865	\$96,865
		<b>Total Target</b>	<b>\$541,128</b>	<b>\$640,318</b>	<b>\$668,215</b>	<b>\$668,215</b>
<b>Highway Programmed Projects</b>		<b>Estimated Cost</b>				
<b>VTA bus purchases; transfer to FTA for VTA</b>			<b>\$541,128</b>			
<b>607411</b>	<b>TISBURY</b>					
<u>Beach Rd - Winds Up to 5 Corners</u>		<b>\$2,421,215</b>		\$640,318	\$668,215	
Tisbury; 2-year construction starting FFY2017		\$1,123,200 statewide CMAQ				
		_\$2,328,606 +4% annually				
<b>608142</b>	<b>OAK BLUFFS</b>					
<u>Oak Bluffs Shared Use Path links from Drawbridge thru Town</u>		<b>\$1,124,118</b>				\$668,215
Construction Year 1 of 2						
<b>Total Target Programmed</b>			<b>\$541,128</b>	<b>\$640,318</b>	<b>\$668,215</b>	<b>\$668,215</b>
<b>Total Target Remaining</b>			<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Statewide Highway Amounts for Martha's Vineyard</b>			<b>FFY2016</b>	<b>FFY2017</b>	<b>FFY2018</b>	<b>FFY2019</b>
<i>Federal and State funds in addition to the Regional Target funds</i>						
<b>Congestion Mitigation and Air Quality Improvement Program (CMAQ) projects:</b>						
<b>607411</b>	<b>TISBURY</b>					
<u>Beach Rd - Winds Up to 5 Corners</u>		<b>\$2,421,215</b>		\$1,123,200		
<b>Bridge Projects:</b>						
<b>604029</b>	<b>OAK BLUFFS / TISBURY</b>	<b>\$40 million±</b>	\$15,447,468	\$1,632,532		
<u>Lagoon Pond Drawbridge: multi-year construction underway; Years 4 (FFY2016) and 5 (FFY2017)</u>						
<b>Transit Programming</b>			<b>FFY2016</b>	<b>FFY2017</b>	<b>FFY2018</b>	<b>FFY2019</b>
<i>Funds dedicated to transit facilities and operations</i>						
	Operations		\$1,709,442	\$1,727,564	\$1,745,866	\$1,745,866
	Other Activities		\$100,000	\$0	\$0	\$0
	New Bus or Van Purchases		\$1,200,000	\$1,890,000	\$1,390,000	\$900,000
	New Equipment		\$125,000	\$200,000	\$100,000	\$1,175,000
	Rehab Vans and Buses		\$50,000	\$175,000	\$100,000	\$0
	Rehab/Renovate Equipment or Facility		\$180,000	\$75,000	\$100,000	\$150,000
<b>TOTAL PROGRAMMED (VTA)</b>			<b>\$3,364,442</b>	<b>\$4,067,564</b>	<b>\$3,435,866</b>	<b>\$3,970,866</b>
<b>Highway Projects Estimated Cost and Inflation</b>			<b>FFY2016</b>	<b>FFY2017</b>	<b>FFY2018</b>	<b>FFY2019</b>
<b>An annual inflation rate of 4% added to year of expected advertising as per federal guidance</b>		<b>4%</b>	Current Estimate			
607411 Tisbury, Beach Rd: Winds Up-Five Corners			\$2,328,606	<b>\$2,421,215</b>		
607411 Tisbury, Beach Rd - <b>statewide CMAQ amount</b>				\$1,123,200		
607411 Tisbury, Beach Rd - <b>local target amount</b>		2017		\$640,318		
607411 Tisbury, Beach Rd - <b>local target amount</b>		2018			\$668,215	
Oak Bluffs Shared Use Path			\$1,000,000	\$1,039,770	\$1,081,122	<b>\$1,124,118</b>

**2016** Martha's Vineyard Commission (MVC) Transportation Improvement Program

6/19/2015 Draft Released  
7/20/15 Endorsed

**2016** MVC TIP GHG Tracking

Amendment/Adjustment Type	MassDOT Project ID	MPO	Municipality Name	MassDOT Project Description	MassDOT District	Funding Source	Total Programmed Funds	Federal Funds	Non-Federal Funds	Additional Information	MassDOT Project ID	MassDOT Project Description	Funding Source	Total Programmed Funds	GHG Analysis Type	
<b>Section 1A / Federal Aid Target Projects</b>											<b>Section 1A / Federal Aid Target Projects</b>					
<b>HSIP - Highway Safety Improvement Program</b>											<b>HSIP - Highway Safety Improvement Program</b>					
AMENDMENT:Move Project - (FROM 2016)	607586	Martha's Vineyard	Multiple	EDGARTOWN, OAK BLUFFS, and TISBURY - Drainage improvements on Edgartown-Vineyard Haven Road. Safety improvements in various locations.	5	HSIP	\$ -	\$ -	\$ -		0	EDGARTOWN, OAK BLUFFS, and TISBURY - Drainage improvements on Edgartown-Vineyard Haven Road. Safety improvements in various locations.		\$ -	N/A	
							\$ -	\$ -	\$ -		0		0	\$ -	N/A	
						HSIP Subtotal	\$ -	\$ -	\$ -	◀ 90% Federal + 10% Non-Federal				\$ -	Quantified Impact ▶	
<b>CMAQ - Congestion Mitigation and Air Quality Improvement Program</b>											<b>CMAQ - Congestion Mitigation and Air Quality Improvement</b>					
AMENDMENT:Move Project - (FROM 2016)	607586	Martha's Vineyard	Multiple	EDGARTOWN, OAK BLUFFS, and TISBURY - Drainage improvements on Edgartown-Vineyard Haven Road. Safety improvements in various locations.	5	CMAQ	\$ -	\$ -	\$ -		0	EDGARTOWN, OAK BLUFFS, and TISBURY - Drainage improvements on Edgartown-Vineyard Haven Road. Safety improvements in various locations.		\$ -	N/A	
AMENDMENT:Add Project	Transfer to FTA	Martha's Vineyard	Multiple	VTA Bus purchases			\$ 541,128	\$ 432,902	\$ 108,226		0	VTA Bus purchases		\$ 541,128	N/A	
						CMAQ Subtotal	\$ 541,128	\$ 432,902	\$ 108,226	◀ 80% Federal + 20% Non-Federal				\$ -	Quantified Impact ▶	
<b>TAP - Transportation Alternatives Program</b>											<b>TAP - Transportation Alternatives Program</b>					
				No TAP for MVC			\$ -	\$ -	\$ -		0	No TAP for MVC		\$ -	N/A	
						TAP Subtotal	\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal			0	\$ -	Quantified Impact ▶	
<b>Non-CMAQ/HSIP/TAP (Other)</b>											<b>Non-CMAQ/HSIP/TAP (Other)</b>					
AMENDMENT:Move Project - (FROM 2016)	607586	Martha's Vineyard	Multiple	EDGARTOWN, OAK BLUFFS, and TISBURY - Drainage improvements on Edgartown-Vineyard Haven Road. Safety improvements in various locations.	5	STP	\$ -	\$ -	\$ -		0	EDGARTOWN, OAK BLUFFS, and TISBURY - Drainage improvements on Edgartown-Vineyard Haven Road. Safety improvements in various locations.		\$ -	N/A	
						Non-CMAQ/HSIP/TAP (Other) Subtotal	\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal			0	\$ -	Quantified Impact ▶	
<b>Section 1A / Fiscal Constraint Analysis</b>																
							Total Federal Aid Target Funds Programmed	\$ 541,128	\$ 541,128	◀ Total Target	\$ -	Target Funds Available				
							Total Non-CMAQ/HSIP/TAP (Other) Programmed	\$ -	\$ 413,266	◀ Max. Non-CMAQ/HSIP/TAP	\$ -	Non-CMAQ/HSIP/TAP (Other) Available				
							Total HSIP Programmed	\$ -	\$ 30,997	◀ Min. HSIP	\$ 30,997	HSIP Minimum Not Met				
							Total CMAQ Programmed	\$ 541,128	\$ 96,865	◀ Min. CMAQ	\$ (444,263)	CMAQ Minimum Met				
							Total TAP Programmed	\$ -	\$ -	◀ Min. TAP	\$ -	TAP Minimum Met				
							HSIP, CMAQ, TAP Overprogrammed	\$	(413,266)							
<b>Section 1B / Federal Aid Bridge Projects</b>											<b>Section 1B / Federal Aid Bridge Projects</b>					
<b>Statewide Bridge Maintenance Program</b>											<b>Statewide Bridge Maintenance Program</b>					
				No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	
				No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	
						Statewide Bridge Maintenance Program Subtotal	\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal				\$ -	Quantified Impact ▶	
<b>On System</b>											<b>On System</b>					
										AC Yr 4 of 5. Total Est. Project Cost \$			0			
	604029	Martha's Vineyard	Multiple	OAK BLUFFS / TISBURY - BRIDGE REPLACEMENT- BEACH ROAD OVER LAGOON POND DRAWBRIDGE	5	NHPP	\$ 15,447,468	\$ 12,357,974	\$ 3,089,494		0	OAK BLUFFS / TISBURY - BRIDGE REPLACEMENT- BEACH ROAD OVER LAGOON POND DRAWBRIDGE		\$ 15,447,468	N/A	
				No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	
						On System Subtotal	\$ 15,447,468	\$ 12,357,974	\$ 3,089,494	◀ 80% Federal + 20% Non-Federal				\$ -	Quantified Impact ▶	
<b>Off-System</b>											<b>Off-System</b>					
				No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	
				No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	
						Off-System Subtotal	\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal				\$ -	Quantified Impact ▶	
<b>Statewide Bridge Inspection Program</b>											<b>Statewide Bridge Inspection Program</b>					
				No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	
				No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	
						Statewide Bridge Inspection Program Subtotal	\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal				\$ -	Quantified Impact ▶	
<b>Section 1C / Federal Aid Non-Target Projects</b>											<b>Section 1C / Federal Aid Non-Target Projects</b>					
<b>Other Federal Aid</b>											<b>Other Federal Aid</b>					
				No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	
				No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	
						Other Federal Aid Subtotal	\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source				\$ -	Quantified Impact ▶	
<b>Section 1D / Federal Aid Major &amp; State Category Projects</b>											<b>Section 1D / Federal Aid Major &amp; State Category Projects</b>					

<b>► Statewide Infrastructure Program</b>									
		No Projects Programmed	\$ -	\$ -	\$ -				
		No Projects Programmed	\$ -	\$ -	\$ -				
		Statewide Infrastructure Program Subtotal	\$ -	\$ -	\$ -			◀ 80% Federal + 20% Non-Federal	
<b>► Statewide HSIP Program</b>									
		No Projects Programmed	\$ -	\$ -	\$ -				
		No Projects Programmed	\$ -	\$ -	\$ -				
		Statewide HSIP Program Subtotal	\$ -	\$ -	\$ -			◀ 90% Federal + 10% Non-Federal	
<b>► Statewide Safe Routes to Schools Program</b>									
		No Projects Programmed	\$ -	\$ -	\$ -			Funding Split Varies by Funding Source	
		No Projects Programmed	\$ -	\$ -	\$ -			Funding Split Varies by Funding Source	
		Statewide Safe Routes to Schools Program Subtotal	\$ -	\$ -	\$ -			◀ Funding Split Varies by Funding Source	
<b>► Statewide CMAQ</b>									
		No Projects Programmed	\$ -	\$ -	\$ -				
		No Projects Programmed	\$ -	\$ -	\$ -				
		Statewide CMAQ	\$ -	\$ -	\$ -			◀ 80% Federal + 20% Non-Federal	
<b>► Statewide Transportation Enhancements</b>									
		No Projects Programmed	\$ -	\$ -	\$ -				
		No Projects Programmed	\$ -	\$ -	\$ -				
		Statewide Transportation Enhancements Subtotal	\$ -	\$ -	\$ -			◀ 80% Federal + 20% Non-Federal	
<b>► Statewide ITS</b>									
		No Projects Programmed	\$ -	\$ -	\$ -				
		No Projects Programmed	\$ -	\$ -	\$ -				
		Statewide ITS Subtotal	\$ -	\$ -	\$ -			◀ 80% Federal + 20% Non-Federal	
<b>► Statewide Interstate Maintenance Program</b>									
		No Projects Programmed	\$ -	\$ -	\$ -				
		No Projects Programmed	\$ -	\$ -	\$ -				
		Statewide Interstate Maintenance Program Subtotal	\$ -	\$ -	\$ -			◀ 90% Federal + 10% Non-Federal	
<b>► Statewide NHS Preservation Program*</b>									
		No Projects Programmed	\$ -	\$ -	\$ -				
		No Projects Programmed	\$ -	\$ -	\$ -				
		Statewide NHS Preservation Program Subtotal	\$ -	\$ -	\$ -			◀ 80% Federal + 20% Non-Federal	
<b>► Statewide RR Grade Crossings</b>									
		No Projects Programmed	\$ -	\$ -	\$ -				
		No Projects Programmed	\$ -	\$ -	\$ -				
		Statewide RR Grade Crossings Subtotal	\$ -	\$ -	\$ -			◀ 80% Federal + 20% Non-Federal	
<b>► Statewide Stormwater Retrofits</b>									
		No Projects Programmed	\$ -	\$ -	\$ -				
		No Projects Programmed	\$ -	\$ -	\$ -				
		Statewide Stormwater Retrofits Subtotal	\$ -	\$ -	\$ -			◀ 80% Federal + 20% Non-Federal	
<b>► Statewide ADA Implementation Plan</b>									
		No Projects Programmed	\$ -	\$ -	\$ -				
		No Projects Programmed	\$ -	\$ -	\$ -				
		Statewide ADA Implementation Plan Subtotal	\$ -	\$ -	\$ -			◀ 80% Federal + 20% Non-Federal	
<b>► Other Statewide Items</b>									
		ABP GANS Repayment	\$ -	\$ -	\$ -				
		Award Adjustments, Change Orders, Project Value Changes, Etc.	\$ -	\$ -	\$ -				
		DBEs, FAPO, Pavement Lab Retrofits, and Misc. Programs	\$ -	\$ -	\$ -				
		Planning	\$ -	\$ -	\$ -				
		Statewide Design and Right of Way	\$ -	\$ -	\$ -				
		Statewide Recreational Trails	\$ -	\$ -	\$ -				
		Other Statewide Items Subtotal	\$ -	\$ -	\$ -			◀ Funding Split Varies by Funding Source	
<b>► Section 2A / Non-Federal Projects</b>									
<b>► Non Federal Aid</b>									
		No Projects Programmed	NFA	\$ -	\$ -				
		No Projects Programmed	NFA	\$ -	\$ -				
		Non-Federal Aid Subtotal	\$ -	\$ -	\$ -			◀ 100% Non-Federal	
<b>► Section 2B / Non-Federal Bridge Projects</b>									
<b>► Section 2B / Non-Federal Bridge Projects</b>									
		No Projects Programmed	NFA	\$ -	\$ -				
		No Projects Programmed	NFA	\$ -	\$ -				
		Section 2B / Non-Federal Bridge Projects Subtotal	\$ -	\$ -	\$ -			◀ 100% Non-Federal	

<b>► Statewide Infrastructure Program</b>									
0	No Projects Programmed	0	\$ -	\$ -	\$ -				N/A
0	No Projects Programmed	0	\$ -	\$ -	\$ -				N/A
									Quantified Impact
<b>► Statewide HSIP Program</b>									
0	No Projects Programmed	0	\$ -	\$ -	\$ -				N/A
0	No Projects Programmed	0	\$ -	\$ -	\$ -				N/A
									Quantified Impact
<b>► Statewide Safe Routes to Schools Program</b>									
0	No Projects Programmed	0	\$ -	\$ -	\$ -				N/A
0	No Projects Programmed	0	\$ -	\$ -	\$ -				N/A
									Quantified Impact
<b>► Statewide CMAQ</b>									
0	No Projects Programmed	0	\$ -	\$ -	\$ -				N/A
0	No Projects Programmed	0	\$ -	\$ -	\$ -				N/A
									Quantified Impact
<b>► Statewide Transportation Enhancements</b>									
0	No Projects Programmed	0	\$ -	\$ -	\$ -				N/A
0	No Projects Programmed	0	\$ -	\$ -	\$ -				N/A
									Quantified Impact
<b>► Statewide ITS</b>									
0	No Projects Programmed	0	\$ -	\$ -	\$ -				N/A
0	No Projects Programmed	0	\$ -	\$ -	\$ -				N/A
									Quantified Impact
<b>► Statewide Interstate Maintenance Program</b>									
0	No Projects Programmed	0	\$ -	\$ -	\$ -				N/A
0	No Projects Programmed	0	\$ -	\$ -	\$ -				N/A
									Quantified Impact
<b>► Statewide NHS Preservation Program*</b>									
0	No Projects Programmed	0	\$ -	\$ -	\$ -				N/A
0	No Projects Programmed	0	\$ -	\$ -	\$ -				N/A
									Quantified Impact
<b>► Statewide RR Grade Crossings</b>									
0	No Projects Programmed	0	\$ -	\$ -	\$ -				N/A
0	No Projects Programmed	0	\$ -	\$ -	\$ -				N/A
									Quantified Impact
<b>► Statewide Stormwater Retrofits</b>									
0	No Projects Programmed	0	\$ -	\$ -	\$ -				N/A
0	No Projects Programmed	0	\$ -	\$ -	\$ -				N/A
									Quantified Impact
<b>► Statewide ADA Implementation Plan</b>									
0	No Projects Programmed	0	\$ -	\$ -	\$ -				N/A
0	No Projects Programmed	0	\$ -	\$ -	\$ -				N/A
									Quantified Impact
<b>► Other Statewide Items</b>									
0	ABP GANS Repayment	0	\$ -	\$ -	\$ -				N/A
0	Award Adjustments, Change Orders, Project Value Changes, Etc.	0	\$ -	\$ -	\$ -				N/A
0	DBEs, FAPO, Pavement Lab Retrofits, and Misc. Programs	0	\$ -	\$ -	\$ -				N/A
0	Planning	0	\$ -	\$ -	\$ -				N/A
0	Statewide Design and Right of Way	0	\$ -	\$ -	\$ -				N/A
0	Statewide Recreational Trails	0	\$ -	\$ -	\$ -				N/A
									Quantified Impact
<b>► Section 2A / Non-Federal Projects</b>									
<b>► Non Federal Aid</b>									
0	No Projects Programmed	0	\$ -	\$ -	\$ -				N/A
0	No Projects Programmed	0	\$ -	\$ -	\$ -				N/A
									Quantified Impact
<b>► Section 2B / Non-Federal Bridge Projects</b>									
<b>► Section 2B / Non-Federal Bridge Projects</b>									
0	No Projects Programmed	0	\$ -	\$ -	\$ -				N/A
0	No Projects Programmed	0	\$ -	\$ -	\$ -				N/A
									Quantified Impact

**2016** REGION X TIP Summary

	TIP Section 1: ▼	TIP Section 2: ▼	Total of All Projects ▼	
Total	\$ 15,988,596	\$ -	\$ 15,988,596	◀ Total Spending in Region
Federal Funds	\$ 12,790,877	\$ -	\$ 12,790,877	◀ Total Federal Spending in Region
Non-Federal Funds	\$ 3,197,719	\$ -	\$ 3,197,719	◀ Total Non-Federal Spending in Region

**2016** REGION X TIP GHG Tracking Summary

									Quantified Impact

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

Lists Are in Hidden Cells

GHG Impact by the Numbers (kg/year) ▼	GHG Impact Description ▼	Additional Description ▼
0	N/A	
0	N/A	
0		
0	N/A	
0	N/A	
0		
0	N/A	
0	N/A	
0		
0	N/A	
0	N/A	
0		
0	N/A	
0	N/A	
0		
0	N/A	
0	N/A	
0		
0	N/A	
0	N/A	
0		
0	N/A	
0	N/A	
0		



**2017** Martha's Vineyard Commission (MVC) Transportation Improvement Program

6/19/2015 Draft Released  
7/20/15 Endorsed

**2017** MVC TIP GHG Tracking

Amendment/Adjustment Type	MassDOT Project ID	MPO	Municipality Name	MassDOT Project Description	MassDOT District	Funding Source	Total Programmed Funds	Federal Funds	Non-Federal Funds	Additional Information	MassDOT Project ID	MassDOT Project Description	Funding Source	Total Programmed Funds	GHG Analysis Type	GHG Impact by the Numbers (kg/year)	
<b>Section 1A / Federal Aid Target Projects</b>											<b>Section 1A / Federal Aid Target Projects</b>						
<b>HSIP - Highway Safety Improvement Program</b>											<b>HSIP - Highway Safety Improvement Program</b>						
	607411	Martha's Vineyard	Tisbury	TISBURY - Bike and Ped improvements along Beach Road from the termination of the existing shared use path westerly to the Five Corners intersection	5	HSIP	\$ 30,997	\$ 27,897	\$ 3,100		0	TISBURY - Bike and Ped improvements along Beach Road from the termination of the existing shared use path westerly to the Five Corners intersection		\$ 30,997	N/A		
				No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	0	
HSIP Subtotal							\$ 30,997	\$ 27,897	\$ 3,100	◀ 90% Federal + 10% Non-Federal	Quantified Impact ▶						0
<b>CMAQ - Congestion Mitigation and Air Quality Improvement Program</b>											<b>CMAQ - Congestion Mitigation and Air Quality Improvement</b>						
	607411	Martha's Vineyard	Tisbury	TISBURY - Bike and Ped improvements along Beach Road from the termination of the existing shared use path westerly to the Five Corners intersection	5	CMAQ	\$ 609,321	\$ 487,457	\$ 121,864	Advanced Construction, Year 1 of 2, with a total estimated cost of approximately \$2,300,000 for the 1/2 mile roadway section. This is a MassDOT project with GPI as consultant.	0	TISBURY - Bike and Ped improvements along Beach Road from the termination of the existing shared use path westerly to the Five Corners intersection		\$ 609,321	Quantified	1,015	
				No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	0	
CMAQ Subtotal							\$ 609,321	\$ 487,457	\$ 121,864	◀ 80% Federal + 20% Non-Federal	Quantified Impact ▶						1,015
<b>TAP - Transportation Alternatives Program</b>											<b>TAP - Transportation Alternatives Program</b>						
				No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	0	
				No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	0	
TAP Subtotal							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal	Quantified Impact ▶						0
<b>Non-CMAQ/HSIP/TAP (Other)</b>											<b>Non-CMAQ/HSIP/TAP (Other)</b>						
				No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	0	
				No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	0	
Non-CMAQ/HSIP/TAP (Other) Subtotal							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal	Quantified Impact ▶						0
<b>Section 1A / Fiscal Constraint Analysis</b>																	
Total Federal Aid Target Funds Programmed							\$ 640,318	\$ 640,318	◀ Total Target	\$ -	Target Funds Available						
Total Non-CMAQ/HSIP/TAP (Other) Programmed							\$ -	\$ 512,456	◀ Max. Non-CMAQ/HSIP/TAP	\$ -	Non-CMAQ/HSIP/TAP (Other) Available						
Total HSIP Programmed							\$ 30,997	\$ 30,997	◀ Min. HSIP	\$ -	HSIP Minimum Met						
Total CMAQ Programmed							\$ 609,321	\$ 96,866	◀ Min. CMAQ	\$ (812,456)	CMAQ Minimum Met						
Total TAP Programmed							\$ -	\$ -	◀ Min. TAP	\$ -	TAP Minimum Met						
HSIP, CMAQ, TAP Overprogrammed							\$ -	\$ (512,456)									
<b>Section 1B / Federal Aid Bridge Projects</b>											<b>Section 1B / Federal Aid Bridge Projects</b>						
<b>Statewide Bridge Maintenance Program</b>											<b>Statewide Bridge Maintenance Program</b>						
				No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	0	
				No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	0	
Statewide Bridge Maintenance Program Subtotal							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal	Quantified Impact ▶						0
<b>On System</b>											<b>On System</b>						
	604029	Martha's Vineyard	Multiple	OAK BLUFFS / TISBURY - BRIDGE REPLACEMENT; BEACH ROAD OVER LAGOON POND DRAWBRIDGE	5	NHPP	\$ 1,632,532	\$ 1,306,026	\$ 326,506		0	OAK BLUFFS / TISBURY - BRIDGE REPLACEMENT; BEACH ROAD OVER LAGOON POND DRAWBRIDGE		\$ 1,632,532	N/A	0	
				No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	0	
On System Subtotal							\$ 1,632,532	\$ 1,306,026	\$ 326,506	◀ 80% Federal + 20% Non-Federal	Quantified Impact ▶						0
<b>Off-System</b>											<b>Off-System</b>						
				No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	0	
				No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	0	
Off-System Subtotal							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal	Quantified Impact ▶						0
<b>Statewide Bridge Inspection Program</b>											<b>Statewide Bridge Inspection Program</b>						
				No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	0	
				No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	0	
Statewide Bridge Inspection Program Subtotal							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal	Quantified Impact ▶						0
<b>Section 1C / Federal Aid Non-Target Projects</b>											<b>Section 1C / Federal Aid Non-Target Projects</b>						
<b>Other Federal Aid</b>											<b>Other Federal Aid</b>						
				No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	0	
				No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	0	
Other Federal Aid Subtotal							\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source	Quantified Impact ▶						0
<b>Section 1D / Federal Aid Major &amp; State Category Projects</b>											<b>Section 1D / Federal Aid Major &amp; State Category Projects</b>						
<b>Statewide Infrastructure Program</b>											<b>Statewide Infrastructure Program</b>						
				No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	0	
				No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	0	
Statewide Infrastructure Program Subtotal							\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal	Quantified Impact ▶						0

2017 REGION X TIP Summary										2017 REGION X TIP GHG Tracking Summary											
					TIP Section 1: ▼		TIP Section 2: ▼		Total of All Projects ▼							Total Quantified Impact ▼					
					Total	\$	3,396,050	\$	-	\$	3,396,050	Total Spending in Region					Quantified Impact	1,015			
					Federal Funds	\$	2,719,940	\$	-	\$	2,719,940	Total Federal Spending in Region									
					Non-Federal Funds	\$	676,110	\$	-	\$	676,110	Total Non-Federal Spending in Region									
<b>► Statewide HSIP Program</b>										<b>► Statewide HSIP Program</b>											
No Projects Programmed					\$	-	\$	-	\$	-	0 No Projects Programmed					0	\$	-	N/A	0	
No Projects Programmed					\$	-	\$	-	\$	-	0 No Projects Programmed					0	\$	-	N/A	0	
Statewide HSIP Program Subtotal					\$	-	\$	-	\$	-	◀ 90% Federal + 10% Non-Federal					Quantified Impact		0			
<b>► Statewide Safe Routes to Schools Program</b>										<b>► Statewide Safe Routes to Schools Program</b>											
No Projects Programmed					\$	-	\$	-	\$	-	0 No Projects Programmed					0	\$	-	N/A	0	
No Projects Programmed					\$	-	\$	-	\$	-	0 No Projects Programmed					0	\$	-	N/A	0	
Statewide Safe Routes to Schools Program Subtotal					\$	-	\$	-	\$	-	◀ Funding Split Varies by Funding Source					Quantified Impact		0			
<b>► Statewide CMAQ</b>										<b>► Statewide CMAQ</b>											
607411	Martha's Vineyard	Tisbury	TISBURY - Bike and Ped improvements along Beach Road from the termination of the existing shared use path westerly to the Five Corners intersection	5	CMAQ	\$	1,123,200	\$	898,560	\$	224,640	607411	TISBURY - Bike and Ped improvements along Beach Road from the termination of the existing shared use path westerly to the Five Corners intersection	CMAQ	\$	1,123,200					
No Projects Programmed					\$	-	\$	-	\$	-	0 No Projects Programmed					0	\$	-	N/A	0	
Statewide CMAQ					\$	1,123,200	\$	898,560	\$	224,640	◀ 80% Federal + 20% Non-Federal					Quantified Impact		0			
<b>► Statewide Transportation Enhancements</b>										<b>► Statewide Transportation Enhancements</b>											
No Projects Programmed					\$	-	\$	-	\$	-	0 No Projects Programmed					0	\$	-	N/A	0	
No Projects Programmed					\$	-	\$	-	\$	-	0 No Projects Programmed					0	\$	-	N/A	0	
Statewide Transportation Enhancements Subtotal					\$	-	\$	-	\$	-	◀ 80% Federal + 20% Non-Federal					Quantified Impact		0			
<b>► Statewide ITS</b>										<b>► Statewide ITS</b>											
No Projects Programmed					\$	-	\$	-	\$	-	0 No Projects Programmed					0	\$	-	N/A	0	
No Projects Programmed					\$	-	\$	-	\$	-	0 No Projects Programmed					0	\$	-	N/A	0	
Statewide ITS Subtotal					\$	-	\$	-	\$	-	◀ 80% Federal + 20% Non-Federal					Quantified Impact		0			
<b>► Statewide Interstate Maintenance Program</b>										<b>► Statewide Interstate Maintenance Program</b>											
No Projects Programmed					\$	-	\$	-	\$	-	0 No Projects Programmed					0	\$	-	N/A	0	
No Projects Programmed					\$	-	\$	-	\$	-	0 No Projects Programmed					0	\$	-	N/A	0	
Statewide Interstate Maintenance Program Subtotal					\$	-	\$	-	\$	-	◀ 90% Federal + 10% Non-Federal					Quantified Impact		0			
<b>► Statewide NHS Preservation Program+</b>										<b>► Statewide NHS Preservation Program+</b>											
No Projects Programmed					\$	-	\$	-	\$	-	0 No Projects Programmed					0	\$	-	N/A	0	
No Projects Programmed					\$	-	\$	-	\$	-	0 No Projects Programmed					0	\$	-	N/A	0	
Statewide NHS Preservation Program Subtotal					\$	-	\$	-	\$	-	◀ 80% Federal + 20% Non-Federal					Quantified Impact		0			
<b>► Statewide RR Grade Crossings</b>										<b>► Statewide RR Grade Crossings</b>											
No Projects Programmed					\$	-	\$	-	\$	-	0 No Projects Programmed					0	\$	-	N/A	0	
No Projects Programmed					\$	-	\$	-	\$	-	0 No Projects Programmed					0	\$	-	N/A	0	
Statewide RR Grade Crossings Subtotal					\$	-	\$	-	\$	-	◀ 80% Federal + 20% Non-Federal					Quantified Impact		0			
<b>► Statewide Stormwater Retrofits</b>										<b>► Statewide Stormwater Retrofits</b>											
No Projects Programmed					\$	-	\$	-	\$	-	0 No Projects Programmed					0	\$	-	N/A	0	
No Projects Programmed					\$	-	\$	-	\$	-	0 No Projects Programmed					0	\$	-	N/A	0	
Statewide Stormwater Retrofits Subtotal					\$	-	\$	-	\$	-	◀ 80% Federal + 20% Non-Federal					Quantified Impact		0			
<b>► Statewide ADA Implementation Plan</b>										<b>► Statewide ADA Implementation Plan</b>											
No Projects Programmed					\$	-	\$	-	\$	-	0 No Projects Programmed					0	\$	-	N/A	0	
No Projects Programmed					\$	-	\$	-	\$	-	0 No Projects Programmed					0	\$	-	N/A	0	
Statewide ADA Implementation Plan Subtotal					\$	-	\$	-	\$	-	◀ 80% Federal + 20% Non-Federal					Quantified Impact		0			
<b>► Other Statewide Items</b>										<b>► Other Statewide Items</b>											
ABP GANS Repayment					\$	-	\$	-	\$	-	0 ABP GANS Repayment					0	\$	-	N/A	0	
Award Adjustments, Change Orders, Project Value Changes, Etc.					\$	-	\$	-	\$	-	0 Award Adjustments, Change Orders, Project Value Changes, Etc.					0	\$	-	N/A	0	
DBEs, FAPO, Pavement Lab Retrofits, and Misc. Programs					\$	-	\$	-	\$	-	0 DBEs, FAPO, Pavement Lab Retrofits, and Misc. Programs					0	\$	-	N/A	0	
Planning					\$	-	\$	-	\$	-	0 Planning					0	\$	-	N/A	0	
Statewide Design and Right of Way					\$	-	\$	-	\$	-	0 Statewide Design and Right of Way					0	\$	-	N/A	0	
Statewide Recreational Trails					\$	-	\$	-	\$	-	0 Statewide Recreational Trails					0	\$	-	N/A	0	
Other Statewide Items Subtotal					\$	-	\$	-	\$	-	◀ Funding Split Varies by Funding Source					Quantified Impact		0			
<b>► Section 2A / Non-Federal Projects</b>										<b>► Section 2A / Non-Federal Projects</b>											
<b>► Non Federal Aid</b>					<b>► Non Federal Aid</b>					<b>► Non Federal Aid</b>					<b>► Non Federal Aid</b>						
No Projects Programmed					NFA	\$	-	\$	-	\$	-	0 No Projects Programmed					0	\$	-	N/A	0
No Projects Programmed					NFA	\$	-	\$	-	\$	-	0 No Projects Programmed					0	\$	-	N/A	0
Non-Federal Aid Subtotal					\$	-	\$	-	\$	-	◀ 100% Non-Federal					Quantified Impact		0			
<b>► Section 2B / Non-Federal Bridge Projects</b>										<b>► Section 2B / Non-Federal Bridge Projects</b>											
<b>► Section 2B / Non-Federal Bridge Projects</b>					<b>► Section 2B / Non-Federal Bridge Projects</b>					<b>► Section 2B / Non-Federal Bridge Projects</b>					<b>► Section 2B / Non-Federal Bridge Projects</b>						
No Projects Programmed					NFA	\$	-	\$	-	\$	-	0 No Projects Programmed					0	\$	-	N/A	0
No Projects Programmed					NFA	\$	-	\$	-	\$	-	0 No Projects Programmed					0	\$	-	N/A	0
Section 2B / Non-Federal Bridge Projects Subtotal					\$	-	\$	-	\$	-	◀ 100% Non-Federal					Quantified Impact		0			

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

Lists Are in Hidden Cells

GHG Impact Description ▼	Additional Description ▼
N/A	
Quantified Decrease in Emissions (See Emissions Analysis Appendix)	New bicycle and pedestrian SUP
N/A	
N/A	
N/A	
N/A	
N/A	
N/A	
N/A	
N/A	
N/A	
N/A	
N/A	
N/A	
N/A	
N/A	
N/A	



**2018** Martha's Vineyard Commission (MVC) Transportation Improvement Program

6/19/2015 Draft Released  
7/20/15 Endorsed

**2018** MVC TIP GHG Tracking

Amendment/Adjustment Type	MassDOT Project ID	MPO	Municipality Name	MassDOT Project Description	MassDOT District	Funding Source	Total Programmed Funds	Federal Funds	Non-Federal Funds	Additional Information	MassDOT Project ID	MassDOT Project Description	Funding Source	Total Programmed Funds	GHG Analysis Type	
<b>Section 1A / Federal Aid Target Projects</b>											<b>Section 1A / Federal Aid Target Projects</b>					
<b>HSP - Highway Safety Improvement Program</b>											<b>HSP - Highway Safety Improvement Program</b>					
	607411	Martha's Vineyard	Tisbury	TISBURY - Bike and Ped improvements along Beach Road from the termination of the existing shared use path westerly to the Five Corners intersection	5	HSP	\$ 30,997	\$ 27,897	\$ 3,100		0	TISBURY - Bike and Ped improvements along Beach Road from the termination of the existing shared use path westerly to the Five Corners intersection		\$ 30,997		
				No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	
				HSP Subtotal			\$ 30,997	\$ 27,897	\$ 3,100	◀ 90% Federal + 10% Non-Federal				\$ -	Quantified Impact	
<b>CMAQ - Congestion Mitigation and Air Quality Improvement Program</b>											<b>CMAQ - Congestion Mitigation and Air Quality Improvement</b>					
	607411	Martha's Vineyard	Tisbury	TISBURY - Bike and Ped improvements along Beach Road from the termination of the existing shared use path westerly to the Five Corners intersection	5	CMAQ	\$ 637,218	\$ 509,774	\$ 127,444		0	TISBURY - Bike and Ped improvements along Beach Road from the termination of the existing shared use path westerly to the Five Corners intersection		\$ 637,218	Quantified	
				No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	
				CMAQ Subtotal			\$ 637,218	\$ 509,774	\$ 127,444	◀ 80% Federal + 20% Non-Federal				\$ -	Quantified Impact	
<b>TAP - Transportation Alternatives Program</b>											<b>TAP - Transportation Alternatives Program</b>					
				No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	
				No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	
				TAP Subtotal			\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal				\$ -	Quantified Impact	
<b>Non-CMAQ/HSP/TAP (Other)</b>											<b>Non-CMAQ/HSP/TAP (Other)</b>					
				No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	
				No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	
				Non-CMAQ/HSP/TAP (Other) Subtotal			\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal				\$ -	Quantified Impact	
<b>Section 1A / Fiscal Constraint Analysis</b>																
Total Federal Aid Target Funds Programmed							\$ 668,215	\$ 668,216	◀ Total Target	\$ 1	Target Funds Available					
Total Non-CMAQ/HSP/TAP (Other) Programmed							\$ -	\$ 540,353	◀ Max. Non-CMAQ/HSP/TAP	\$ 1	Non-CMAQ/HSP/TAP (Other) Available					
Total HSP Programmed							\$ 30,997	\$ 30,997	◀ Min. HSP	\$ -	HSP Minimum Met					
Total CMAQ Programmed							\$ 637,218	\$ 96,865	◀ Min. CMAQ	\$ (540,353)	CMAQ Minimum Met					
Total TAP Programmed							\$ -	\$ -	◀ Min. TAP	\$ -	TAP Minimum Met					
HSP, CMAQ, TAP Overprogrammed							\$ (540,353)									
<b>Section 1B / Federal Aid Bridge Projects</b>											<b>Section 1B / Federal Aid Bridge Projects</b>					
<b>Statewide Bridge Maintenance Program</b>											<b>Statewide Bridge Maintenance Program</b>					
				No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	
				No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	
				Statewide Bridge Maintenance Program Subtotal			\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal				\$ -	Quantified Impact	
<b>On System</b>											<b>On System</b>					
				No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	
				No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	
				On System Subtotal			\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal				\$ -	Quantified Impact	
<b>Off-System</b>											<b>Off-System</b>					
				No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	
				No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	
				Off-System Subtotal			\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal				\$ -	Quantified Impact	
<b>Statewide Bridge Inspection Program</b>											<b>Statewide Bridge Inspection Program</b>					
				No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	
				No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	
				Statewide Bridge Inspection Program Subtotal			\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal				\$ -	Quantified Impact	
<b>Section 1C / Federal Aid Non-Target Projects</b>											<b>Section 1C / Federal Aid Non-Target Projects</b>					
<b>Other Federal Aid</b>											<b>Other Federal Aid</b>					
				No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	
				No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	
				Other Federal Aid Subtotal			\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source				\$ -	Quantified Impact	
<b>Section 1D / Federal Aid Major &amp; State Category Projects</b>											<b>Section 1D / Federal Aid Major &amp; State Category Projects</b>					
<b>Statewide Infrastructure Program</b>											<b>Statewide Infrastructure Program</b>					
				No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed	0	\$ -	N/A	

		No Projects Disseminated		\$ -	\$ -	\$ -		0	No Projects Programmed	0	\$ -	N/A
			Statewide Infrastructure Program Subtotal ▶	\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal					Quantified Impact ▶
<b>▶ Statewide HSIP Program</b>												
		No Projects Disseminated		\$ -	\$ -	\$ -		0	No Projects Programmed	0	\$ -	N/A
		No Projects Disseminated	Statewide HSIP Program Subtotal ▶	\$ -	\$ -	\$ -	◀ 90% Federal + 10% Non-Federal					Quantified Impact ▶
<b>▶ Statewide Safe Routes to Schools Program</b>												
		No Projects Disseminated		\$ -	\$ -	\$ -	Funding Split Varies by Funding Source	0	No Projects Programmed	0	\$ -	N/A
		No Projects Disseminated	Statewide Safe Routes to Schools Program Subtotal ▶	\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source					Quantified Impact ▶
<b>▶ Statewide CMAQ</b>												
		No Projects Disseminated		\$ -	\$ -	\$ -		0	No Projects Programmed	0	\$ -	N/A
		No Projects Disseminated	Statewide CMAQ ▶	\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal					Quantified Impact ▶
<b>▶ Statewide Transportation Enhancements</b>												
		No Projects Disseminated		\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A
		No Projects Disseminated	Statewide Transportation Enhancements Subtotal ▶	\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal					Quantified Impact ▶
<b>▶ Statewide ITS</b>												
		No Projects Disseminated		\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A
		No Projects Disseminated	Statewide ITS Subtotal ▶	\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal					Quantified Impact ▶
<b>▶ Statewide Interstate Maintenance Program</b>												
		No Projects Disseminated		\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A
		No Projects Disseminated	Statewide Interstate Maintenance Program Subtotal ▶	\$ -	\$ -	\$ -	◀ 90% Federal + 10% Non-Federal					Quantified Impact ▶
<b>▶ Statewide NHS Preservation Program+</b>												
		No Projects Disseminated		\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A
		No Projects Disseminated	Statewide NHS Preservation Program Subtotal ▶	\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal					Quantified Impact ▶
<b>▶ Statewide RR Grade Crossings</b>												
		No Projects Disseminated		\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A
		No Projects Disseminated	Statewide RR Grade Crossings Subtotal ▶	\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal					Quantified Impact ▶
<b>▶ Statewide Stormwater Retrofits</b>												
		No Projects Disseminated		\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A
		No Projects Disseminated	Statewide Stormwater Retrofits Subtotal ▶	\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal					Quantified Impact ▶
<b>▶ Statewide ADA Implementation Plan</b>												
		No Projects Disseminated		\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A
		No Projects Disseminated	Statewide ADA Implementation Plan Subtotal ▶	\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal					Quantified Impact ▶
<b>▶ Other Statewide Items</b>												
		ABP GANS Repayment		\$ -	\$ -	\$ -		0	ABP GANS Repayment		\$ -	N/A
		Award Adjustments, Change Orders, Project Value Changes, Etc.		\$ -	\$ -	\$ -		0	Award Adjustments, Change Orders, Project Value Changes, Etc.		\$ -	N/A
		DBEs, FAPO, Pavement Lab Retrofits, and Misc. Programs		\$ -	\$ -	\$ -		0	DBEs, FAPO, Pavement Lab Retrofits, and Misc. Programs		\$ -	N/A
		Planning		\$ -	\$ -	\$ -		0	Planning		\$ -	N/A
		Statewide Design and Right of Way		\$ -	\$ -	\$ -		0	Statewide Design and Right of Way		\$ -	N/A
		Statewide Recreational Trails		\$ -	\$ -	\$ -		0	Statewide Recreational Trails		\$ -	N/A
			Other Statewide Items Subtotal ▶	\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source					Quantified Impact ▶
<b>▶ Section 2A / Non-Federal Projects</b>												
<b>▶ Non Federal Aid</b>												
		No Projects Disseminated		\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A
		No Projects Disseminated	Non-Federal Aid Subtotal ▶	\$ -	\$ -	\$ -	◀ 100% Non-Federal					Quantified Impact ▶
<b>▶ Section 2B / Non-Federal Bridge Projects</b>												
<b>▶ Section 2B / Non-Federal Bridge Projects</b>												
		No Projects Disseminated		\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A
		No Projects Disseminated	Section 2B / Non-Federal Bridge Projects Subtotal ▶	\$ -	\$ -	\$ -	◀ 100% Non-Federal					Quantified Impact ▶
<b>2018 REGION X TIP Summary</b>												
				TIP Section 1: ▼		TIP Section 2: ▼		Total of All Projects ▼		<b>2018 REGION X TIP GHG Tracking Summary</b>		
Total	\$	668,215	\$	-	\$	668,215	◀ Total Spending in Region					Quantified Impact ▶
Federal Funds	\$	537,672	\$	-	\$	537,672	◀ Total Federal Spending in Region					
Non-Federal Funds	\$	130,543	\$	-	\$	130,543	◀ Total Non-Federal Spending in Region					

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

Lists Are in Hidden Cells





**2019** Martha's Vineyard Commission (MVC) Transportation Improvement Program

6/19/2015 Draft Released  
7/20/15 Endorsed

**2019** MVC TIP GHG Tracking

Amendment/Adjustment Type	MassDOT Project ID	MPO	Municipality Name	MassDOT Project Description	MassDOT District	Funding Source	Total Programmed Funds	Federal Funds	Non-Federal Funds	Additional Information	MassDOT Project ID	MassDOT Project Description	Funding Source	Total Programmed Funds	GHG Analysis Type	GHG Impact by the Numbers (kg/year)
<b>Section 1A / Federal Aid Target Projects</b>											<b>Section 1A / Federal Aid Target Projects</b>					
<b>HSIP - Highway Safety Improvement Program</b>											<b>HSIP - Highway Safety Improvement Program</b>					
	608142	Martha's Vineyard	Oak Bluffs	Oak Bluffs -Construction of a Shared Use Path (SUP) along Beach Road, Eastville Avenue, Townacicut Street and New York Ave.	5	HSIP	\$ 30,997	\$ 27,897	\$ 3,100	Advanced Construction, Year 1 of 2, with a total estimated cost of approximately \$1,000,000. This project is in conceptual design process at the Town level with GPI as a consultant for the Town.	0	Oak Bluffs -Construction of a Shared Use Path (SUP) along Beach Road, Eastville Avenue, Townacicut Street and New York Ave.		\$ 30,997		
				No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	0
				HSIP Subtotal			\$ 30,997	\$ 27,897	\$ 3,100	◀ 90% Federal + 10% Non-Federal					Quantified Impact	0
<b>CMAQ - Congestion Mitigation and Air Quality Improvement Program</b>											<b>CMAQ - Congestion Mitigation and Air Quality Improvement</b>					
	608142	Martha's Vineyard	Oak Bluffs	Oak Bluffs -Construction of a Shared Use Path (SUP) along Beach Road, Eastville Avenue, Townacicut Street and New York Ave.	5	CMAQ	\$ 96,865	\$ 77,492	\$ 19,373	Advanced Construction, Year 1 of 2, with a total estimated cost of approximately \$1,000,000. This project is in conceptual design process at the Town level with GPI as a consultant for the Town.	0	Oak Bluffs -Construction of a Shared Use Path (SUP) along Beach Road, Eastville Avenue, Townacicut Street and New York Ave.		\$ 96,865		
				No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	0
				CMAQ Subtotal			\$ 96,865	\$ 77,492	\$ 19,373	◀ 80% Federal + 20% Non-Federal					Quantified Impact	0
<b>TAP - Transportation Alternatives Program</b>											<b>TAP - Transportation Alternatives Program</b>					
				No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	0
				No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	0
				TAP Subtotal			\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal					Quantified Impact	0
<b>Non-CMAQ/HSIP/TAP (Other)</b>											<b>Non-CMAQ/HSIP/TAP (Other)</b>					
	608142	Martha's Vineyard	Oak Bluffs	Oak Bluffs -Construction of a Shared Use Path (SUP) along Beach Road, Eastville Avenue, Townacicut Street and New York Ave.	5	STP	\$ 540,354	\$ 432,283	\$ 108,071	Advanced Construction, Year 1 of 2, with a total estimated cost of approximately \$1,000,000. This project is in conceptual design process at the Town level with GPI as a consultant for the Town.	0	Oak Bluffs -Construction of a Shared Use Path (SUP) along Beach Road, Eastville Avenue, Townacicut Street and New York Ave.		\$ 540,354	Quantified	11,675
				No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	0
				Non-CMAQ/HSIP/TAP (Other) Subtotal			\$ 540,354	\$ 432,283	\$ 108,071	◀ 80% Federal + 20% Non-Federal					Quantified Impact	11,675
<b>Section 1A / Fiscal Constraint Analysis</b>																
Total Federal Aid Target Funds Programmed							\$ 668,216	\$ 668,216	◀ Total Target	\$ -	Target Funds Available					
Total Non-CMAQ/HSIP/TAP (Other) Programmed							\$ 540,354	\$ 540,354	◀ Max. Non-CMAQ/HSIP/TAP	\$ -	Non-CMAQ/HSIP/TAP (Other) Available					
Total HSIP Programmed							\$ 30,997	\$ 30,997	◀ Min. HSIP	\$ -	HSIP Minimum Met					
Total CMAQ Programmed							\$ 96,865	\$ 96,865	◀ Min. CMAQ	\$ -	CMAQ Minimum Met					
Total TAP Programmed							\$ -	\$ -	◀ Min. TAP	\$ -	TAP Minimum Met					
Remaining HSIP, CMAQ, and TAP Funds											\$ -					
<b>Section 1B / Federal Aid Bridge Projects</b>											<b>Section 1B / Federal Aid Bridge Projects</b>					
<b>Statewide Bridge Maintenance Program</b>											<b>Statewide Bridge Maintenance Program</b>					
				No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	0
				No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	0
				Statewide Bridge Maintenance Program Subtotal			\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal					Quantified Impact	0
<b>On System</b>											<b>On System</b>					
				No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	0
				No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	0
				On System Subtotal			\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal					Quantified Impact	0
<b>Off-System</b>											<b>Off-System</b>					
				No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	0
				No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	0
				Off-System Subtotal			\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal					Quantified Impact	0
<b>Statewide Bridge Inspection Program</b>											<b>Statewide Bridge Inspection Program</b>					
				No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	0
				No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	0
				Statewide Bridge Inspection Program Subtotal			\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal					Quantified Impact	0
<b>Section 1C / Federal Aid Non-Target Projects</b>											<b>Section 1C / Federal Aid Non-Target Projects</b>					
<b>Other Federal Aid</b>											<b>Other Federal Aid</b>					
				No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	0
				No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	0
				Other Federal Aid Subtotal			\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source					Quantified Impact	0
<b>Section 1D / Federal Aid Major &amp; State Category Projects</b>											<b>Section 1D / Federal Aid Major &amp; State Category Projects</b>					
<b>Statewide Infrastructure Program</b>											<b>Statewide Infrastructure Program</b>					
				No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	0

	No Projects Disseminated			\$ -	\$ -	\$ -		0	No Projects Programmed	0	\$ -	N/A	0	
		Statewide Infrastructure Program Subtotal		\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal					Quantified Impact ▶	0	
▶ Statewide HSIP Program								▶ Statewide HSIP Program						
	No Projects Disseminated			\$ -	\$ -	\$ -		0	No Projects Programmed	0	\$ -	N/A	0	
	No Projects Disseminated			\$ -	\$ -	\$ -		0	No Projects Programmed	0	\$ -	N/A	0	
		Statewide HSIP Program Subtotal		\$ -	\$ -	\$ -	◀ 80% Federal + 10% Non-Federal					Quantified Impact ▶	0	
▶ Statewide Safe Routes to Schools Program								▶ Statewide Safe Routes to Schools Program						
	No Projects Disseminated			\$ -	\$ -	\$ -	Funding Split Varies by Funding Source	0	No Projects Programmed	0	\$ -	N/A	0	
	No Projects Disseminated			\$ -	\$ -	\$ -	Funding Split Varies by Funding Source	0	No Projects Programmed	0	\$ -	N/A	0	
		Statewide Safe Routes to Schools Program Subtotal		\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source					Quantified Impact ▶	0	
▶ Statewide CMAQ								▶ Statewide CMAQ						
	No Projects Disseminated			\$ -	\$ -	\$ -		0	No Projects Programmed	0	\$ -	N/A	0	
	No Projects Disseminated			\$ -	\$ -	\$ -		0	No Projects Programmed	0	\$ -	N/A	0	
		Statewide CMAQ		\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal					Quantified Impact ▶	0	
▶ Statewide Transportation Enhancements								▶ Statewide Transportation Enhancements						
	No Projects			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	0	
	No Projects			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	0	
		Statewide Transportation Enhancements Subtotal		\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal					Quantified Impact ▶	0	
▶ Statewide ITS								▶ Statewide ITS						
	No Projects			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	0	
	No Projects			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	0	
		Statewide ITS Subtotal		\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal					Quantified Impact ▶	0	
▶ Statewide Interstate Maintenance Program								▶ Statewide Interstate Maintenance Program						
	No Projects			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	0	
	No Projects			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	0	
		Statewide Interstate Maintenance Program Subtotal		\$ -	\$ -	\$ -	◀ 90% Federal + 10% Non-Federal					Quantified Impact ▶	0	
▶ Statewide NHS Preservation Program+								▶ Statewide NHS Preservation Program+						
	No Projects			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	0	
	No Projects			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	0	
		Statewide NHS Preservation Program Subtotal		\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal					Quantified Impact ▶	0	
▶ Statewide RR Grade Crossings								▶ Statewide RR Grade Crossings						
	No Projects			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	0	
	No Projects			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	0	
		Statewide RR Grade Crossings Subtotal		\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal					Quantified Impact ▶	0	
▶ Statewide Stormwater Retrofits								▶ Statewide Stormwater Retrofits						
	No Projects			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	0	
	No Projects			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	0	
		Statewide Stormwater Retrofits Subtotal		\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal					Quantified Impact ▶	0	
▶ Statewide ADA Implementation Plan								▶ Statewide ADA Implementation Plan						
	No Projects			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	0	
	No Projects			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	0	
		Statewide ADA Implementation Plan Subtotal		\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal					Quantified Impact ▶	0	
▶ Other Statewide Items								▶ Other Statewide Items						
	ABP GANS Repayment			\$ -	\$ -	\$ -		0	ABP GANS Repayment		\$ -	N/A	0	
	Award Adjustments, Change Orders, Project Value Changes, Etc.			\$ -	\$ -	\$ -		0	Award Adjustments, Change Orders, Project Value Changes, Etc.		\$ -	N/A	0	
	DBEs, FAPO, Pavement Lab Retrofits, and Misc. Programs			\$ -	\$ -	\$ -		0	DBEs, FAPO, Pavement Lab Retrofits, and Misc. Programs		\$ -	N/A	0	
	Planning			\$ -	\$ -	\$ -		0	Planning		\$ -	N/A	0	
	Statewide Design and Right of Way			\$ -	\$ -	\$ -		0	Statewide Design and Right of Way		\$ -	N/A	0	
	Statewide Recreational Trails			\$ -	\$ -	\$ -		0	Statewide Recreational Trails		\$ -	N/A	0	
		Other Statewide Items Subtotal		\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source					Quantified Impact ▶	0	
▶ Section 2A / Non-Federal Projects								▶ Section 2A / Non-Federal Projects						
▶ Non Federal Aid								▶ Non Federal Aid						
	No Projects	NFA		\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	0	
	No Projects	NFA		\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	0	
		Non-Federal Aid Subtotal		\$ -	\$ -	\$ -	◀ 100% Non-Federal					Quantified Impact ▶	0	
▶ Section 2B / Non-Federal Bridge Projects								▶ Section 2B / Non-Federal Bridge Projects						
▶ Section 2B / Non-Federal Bridge Projects								▶ Section 2B / Non-Federal Bridge Projects						
	No Projects	NFA		\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	0	
	No Projects	NFA		\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	N/A	0	
		Section 2B / Non-Federal Bridge Projects Subtotal		\$ -	\$ -	\$ -	◀ 100% Non-Federal					Quantified Impact ▶	0	
<b>2019</b> REGION X TIP Summary								<b>2019</b> REGION X TIP GHG Tracking Summary					Total Quantified Impact ▼	
				TIP Section 1: ▼	TIP Section 2: ▼	Total of All Projects ▼							Quantified Impact ▶	11,675
				Total	\$ 668,216	\$ -	\$ 668,216	◀ Total Spending in Region						
				Federal Funds	\$ 537,673	\$ -	\$ 537,673	◀ Total Federal Spending in Region						
				Non-Federal Funds	\$ 130,544	\$ -	\$ 130,544	◀ Total Non-Federal Spending in Region						

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

Lists Are in Hidden Cells





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

### Vineyard Transit Authority (VTA) 2016

FTA Program	Transit Agency	Activity	Project Description	or Earmark	Federal Funds	RTACAP	MAP	ICB	TDC	SCA	LocalFunds	Total Cost
5307												
				<b>Subtotal</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5309												
				<b>Subtotal</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5310												
				<b>Subtotal</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5311												
	Martha's Vineyard Regional Transit Authority	300901	UP TO 50% FEDERAL SHARE		\$854,721	\$0	\$0	\$0	\$0	\$854,721	\$0	\$1,709,442
				<b>Subtotal</b>	\$854,721	\$0	\$0	\$0	\$0	\$854,721	\$0	\$1,709,442
5337												
				<b>Subtotal</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5339												
				<b>Subtotal</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5320												
				<b>Subtotal</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Other Federal</b>												
				<b>Subtotal</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Other Non-Federal</b>												
Other Non-Federal	Martha's Vineyard Regional Transit Authority	442700	OTHER ACTIVITIES		\$0	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000
Other Non-Federal	Martha's Vineyard Regional Transit Authority	111203	BUY REPLACEMENT 30-FT BUS (3)		\$0	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$1,200,000
Other Non-Federal	Martha's Vineyard Regional Transit Authority	111400	REHAB/REBUILD - CAPITOL BUS		\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000
Other Non-Federal	Martha's Vineyard Regional Transit Authority	114403	REHAB/RENOVATE - ADMIN/MAINT FACILITY		\$0	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000
Other Non-Federal	Martha's Vineyard Regional Transit Authority	114410	REHAB/RENOVATE - MOBILE FARE COLL EQUIP		\$0	\$30,000	\$0	\$0	\$0	\$0	\$0	\$30,000
Other Non-Federal	Martha's Vineyard Regional Transit Authority	113402	REHAB/RENOVATE - BUS STATION		\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000
Other Non-Federal	Martha's Vineyard Regional Transit Authority	114220	ACQUIRE - MISC SUPPORT EQUIPMENT		\$0	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000
Other Non-Federal	Martha's Vineyard Regional Transit Authority	114209	ACQUIRE - MOBILE SURV/SECURITY EQUIP		\$0	\$25,000	\$0	\$0	\$0	\$0	\$0	\$25,000
				<b>Subtotal</b>	\$0	\$1,855,000	\$0	\$0	\$0	\$0	\$0	\$1,855,000
				<b>Total</b>	\$854,721	\$1,855,000	\$0	\$0	\$0	\$854,721	\$0	\$3,364,442

**Vineyard Transit Authority (VTA) 2017**

FTA Program	Transit Agency	Activity	Project Description	Earmark	Federal Funds	RTACAP	MAP	ICB	TDC	SCA	LocalFunds	Total Cost
5307												
				<b>Subtotal</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5309												
				<b>Subtotal</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5310												
				<b>Subtotal</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5311												
	5311 Martha's Vineyard Regional Transit Authority	300901 UP TO 50% FEDERAL SHARE		2016	\$863,782	\$0	\$0	\$0	\$0	\$863,782	\$0	\$1,727,564
				<b>Subtotal</b>	\$863,782	\$0	\$0	\$0	\$0	\$863,782	\$0	\$1,727,564
5337												
				<b>Subtotal</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5339												
				<b>Subtotal</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5320												
				<b>Subtotal</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Other Federal</b>												
				<b>Subtotal</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Other Non-Federal</b>												
Other Non-Federal	Martha's Vineyard Regional Transit Authority	111202 BUY REPLACEMENT 35-FT BUS (3)			\$0	\$1,350,000	\$0	\$0	\$0	\$0	\$0	\$1,350,000
Other Non-Federal	Martha's Vineyard Regional Transit Authority	114206 ACQUIRE - SHOP EQUIPMENT			\$0	\$25,000	\$0	\$0	\$0	\$0	\$0	\$25,000
Other Non-Federal	Martha's Vineyard Regional Transit Authority	111400 REHAB/REBUILD - CAPITOL BUS			\$0	\$175,000	\$0	\$0	\$0	\$0	\$0	\$175,000
Other Non-Federal	Martha's Vineyard Regional Transit Authority	111203 BUY REPLACEMENT 30-FT BUS REHAB/RENOVATE - ADMIN/MAINT			\$0	\$400,000	\$0	\$0	\$0	\$0	\$0	\$400,000
Other Non-Federal	Martha's Vineyard Regional Transit Authority	114403 FACILITY			\$0	\$75,000	\$0	\$0	\$0	\$0	\$0	\$75,000
Other Non-Federal	Martha's Vineyard Regional Transit Authority	113220 ACQUIRE - MISC BUS STATION			\$0	\$75,000	\$0	\$0	\$0	\$0	\$0	\$75,000
Other Non-Federal	Martha's Vineyard Regional Transit Authority	114211 ACQUIRE - SUPPORT VEHICLES CONSTRUCT - STATIONARY BUS			\$0	\$140,000	\$0	\$0	\$0	\$0	\$0	\$140,000
Other Non-Federal	Martha's Vineyard Regional Transit Authority	113306 FARE COLL EQUIP			\$0	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000
				<b>Subtotal</b>	\$0	\$2,340,000	\$0	\$0	\$0	\$0	\$0	\$2,340,000
<b>Total</b>					\$863,782	\$2,340,000	\$0	\$0	\$0	\$863,782	\$0	\$4,067,564

## Vineyard Transit Authority (VTA) 2018

FTA Program	Transit Agency	Activity	Project Description	Earmark	Federal Funds	RTACAP	MAP	ICB	TDC	SCA	LocalFunds	Total Cost
5307												
				<b>Subtotal</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5309												
				<b>Subtotal</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5310												
				<b>Subtotal</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5311												
	5311 Martha's Vineyard Regional Transit Authority	300901 UP TO 50% FEDERAL SHARE		2017	\$872,933	\$0	\$0	\$0	\$0	\$872,933	\$0	\$1,745,866
				<b>Subtotal</b>	\$872,933	\$0	\$0	\$0	\$0	\$872,933	\$0	\$1,745,866
5337												
				<b>Subtotal</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5339												
				<b>Subtotal</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5320												
				<b>Subtotal</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Other Federal</b>												
				<b>Subtotal</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Other Non-Federal</b>												
Other Non-Federal	Martha's Vineyard Regional Transit Authority	111215 BUY REPLACEMENT VAN (2) ACQUIRE - MISC SUPPORT			\$0	\$60,000	\$0	\$0	\$0	\$0	\$0	\$60,000
Other Non-Federal	Martha's Vineyard Regional Transit Authority	114220 EQUIPMENT			\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000
Other Non-Federal	Martha's Vineyard Regional Transit Authority	114206 ACQUIRE - SHOP EQUIPMENT			\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000
Other Non-Federal	Martha's Vineyard Regional Transit Authority	111403 Rehab/Rebuild: Buses			\$0	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000
Other Non-Federal	Martha's Vineyard Regional Transit Authority	111203 BUY REPLACEMENT 30-FT BUS (1)			\$0	\$410,000	\$0	\$0	\$0	\$0	\$0	\$410,000
Other Non-Federal	Martha's Vineyard Regional Transit Authority	111202 BUY REPLACEMENT 35-FT BUS (3)			\$0	\$920,000	\$0	\$0	\$0	\$0	\$0	\$920,000
Other Non-Federal	Martha's Vineyard Regional Transit Authority	113401 REHAB/RENOVATE - BUS TERMINAL			\$0	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000
				<b>Subtotal</b>	\$0	\$1,690,000	\$0	\$0	\$0	\$0	\$0	\$1,690,000
				<b>Total</b>	\$872,933	\$1,690,000	\$0	\$0	\$0	\$872,933	\$0	\$3,435,866

## Vineyard Transit Authority (VTA) 2019

FTA Program	Transit Agency	Activity	Project Description	Earmark	Federal Funds	RTACAP	MAP	ICB	TDC	SCA	LocalFunds	Total Cost
5307												
				<b>Subtotal</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5309												
				<b>Subtotal</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5310												
				<b>Subtotal</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5311												
				<b>Subtotal</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5337												
				<b>Subtotal</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5339												
				<b>Subtotal</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5320												
				<b>Subtotal</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Other Federal</b>												
				<b>Subtotal</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Other Non-Federal</b>												
			ACQUIRE - MISC SUPPORT									
Other Non-Federal	Martha's Vineyard Regional Transit Authority	114220	EQUIPMENT		\$0	\$1,100,000	\$0	\$0	\$0	\$0	\$0	\$1,100,000
Other Non-Federal	Martha's Vineyard Regional Transit Authority	111202	BUY REPLACEMENT 35-FT BUS (2)		\$0	\$900,000	\$0	\$0	\$0	\$0	\$0	\$900,000
			REHAB/RENOVATE - ADMIN/MAINT									
Other Non-Federal	Martha's Vineyard Regional Transit Authority	114403	FACILITY		\$0	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000
			ACQUIRE - MISC SUPPORT									
Other Non-Federal	Martha's Vineyard Regional Transit Authority	114220	EQUIPMENT		\$0	\$75,000	\$0	\$0	\$0	\$0	\$0	\$75,000
				<b>Subtotal</b>	\$0	\$2,225,000	\$0	\$0	\$0	\$0	\$0	\$2,225,000
				<b>Total</b>	\$0	\$2,225,000	\$0	\$0	\$0	\$0	\$0	\$2,225,000

## 4b. Financial Information

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

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

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

**MVC region Transportation Improvement Program (TIP) Estimated "Highway" Funds for Federal Fiscal Years 2016-2019**

Federal Fiscal Year	HSIP Minimum, including state match	CMAQ Minimum, including state match	Non-HSIP, CMAQ, or TAP- General Regional Target funds, including state match	Total Regional Target, including state match
2016	\$30,997	\$96,865	\$413,266	\$541,128
2017	\$30,997	\$96,865	\$512,456	\$640,318
2018	\$30,997	\$96,865	\$540,353	\$668,216
2019	\$30,997	\$96,865	\$540,353	\$668,216
<b>2016-2019 Totals</b>	<b>\$123,988</b>	<b>\$387,460</b>	<b>\$2,006,429</b>	<b>\$2,517,877</b>
	HSIP Highway Safety Improvement Program			
	CMAQ Congestion Mitigation and Air Quality Improvement Program			
	TAP Transportation Alternatives Program			

Source: MVC

On the transit side, the Martha's Vineyard Transit Authority (VTA) is a rural transit operation and as such receives no dedicated direct funding from Federal Transit Administration (FTA), but rather works with MassDOT staff and budgets based on state capital and operating assistance provided that is matched by local funds and partly offset by fare box revenues. The VTA table of Actual and Estimated Expenditures and Revenues is provided below.

<b>Expenses</b>	Actual FY11	Actual FY12	Actual FY13	Actual FY14	Approved FY15	Approved FY16	Draft FY17	Draft FY18	Draft FY18
Purchased	\$2,206,480	\$2,236,539	\$2,215,469	\$2,350,620	\$2,500,000	\$2,562,500	\$2,626,563	\$2,692,227	\$2,759,532
Other Salaries and	\$522,602	\$527,643	\$535,146	\$573,136	\$650,000	\$650,000	\$682,906	\$699,979	\$717,478
Fringe Benefits	\$168,080	\$171,978	\$169,607	\$187,726	\$200,000	\$250,000	\$210,125	\$215,378	\$220,763
Legal Expense	\$4,165	\$4,408	\$4,153	\$2,970	\$5,000	\$2,500	\$5,253	\$5,384	\$5,519
Accounting Expense	\$48,077	\$39,118	\$38,030	\$35,754	\$55,000	\$52,500	\$57,784	\$59,229	\$60,710
Auditing Expense	\$13,765	\$11,593	\$11,539	\$7,430	\$16,000	\$16,400	\$16,810	\$17,230	\$17,661
Consulting	\$6,875	\$2,900	\$3,931	\$2,000	\$5,000	\$5,125	\$5,253	\$5,384	\$5,519
Outside Services	\$141,917	\$109,914	\$134,372	\$137,248	\$145,000	\$148,625	\$152,341	\$156,149	\$160,053
Vehicle Repairs	\$898	\$14,808	\$5,698	\$7,720	\$12,000	\$5,000	\$12,608	\$12,923	\$13,246
Fuels	\$431,113	\$515,673	\$531,182	\$546,518	\$625,000	\$650,000	\$656,641	\$673,057	\$689,883
Tires	\$43,917	\$23,885	\$39,753	\$48,741	\$60,000	\$61,500	\$63,038	\$64,613	\$66,229
Parts	\$171,554	\$100,744	\$142,824	\$129,744	\$160,000	\$164,000	\$168,100	\$172,303	\$176,610
Vehicle Supplies	\$30,321	\$33,869	\$36,265	\$25,190	\$40,000	\$41,000	\$42,025	\$43,076	\$44,153
Miscellaneous	\$54,963	\$77,258	\$126,850	\$73,066	\$140,000	\$100,000	\$147,088	\$150,765	\$154,534
Insurance Vehicles	\$73,325	\$140,385	\$124,037	\$123,731	\$175,000	\$175,000	\$183,859	\$188,456	\$193,167
Insurance - Other	\$33,758	\$25,790	\$34,897	\$35,082	\$40,000	\$41,000	\$42,025	\$43,076	\$44,153
Rent	\$61,864	\$63,078	\$64,165	\$65,145	\$68,000	\$69,700	\$71,443	\$73,229	\$75,059
Utilities	\$53,558	\$45,945	\$53,468	\$57,395	\$60,000	\$61,500	\$63,038	\$64,613	\$66,229
Promotion and	\$40,891	\$43,784	\$41,795	\$41,704	\$50,000	\$51,250	\$52,531	\$53,845	\$55,191
Office Supplies and	\$45,521	\$70,202	\$48,037	\$67,948	\$65,000	\$60,000	\$68,291	\$69,998	\$71,748
Travel	\$16,894	\$23,348	\$20,313	\$22,078	\$22,000	\$25,000	\$23,114	\$23,692	\$24,284
Training	\$275	\$2,900	\$0	\$989	\$5,000	\$5,000	\$5,253	\$5,384	\$5,519
Uniforms	\$3,525	\$17,422	\$7,924	\$8,116	\$15,000	\$15,375	\$15,759	\$16,153	\$16,557
Interest Expense-	\$41,656	\$41,527	\$21,565	\$18,843	\$10,000	\$10,250	\$10,506	\$10,769	\$11,038
Post Employment Health Exp.	\$26,739	\$26,739	\$158,738	-\$6,096	\$85,000	\$87,125	\$89,303	\$91,536	\$93,824
<b>Subtotal Operating Costs and Expenses</b>	\$4,242,733				\$5,208,000	\$5,310,350	\$5,471,655	\$5,608,446	\$5,748,658
Reserve and Stabilization Fund	\$48,630								
<b>Total Expenses</b>	\$4,291,363	\$4,371,451	\$4,569,759	\$4,562,800	\$5,208,000				
<b>Revenues</b>									
Passenger Fares	\$1,247,252	\$1,312,919	\$1,281,911	\$1,368,200	\$1,637,481	\$1,700,000	\$1,742,500	\$1,786,063	\$1,830,714
Contract Revenue	\$178,295	\$131,356	\$161,974	\$100,379	\$120,000	\$120,000	\$123,000	\$126,075	\$129,227
Interest Income-Admin	\$4,111	\$5,706	\$4,878	\$7,769	\$5,000	\$5,000	\$5,125	\$5,253	\$5,384
Rent Income-Admin	\$28,750	\$31,400	\$36,075	\$35,225	\$45,400	\$45,562	\$46,701	\$47,869	\$49,065
Other Income		\$12,440	\$4,743	\$17,746	\$6,500	\$25,000	\$54,172	\$55,526	\$56,914
State Contract	\$1,125,375	\$1,191,870	\$1,258,364	\$3,107,429	\$1,546,861	\$1,546,861	\$1,585,533	\$1,625,171	\$1,665,800
Local Share	\$767,121	\$786,299	\$805,956	\$826,105	\$846,758	\$867,927	\$889,625	\$911,865	\$934,662
Section 5311 (Federal)	\$738,717	\$733,559	\$815,201	\$845,750	\$1,000,000	\$1,000,000	\$1,025,000	\$1,050,625	\$1,076,891
Section 5317			\$49,349						
Other Federal	\$201,742	\$114,160							
<b>Total Revenues</b>	\$4,291,363	\$4,319,709	\$4,418,451	\$6,308,603	\$5,208,000	\$5,310,350	\$5,471,655	\$5,608,447	\$5,748,658

Source: VTA

The MVC TIP for FFY 2016-2019 is within these estimated financial resources for the highway and transit programs and projects.

## 4c. Estimated Financial Targets for Martha's Vineyard

### Transportation Improvement Program (TIP) Estimated "Highway" Funds for Federal Fiscal Year 2016-2019 Martha's Vineyard Region Only

Year	HSIP Minimum, including state match	CMAQ Minimum, including state match	Non-HSIP, CMAQ, or TAP- General Regional Target funds, including state match	Total Regional Target, including state match
2016	\$30,997	\$96,865	\$413,266	\$541,128
2017	\$30,997	\$96,865	\$512,456	\$640,318
2018	\$30,997	\$96,865	\$540,353	\$668,216
2019	\$30,997	\$96,865	\$540,353	\$668,216
<b>2016-2019 Totals</b>	<b>\$123,988</b>	<b>\$387,460</b>	<b>\$2,006,429</b>	<b>\$2,517,877</b>

HSIP Highway Safety Improvement Program  
 CMAQ Congestion Mitigation and Air Quality Improvement Program  
 TAP Transportation Alternatives Program

Estimated Federal Highway Administration (FHWA) and State matching funds  
 Table by MVC Based on the Title 23 - Transportation Funding - Federal Regional Targets, received  
 April 3, 2015, from MassDOT

## **4d. Operations and Maintenance**

It remains a priority of both Federal and MassDOT partners, as well as local officials, to continue to operate and maintain the existing transportation system. The following tables include actual expenditures for state fiscal years (FY) 2013 and 2014 along with FY 2015 expenditures through May 31, 2015 for operations and maintenance efforts using state and federal funds that are directly linked to the Martha's Vineyard Region.

Massachusetts Department of Transportation - Highway Division  
 Summary of Operating and Maintenance Expenditures  
 Martha's Vineyard - Part 1: Non-Federal Aid  
 as of May 31, 2015

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

Program Group/Sub Group	Estimated SFY 2013 Expenditures	Estimated SFY 2014 Expenditures	Current SFY 2015 Expenditures to Date
01 - Bridge Repair & Replacement			
New Bridge (Excluded)	n/a	n/a	n/a
Bridge Replacement (Excluded)	n/a	n/a	n/a
Bridge Reconstruction/Rehab	\$0	\$0	\$0
Drawbridge Maintenance	\$0	\$0	\$0
Structures Maintenance	\$0	\$0	\$0
02 - Bridge Painting			
Painting - Structural	\$0	\$0	\$0
03 - Roadway Reconstruction			
Hwy Relocation (Excluded)	n/a	n/a	n/a
Hwy Recon. - Added Capacity (Excluded)	n/a	n/a	n/a
New Construction (Excluded)	n/a	n/a	n/a
Hwy Reconstr - Restr and Rehab	\$0	\$0	\$0
Hwy Reconstr - No Added Capacity	\$0	\$0	\$0
Hwy Reconstr - Minor Widening	\$0	\$0	\$0
Hwy Reconstr - Major Widening	\$0	\$0	\$0
04 - Roadway Resurfacing			
Resurfacing	\$0	\$0	\$0
05 - Intersection & Safety			
Impact Attenuators	\$0	\$0	\$0
Safety Improvements	\$0	\$0	\$0
Traffic Signals	\$0	\$0	\$0
06 - Signs & Lighting			
Electrical	\$0	\$0	\$0
Sign Installation / Upgrading	\$0	\$0	\$0
Structural Signing	\$0	\$0	\$0
07 - Guardrail			
Guard Rail and Fencing	\$0	\$0	\$0
08 - Maintenance			
Catch Basin Cleaning	\$0	\$0	\$0
Crack Sealing	\$0	\$0	\$0
Landscaping	\$0	\$0	\$0
Mowing and Spraying	\$0	\$0	\$0
Pavement Marking	\$0	\$0	\$0
Sewer and Water	\$0	\$0	\$0
Process/Recycle/Trnsprt Soils	\$0	\$0	\$0
Contract Hwy Maint.	\$0	\$0	\$0
09 - Facilities			
Chemical Storage Sheds	\$0	\$0	\$0
Vertical Construction	\$0	\$0	\$0
10 - Bikeways (Excluded)	n/a	n/a	n/a
11 - Other			
Demolition	\$0	\$0	\$0
Drilling & Boring	\$0	\$0	\$0
Highway Sweeping	\$0	\$0	\$0
Intelligent Transportation System	\$0	\$0	\$0
Marine Construction	\$0	\$0	\$0
Miscellaneous / No prequal	\$0	\$0	\$0
Reclamation	\$0	\$0	\$0
Underground Tank Removal Replace	\$0	\$0	\$0
Unknown	\$0	\$0	\$0
<b>Section I Total:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

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

12 - Snow and Ice Operations & Materials	n/a	n/a	n/a
13 - District Maintenance Payroll ( Mowing, Litter Management, Sight Distance Clearing, Etc. )	n/a	n/a	n/a
<b>Section II Total:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Grand Total NFA:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

Provided by the Federal Aid and Planning Office (FAPO)

Massachusetts Department of Transportation - Highway Division  
 Summary of Operating and Maintenance Expenditures  
 Martha's Vineyard - Part 2: Federal Aid  
 as of May 31, 2015

**Section I - Federal Aid Maintenance Projects**

Program Group/Sub Group	Estimated SFY 2013 Expenditures	Estimated SFY 2014 Expenditures	Current SFY 2015 Expenditures to Date
<b>01 - Bridge Repair &amp; Replacement</b>			
New Bridge (Excluded)	n/a	n/a	n/a
Bridge Replacement (Excluded)	n/a	n/a	n/a
Bridge Reconstruction/Rehab	\$0	\$0	\$0
Drawbridge Maintenance	\$0	\$0	\$0
Structures Maintenance	\$0	\$0	\$0
<b>02 - Bridge Painting</b>			
Painting - Structural	\$0	\$0	\$0
<b>03 - Roadway Reconstruction</b>			
Hwy Relocation (Excluded)	n/a	n/a	n/a
Hwy Recon. - Added Capacity (Excluded)	n/a	n/a	n/a
New Construction (Excluded)	n/a	n/a	n/a
Hwy Reconstr - Restr and Rehab	\$0	\$0	\$0
Hwy Reconstr - No Added Capacity	\$702,136	\$352,755	\$29,157
Hwy Reconstr - Minor Widening	\$0	\$0	\$0
Hwy Reconstr - Major Widening	\$0	\$0	\$0
<b>04 - Roadway Resurfacing</b>			
Resurfacing	\$0	\$25,879	\$0
<b>05 - Intersection &amp; Safety</b>			
Impact Attenuators	\$0	\$0	\$0
Safety Improvements	\$0	\$0	\$0
Traffic Signals	\$0	\$0	\$0
<b>06 - Signs &amp; Lighting</b>			
Electrical	\$0	\$0	\$0
Sign Installation / Upgrading	\$0	\$0	\$0
Structural Signing	\$0	\$0	\$0
<b>07 - Guardrail</b>			
Guard Rail and Fencing	\$0	\$0	\$0
<b>08 - Maintenance</b>			
Catch Basin Cleaning	\$0	\$0	\$0
Contract Highway Maintenance	\$0	\$0	\$0
Crack Sealing	\$0	\$0	\$0
Landscaping	\$0	\$0	\$0
Mowing and Spraying	\$0	\$0	\$0
Pavement Marking	\$0	\$0	\$0
Process/Recycle/Transport Soils	\$0	\$0	\$0
Sewer and Water	\$0	\$0	\$0
<b>09 - Facilities</b>			
Chemical Storage Sheds	\$0	\$0	\$0
Vertical Construction	\$0	\$0	\$0
<b>10 - Bikeways (Excluded)</b>	n/a	n/a	n/a
<b>11 - Other</b>			
Demolition	\$0	\$0	\$0
Drilling & Boring	\$0	\$0	\$0
Highway Sweeping	\$0	\$0	\$0
Intelligent Transportation System	\$0	\$0	\$0
Marine Construction	\$19,874	\$0	\$0
Miscellaneous / No prequal	\$0	\$0	\$0
Reclamation	\$0	\$0	\$0
Underground Tank Removal Replace	\$0	\$0	\$0
Unknown	\$0	\$0	\$0
<b>Section I Total:</b>	<b>\$722,010</b>	<b>\$378,634</b>	<b>\$29,157</b>

**Section II - Federal Aid Highway Operations**

ITS Operations - I-93 HOV Lane Operation and Towing	n/a	n/a	n/a
ITS Operations - Traffic Operations Center (South Boston)	n/a	n/a	n/a
<b>Section II Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

**Grand Total Federal Aid:** **\$722,010** **\$378,634** **\$29,157**

Provided by the Federal Aid and Planning Office (FAPO)

## 5. Projects with Evaluation Scores

### 5a. Recommended Martha's Vineyard Transportation Plan (MVTP) Projects within estimated available funds

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

## **5b. Regional Priorities in need of Funding**

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

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

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

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

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

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

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

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

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

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

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

Tisbury Connector: Evelyn Way extension and improvements (Tisbury)

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

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

Oak Bluffs Park and Ride (Oak Bluffs)

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

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

### **Introduction**

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

The entire Commonwealth of Massachusetts was previously classified as nonattainment for ozone, and was divided into two nonattainment areas. The Eastern Massachusetts ozone nonattainment area included Barnstable, Bristol, Dukes, Essex, Middlesex, Nantucket, Norfolk, Plymouth, Suffolk, and Worcester counties. Berkshire, Franklin, Hampden, and Hampshire counties comprised the Western Massachusetts ozone nonattainment area. With these classifications, the 1990 Clean Air Act Amendments (CAAA) required the Commonwealth to reduce its emissions of volatile organic compounds (VOCs) and nitrogen oxides (NO<sub>x</sub>), the two major precursors to ozone formation to achieve attainment of the ozone standard.

### **Legislative and Regulatory Background**

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

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

and was separated into two nonattainment areas—Eastern Massachusetts and Western Massachusetts.

In March 2008, EPA published revisions to the eight-hour ozone NAAQS establishing a level of 0.075 ppm, (March 27, 2008; 73 FR 16483). In 2009, EPA announced it would reconsider this standard because it fell outside of the range recommended by the Clean Air Scientific Advisory Committee. However, EPA did not take final action on the reconsideration so the standard would remain at 0.075 ppm.

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

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

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

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

## **7. 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 2016 – 2019 Transportation Improvement Program (TIP). It includes a summary of the state laws and policies that call for reducing greenhouse gas in order to mitigate global climate change, actions that are being to respond to these state laws and policies, the role of regional planning and TIP development in reducing GHG emission and tracking these reductions, and the projected GHG emission impacts from the projects programmed in the TIP.

### **State Policy Context**

The Global Warming Solutions Act (GWSA), which was signed into law in August 2008, makes Massachusetts a leader in setting aggressive and enforceable GHG reduction targets, and implementing policies and initiatives to achieve these targets. In keeping with the law, on December 29, 2010 the Massachusetts Executive Office of Energy and Environmental Affairs (EOEEA), in consultation with other state agencies and the public, released the *Massachusetts Clean Energy and Climate Plan for 2020*. In December 2014 the Department of Environmental Protection issued new regulations that require

Metropolitan Planning Organizations to quantify impacts from project investments, track progress towards reductions, and consider impacts in the prioritization of GHG impacts from project investments. The targets for overall statewide GHG emissions are:

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

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

### **GreenDOT Policy**

The transportation sector is the single largest emitter of greenhouse gases, accounting for over a third of GHG emissions, and therefore the transportation sector is a key focus of the *Clean Energy and Climate Plan*. MassDOT's approach to supporting the implementation of the plan is set forth in its GreenDOT Policy Directive, a comprehensive sustainability initiative that sets three principal objectives:

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

### **GreenDOT Policy and Metropolitan Planning Organizations**

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

### **Regional GHG Tracking and Evaluation in RTPs**

MassDOT coordinated with MPOs and regional planning agency (RPA) staffs on the implementation of GHG tracking and evaluation in development of each MPO's 2035 RTPs, which were adopted in September 2011. This collaboration has continued for the MPO's 2040 RTPs and 2016-19 TIPs.

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

- Modeling and long-range statewide projections for GHG emissions resulting from the transportation sector. Using the Boston MPO's regional model and the statewide travel demand

model for the remainder of the state, GHG emissions were projected for 2020 no-build and build conditions, and for 2040 no-build and build conditions.

- All of the MPOs included these GHG emission projections in their RTPs, along with a discussion of climate change and a statement of MPO support for reducing GHG emissions as a regional goal.

### **Project-Level GHG Tracking and Evaluation in the Transportation Improvement Program**

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

In order to monitor and evaluate the GHG impacts of TIP projects, MassDOT and the MPOs have developed the following approach for identifying anticipated GHG impacts and quantifying GHG impacts of projects, when appropriate, through the TIP. Different types of projects will have different anticipated GHG emissions impacts. The different project categories are outlined on the next two pages with this region's project tracking sheet on the third page.

### **Calculation of GHG Impacts for TIP Projects**

The Office of Transportation Planning at MassDOT provided the spreadsheets that are used for determining Congestion Management and Air Quality Improvement (CMAQ) eligibility. These spreadsheets require the same inputs as the CMAQ calculations, and have been adapted to provide CO<sub>2</sub> impacts. The data and analysis required for these calculations is available from functional design reports that should be submitted for projects that would produce a measurable GHG impact.

### **Projects with Quantified Impacts**

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

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

- **Quantified Decrease in Emissions from Traffic Operational Improvement** - An intersection reconstruction or signalization project that is projected to reduce delay and congestion.
- **Quantified Decrease in Emissions from Pedestrian and Bicycle Infrastructure** - A shared-use path that would enable increased walking and biking and decreased vehicle-miles traveled (VMT).
- **Quantified Decrease in Emissions from New/Additional Transit Service** - A bus or shuttle service that would enable increased transit ridership and decreased VMT
- **Quantified Decrease in Emissions from a Park and Ride Lot** A park-and-ride lot that would enable increased transit ridership/ increased ridesharing and decreased VMT

- **Quantified Decrease in Emissions from Bus Replacement**  
A bus replacement that would directly reduce GHG emissions generated by that bus service.
- **Quantified Decrease in Emissions from Complete Streets Improvements**  
Improvements to roadway networks that include the addition of bicycle and pedestrian accommodations where none were present before.
- **Quantified Decrease in Emissions from Other Improvement**

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

**Projects with Assumed Impacts**

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

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

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

**Assumed Nominal Decrease in Emissions from Other Improvements**

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

**MV Greenhouse Gas Impact Summary Table for FFY 2016 – 2019 TIP**

The following table summarizes the calculated quantitative impacts of the projects included in the regional FFY 2016 – 2019 TIP.

<b>Project and TIP Year(s)</b>	<b>Estimated Summer CO2 Reduction in kilograms per year</b>
Tisbury, Beach Rd. Shared Use Path (SUP) Winds Up to Tisbury Marketplace	1,015.2
Oak Bluffs, SUP from Lagoon Pond Drawbridge to Sea View Ave. SUP	11,675.2

## **8. Comments Received on the Draft TIP Amendment**

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**PUBLIC COMMENT PERIOD, Comments are welcome through Friday, May 20, 2016.**

The **Transportation Improvement Program (TIP) Amendment FFY2016-2019** is a change to the current TIP for FFY 2016-2019 to transfer funds from FHWA to FTA to allow for bus purchases for the VTA.

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

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

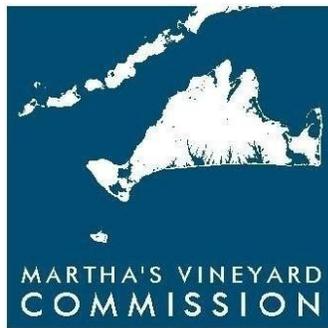
The the Draft TIP Amendment is noticed by email notice and available on the MVC Website. To find the Martha's Vineyard transportation documents on the MVC Website, please search for "**TIP Amendment 2016-2019**".

**Please send your written comments during the public comment period by May 20, 2016, to:**

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

Or, via email with the subject: "**public comment**" to [leclerc@mvcommission.org](mailto:leclerc@mvcommission.org)





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Telephone: 508-693-3453 Fax: 508-693-7894

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