

# **Martha's Vineyard Transportation Improvement Program (TIP) For Federal Fiscal Years (FFY) 2023-2027**

October 1, 2022 to September 30, 2027



**Edgartown Harbor Light – Edgartown, Massachusetts**

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

## **May 2022**

"The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation."

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Joan Malkin	Chairman, Martha's Vineyard Commission(MVC)
Alice Butler	Chairman, Vineyard Transit Authority (VTA)

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## **DISCLAIMER**

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The views and opinions of the Martha's Vineyard Commission expressed herein do not necessarily state or reflect those of the U. S. Department of Transportation.

### **701 CMR 7.00 USE OF ROAD FLAGGERS AND POLICE DETAILS ON PUBLIC WORKS PROJECTS/ 701CMR**

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: <https://www.mass.gov/road-flaggers-and-police-detail>

### **NOTICE OF NONDISCRIMINATION RIGHTS AND PROTECTIONS TO BENEFICIARIES**

#### **Federal "Title VI/ Nondiscrimination" Protections**

The Martha's Vineyard Commission (MPO) operates its programs, services, and activities in compliance with federal nondiscrimination laws including Title VI of the Civil Rights Act of 1964 (Title VI), the Civil Rights Restoration Act of 1987, and related statutes and regulations. Title VI prohibits discrimination in federally assisted programs and requires that no person in the United States of America shall, on the grounds of **race, color, or national origin** (including **limited English proficiency**), be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal assistance. Related federal nondiscrimination laws administered by the Federal Highway Administration, the Federal Transit Administration, or both prohibit discrimination on the basis of **age, sex, and disability**. These protected categories are contemplated within the Martha's Vineyard MPO's Title VI Programs consistent with federal interpretation and administration. Additionally, the Martha's Vineyard MPO provides meaningful access to its programs, services, and activities to individuals with limited English proficiency, in compliance with US Department of Transportation policy and guidance on federal Executive Order 13166.

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## Additional Information

To request additional information regarding Title VI and related federal and state nondiscrimination obligations, please contact:

Martha's Vineyard Commission  
Title VI/ Nondiscrimination Coordinator:  
Adam Turner  
P.O. Box 1447  
Oak Bluffs, MA 02557  
508-693-3453 Extension 111  
[turner@mvcommission.org](mailto:turner@mvcommission.org)

Title VI Specialist  
MassDOT, Office of Diversity and Civil Rights  
10 Park Plaza  
Boston, MA 02116  
857-368-8580  
TTY: 857-368-0603  
[MASSDOT.CivilRights@state.ma.us](mailto:MASSDOT.CivilRights@state.ma.us)

## Complaint Filing

To file a complaint alleging a violation of Title VI or related federal nondiscrimination law, contact the Title VI Specialist (above) within 180 days of the alleged discriminatory conduct.

To file a complaint alleging a violation of the state's Public Accommodation Law, contact the Massachusetts Commission Against Discrimination within 300 days of the alleged discriminatory conduct at:

Massachusetts Commission Against Discrimination (MCAD)  
One Ashburton Place, 6th Floor  
Boston, MA 02109  
617-994-6000  
TTY: 617-994-6196

## **Translation**

### **English**

If this information is needed in another language, please contact the MPO Title VI Coordinator at 508-583-1833 ext. 202.

### **Spanish**

Si necesita esta información en otro idioma, por favor contacte al coordinador de MPO del Título VI al 508-583-1833 ext. 202.

### **Portuguese**

Caso estas informações sejam necessárias em outro idioma, por favor, contate o Coordenador de Título VI da MPO pelo telefone 508-583-1833, Ramal 202

### **Russian**

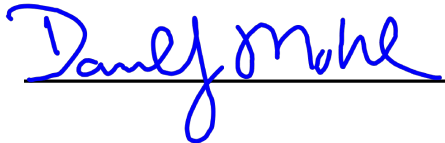
Если Вам необходима данная информация на любом другом языке, пожалуйста, свяжитесь с Координатором Титула VI в МРО по тел: 508-583-1833, добавочный 202.

**Martha's Vineyard Metropolitan Planning Organization Endorsement of the FFY  
2023-2027 Transportation Improvement Program**

This is to certify that the members of the Martha's Vineyard Metropolitan Planning Organization (MVMPO), in accordance with 23 CFR Part 450 Section 324 (Transportation Improvement Program: General) endorse the FFY 2023-2027 Transportation Improvement Program (TIP) for the region. Furthermore, the MVMPO certifies that the FFY 2023-2027 TIP conforms with the existing FFY 2020 Regional Transportation Plan for the region. The MVMPO hereby endorses the FFY 2023-2027 Transportation Improvement Program.

The endorsement of this document was administered on May 18<sup>th</sup>, 2022 at a virtual MVMPO meeting in compliance with the Baker-Polito temporary order modifying the state's open meeting law in order to allow state, and local governments to continue to carry out essential functions and operations during the ongoing COVID-19 outbreak.

The Acting Secretary and CEO of the Massachusetts Department of Transportation (MassDOT) hereby signs on behalf of the MVMPO members endorsing the FFY 2023-2027 Transportation Improvement Program.

 for

Jamey Tesler, Secretary and CEO  
Massachusetts Department of Transportation (MassDOT)

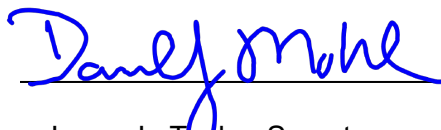
May 18, 2022

Date

## **Certification of the Martha's Vineyard Transportation Planning Process**

The Martha's Vineyard Metropolitan Planning Organization certifies that its conduct of the metropolitan transportation planning process complies with all applicable requirements, which are listed below, and that this process includes activities to support the development and implementation of the Regional Long-Range Transportation Plan and Air Quality Conformity Determination, the Transportation Improvement Program and Air Quality Conformity Determination, and the Unified Planning Work Program.

1. 23 USC 134, 49 USC 5303, and this subpart.
2. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 USC 7504, 7506 (c) and (d) and 40 CFR part 93 and for applicable State Implementation Plan projects.
3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR Part 21.
4. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.
5. Section 1101 (b) of the Fast Act (Pub. L. 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in U.S. DOT-funded projects.
6. 23 CFR part 230, regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.
7. The provisions of the US DOT and of the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.) and 49 CFR Parts 27, 37, and 38.
8. The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance.
9. Section 324 of Title 23 USC regarding the prohibition of discrimination based on gender.
10. Section 504 of the Rehabilitation Act of 1973 (29 USC 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, or a member of Congress, in connection with the awarding of any federal contract.



for

Jamey L. Tesler, Secretary and Chief Executive  
Officer Massachusetts Department of Transportation  
Chair, MVMPO

May, 18, 2022

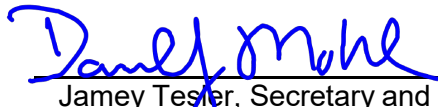
Date



### **310 CMR 60.05: Global Warming Solutions Act Requirements for Transportation**

This will certify that the Transportation Improvement Program and Air Quality Conformity Determination for the Martha's Vineyard Metropolitan Planning Organization Long Range Transportation Plan is in compliance with all applicable requirements in the State Regulation 310 CMR 60.05: Global Warming Solutions Act Requirements for Transportation. The regulation requires the MPO to:

1. 310 CMR 60.05(5)(a)1.: Evaluate and report the aggregate transportation GHG emissions impacts of RTPs and TIPs;
2. 310 CMR 60.05(5)(a)2.: In consultation with MassDOT, develop and utilize procedures to prioritize and select projects in RTPs and TIPs based on factors that include aggregate transportation GHG emissions impacts;
3. 310 CMR 60.05(5)(a)3.: Quantify net transportation GHG emissions impacts resulting from the projects in RTPs and TIPs and certify in a statement included with RTPs and TIPs pursuant to 23 CFR Part 450 that the MPO has made efforts to minimize aggregate transportation GHG emissions impacts;
4. 310 CMR 60.05(5)(a)4.: Determine in consultation with the RPA that the appropriate planning assumptions used for transportation 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(8)(a)2.a.: Develop RTPs and TIPs;
6. 310 CMR 60.05(8)(a)2.b.: Ensure that RPAs are using appropriate planning assumptions;
7. 310 CMR 60.05(8)(a)2.c.: Perform regional aggregate transportation GHG emissions impact analysis of RTPs and TIPs;
8. 310 CMR 60.05(8)(a)2.d.: Calculate aggregate transportation GHG emissions impacts for RTPs and TIPs;
9. 310 CMR 60.05(8)(a)2.e.: Develop public consultation procedures for aggregate transportation GHG emissions impact reporting and related GWSA requirements consistent with current and approved regional public participation plans;
10. 310 CMR 60.05(8)(c): Prior to making final endorsements on the RTPs, TIPs, STIPs, and projects included in these plans, MassDOT and the MPOs shall include the aggregate transportation GHG emission impact assessment in RTPs, TIPs, and STIPs and provide an opportunity for public review and comment on the RTPs, TIPs, and STIPs; and
11. 310 CMR 60.05(8)(a)1.c.: After a final GHG assessment has been made by MassDOT and the MPOs, MassDOT and the MPOs shall submit MPO-endorsed RTPs, TIPs, STIPs or projects within 30 days of endorsement to the Department for review of the GHG assessment.

 for  
Jamey Tester, Secretary and CEO  
Massachusetts Department of Transportation (MassDOT);  
Chair, Martha's Vineyard Metropolitan Planning Organization (MVMPO)

May 18, 2022

Date



# Table of Contents

INTRODUCTION .....	1
BIPARTISAN INFRASTRUCTURE BILL .....	2
REGIONAL TRANSPORTATION PLAN & FEDERAL METROPOLITAN PLANNING FACTORS.....	3
TIP DEVELOPMENT PROCESS.....	4
PERFORMANCE BASED PLANNING AND MEASURES.....	4
SAFETY PERFORMANCE MEASURES.....	5
PROJECT EVALUATION PROCESS AND CRITERIA.....	9
FINANCIAL CONSIDERATION/O&M EXPENDITURES.....	14
TIP/STIP.....	32
PUBLIC PARTICIPATION.....	32
TIP AMENDMENT OR ADJUSTMENT PROCESS.....	32
CERTIFICATION PROCESS .....	33
HIGHWAY/VTAFUNDEDPROJECTS2023-207.....	34
PREVIOUS TIP PROJECTS.....	38
LONG RANGE PLANNING PROJECTS.....	39
AIR QUALITY CONFORMITY LANGUAGE.....	41
GREEN HOUSE GAS ANALYSIS.....	44
PUBLIC COMMENTS.....	50
TRANSPORTATION FUNDING INFROMATION.....	53
ACRONYMS.....	60
FUNDING DISTRIBUTION OF TRANSPORTATON DOLLARS.....	61

## Introduction

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

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

The MVMPO is required to carry out a continuing, cooperative, and comprehensive performance-based regional multimodal transportation planning process, including the development of a long-range regional transportation plan (RTP) and TIP, that facilitates the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight (including accessible pedestrian walkways, bicycle transportation facilities, and intermodal facilities that support Island wide transportation, including Island wide bus facilities and commuter van pool providers) and that fosters economic growth and development and takes into consideration resiliency needs while minimizing transportation-related fuel consumption and air pollution.

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

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

Martha's Vineyard Commission (MVC) Transportation Staff works with the JTC to prepare the Regional Transportation Plan, the Transportation Improvement Program and the Unified Planning Work Program. The MVMPO is responsible for the preparation and approval of each of these documents.

Funding for development of the TIP and the long-range statewide transportation plan is outlined in the MVMPO's Unified Planning Work Program (UPWP). The UPWP is updated annually and identifies the planning priorities and activities to be carried out within a region or metropolitan planning area. The MVMPO TIP is a five-year programming document that lists all the needs of the regional transportation system. The TIP is developed annually and is subject to amendments and adjustments at any time. Each program year of the TIP coincides with the Federal Fiscal Year, October 1 through September 30. All projects are identified by fiscal year and federal funding category and include cost. The total cost of the projects programmed in the TIP must be constrained to available funding, be consistent with the long-range Regional Transportation Plan, and include an annual element, or listing, of projects to be advertised in the first year of the TIP.

The programming years of the TIP are divided into six sections:

**FIRST YEAR ELEMENT** - Transportation projects proposed for construction/implementation during federal fiscal year **2023 (October 1, 2022 to September 30, 2023)**. First Year projects for construction should generally have reached the 75% design stage.

**SECOND YEAR ELEMENT** - Transportation projects proposed for construction/implementation during federal fiscal year **2024 (October 1, 2023 to September 30, 2024)**. Second year projects for construction should generally have reached the 25% design stage.

**THIRD YEAR ELEMENT** - Transportation projects proposed for construction/implementation during federal fiscal year **2025 (October 1, 2024 to September 30, 2025)**.

**FOURTH YEAR ELEMENT** - Transportation projects proposed for construction/implementation during federal fiscal year **2026 (October 1, 2025 to September 30, 2026)**.

**FIFTH YEAR ELEMENT** - Transportation projects proposed for construction/implementation during federal fiscal year **2027 (October 1, 2026 to September 30, 2027)**.

**SUPPLEMENTAL PROJECT LIST** - A listing of long-term projects that are not expected to be ready for construction or implementation within five years. These projects are typically in the early stages of development.

## **BIPARTISAN INFRASTRUCTURE BILL**

With the recent passing of the Bipartisan Infrastructure Bill (BIL), Massachusetts received a five-year apportionment that includes \$5.4 billion in highway formula funds, \$2.8 billion in transit formula funding, over \$110 billion in discretionary program funds.

For FY22, now that an appropriations bill has been passed, the Martha's Vineyard MPO's regional target will increase by roughly \$100,00.00. MassDOT Planning will coordinate with the MassDOT Highway Division and other planning partners to identify projects for this new funding.

Based upon an assumed obligation authority of 90% (five-year rolling average), for FY23-FY26 the statewide increase in STIP funding is \$442.2 million and the increase in overall regional target funding is \$150.7 million. Funds are appropriated in categories as follows:

**Contract Authority** is used for programs funded from the Highway Trust Fund. It is established by a reauthorization act and is not subject to annual appropriation. However, Congress annually imposes an overall obligation limitation that constrains the maximum amount of contract authority. Approximately 83% of the transportation funding in BIL is contract authority.

**Supplemental Appropriations** are appropriations made in a reauthorization act instead of the annual appropriations bill. They are self-effectuating and not subject to the annual obligation ceiling. Approximately 13% of the transportation funding in BIL is supplemental appropriations.

**Authorizations Subject to Appropriation** are program amounts that are included in a reauthorization act but require a subsequent appropriation to effectuate. Approximately 4% of the transportation funding in BIL is subject to future appropriation.

## **REGIONAL TRANSPORTATION PLAN & FEDERAL METROPOLITAN PLANNING FACTORS**

The purpose of the Regional Transportation Plan (RTP) is to provide a comprehensive, long-term analysis of existing and future needs of the regional transportation system. It highlights the major transportation issues and provides both short-range and long-range guidance to local elected officials, and eventually to the state and federal implementing agencies. The RTP also incorporates the Federal Metropolitan Planning Factors.

The Metropolitan Planning Organizations (MPO) is required to consider and advance the ten planning factors in the development of projects and strategies. The factors are as follows:

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

The current RTP was developed in 2019 and provided reasonable opportunity for public comment before prior to approval. Members of the Martha's Vineyard Metropolitan Planning Organization (MVMPO) determined that the Regional Transportation Plan was in conformance with the Massachusetts State Implementation Plan (SIP). This assures that no goals, directives, recommendations, or projects identified in the Plan or TIP have an adverse impact on the SIP. The State Implementation Plan is the official document that lists committed strategies to meet the requirements of the Clean Air Act Amendments through investments in transportation.

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

Martha's Vineyard / Dukes County has historically programmed – and continues to program – in its TIP only "Exempt" transportation projects as defined in 40 CFR 93.126, so both the current FFY 2023-27 Transportation Improvement Program and the 2020- 2040 Regional Transportation Plan do not require an air quality conformity analysis or determination for the 2008 NAAQS.

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

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

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

## **TIP Development Process**

The rules and regulations of the Federal Highway and the Federal Transit Administrations, along with cooperation and guidance by the Massachusetts Department of Transportation (MassDOT), drive the TIP's schedule and development.

Once the JTC /MPO public process is completed and the TIP approved, the local TIP is combined with the 12 other regional TIPs in Massachusetts into the State Transportation Improvement Program (STIP). The STIP is then submitted to DEP, EPA, FHWA, and FTA, for review. With approval of the STIP, projects that are fully designed (including MassDOT design approvals), all right-of-way in place, and fully permitted from the first TIP year may move forward on October 1, 2022.

## **PERFORMANCE BASED PLANNING AND MEASURES**

The FAST Act's overall performance management approach requires critical changes to the planning process by mandating that investment priorities assist in meeting performance targets that would address key areas such as safety, infrastructure condition, congestion, system reliability, emissions and freight movement. This called for the integration of a performance-based approach to decision making in support of the national goals and a greater level of transparency and accountability. The goal is to improve project decision-making and assist in more efficient investments of Federal transportation funds. Please see national goals listed below for additional details.

1. **SAFETY** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. **INFRASTRUCTURE CONDITION** - To maintain the highway infrastructure asset system in a state of good repair.
3. **CONGESTION REDUCTION** - To achieve a significant reduction in congestion on the National Highway System.
4. **SYSTEM RELIABILITY** - To improve the efficiency of the surface transportation system.
5. **FREIGHT MOVEMENT AND ECONOMIC VITALITY** — To improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. **ENVIRONMENTAL SUSTAINABILITY** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. **REDUCED PROJECT DELIVERY DELAYS** — To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

In 2016, FHWA passed a rule establishing three performance measures (PM1, PM2, and PM3) that State DOTs and MPOs must track, as required by MAP-21 and the FAST Act. PM1 improves safety, PM2 maintains pavement and bridge conditions and PM3 is improving efficiency of the system and freight movement, reducing traffic congestion and reducing emissions. The MVMPO adopts statewide performance measures for all three categories and has integrated them into decision making processes including evaluation criteria and programming decisions.

The Federal Transit Authority (FTA) requires any Regional Transit Agency (RTA) that owns, operates, or manages capital assets used to provide public transportation and receives federal financial assistance

under 49 U.S.C. Chapter 53 to develop a transit asset management (TAM) plan. TAM Plans outline how people, processes, and tools come together to address asset management policy and goals, provide accountability and visibility for furthering understanding of leveraging asset management practices and support planning, budgeting, and communications to internal and external stakeholders.

The FTA also requires RTA's that receive federal funds under FTA's Urbanized Area Formula Grants to develop Public Transportation Agency Safety Plans (PTASP) that detail agency safety processes and procedures and set safety performance measures.

Each of the performance measures is discussed in detail on the following pages.

## **SAFETY PERFORMANCE MEASURES (PM1)**

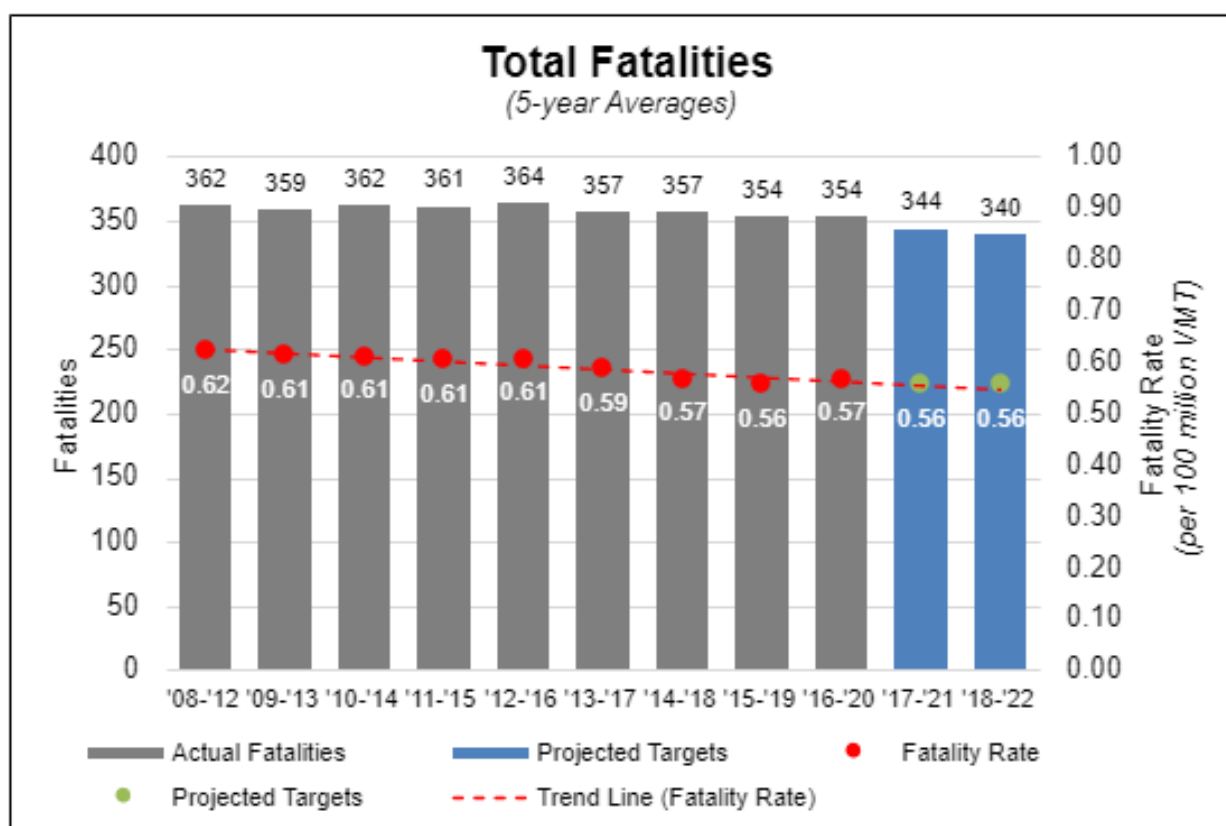
The MVMPO has previously chosen to adopt the statewide safety performance measure targets set by MassDOT for Calendar Years (CY)2018 through CY 2021. CY2022 targets were adopted by the MVMPO on January 19<sup>th</sup>, 2022. In setting these targets, MassDOT has followed FHWA guidelines by using statewide crash data and Highway Performance Monitoring System (HPMS) data for vehicle miles traveled (VMT) in order to calculate 5-year, rolling average trendlines for all FHWA defined safety measures. Per Federal Highway Administration (FHWA) guidance, the CY2022 target setting process began with a trend line projection based on the most recent available data. Due to reduced vehicle miles traveled (VMT) related to the pandemic, actual 2020 fatalities did not follow this trend, so CY21 projections were based on trends from CY19 with CY20 data disregarded given the unique circumstances surrounding data from that year.

In all safety categories, MassDOT has established a long-term target of "Toward Zero Deaths" through [MassDOT's Performance Measures Tracker](#) and will be establishing safety targets for the MPO to consider for adoption each calendar year. While the MPO is not required by FHWA to report on annual safety performance targets, FHWA guidelines require MPOs to adopt MassDOT's annual targets or perennally establish their own. The SMMPO adopted has adopted PM1 targets for CY2018 through CY2022 in January of each respectively calendar year.

The safety measures MassDOT has established for 2022, that the MVMPO has adopted, are described on the following pages.

**Total Fatalities:** Per Federal Highway Administration (FHWA) guidance, the CY22 target setting process began with a trend line projection based on the most recent available data. Due to reduced vehicle miles traveled (VMT) related to the pandemic, actual 2020 fatalities did not follow this trend, so CY21 projections were based on trends from CY19 with CY20 data disregarded given the unique circumstances surrounding data from that year. CY22 projections are based on a 2.5% reduction in fatalities from CY21 resulting in a five-year average fatalities projection of 340. It is projected that fatalities will decrease based on MassDOT efforts in the areas of speed management and safe systems, among other safety strategies. As always, MassDOT's overarching goal is zero deaths and this goal will be pursued by implementing Strategic Highway Safety Plan (SHSP) strategies.

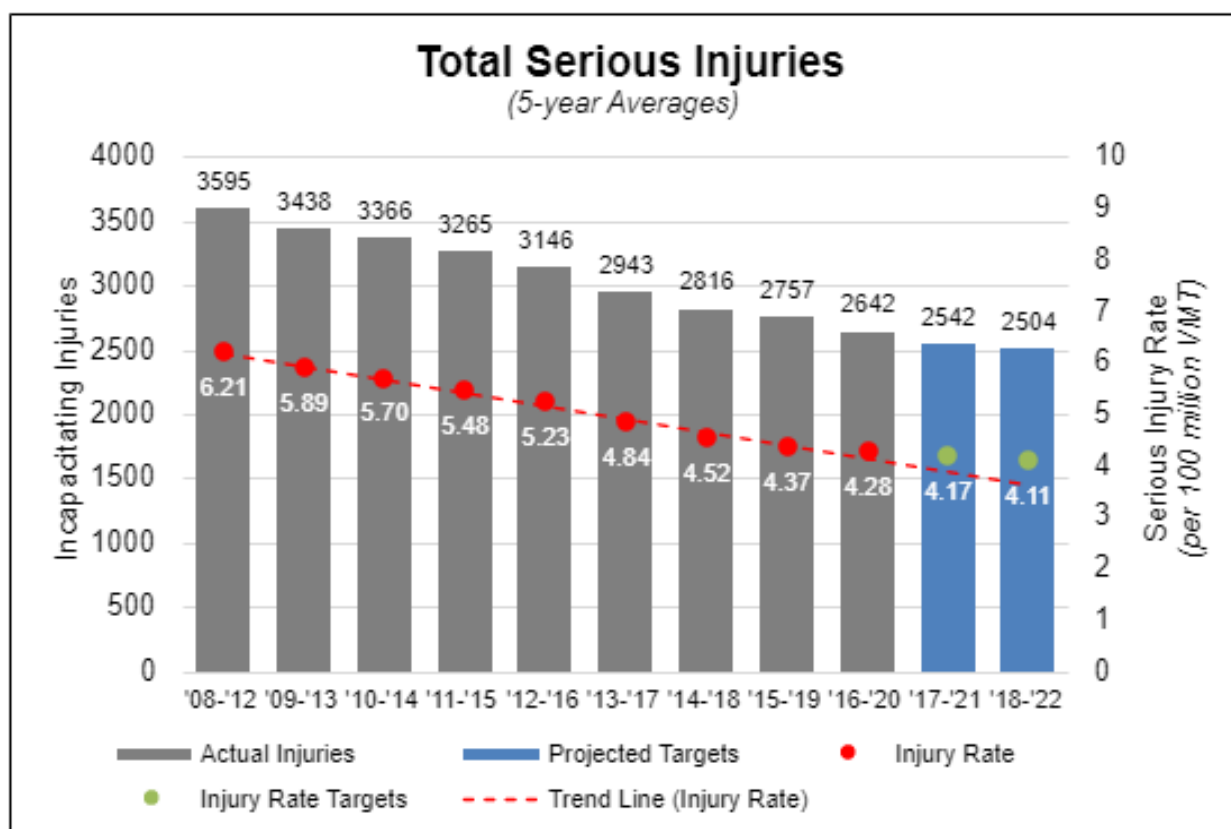
**Fatality Rate:** The fatality rate represents five-year average fatalities divided by five-year average VMTs. The COVID-19 pandemic greatly impacted VMT, causing fatality rates to spike in 2020 with significantly lower VMT and slightly higher fatalities. The 2022 projection is now 0.56 fatalities per 100 million vehicle miles traveled for 2022 (five-year average of 2018-2022). The long-term goal is towards zero deaths, so the long-term fatality rate target is 0 fatalities per 100 million VMTs.





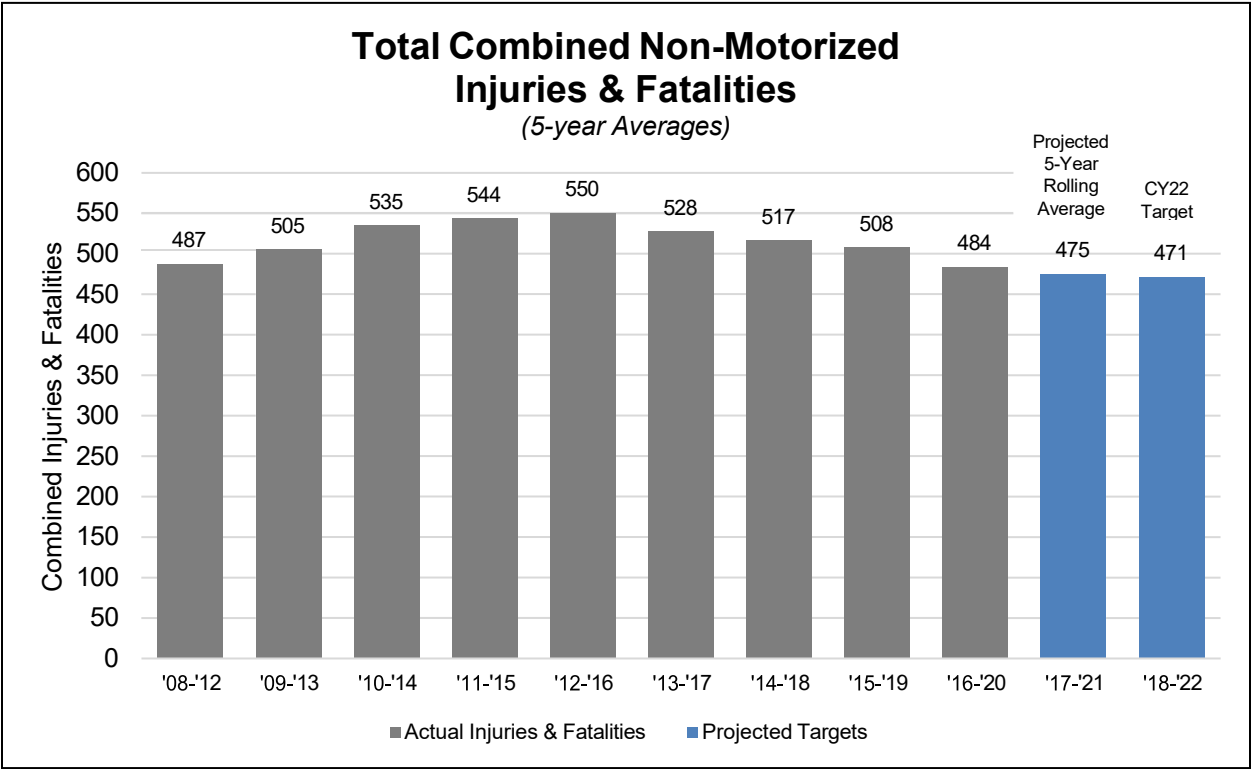
**Total Serious Injuries:** It is anticipated that there will be an overall decrease in the number of serious injuries due to a continual downward trend line as well as the implementation of countermeasures that are being developed as part of the 2018 SHSP. MassDOT projections in this category have used CY19 as a base to reflect changes in VMT due to the pandemic, and the CY22 target of 2,504 was set to reflect this trend. Due to unpredictable fluctuations between 2019 and 2020 data and an overall decreasing trendline, a 3% reduction in annual serious injuries from 2018 to 2021, and a 4% annual reduction from 2021 to 2022, were assumed to calculate the CY22 target.

**Serious Injuries Rate:** Similar to the fatality rate, it is anticipated that the downward trend line will result in a drop in the rate of serious injuries from 4.28 per 100 million VMT between 2017–2021 to 4.11 between 2018–2022. Five-year VMT data were used between 2018 – 2022 to calculate this rate.



**Total Number of Non-Motorized Fatalities and Serious Injuries:** In 2020, during the COVID-19 pandemic, Massachusetts experienced a steep decline in both non- motorized fatalities and serious injuries. Because of the high fluctuations in the data, to establish MassDOT’s CY22 target, CY21 non-motorist fatalities and suspected serious injuries were set to be equal to the average of CY17, CY18 and CY19 data. To project the non-motorist fatality and serious injuries for CY22, a 2% reduction was estimated. Overall, this translated to a CY22 5-year average of 471 fatalities and serious injuries combined for non-motorists.

It is important to note that the inclusion criteria have changed for non-motorists. This year, the non-motorist type “not reported” was removed because, based on manual inspection, it appears that many of the persons in this category were not actually pedestrians or bicyclists but were bystanders (e.g. people who were in buildings when the building was struck by a vehicle). However, due to data quality and the ability, need and resources to manually review crashes, this field may continue to evolve.



**Note:** The fatality and serious injury data contained here was developed to align with the data included within MassDOT’s annual Highway Safety Improvement Program (HSIP) report. As such, historical data may be different from what was reported in prior years.

## Project Evaluation Process and Priorities

Proposed TIP projects are first discussed and reviewed during review of the existing transportations system and safety issues, etc. In general, projects are reviewed initially in the planning process to assess whether they promote or conform to other goals in the latest *Long-Range Transportation Plan* and *Island Plan*. Projects evolve from the plans, local officials and public input and/or other local problem areas or needs. Projects are reviewed and scored, typically on an annual basis, using the following criteria:

### Martha's Vineyard TIP Project Evaluation - Detailed Scoring Template

Category	Criteria	Points (out of 100)
<b>System Preservation and Modernization</b>	<ul style="list-style-type: none"> <li>Pavement and signal equipment improvement</li> <li>Sidewalks and other infrastructure enhancement</li> <li>Use of modern technology</li> </ul>	<b>35</b>
<b>Mobility</b>	<ul style="list-style-type: none"> <li>Motorist congestion</li> <li>Non-motorist congestion</li> <li>Connectivity / access</li> <li>Mobility / accommodation of non-motorists</li> </ul>	<b>10</b>
<b>Safety</b>	<ul style="list-style-type: none"> <li>Motorist crash history and anticipated safety impact</li> <li>Non-motorist crash history and anticipated safety impact</li> </ul>	<b>10</b>
<b>Economic Impact</b>	<ul style="list-style-type: none"> <li>Access to or within a regionally-designated economic development area</li> <li>Access to or within a locally-designated business district</li> <li>Connections between housing, job, cultural centers, and essential services</li> <li>Effect on the ability of the region's freight network to handle current and future freight needs</li> </ul>	<b>10</b>
<b>Environmental and Health Effects</b>	<ul style="list-style-type: none"> <li>Wetlands, wildlife, or other resource protection</li> <li>Water quality through stormwater management and treatment</li> <li>Air quality / GHG emission</li> <li>Coastal Resiliency / Sea Level Rise Vulnerability</li> <li>Cultural resources or open space</li> <li>Healthy Transportation Options</li> </ul>	<b>10</b>
<b>Cost Effectiveness</b>	<ul style="list-style-type: none"> <li>Project cost per user</li> </ul>	<b>15</b>
<b>Policy Support</b>	<ul style="list-style-type: none"> <li>Regional plans/policies</li> <li>Local plans/policies</li> <li>State or MassDOT Policies and goals</li> </ul>	<b>10</b>

## A - Policy Support Scoring

	Criterion	Factor	Points
1	<b>Community support</b> (as indicated through collective statements or actions of the highest elected officials in the impacted communities)	Stated support of the project by the highest elected officials	15
		Actions by highest elected officials indicate general support of	8
		Neutral	4
		Collective opposition voiced by the highest elected officials	0
2	<b>Regional plans/policies</b> (ie. RTP, Island Plan, Regional Policy Plan, CEDS)	Project specifically identified in Regional Plan	10
		Strongly supports Regional Plans/Policies	7
		Moderately supports Regional Plans/Policies	4
		Neutral	0
		Inconsistent with Regional Plans/Policies	-1
3	<b>Local plans/policies</b> (ie. local ordinances, bylaws, etc.)	Project specifically identified in Local Plan	10
		Consistent with Local Plans/Policies	7
		Neutral	4
		Inconsistent with Local Plans/Policies	0
4	<b>Project supports Federal or State (including MassDOT) policies and goals not accounted for in other criteria</b> (Healthy Transportation, Complete Streets, TZD etc.)	Project specifically identified in a existing Federal or State Plan	5
		Consistent with Federal or State Policies or Principles	3
		Neutral	2
		Inconsistent with Federal or State Policies or Principles	0

**Total Score = up to 40**

## B - Mobility Scoring

	Criterion	Factor	Points
1	<b>Existing motorist congestion / effect on motorist congestion</b> (Projects identified in Congestion Management Plan network are able to receive maximum points)	Location identified in the CMP network/ substantial improvement	4
		Significant existing / substantial improvement	3
		Significant existing / moderate or minor improvement	2
		Minimal existing / minor improvement	1
		No change	0
		Negative effect	-1
2	<b>Effect on mobility / accommodation of non-motorists</b>	Substantial improvement	3
		Moderate improvement	2
		Minimal improvement	1
		No effect for non-motorists	0
		Negative effect on mobility / accommodation	-1
3	<b>Effect on connectivity / access</b> (emphasis placed on key emergency and evacuation routes)	Substantial improvement to connectivity through the corridor	3
		Moderate improvement to connectivity	2
		Minimal effect on connectivity	1
		No effect on connectivity	0
		Negative effect on connectivity	-1

**Total Score = up to 10**

C - Safety		
Criterion	Factor	Points
<b>Motorist crash history and anticipated safety impact</b> (Note: Highway Safety Improvement Program (HSIP) eligible locations are determined by MassDOT and includes the 5% percent of locations in the region based on a severity weighted crash rate)	Location is HSIP eligible and project is anticipated to improve motorist safety	5
	Location has a demonstrated crash problem and project is anticipated to improve motorist safety	3
	No demonstrated crash problem, but project is anticipated to improve motorist safety	2
	No safety improvement anticipated	0
	The project may adversely affect motorist safety	-1
<b>Non-motorist crash history and anticipated safety impact</b>	Location identified as a HSIP Bicycle or Pedestrian Cluster and project is anticipated to improve non-motorist safety	5
	Location has a demonstrated safety deficiencies for non-motorists and project is anticipated to improve non-motorist safety	3
	No demonstrated crash problem, but project is anticipated to improve non-motorist safety	2
	No safety improvement anticipated	0
	The project may adversely affect non-motorist safety	-1
Total Score = up to 10		

D - Economic Impact Scoring			
	Criterion	Factor	Points
1	Effect on access to or within a regionally-designated economic development area (ie. Economic Center, GIZ, etc.)	Substantial improvement	3
		Moderate improvement	2
		Minor improvement	1
		No effect	0
		Negative effect	-1
2	Effect on access to or within a locally-designated business district	Substantial or moderate improvement	2
		Minor improvement	1
		No effect	0
		Negative effect	-1
3	Effect on connections between housing, job, cultural centers, and essential services within and beyond the region	Substantial improvement	3
		Moderate improvement	2
		Minor improvement	1
		No effect	0
		Negative effect	-1
4	Effect on the ability of the region's freight network to handle current and future freight needs	Substantial or moderate improvement	2
		Minor improvement	1
		No effect	0
		Negative effect	-1
Total Score = up to 10			
E - Environmental and Health Effects Scoring			
	Criterion	Factor	Points
1	Effect on wetlands, wildlife, or other resource protection	Anticipated improvement	2
		Minor contribution to preservation	1
		No anticipated impact or negative impacts adequately mitigated	0
		Negative impact	-1
2	Effect on water quality through stormwater management and treatment with an emphasis on for nitrogen (points for anticipated improvements may also be given for projects involving culvert widening)	Anticipated improvement in stormwater management and treatment	2
		Anticipated improvement in stormwater management	1
		No anticipated impact or negative impacts adequately mitigated	0
		Negative impact	-1
3	Effect on air quality / GHG emission	Significant, quantifiable decrease in GHG anticipated	2
		Minor, quantifiable or qualitative decrease in GHG anticipated	1
		No effect on GHG anticipated	0
		Anticipated increase in GHG	-1
4	Coastal Resiliency / Sea Level Rise Vulnerability (Vulnerable areas include those identified as a Special Flood Hazard Area (SFHA), areas identified by the Sea, Land, and Overland Surges from Hurricanes (SLOSH) model, or areas susceptible to sea level rise	Project vulnerable area with resilient design	2
		Project in not in a vulnerable area but includes with resilient design elements	1
		Project not in vulnerable area and not special consideration given to resilient design	0
		Project in a vulnerable area and is not a resilient design	-1
5	Effect on cultural resources or open space	Anticipated improvement	1
		No anticipated impact or negative impacts adequately mitigated	0
		Negative impact	-1
6	Healthy Transportation Options	Increase in healthy transportation options	1
		No anticipated impact or negative impacts adequately mitigated	0
		Negative impact	-1
Total Score = up to 10			

## F - Cost Effectiveness Scoring

	Criterion	Factor	Points
1	Project cost per user (Use cost/ADT/lane mile calculation as a general indicator, but flexibility is appropriate when considering unique project circumstances particularly for projects involving bicyclists and pedestrians. Low cost safety measures can be given full points.)	See reference table below, but consider unique circumstances	up to 15
		High cost project serving a small number of users	-1

Total Score = up to 15

		Notes	Value
	Cost Estimate		
	ADT	For intersections, enter combined ADT of intersecting roads. For projects where ADT is unknown, use regional data to approximate.	
	Length (in miles)	For intersections, enter total length of all approaches within project limits.	
	Number of Lanes	Travel lanes only	
	Project Service Life	7, 14, or 21 years	

### Reference

Cost/ADT/Lane Mile*	Points
is less than \$50	15
is less than \$100	12
is less than \$200	8
is less than \$500	4
is less than \$1000	0
is more than \$1000	-1

\*Multiply by 2/3, 1, or 1.5 for service life of 7, 14, or 21 years, respectively

## G - System Preservation and Modernization Scoring

	Criterion	Factor	Points
1	Primary asset condition / effect on condition	Poor or failing / substantial improvement	3
		Fair / moderate improvement	2
		Good / minor improvement	0
		Excellent / no improvement	-1
2	Enhancements to other assets (Projects elements included in the project, but not part of the primary project focus ie. Sidewalks with repaving project)	Poor or failing / substantial improvement	3
		Fair / moderate improvement	2
		Good / minor improvement	1
		Excellent / no improvement	0



3	Use of modern technology to improve efficiency and support ITS regional efforts (ie. continuous traffic counting equipment, adaptive signal control, emergency preemption systems)	Use of innovative technology and/or incorporation of traffic counting technology	-1
		Improvement in technology to current best practices	2
		Maintain/repair existing technology	1
		Not applicable	0
Total Score = up to 10			

### Financial Consideration/Operations & Maintenance Expenditures

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

The TIP must be financially constrained by year, over the life of the document, and include funding sources in order to demonstrate which projects can be programmed. Estimated project costs in future years must be inflated at a 4% annual rate. (2024: **4%**; 2025: **8%**; 2026: **12%**; 2027: **16%**)

					FFY 2022 Currently Programmed (Fed Aid + Match)	FFY 2022 - BIL (Fed Aid + Match)	Programmed vs. FFY 2022 BIL Targets	Cost of Potential New Projects	FFY 2022 Remaining to Program
Regional Share (%)	MPO								\$ 83,775,604
3.5596	Berkshire Region				\$7,801,141	\$10,457,501	\$ 2,656,360	\$0	\$2,656,360
42.9671	Boston Region				\$106,638,666	\$126,230,047	\$ 19,591,381	-\$27,116,883	\$46,708,264
4.5851	Cape Cod				\$11,384,219	\$13,470,246	\$ 2,086,027	\$0	\$2,086,027
8.6901	Central Mass				\$21,545,063	\$25,530,039	\$ 3,984,976	\$0	\$3,984,976
2.5397	Franklin Region				\$5,180,693	\$7,461,208	\$ 2,280,515	\$0	\$2,280,515
0.3100	Martha's Vineyard				\$769,690	\$910,727	\$ 141,037	\$0	\$141,037
4.4296	Merrimack Valley				\$9,133,720	\$13,013,413	\$ 3,879,693	\$0	\$3,879,693
4.4596	Montachusett				\$10,989,089	\$13,101,548	\$ 2,112,459	\$0	\$2,112,459
0.2200	Nantucket				\$0	\$646,323	\$ 646,323	\$0	\$646,323
3.9096	Northern Middlesex				\$9,707,038	\$11,485,741	\$ 1,778,703	\$0	\$1,778,703
4.5595	Old Colony				\$10,160,995	\$13,395,037	\$ 3,234,042	\$0	\$3,234,042
10.8100	Pioneer Valley				\$22,236,074	\$31,757,945	\$ 9,521,871	\$0	\$9,521,871
8.9601	Southeastern Mass				\$21,577,919	\$26,323,253	\$ 4,745,334	\$0	\$4,745,334



# Program Target Report

## Program Activity: Highway

Federal Fiscal Year 2023		STIP: 2023 - 2027 (D)		
		Federal Aid Funds	Matching Funds	FFY 2023 (Proposed) (Fed Aid + Match)
Balance Obligation Authority		\$738,636,044		
Planned Redistribution Request		\$50,000,000		
<b>Total Non-earmarked Funding Available</b>		<b>\$788,636,044</b>	<b>\$262,878,681</b>	<b>\$1,051,514,725</b>
<b>Planning/Adjustments/Pass-throughs</b>		<b>\$155,881,356</b>	<b>\$15,657,165</b>	<b>\$171,538,521</b>
GANS Repayment		\$89,510,000	\$0	\$89,510,000
Award Adjustments, Change Orders, etc.		\$27,019,379	\$6,412,171	\$33,431,550
Metropolitan Planning		\$10,886,010	\$2,721,503	\$13,607,513
State Planning & Research		\$22,955,893	\$5,738,973	\$28,694,866
Recreational Trails		\$1,194,736	\$298,684	\$1,493,420
Railroad Grade Crossings		\$0	\$0	\$0
SRTS Education		\$1,943,339	\$485,835	\$2,429,174
Transit Grant Program		\$0	\$0	\$0
Railroad Crossings		\$2,371,999	\$0	\$2,371,999
<b>Regional Priorities</b>				
<b>Regional Share (%)</b>	<b>MPO</b>	<b>\$240,090,825</b>	<b>\$60,022,707</b>	<b>\$300,113,532</b>
3.5596	Berkshire Region	\$8,546,273	\$2,136,568	\$10,682,841
42.9671	Boston Region	\$103,160,065	\$25,790,016	\$128,950,081
4.5851	Cape Cod	\$11,008,404	\$2,752,101	\$13,760,506
8.6901	Central Mass	\$20,864,133	\$5,216,033	\$26,080,166
2.5397	Franklin Region	\$6,097,587	\$1,524,397	\$7,621,983
0.3100	Martha's Vineyard	\$744,282	\$186,070	\$930,352
4.4296	Merrimack Valley	\$10,635,063	\$2,658,766	\$13,293,829
4.4596	Montachusett	\$10,707,090	\$2,676,773	\$13,383,863
0.2200	Nantucket	\$528,200	\$132,050	\$660,250
3.9096	Northern Middlesex	\$9,386,591	\$2,346,648	\$11,733,239
4.5595	Old Colony	\$10,946,941	\$2,736,735	\$13,683,676
10.8100	Pioneer Valley	\$25,953,818	\$6,488,455	\$32,442,273
8.9601	Southeastern Mass	\$21,512,378	\$5,378,095	\$26,890,473
<b>Highway</b>		<b>\$407,211,417</b>	<b>\$90,153,698</b>	<b>\$497,365,115</b>
<b>Reliability</b>		<b>\$265,449,886</b>	<b>\$57,138,247</b>	<b>\$322,588,133</b>
	Interstate Pavement	\$48,310,975	\$5,367,886	\$53,678,861
	Non-Interstate Pavement	\$58,162,826	\$14,540,707	\$72,703,533
	Roadway Improvements	\$1,177,510	\$294,378	\$1,471,888
	Safety Improvements	\$25,000,000	\$3,735,632	\$28,735,632



# Program Target Report

## Program Activity: Highway

Federal Fiscal Year 2023			STIP: 2023 - 2027 (D)	
	Resiliency Improvements	\$0	\$0	\$0
	Bridge	\$132,798,575	\$33,199,644	\$165,998,219
	Bridge Inspections	\$0	\$0	\$0
	Bridge Systematic Maintenance	\$0	\$0	\$0
	Bridge On-system NHS	\$94,856,125	\$23,714,031	\$118,570,156
	Bridge On-system Non-NHS	\$0	\$0	\$0
	Bridge Off-system	\$37,942,450	\$9,485,613	\$47,428,063
<b>Modernization</b>		<b>\$111,976,078</b>	<b>\$25,569,088</b>	<b>\$137,545,166</b>
	ADA Retrofits	\$1,443,382	\$360,846	\$1,804,228
	Intersection Improvements	\$17,459,509	\$1,939,945	\$19,399,454
	Intelligent Transportation Systems	\$8,247,894	\$2,061,974	\$10,309,868
	Roadway Reconstruction	\$84,825,293	\$21,206,323	\$106,031,616
<b>Expansion</b>		<b>\$29,785,453</b>	<b>\$7,446,363</b>	<b>\$37,231,816</b>
	Bicycle and Pedestrian	\$29,785,453	\$7,446,363	\$37,231,816
	Capacity	\$0	\$0	\$0
<b>Grand Total Formula Funds</b>		<b>\$803,183,598</b>	<b>\$165,833,570</b>	<b>\$969,017,168</b>
<b>Difference from Funds Available</b>		<b>\$-14,547,554</b>	<b>\$97,045,111</b>	<b>\$82,497,557</b>
<b>Highway (Non-Core)</b>		<b>\$264,256,191</b>	<b>\$57,616,941</b>	<b>\$321,873,132</b>
<b>Reliability</b>		<b>\$264,256,191</b>	<b>\$57,616,941</b>	<b>\$321,873,132</b>
	Bridge	\$264,256,191	\$57,616,941	\$321,873,132
	Bridge Systematic Maintenance NB	\$40,000,000	\$10,000,000	\$50,000,000
	Bridge On-System NHS NB	\$180,652,075	\$45,163,019	\$225,815,094
	Bridge On-system Non-NHS NB	\$9,815,687	\$2,453,922	\$12,269,609
	Bridge Off-system NB	\$33,788,429	\$0	\$33,788,429
<b>Grand Total + Non-Formula Programs</b>		<b>\$1,067,439,789</b>	<b>\$223,450,511</b>	<b>\$1,290,890,300</b>



# Program Target Report

## Program Activity: Highway

Federal Fiscal Year 2024

STIP: 2023 - 2027 (D)

		Federal Aid Funds	Matching Funds	FFY 2024 (Proposed) (Fed Aid + Match)
Balance Obligation Authority		\$753,409,685		
Planned Redistribution Request		\$50,000,000		
<b>Total Non-earmarked Funding Available</b>		<b>\$803,409,685</b>	<b>\$267,803,228</b>	<b>\$1,071,212,913</b>
<b>Planning/Adjustments/Pass-throughs</b>		<b>\$160,760,739</b>	<b>\$15,755,620</b>	<b>\$176,516,359</b>
GANS Repayment		\$93,985,000	\$0	\$93,985,000
Award Adjustments, Change Orders, etc.		\$27,227,636	\$6,461,594	\$33,689,230
Metropolitan Planning		\$11,103,730	\$2,775,933	\$13,879,663
State Planning & Research		\$22,934,299	\$5,733,575	\$28,667,874
Freight Plan Flex to Rail & Transit		\$0	\$0	\$0
Recreational Trails		\$1,194,736	\$298,684	\$1,493,420
Railroad Grade Crossings		\$0	\$0	\$0
SRTS Education		\$1,943,339	\$485,835	\$2,429,174
Transit Grant Program		\$0	\$0	\$0
Railroad Crossings		\$2,371,999	\$0	\$2,371,999
<b>Regional Priorities</b>				
<b>Regional Share (%)</b>	<b>MPO</b>	<b>\$243,250,478</b>	<b>\$60,812,619</b>	<b>\$304,063,098</b>
3.5596	Berkshire Region	\$8,658,744	\$2,164,686	\$10,823,430
42.9671	Boston Region	\$104,517,676	\$26,129,419	\$130,647,095
4.5851	Cape Cod	\$11,153,278	\$2,788,319	\$13,941,597
8.6901	Central Mass	\$21,138,710	\$5,284,677	\$26,423,387
2.5397	Franklin Region	\$6,177,832	\$1,544,458	\$7,722,290
0.3100	Martha's Vineyard	\$754,076	\$188,519	\$942,596
4.4296	Merrimack Valley	\$10,775,023	\$2,693,756	\$13,468,779
4.4596	Montachusett	\$10,847,998	\$2,712,000	\$13,559,998
0.2200	Nantucket	\$535,151	\$133,788	\$668,939
3.9096	Northern Middlesex	\$9,510,121	\$2,377,530	\$11,887,651
4.5595	Old Colony	\$11,091,006	\$2,772,751	\$13,863,757
10.8100	Pioneer Valley	\$26,295,377	\$6,573,844	\$32,869,221
8.9601	Southeastern Mass	\$21,795,486	\$5,448,872	\$27,244,358
<b>Highway</b>		<b>\$399,667,610</b>	<b>\$89,634,060</b>	<b>\$489,301,670</b>
<b>Reliability</b>		<b>\$284,027,993</b>	<b>\$63,149,088</b>	<b>\$347,177,081</b>
	Interstate Pavement	\$38,473,514	\$4,274,835	\$42,748,349
	Non-Interstate Pavement	\$58,162,826	\$14,540,707	\$72,703,533
	Roadway Improvements	\$1,177,510	\$294,378	\$1,471,888



# Program Target Report

Program Activity: Highway

Federal Fiscal Year 2024			STIP: 2023 - 2027 (D)	
	Safety Improvements	\$25,000,000	\$3,735,632	\$28,735,632
	Resiliency Improvements	\$14,095,568	\$3,523,892	\$17,619,460
	Bridge	\$147,118,575	\$36,779,644	\$183,898,219
	Bridge Inspections	\$14,320,000	\$3,580,000	\$17,900,000
	Bridge Systematic Maintenance	\$0	\$0	\$0
	Bridge On-system NHS	\$94,856,125	\$23,714,031	\$118,570,156
	Bridge On-system Non-NHS	\$0	\$0	\$0
	Bridge Off-system	\$37,942,450	\$9,485,613	\$47,428,063
<b>Modernization</b>		<b>\$85,854,164</b>	<b>\$19,038,609</b>	<b>\$104,892,773</b>
	ADA Retrofits	\$0	\$0	\$0
	Intersection Improvements	\$17,459,509	\$1,939,945	\$19,399,454
	Intelligent Transportation Systems	\$8,247,894	\$2,061,974	\$10,309,868
	Roadway Reconstruction	\$60,146,761	\$15,036,690	\$75,183,451
<b>Expansion</b>		<b>\$29,785,453</b>	<b>\$7,446,363</b>	<b>\$37,231,816</b>
	Bicycle and Pedestrian	\$29,785,453	\$7,446,363	\$37,231,816
	Capacity	\$0	\$0	\$0
<b>Grand Total Formula Funds</b>		<b>\$803,678,827</b>	<b>\$166,202,299</b>	<b>\$969,881,127</b>
<b>Difference from Funds Available</b>		<b>\$-269,142</b>	<b>\$101,600,929</b>	<b>\$101,331,786</b>
<b>Highway (Non-Core)</b>		<b>\$266,724,289</b>	<b>\$58,233,965</b>	<b>\$324,958,254</b>
<b>Reliability</b>		<b>\$266,724,289</b>	<b>\$58,233,965</b>	<b>\$324,958,254</b>
	Bridge	\$266,724,289	\$58,233,965	\$324,958,254
	Bridge Systematic Maintenance NB	\$44,000,000	\$11,000,000	\$55,000,000
	Bridge On-System NHS NB	\$178,975,136	\$44,743,784	\$223,718,920
	Bridge On-system Non-NHS NB	\$9,960,724	\$2,490,181	\$12,450,905
	Bridge Off-system NB	\$33,788,429	\$0	\$33,788,429
<b>Grand Total + Non-Formula Programs</b>		<b>\$1,070,403,116</b>	<b>\$224,436,264</b>	<b>\$1,294,839,381</b>



# Program Target Report

## Program Activity: Highway

Federal Fiscal Year 2025

STIP: 2023 - 2027 (D)

		Federal Aid Funds	Matching Funds	FFY 2025 (Proposed) (Fed Aid + Match)
Balance Obligation Authority		\$768,478,798		
Planned Redistribution Request		\$50,000,000		
<b>Total Non-earmarked Funding Available</b>		<b>\$818,478,798</b>	<b>\$272,826,266</b>	<b>\$1,091,305,064</b>
<b>Planning/Adjustments/Pass-throughs</b>		<b>\$191,859,232</b>	<b>\$16,445,280</b>	<b>\$208,304,512</b>
GANS Repayment		\$122,185,000	\$0	\$122,185,000
Award Adjustments, Change Orders, etc.		\$29,984,445	\$7,115,833	\$37,100,278
Metropolitan Planning		\$11,325,805	\$2,831,451	\$14,157,256
State Planning & Research		\$22,853,908	\$5,713,477	\$28,567,385
Recreational Trails		\$1,194,736	\$298,684	\$1,493,420
Railroad Grade Crossings		\$0	\$0	\$0
SRTS Education		\$1,943,339	\$485,835	\$2,429,174
Transit Grant Program		\$0	\$0	\$0
Railroad Crossings		\$2,371,999	\$0	\$2,371,999
<b>Regional Priorities</b>				
<b>Regional Share (%)</b>	<b>MPO</b>	<b>\$239,118,189</b>	<b>\$59,779,547</b>	<b>\$298,897,735</b>
3.5596	Berkshire Region	\$8,511,651	\$2,127,913	\$10,639,564
42.9671	Boston Region	\$102,742,151	\$25,685,538	\$128,427,689
4.5851	Cape Cod	\$10,963,808	\$2,740,952	\$13,704,760
8.6901	Central Mass	\$20,779,610	\$5,194,902	\$25,974,512
2.5397	Franklin Region	\$6,072,885	\$1,518,221	\$7,591,106
0.3100	Martha's Vineyard	\$741,266	\$185,317	\$926,583
4.4296	Merrimack Valley	\$10,591,979	\$2,647,995	\$13,239,974
4.4596	Montachusett	\$10,663,715	\$2,665,929	\$13,329,643
0.2200	Nantucket	\$526,060	\$131,515	\$657,575
3.9096	Northern Middlesex	\$9,348,565	\$2,337,141	\$11,685,706
4.5595	Old Colony	\$10,902,594	\$2,725,648	\$13,628,242
10.8100	Pioneer Valley	\$25,848,676	\$6,462,169	\$32,310,845
8.9601	Southeastern Mass	\$21,425,229	\$5,356,307	\$26,781,536
<b>Highway</b>		<b>\$396,383,206</b>	<b>\$88,812,960</b>	<b>\$485,196,166</b>
<b>Reliability</b>		<b>\$279,300,208</b>	<b>\$61,967,142</b>	<b>\$341,267,350</b>
	Interstate Pavement	\$38,473,514	\$4,274,835	\$42,748,349
	Non-Interstate Pavement	\$58,162,826	\$14,540,707	\$72,703,533
	Roadway Improvements	\$1,177,510	\$294,378	\$1,471,888
	Safety Improvements	\$25,000,000	\$3,735,632	\$28,735,632



# Program Target Report

Program Activity: Highway

Federal Fiscal Year 2025			STIP: 2023 - 2027 (D)	
	Resiliency Improvements	\$15,192,008	\$3,798,002	\$18,990,010
	Bridge	\$141,294,350	\$35,323,588	\$176,617,938
	Bridge Inspections	\$8,495,775	\$2,123,944	\$10,619,719
	Bridge Systematic Maintenance	\$0	\$0	\$0
	Bridge On-system NHS	\$94,856,125	\$23,714,031	\$118,570,156
	Bridge On-system Non-NHS	\$0	\$0	\$0
	Bridge Off-system	\$37,942,450	\$9,485,613	\$47,428,063
<b>Modernization</b>		<b>\$87,297,545</b>	<b>\$19,399,455</b>	<b>\$106,697,000</b>
	ADA Retrofits	\$1,443,382	\$360,846	\$1,804,228
	Intersection Improvements	\$17,459,509	\$1,939,945	\$19,399,454
	Intelligent Transportation Systems	\$8,247,894	\$2,061,974	\$10,309,868
	Roadway Reconstruction	\$60,146,760	\$15,036,690	\$75,183,450
<b>Expansion</b>		<b>\$29,785,453</b>	<b>\$7,446,363</b>	<b>\$37,231,816</b>
	Bicycle and Pedestrian	\$29,785,453	\$7,446,363	\$37,231,816
	Capacity	\$0	\$0	\$0
<b>Grand Total Formula Funds</b>		<b>\$827,360,627</b>	<b>\$165,037,787</b>	<b>\$992,398,413</b>
<b>Difference from Funds Available</b>		<b>\$-8,881,829</b>	<b>\$107,788,479</b>	<b>\$98,906,651</b>
<b>Highway (Non-Core)</b>		<b>\$225,256,191</b>	<b>\$47,866,941</b>	<b>\$273,123,132</b>
<b>Reliability</b>		<b>\$225,256,191</b>	<b>\$47,866,941</b>	<b>\$273,123,132</b>
	Bridge	\$225,256,191	\$47,866,941	\$273,123,132
	Bridge Systematic Maintenance NB	\$48,000,000	\$12,000,000	\$60,000,000
	Bridge On-System NHS NB	\$134,376,548	\$33,594,137	\$167,970,685
	Bridge On-system Non-NHS NB	\$9,091,214	\$2,272,804	\$11,364,018
	Bridge Off-system NB	\$33,788,429	\$0	\$33,788,429
<b>Grand Total + Non-Formula Programs</b>		<b>\$1,052,616,818</b>	<b>\$212,904,728</b>	<b>\$1,265,521,545</b>





# Program Target Report

## Program Activity: Highway

Federal Fiscal Year 2026

STIP: 2023 - 2027 (D)

		Federal Aid Funds	Matching Funds	FFY 2026 (Proposed) (Fed Aid + Match)
Balance Obligation Authority		\$783,849,292		
Planned Redistribution Request		\$50,000,000		
<b>Total Non-earmarked Funding Available</b>		<b>\$833,849,292</b>	<b>\$277,949,764</b>	<b>\$1,111,799,056</b>
<b>Planning/Adjustments/Pass-throughs</b>		<b>\$204,264,787</b>	<b>\$16,678,484</b>	<b>\$220,943,271</b>
GANS Repayment		\$133,620,000	\$0	\$133,620,000
Award Adjustments, Change Orders, etc.		\$30,728,421	\$7,292,392	\$38,020,813
Metropolitan Planning		\$11,552,321	\$2,888,080	\$14,440,401
State Planning & Research		\$22,853,971	\$5,713,493	\$28,567,464
Recreational Trails		\$1,194,736	\$298,684	\$1,493,420
Railroad Grade Crossings		\$0	\$0	\$0
SRTS Education		\$1,943,339	\$485,835	\$2,429,174
Transit Grant Program		\$0	\$0	\$0
Railroad Crossings		\$2,371,999	\$0	\$2,371,999
<b>Regional Priorities</b>				
<b>Regional Share (%)</b>	<b>MPO</b>	<b>\$233,268,129</b>	<b>\$58,317,030</b>	<b>\$291,585,158</b>
3.5596	Berkshire Region	\$8,303,412	\$2,075,853	\$10,379,265
42.9671	Boston Region	\$100,228,550	\$25,057,137	\$125,285,687
4.5851	Cape Cod	\$10,695,577	\$2,673,894	\$13,369,471
8.6901	Central Mass	\$20,271,234	\$5,067,808	\$25,339,042
2.5397	Franklin Region	\$5,924,311	\$1,481,078	\$7,405,388
0.3100	Martha's Vineyard	\$723,131	\$180,783	\$903,914
4.4296	Merrimack Valley	\$10,332,845	\$2,583,211	\$12,916,056
4.4596	Montachusett	\$10,402,825	\$2,600,706	\$13,003,532
0.2200	Nantucket	\$513,190	\$128,297	\$641,487
3.9096	Northern Middlesex	\$9,119,851	\$2,279,963	\$11,399,813
4.5595	Old Colony	\$10,635,860	\$2,658,965	\$13,294,825
10.8100	Pioneer Valley	\$25,216,285	\$6,304,071	\$31,520,356
8.9601	Southeastern Mass	\$20,901,058	\$5,225,264	\$26,126,322
<b>Highway</b>		<b>\$396,316,377</b>	<b>\$88,796,252</b>	<b>\$485,112,629</b>
<b>Reliability</b>		<b>\$280,676,761</b>	<b>\$62,311,280</b>	<b>\$342,988,041</b>
	Interstate Pavement	\$38,473,514	\$4,274,835	\$42,748,349
	Non-Interstate Pavement	\$58,162,826	\$14,540,707	\$72,703,533
	Roadway Improvements	\$1,177,510	\$294,378	\$1,471,888
	Safety Improvements	\$25,000,000	\$3,735,632	\$28,735,632



# Program Target Report

Program Activity: Highway

Federal Fiscal Year 2026		STIP: 2023 - 2027 (D)		
	Resiliency Improvements	\$10,744,336	\$2,686,084	\$13,430,420
	Bridge	\$147,118,575	\$36,779,644	\$183,898,219
	Bridge Inspections	\$14,320,000	\$3,580,000	\$17,900,000
	Bridge Systematic Maintenance	\$0	\$0	\$0
	Bridge On-system NHS	\$94,856,125	\$23,714,031	\$118,570,156
	Bridge On-system Non-NHS	\$0	\$0	\$0
	Bridge Off-system	\$37,942,450	\$9,485,613	\$47,428,063
<b>Modernization</b>		<b>\$85,854,163</b>	<b>\$19,038,609</b>	<b>\$104,892,772</b>
	ADA Retrofits	\$0	\$0	\$0
	Intersection Improvements	\$17,459,509	\$1,939,945	\$19,399,454
	Intelligent Transportation Systems	\$8,247,894	\$2,061,974	\$10,309,868
	Roadway Reconstruction	\$60,146,760	\$15,036,690	\$75,183,450
<b>Expansion</b>		<b>\$29,785,453</b>	<b>\$7,446,363</b>	<b>\$37,231,816</b>
	Bicycle and Pedestrian	\$29,785,453	\$7,446,363	\$37,231,816
	Capacity	\$0	\$0	\$0
<b>Grand Total Formula Funds</b>		<b>\$833,849,293</b>	<b>\$163,791,766</b>	<b>\$997,641,058</b>
<b>Difference from Funds Available</b>		<b>\$-1</b>	<b>\$114,157,998</b>	<b>\$114,157,998</b>
<b>Highway (Non-Core)</b>		<b>\$225,256,191</b>	<b>\$47,866,940</b>	<b>\$273,123,131</b>
<b>Reliability</b>		<b>\$225,256,191</b>	<b>\$47,866,940</b>	<b>\$273,123,131</b>
	Bridge	\$225,256,191	\$47,866,941	\$273,123,132
	Bridge Systematic Maintenance NB	\$52,000,000	\$13,000,000	\$65,000,000
	Bridge On-System NHS NB	\$132,710,693	\$33,177,673	\$165,888,366
	Bridge On-system Non-NHS NB	\$6,757,069	\$1,689,267	\$8,446,336
	Bridge Off-system NB	\$33,788,429	\$0	\$33,788,429
<b>Grand Total + Non-Formula Programs</b>		<b>\$1,059,105,484</b>	<b>\$211,658,706</b>	<b>\$1,270,764,189</b>



# Program Target Report

## Program Activity: Highway

Federal Fiscal Year 2027

STIP: 2023 - 2027 (D)

		Federal Aid Funds	Matching Funds	FFY 2027 (Proposed) (Fed Aid + Match)
Balance Obligation Authority		\$799,527,245		
Planned Redistribution Request		\$50,000,000		
<b>Total Non-earmarked Funding Available</b>		<b>\$849,527,245</b>	<b>\$283,175,748</b>	<b>\$1,132,702,993</b>
<b>Planning/Adjustments/Pass-throughs</b>		<b>\$189,409,405</b>	<b>\$13,158,891</b>	<b>\$202,568,296</b>
GANS Repayment		\$133,620,000	\$0	\$133,620,000
Award Adjustments, Change Orders, etc.		\$15,411,805	\$3,657,491	\$19,069,296
Metropolitan Planning		\$11,552,321	\$2,888,080	\$14,440,401
State Planning & Research		\$23,315,205	\$5,828,801	\$29,144,006
Recreational Trails		\$1,194,736	\$298,684	\$1,493,420
Railroad Grade Crossings		\$0	\$0	\$0
SRTS Education		\$1,943,339	\$485,835	\$2,429,174
Railroad Crossings		\$2,371,999	\$0	\$2,371,999
<b>Regional Priorities</b>				
<b>Regional Share (%)</b>	<b>MPO</b>	<b>\$245,853,753</b>	<b>\$61,463,439</b>	<b>\$307,317,191</b>
3.5596	Berkshire Region	\$8,751,410	\$2,187,853	\$10,939,263
42.9671	Boston Region	\$105,636,228	\$26,409,057	\$132,045,285
4.5851	Cape Cod	\$11,272,640	\$2,818,160	\$14,090,801
8.6901	Central Mass	\$21,364,937	\$5,341,234	\$26,706,171
2.5397	Franklin Region	\$6,243,948	\$1,560,987	\$7,804,935
0.3100	Martha's Vineyard	\$762,147	\$190,537	\$952,683
4.4296	Merrimack Valley	\$10,890,338	\$2,722,584	\$13,612,922
4.4596	Montachusett	\$10,964,094	\$2,741,023	\$13,705,117
0.2200	Nantucket	\$540,878	\$135,220	\$676,098
3.9096	Northern Middlesex	\$9,611,898	\$2,402,975	\$12,014,873
4.5595	Old Colony	\$11,209,702	\$2,802,425	\$14,012,127
10.8100	Pioneer Valley	\$26,576,791	\$6,644,198	\$33,220,988
8.9601	Southeastern Mass	\$22,028,742	\$5,507,186	\$27,535,928
<b>Highway</b>		<b>\$414,264,087</b>	<b>\$93,283,179</b>	<b>\$507,547,266</b>
<b>Reliability</b>		<b>\$272,037,986</b>	<b>\$60,151,586</b>	<b>\$332,189,572</b>
	Interstate Pavement	\$38,473,514	\$4,274,835	\$42,748,349
	Non-Interstate Pavement	\$58,162,826	\$14,540,707	\$72,703,533
	Roadway Improvements	\$1,177,510	\$294,378	\$1,471,888
	Safety Improvements	\$25,000,000	\$3,735,632	\$28,735,632
	Resiliency Improvements	\$7,587,549	\$1,896,887	\$9,484,436



# Program Target Report

## Program Activity: Highway

Federal Fiscal Year 2027			STIP: 2023 - 2027 (D)	
	Bridge	\$141,636,587	\$35,409,147	\$177,045,734
	Bridge Inspections	\$8,838,012	\$2,209,503	\$11,047,515
	Bridge Systematic Maintenance	\$0	\$0	\$0
	Bridge On-system NHS	\$94,856,125	\$23,714,031	\$118,570,156
	Bridge On-system Non-NHS	\$0	\$0	\$0
	Bridge Off-system	\$37,942,450	\$9,485,613	\$47,428,063
<b>Modernization</b>		<b>\$112,440,648</b>	<b>\$25,685,230</b>	<b>\$138,125,878</b>
	ADA Retrofits	\$1,750,000	\$437,500	\$2,187,500
	Intersection Improvements	\$17,459,509	\$1,939,945	\$19,399,454
	Intelligent Transportation Systems	\$8,247,894	\$2,061,974	\$10,309,868
	Roadway Reconstruction	\$84,983,245	\$21,245,811	\$106,229,056
<b>Expansion</b>		<b>\$29,785,453</b>	<b>\$7,446,363</b>	<b>\$37,231,816</b>
	Bicycle and Pedestrian	\$29,785,453	\$7,446,363	\$37,231,816
	Capacity	\$0	\$0	\$0
<b>Grand Total Formula Funds</b>		<b>\$849,527,245</b>	<b>\$167,905,509</b>	<b>\$1,017,432,753</b>
<b>Difference from Funds Available</b>		<b>\$0</b>	<b>\$115,270,239</b>	<b>\$115,270,240</b>
<b>Highway (Non-Core)</b>		<b>\$225,256,191</b>	<b>\$47,866,940</b>	<b>\$273,123,131</b>
<b>Reliability</b>		<b>\$225,256,191</b>	<b>\$47,866,940</b>	<b>\$273,123,131</b>
	Bridge	\$225,256,191	\$47,866,941	\$273,123,132
	Bridge Systematic Maintenance NB	\$56,000,000	\$14,000,000	\$70,000,000
	Bridge On-System NHS NB	\$128,710,693	\$32,177,673	\$160,888,366
	Bridge On-system Non-NHS NB	\$6,757,069	\$1,689,267	\$8,446,336
	Bridge Off-system NB	\$33,788,429	\$0	\$33,788,429
<b>Grand Total + Non-Formula Programs</b>		<b>\$1,074,783,436</b>	<b>\$215,772,449</b>	<b>\$1,290,555,884</b>

Operating and Maintenance Expenditures as of March 2022						
Statewide and District Contracts plus Expenditures within MPO boundaries						
Program Group/Sub Group	Est SFY 2022 Spending	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	
<b>Part 1: Non-Federal Aid</b>						
<b>Section I - Non Federal Aid Maintenance Projects - State Bondfunds</b>						
<b>01 - ADA Retrofits</b>						
Sidewalk Construction and Repairs	\$ 78,719	\$ 114,000	\$ 52,000	\$ -	\$ -	
<b>02 - Bicycles and pedestrians program</b>						
Bikeway/Bike Path Construction	\$ -	\$ -	\$ -	\$ -	\$ -	
<b>03 - Bridge</b>						
Bridge Maintenance	\$ 47,360,434	\$ 22,008,112	\$ 7,019,328	\$ 345,318	\$ -	
Bridge Maintenance - Deck Repairs	\$ 13,072,586	\$ 8,334,358	\$ 5,311,045	\$ 443,585	\$ -	
Bridge Maintenance - Joints	\$ 3,793,035	\$ 2,804,206	\$ 1,208,481	\$ 68,432	\$ -	
Bridge Preservation	\$ 2,882,033	\$ 11,816,698	\$ 4,974,667	\$ 317,981	\$ -	
Drawbridge Maintenance	\$ 5,575,223	\$ 2,560,174	\$ -	\$ -	\$ -	
Painting - Structural	\$ 6,162,363	\$ 1,605,861	\$ -	\$ -	\$ -	
Structures Maintenance	\$ 284,948	\$ 142,680	\$ -	\$ -	\$ -	
<b>04 - Capacity</b>						
Highway Relocation	\$ -	\$ -	\$ -	\$ -	\$ -	
Hwy Reconstr - Added Capacity	\$ -	\$ -	\$ -	\$ -	\$ -	
Hwy Reconstr - Major Widening	\$ -	\$ -	\$ -	\$ -	\$ -	
<b>05 - Facilities</b>						
Vertical Construction (Ch 149)	\$ 6,669,216	\$ 5,718,204	\$ 1,651,487	\$ 114,754	\$ -	
<b>07 - Intersection Improvements</b>						
Traffic Signals	\$ 3,488,759	\$ 2,224,126	\$ 1,914,764	\$ 94,957	\$ -	
<b>08 - Interstate Pavement</b>						
Resurfacing Interstate	\$ -	\$ -	\$ -	\$ -	\$ -	
<b>09 - Intelligent Transportation Systems Program</b>						
Intelligent Transportation System	\$ -	\$ -	\$ -	\$ -	\$ -	
<b>10 - Non-interstate DOT Pavement Program</b>						
Milling and Cold Planing	\$ 625,000	\$ 695,000	\$ 65,316	\$ -	\$ -	
Resurfacing	\$ 6,415,673	\$ 4,437,466	\$ 3,658,730	\$ 956,730	\$ -	
Resurfacing DOT Owned Non-Interstate	\$ 5,222,136	\$ 3,704,756	\$ 1,345,715	\$ 178,272	\$ -	
<b>11 - Roadway Improvements</b>						
Asbestos Removal	\$ -	\$ -	\$ -	\$ -	\$ -	
Catch Basin Cleaning	\$ 1,966,347	\$ 1,455,089	\$ 310,866	\$ -	\$ -	
Contract Highway Maintenance	\$ 3,190,450	\$ 3,000,531	\$ 1,668,618	\$ 100,901	\$ -	
Crack Sealing	\$ 1,672,864	\$ 1,194,760	\$ 706,377	\$ 109,600	\$ -	
Culvert Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	
Culvert Reconstruction/Rehab	\$ -	\$ -	\$ -	\$ -	\$ -	
Drainage	\$ 7,341,532	\$ 6,292,153	\$ 1,154,896	\$ 103,925	\$ -	
Dredging	\$ -	\$ -	\$ -	\$ -	\$ -	
Guard Rail & Fencing	\$ 3,429,456	\$ 4,146,615	\$ 1,845,428	\$ 278,197	\$ -	
Highway Sweeping	\$ 963,234	\$ 1,007,278	\$ 141,245	\$ -	\$ -	
Landscaping	\$ 233,427	\$ 600,000	\$ 244,014	\$ -	\$ -	
Mowing and Spraying	\$ 2,002,002	\$ 1,038,229	\$ 357,576	\$ 29,565	\$ -	
Sewer and Water	\$ 3,904	\$ 20,843	\$ 10,580	\$ -	\$ -	
Tree Trimming	\$ 3,939,855	\$ 2,625,059	\$ 722,777	\$ -	\$ -	
<b>12 - Roadway Reconstruction</b>						
Hwy Reconstr - No Added Capacity	\$ 6,001	\$ -	\$ -	\$ -	\$ -	
Hwy Reconstr - Restr and Rehab	\$ 646,014	\$ 109,047	\$ 265,670	\$ 177,113	\$ -	
Roadway - Reconstr - Sidewalks and Curbing	\$ 1,879,857	\$ 748,676	\$ -	\$ -	\$ -	
<b>13 - Safety Improvements</b>						
Electrical	\$ 398,549	\$ -	\$ -	\$ -	\$ -	
Impact Attenuators	\$ 1,068,681	\$ 911,141	\$ 346,248	\$ 129,196	\$ -	
Lighting	\$ 3,735,830	\$ 2,267,423	\$ 1,281,166	\$ 116,870	\$ -	
Pavement Marking	\$ 3,332,465	\$ 3,166,821	\$ 1,623,975	\$ 343,891	\$ -	
Safety Improvements	\$ 227,620	\$ 33,595	\$ -	\$ -	\$ -	
Sign Installation/Upgrading	\$ 545,832	\$ 833,711	\$ 827,507	\$ 65,739	\$ -	
Structural Signing	\$ 359,312	\$ 129,607	\$ -	\$ -	\$ -	
<b>Section I Total:</b>	<b>\$ 138,573,354</b>	<b>\$ 95,746,219</b>	<b>\$ 38,708,474</b>	<b>\$ 3,975,025</b>	<b>\$ -</b>	
<b>Section II - Non Federal Aid Highway Operations - State Operating Budget Funding</b>						
<b>Snow and Ice Operations &amp; Materials</b>						
	\$ 83,800,000	\$ 95,000,000	\$ 95,000,000	\$ 95,000,000	\$ 95,000,000	
<b>District Maintenance Payroll</b>						
Mowing, Litter Mgmt, Sight Distance Clearing, Etc.	\$ 34,400,000	\$ 35,440,000	\$ 36,510,000	\$ 37,610,000	\$ 38,740,000	
<b>Section II Total:</b>	<b>\$ 118,200,000</b>	<b>\$ 130,440,000</b>	<b>\$ 131,510,000</b>	<b>\$ 132,610,000</b>	<b>\$ 133,740,000</b>	
<b>Grand Total NFA:</b>	<b>\$ 256,773,354</b>	<b>\$ 226,186,219</b>	<b>\$ 170,218,474</b>	<b>\$ 136,585,025</b>	<b>\$ 133,740,000</b>	

## Operating and Maintenance Expenditures as of March 2022

## Statewide and District Contracts plus Expenditures within MPO boundaries

Program Group/Sub Group	Est SFY 2022 Spending	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending
Part 2: Federal Aid					
Section I - Federal Aid Maintenance Projects					
01 - ADA Retrofits					
Sidewalk Construction and Repairs	\$ -	\$ -	\$ -	\$ -	\$ -
02 - Bicycles and pedestrians program					
Bikeway/Bike Path Construction	\$ -	\$ -	\$ -	\$ -	\$ -
03 - Bridge					
Bridge Maintenance	\$ 3,805,564	\$ 502,504	\$ 2,357,142	\$ -	\$ -
Bridge Maintenance - Deck Repairs	\$ -	\$ -	\$ 1,038,762	\$ 952,198	\$ -
Bridge Maintenance - Joints	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Preservation	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Reconstruction/Rehab	\$ -	\$ -	\$ -	\$ -	\$ -
Drawbridge Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Painting - Structural	\$ 3,401,816	\$ 378,207	\$ -	\$ -	\$ -
Structures Maintenance	\$ 238,348	\$ 2,860,181	\$ 1,430,090	\$ -	\$ -
04 - Capacity					
Hwy Reconstr - Added Capacity	\$ -	\$ -	\$ -	\$ -	\$ -
05 - Facilities					
Vertical Construction (Ch 149)	\$ -	\$ -	\$ -	\$ -	\$ -
07 - Intersection Improvements					
Traffic Signals	\$ -	\$ -	\$ -	\$ -	\$ -
08 - Interstate Pavement					
Resurfacing Interstate	\$ -	\$ -	\$ -	\$ -	\$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation System	\$ -	\$ -	\$ -	\$ -	\$ -
10 - Non-interstate DOT Pavement Program					
Milling and Cold Planing	\$ -	\$ -	\$ -	\$ -	\$ -
Resurfacing	\$ -	\$ -	\$ -	\$ -	\$ -
Resurfacing DOT Owned Non-Interstate	\$ -	\$ -	\$ -	\$ -	\$ -
11 - Roadway Improvements					
Asbestos Removal	\$ -	\$ -	\$ -	\$ -	\$ -
Catch Basin Cleaning	\$ -	\$ -	\$ -	\$ -	\$ -
Contract Highway Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Crack Sealing	\$ -	\$ -	\$ -	\$ -	\$ -
Culvert Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Culvert Reconstruction/Rehab	\$ -	\$ -	\$ -	\$ -	\$ -
Drainage	\$ -	\$ -	\$ -	\$ -	\$ -
Guard Rail & Fencing	\$ -	\$ -	\$ -	\$ -	\$ -
Highway Sweeping	\$ -	\$ -	\$ -	\$ -	\$ -
Landscaping	\$ -	\$ -	\$ -	\$ -	\$ -
Mowing and Spraying	\$ -	\$ -	\$ -	\$ -	\$ -
Sewer and Water	\$ -	\$ -	\$ -	\$ -	\$ -
Tree Trimming	\$ -	\$ -	\$ -	\$ -	\$ -
12 - Roadway Reconstruction					
Hwy Reconstr - Restr and Rehab	\$ -	\$ -	\$ -	\$ -	\$ -
13 - Safety Improvements					
Electrical	\$ -	\$ -	\$ -	\$ -	\$ -
Impact Attenuators	\$ -	\$ -	\$ -	\$ -	\$ -
Lighting	\$ 5,557,056	\$ 9,931	\$ 978,483	\$ -	\$ -
Pavement Marking	\$ -	\$ -	\$ -	\$ -	\$ -
Safety Improvements	\$ -	\$ -	\$ -	\$ -	\$ -
Sign Installation/Upgrading	\$ -	\$ -	\$ -	\$ -	\$ -
Structural Signing	\$ 583,693	\$ 99,450	\$ -	\$ -	\$ -
Section I Total:	\$ 13,586,477	\$ 3,850,272	\$ 5,804,478	\$ 952,198	\$ -
Grand Total Federal Aid:					
	\$ 13,586,477	\$ 3,850,272	\$ 5,804,478	\$ 952,198	\$ -

## Operating and Maintenance Expenditures as of March 2022

## Statewide and District Contracts

Program Group/Sub Group	Est SFY 2022 Spending	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending
Part 1: Non-Federal Aid					
Section I - Non Federal Aid Maintenance Projects - State Bondfunds					
01 - ADA Retrofits					
Sidewalk Construction and Repairs	\$ 78,719	\$ 114,000	\$ 52,000	\$ -	\$ -
02 - Bicycles and pedestrians program					
Bikeway/Bike Path Construction	\$ -	\$ -	\$ -	\$ -	\$ -
03 - Bridge					
Bridge Maintenance	\$ 36,405,775	\$ 18,815,892	\$ 6,183,863	\$ 345,318	\$ -
Bridge Maintenance - Deck Repairs	\$ 13,072,586	\$ 8,334,358	\$ 5,311,045	\$ 443,585	\$ -
Bridge Maintenance - Joints	\$ 3,793,035	\$ 2,804,206	\$ 1,208,481	\$ 68,432	\$ -
Bridge Preservation	\$ 722,817	\$ 1,510,000	\$ 635,000	\$ -	\$ -
Drawbridge Maintenance	\$ 5,575,223	\$ 2,560,174	\$ -	\$ -	\$ -
Painting - Structural	\$ 4,516,054	\$ 1,605,861	\$ -	\$ -	\$ -
Structures Maintenance	\$ 284,948	\$ 142,680	\$ -	\$ -	\$ -
04 - Capacity					
Highway Relocation	\$ -	\$ -	\$ -	\$ -	\$ -
Hwy Reconstr - Added Capacity	\$ -	\$ -	\$ -	\$ -	\$ -
Hwy Reconstr - Major Widening	\$ -	\$ -	\$ -	\$ -	\$ -
05 - Facilities					
Vertical Construction (Ch 149)	\$ 4,429,468	\$ 2,368,944	\$ 929,429	\$ 114,754	\$ -
07 - Intersection Improvements					
Traffic Signals	\$ 3,488,759	\$ 2,224,126	\$ 1,914,764	\$ 94,957	\$ -
08 - Interstate Pavement					
Resurfacing Interstate	\$ -	\$ -	\$ -	\$ -	\$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation System	\$ -	\$ -	\$ -	\$ -	\$ -
10 - Non-Interstate DOT Pavement Program					
Milling and Cold Planning	\$ 625,000	\$ 695,000	\$ 65,316	\$ -	\$ -
Resurfacing	\$ 6,415,673	\$ 4,437,466	\$ 3,658,730	\$ 956,730	\$ -
Resurfacing DOT Owned Non-Interstate	\$ 5,203,927	\$ 3,704,756	\$ 1,345,715	\$ 178,272	\$ -
11 - Roadway Improvements					
Asbestos Removal	\$ -	\$ -	\$ -	\$ -	\$ -
Catch Basin Cleaning	\$ 1,966,347	\$ 1,455,089	\$ 310,866	\$ -	\$ -
Contract Highway Maintenance	\$ 3,055,450	\$ 2,387,018	\$ 1,154,312	\$ 72,342	\$ -
Crack Sealing	\$ 1,672,864	\$ 1,194,760	\$ 706,377	\$ 109,600	\$ -
Culvert Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Culvert Reconstruction/Rehab	\$ -	\$ -	\$ -	\$ -	\$ -
Drainage	\$ 6,789,520	\$ 5,478,547	\$ 1,040,684	\$ 103,925	\$ -
Dredging	\$ -	\$ -	\$ -	\$ -	\$ -
Guard Rail & Fencing	\$ 3,429,456	\$ 4,146,615	\$ 1,845,428	\$ 278,197	\$ -
Highway Sweeping	\$ 963,234	\$ 1,007,278	\$ 141,245	\$ -	\$ -
Landscaping	\$ 233,427	\$ 600,000	\$ 244,014	\$ -	\$ -
Mowing and Spraying	\$ 1,984,043	\$ 822,728	\$ 177,992	\$ 29,565	\$ -
Sewer and Water	\$ 3,904	\$ 20,843	\$ 10,580	\$ -	\$ -
Tree Trimming	\$ 3,939,855	\$ 2,625,059	\$ 722,777	\$ -	\$ -
12 - Roadway Reconstruction					
Hwy Reconstr - No Added Capacity	\$ 6,001	\$ -	\$ -	\$ -	\$ -
Hwy Reconstr - Restr and Rehab	\$ 646,014	\$ 109,047	\$ 265,670	\$ 177,113	\$ -
Roadway - Reconstr - Sidewalks and Curbing	\$ 1,879,857	\$ 748,676	\$ -	\$ -	\$ -
13 - Safety Improvements					
Electrical	\$ 398,549	\$ -	\$ -	\$ -	\$ -
Impact Attenuators	\$ 1,068,681	\$ 842,686	\$ 181,956	\$ 47,050	\$ -
Lighting	\$ 3,735,830	\$ 2,267,423	\$ 1,281,166	\$ 116,870	\$ -
Pavement Marking	\$ 3,332,465	\$ 3,166,821	\$ 1,623,975	\$ 343,891	\$ -
Safety Improvements	\$ 227,620	\$ 33,595	\$ -	\$ -	\$ -
Sign Installation/Upgrading	\$ 467,832	\$ 573,711	\$ 646,592	\$ 65,739	\$ -
Structural Signing	\$ 359,312	\$ 129,607	\$ -	\$ -	\$ -
Section I Total:	\$ 120,772,243	\$ 76,926,966	\$ 31,657,976	\$ 3,546,339	\$ -
Section II - Non Federal Aid Highway Operations - State Operating Budget Funding					
Snow and Ice Operations & Materials					
District Maintenance Payroll	\$ 83,800,000	\$ 95,000,000	\$ 95,000,000	\$ 95,000,000	\$ 95,000,000
Mowing, Litter Mgmt, Sight Distance Clearing, Etc.	\$ 34,400,000	\$ 35,440,000	\$ 36,510,000	\$ 37,610,000	\$ 38,740,000
Section II Total:	\$ 118,200,000	\$ 130,440,000	\$ 131,510,000	\$ 132,610,000	\$ 133,740,000
Grand Total NFA:	\$ 238,972,243	\$ 207,366,966	\$ 163,167,976	\$ 136,156,339	\$ 133,740,000



## Operating and Maintenance Expenditures as of March 2022

## Statewide and District Contracts

Program Group/Sub Group	Est SFY 2022 Spending	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending
<b>Part 2: Federal Aid</b>					
<b>Section I - Federal Aid Maintenance Projects</b>					
<b>01 - ADA Retrofits</b>					
Sidewalk Construction and Repairs	\$ -	\$ -	\$ -	\$ -	\$ -
<b>02 - Bicycles and pedestrians program</b>					
Bikeway/Bike Path Construction	\$ -	\$ -	\$ -	\$ -	\$ -
<b>03 - Bridge</b>					
Bridge Maintenance	\$ 2,557,469	\$ 502,504	\$ -	\$ -	\$ -
Bridge Maintenance - Deck Repairs	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Maintenance - Joints	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Preservation	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Reconstruction/Rehab	\$ -	\$ -	\$ -	\$ -	\$ -
Drawbridge Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Painting - Structural	\$ 3,401,816	\$ 378,207	\$ -	\$ -	\$ -
Structures Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
<b>04 - Capacity</b>					
Hwy Reconstr - Added Capacity	\$ -	\$ -	\$ -	\$ -	\$ -
<b>05 - Facilities</b>					
Vertical Construction (Ch 149)	\$ -	\$ -	\$ -	\$ -	\$ -
<b>07 - Intersection Improvements</b>					
Traffic Signals	\$ -	\$ -	\$ -	\$ -	\$ -
<b>08 - Interstate Pavement</b>					
Resurfacing Interstate	\$ -	\$ -	\$ -	\$ -	\$ -
<b>09 - Intelligent Transportation Systems Program</b>					
Intelligent Transportation System	\$ -	\$ -	\$ -	\$ -	\$ -
<b>10 - Non-interstate DOT Pavement Program</b>					
Milling and Cold Planing	\$ -	\$ -	\$ -	\$ -	\$ -
Resurfacing	\$ -	\$ -	\$ -	\$ -	\$ -
Resurfacing DOT Owned Non-Interstate	\$ -	\$ -	\$ -	\$ -	\$ -
<b>11 - Roadway Improvements</b>					
Asbestos Removal	\$ -	\$ -	\$ -	\$ -	\$ -
Catch Basin Cleaning	\$ -	\$ -	\$ -	\$ -	\$ -
Contract Highway Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Crack Sealing	\$ -	\$ -	\$ -	\$ -	\$ -
Culvert Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Culvert Reconstruction/Rehab	\$ -	\$ -	\$ -	\$ -	\$ -
Drainage	\$ -	\$ -	\$ -	\$ -	\$ -
Guard Rail & Fencing	\$ -	\$ -	\$ -	\$ -	\$ -
Highway Sweeping	\$ -	\$ -	\$ -	\$ -	\$ -
Landscaping	\$ -	\$ -	\$ -	\$ -	\$ -
Mowing and Spraying	\$ -	\$ -	\$ -	\$ -	\$ -
Sewer and Water	\$ -	\$ -	\$ -	\$ -	\$ -
Tree Trimming	\$ -	\$ -	\$ -	\$ -	\$ -
<b>12 - Roadway Reconstruction</b>					
Hwy Reconstr - Restr and Rehab	\$ -	\$ -	\$ -	\$ -	\$ -
<b>13 - Safety Improvements</b>					
Electrical	\$ -	\$ -	\$ -	\$ -	\$ -
Impact Attenuators	\$ -	\$ -	\$ -	\$ -	\$ -
Lighting	\$ -	\$ -	\$ -	\$ -	\$ -
Pavement Marking	\$ -	\$ -	\$ -	\$ -	\$ -
Safety Improvements	\$ -	\$ -	\$ -	\$ -	\$ -
Sign Installation/Upgrading	\$ -	\$ -	\$ -	\$ -	\$ -
Structural Signing	\$ 583,693	\$ 99,450	\$ -	\$ -	\$ -
<b>Section I Total:</b>	<b>\$ 6,542,978</b>	<b>\$ 980,161</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Grand Total Federal Aid:</b>					
	<b>\$ 6,542,978</b>	<b>\$ 980,161</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Operating and Maintenance Expenditures as of March 2022

Program Group/Sub Group	Est SFY 2022 Spending		Martha's Vineyard Est SFY 2023 Spending		Est SFY 2024 Spending		Est SFY 2025 Spending		Est SFY 2026 Spending	
Part 1: Non-Federal Aid										
Section I - Non Federal Aid Maintenance Projects - State Bondfunds										
01 - ADA Retrofits										
Sidewalk Construction and Repairs	\$	-	\$	-	\$	-	\$	-	\$	-
02 - Bicycles and pedestrians program										
Bikeway/Bike Path Construction	\$	-	\$	-	\$	-	\$	-	\$	-
03 - Bridge										
Bridge Maintenance	\$	-	\$	-	\$	-	\$	-	\$	-
Bridge Maintenance - Deck Repairs	\$	-	\$	-	\$	-	\$	-	\$	-
Bridge Maintenance - Joints	\$	-	\$	-	\$	-	\$	-	\$	-
Bridge Preservation	\$	-	\$	-	\$	-	\$	-	\$	-
Drawbridge Maintenance	\$	-	\$	-	\$	-	\$	-	\$	-
Painting - Structural	\$	-	\$	-	\$	-	\$	-	\$	-
Structures Maintenance	\$	-	\$	-	\$	-	\$	-	\$	-
04 - Capacity										
Highway Relocation	\$	-	\$	-	\$	-	\$	-	\$	-
Hwy Reconstr - Added Capacity	\$	-	\$	-	\$	-	\$	-	\$	-
Hwy Reconstr - Major Widening	\$	-	\$	-	\$	-	\$	-	\$	-
05 - Facilities										
Vertical Construction (Ch 149)	\$	-	\$	-	\$	-	\$	-	\$	-
07 - Intersection Improvements										
Traffic Signals	\$	-	\$	-	\$	-	\$	-	\$	-
08 - Interstate Pavement										
Resurfacing Interstate	\$	-	\$	-	\$	-	\$	-	\$	-
09 - Intelligent Transportation Systems Program										
Intelligent Transportation System	\$	-	\$	-	\$	-	\$	-	\$	-
10 - Non-interstate DOT Pavement Program										
Milling and Cold Planing	\$	-	\$	-	\$	-	\$	-	\$	-
Resurfacing	\$	-	\$	-	\$	-	\$	-	\$	-
Resurfacing DOT Owned Non-Interstate	\$	-	\$	-	\$	-	\$	-	\$	-
11 - Roadway Improvements										
Asbestos Removal	\$	-	\$	-	\$	-	\$	-	\$	-
Catch Basin Cleaning	\$	-	\$	-	\$	-	\$	-	\$	-
Contract Highway Maintenance	\$	-	\$	-	\$	-	\$	-	\$	-
Crack Sealing	\$	-	\$	-	\$	-	\$	-	\$	-
Culvert Maintenance	\$	-	\$	-	\$	-	\$	-	\$	-
Culvert Reconstruction/Rehab	\$	-	\$	-	\$	-	\$	-	\$	-
Drainage	\$	-	\$	-	\$	-	\$	-	\$	-
Dredging	\$	-	\$	-	\$	-	\$	-	\$	-
Guard Rail & Fencing	\$	-	\$	-	\$	-	\$	-	\$	-
Highway Sweeping	\$	-	\$	-	\$	-	\$	-	\$	-
Landscaping	\$	-	\$	-	\$	-	\$	-	\$	-
Mowing and Spraying	\$	-	\$	-	\$	-	\$	-	\$	-
Sewer and Water	\$	-	\$	-	\$	-	\$	-	\$	-
Tree Trimming	\$	-	\$	-	\$	-	\$	-	\$	-
12 - Roadway Reconstruction										
Hwy Reconstr - No Added Capacity	\$	-	\$	-	\$	-	\$	-	\$	-
Hwy Reconstr - Restr and Rehab	\$	-	\$	-	\$	-	\$	-	\$	-
Roadway - Reconstr - Sidewalks and Curbing	\$	-	\$	-	\$	-	\$	-	\$	-
13 - Safety Improvements										
Electrical	\$	-	\$	-	\$	-	\$	-	\$	-
Impact Attenuators	\$	-	\$	-	\$	-	\$	-	\$	-
Lighting	\$	-	\$	-	\$	-	\$	-	\$	-
Pavement Marking	\$	-	\$	-	\$	-	\$	-	\$	-
Safety Improvements	\$	-	\$	-	\$	-	\$	-	\$	-
Sign Installation/Upgrading	\$	-	\$	-	\$	-	\$	-	\$	-
Structural Signing	\$	-	\$	-	\$	-	\$	-	\$	-
Section I Total:	\$	-	\$	-	\$	-	\$	-	\$	-
Section II - Non Federal Aid Highway Operations - State Operating Budget Funding										
Snow and Ice Operations & Materials										
	\$	-	\$	-	\$	-	\$	-	\$	-
District Maintenance Payroll										
Mowing, Litter Mgmt, Sight Distance Clearing, Etc.	\$	-	\$	-	\$	-	\$	-	\$	-
Section II Total:	\$	-	\$	-	\$	-	\$	-	\$	-
Grand Total NFA:	\$	-	\$	-	\$	-	\$	-	\$	-

## Operating and Maintenance Expenditures as of March 2022

## Martha's Vineyard

Program Group/Sub Group	Est SFY 2022 Spending	Est SFY 2023 Spending	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending
Part 2: Federal Aid					
Section I - Federal Aid Maintenance Projects					
01 - ADA Retrofits					
Sidewalk Construction and Repairs	\$ -	\$ -	\$ -	\$ -	\$ -
02 - Bicycles and pedestrians program					
Bikeway/Bike Path Construction	\$ -	\$ -	\$ -	\$ -	\$ -
03 - Bridge					
Bridge Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Maintenance - Deck Repairs	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Maintenance - Joints	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Preservation	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Reconstruction/Rehab	\$ -	\$ -	\$ -	\$ -	\$ -
Drawbridge Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Painting - Structural	\$ -	\$ -	\$ -	\$ -	\$ -
Structures Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
04 - Capacity					
Hwy Reconstr - Added Capacity	\$ -	\$ -	\$ -	\$ -	\$ -
05 - Facilities					
Vertical Construction (Ch 149)	\$ -	\$ -	\$ -	\$ -	\$ -
07 - Intersection Improvements					
Traffic Signals	\$ -	\$ -	\$ -	\$ -	\$ -
08 - Interstate Pavement					
Resurfacing Interstate	\$ -	\$ -	\$ -	\$ -	\$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation System	\$ -	\$ -	\$ -	\$ -	\$ -
10 - Non-interstate DOT Pavement Program					
Milling and Cold Planing	\$ -	\$ -	\$ -	\$ -	\$ -
Resurfacing	\$ -	\$ -	\$ -	\$ -	\$ -
Resurfacing DOT Owned Non-Interstate	\$ -	\$ -	\$ -	\$ -	\$ -
11 - Roadway Improvements					
Asbestos Removal	\$ -	\$ -	\$ -	\$ -	\$ -
Catch Basin Cleaning	\$ -	\$ -	\$ -	\$ -	\$ -
Contract Highway Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Crack Sealing	\$ -	\$ -	\$ -	\$ -	\$ -
Culvert Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -
Culvert Reconstruction/Rehab	\$ -	\$ -	\$ -	\$ -	\$ -
Drainage	\$ -	\$ -	\$ -	\$ -	\$ -
Guard Rail & Fencing	\$ -	\$ -	\$ -	\$ -	\$ -
Highway Sweeping	\$ -	\$ -	\$ -	\$ -	\$ -
Landscaping	\$ -	\$ -	\$ -	\$ -	\$ -
Mowing and Spraying	\$ -	\$ -	\$ -	\$ -	\$ -
Sewer and Water	\$ -	\$ -	\$ -	\$ -	\$ -
Tree Trimming	\$ -	\$ -	\$ -	\$ -	\$ -
12 - Roadway Reconstruction					
Hwy Reconstr - Restr and Rehab	\$ -	\$ -	\$ -	\$ -	\$ -
13 - Safety Improvements					
Electrical	\$ -	\$ -	\$ -	\$ -	\$ -
Impact Attenuators	\$ -	\$ -	\$ -	\$ -	\$ -
Lighting	\$ -	\$ -	\$ -	\$ -	\$ -
Pavement Marking	\$ -	\$ -	\$ -	\$ -	\$ -
Safety Improvements	\$ -	\$ -	\$ -	\$ -	\$ -
Sign Installation/Upgrading	\$ -	\$ -	\$ -	\$ -	\$ -
Structural Signing	\$ -	\$ -	\$ -	\$ -	\$ -
Section I Total:	\$ -	\$ -	\$ -	\$ -	\$ -
Grand Total NFA:					
	\$ -	\$ -	\$ -	\$ -	\$ -

**VTA FFY 2021-2025  
Expenditure  
Estimates**

	Approved FY 21 Budget	Projected FY 22	Projected FY 23	Projected FY 24	Projected FY 25
Revenues					
Passenger Fares	\$1,900,000	\$1,400,000	\$1,600,000	\$1,800,000	\$1,900,000
Contract Revenue	\$210,000	\$210,000	\$210,000	\$210,000	\$210,000
Interest Income-Admin	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000
Rent Income-Admin	\$80,000	\$80,000	\$80,000	\$80,000	\$80,000
Other Income	<u>\$130,000</u>	<u>\$130,000</u>	<u>\$130,000</u>	<u>\$130,000</u>	<u>\$130,000</u>
Total Revenues	\$2,325,000	\$1,825,000	\$2,025,000	\$2,225,000	\$2,325,000
Federal 5311	\$980,000	\$1,400,000	\$1,200,000	\$1,050,000	\$1,150,000
State Contract Assistance	\$1,785,692	\$1,785,692	\$1,825,000	\$1,855,000	\$1,900,000
Local Assessments	\$1,287,524	\$1,319,712	\$1,352,705	\$1,386,523	\$1,421,186
VTA Generated Funds	<u>\$2,325,000</u>	<u>\$1,825,000</u>	<u>\$2,025,000</u>	<u>\$2,225,000</u>	<u>\$2,325,000</u>
	\$6,378,216	\$6,330,404	\$6,402,705	\$6,516,523	\$6,796,186

## **The TIP and the STIP**

The Statewide Transportation Improvement Program (STIP) is a compilation of the prioritized projects contained in the TIPs of Massachusetts' 13 regions. All TIP projects must be consistent with the thirteen Regional Transportation Plans (RTPs) and conform to emissions budgets established by federal and state environmental agencies. The 2020-2040 Martha's Vineyard Regional Transportation Plan (MVRTP) must conform to the State Implementation Plan (STIP). Since all TIP projects must flow from conforming RTPs, this inherently means that TIP projects should not have a negative impact on air quality.

## **Public Participation**

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

Other individuals and groups have the opportunity to comment on candidate TIP projects at public meetings of the JTC. In accordance with the procedures laid out in the *Public Participation Plan*, any JTC meeting at which the TIP is scheduled to be discussed or voted on is publicized at least 7 calendar days in advance. Once a draft TIP is agreed upon by the JTC, it is subject to a 21-day public comment period. The JTC considers any significant public comments received before deciding to modify the draft TIP or endorse it unchanged, then forward it to the MPO for signature.

Due to the COVID-19 pandemic, all MVC meetings/public hearings were held virtually through ZOOM. Instructions are included on the MVC website, as well as in the meeting notification emails on how to attend the meetings via ZOOM and, further, all materials being presented at the meetings were also posted on the MVC website.

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

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

### **Amendment**

1. Adds or Removes a project from the current TIP
2. Significant project scope or estimated cost changes
3. Requires JTC vote and release of Draft TIP for the minimum public comment period

### **Adjustment**

1. A minor change to the TIP program
2. A minor change to the project description, cost, or scope
3. Swapping projects within the TIP while maintaining financial constraint -- Moving a TIP project from year two to year one and moving the current year one project to year two.
4. May be accomplished with JTC consensus and a request letter to MassDOT signed by the MVC Executive Director

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

## **Certification Process**

For this TIP, the Martha's Vineyard Joint Transportation Committee (JTC) voted to release the Draft TIP for public comment at their meeting on April 26<sup>th</sup>, 2022. The official 21-day public comment period began and continued through May 17<sup>th</sup>, 2022. The Draft TIP is distributed through email, then posted online at the MVC Website. For environmental benefit, limited paper copies of the Draft TIP are typically distributed at public meetings.

With no substantial public comment during the subsequent 21-day public comment period, this Draft TIP will be final. Comments received are summarized and included in the document appendix.

## **Certification of Conformity**

The MPO for the Martha's Vineyard Region certifies that the FFY 2023-2027 *Transportation Improvement Program* (TIP) conforms to the State Implementation Plan's (STIP) goal of attaining national ambient air quality standards (NAAQS). In addition, the TIP conforms to CFR parts 51 and 93 and 310 CMR 60.03. Thus, the FFY 2023-2027 projects that are consistent with the region's transportation plan should not have an adverse impact on the STIP.

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

The following Self Certification statements ensure that the Comprehensive, Continuous and Cooperative (3C) Transportation Planning Process for Federal Fiscal Years 2023-2027 is being conducted in accordance with all applicable requirements, including:

1. 23 U.S.C. 134, 23 CFR 450.334, 49 U.S.C. 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST ACT (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR 230, implementation of an Equal Employment Opportunity Program on Federal and Federal-aid Highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
11. Anti-lobbying restrictions found in 49 USC Part 20. No appropriated funds may be expended by a recipient to influence or attempt to influence an officer or employee of any agency, a Member of Congress, in connection with the awarding of any Federal contract.

## **Martha's Vineyard Highway/Transit (VTA) Funded Projects FFY 2023-2027**



STIP Investments Report  
2024 Martha's Vineyard Region

STIP: 2023 - 2027 (D)										
Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds
Federal Fiscal Year 2024								\$800,000	\$640,000	\$160,000
Section 1A / Regionally Prioritized Projects								\$800,000	\$640,000	\$160,000
Roadway Improvements								\$800,000	\$640,000	\$160,000
2024	609459	Martha's Vineyard	Tisbury	TISBURY- DRAINAGE IMPROVEMENTS ON STATE HIGHWAY	5	STBG	\$1,536,443	\$800,000	\$640,000	\$160,000





STIP Investments Report  
2025 Martha's Vineyard Region

STIP: 2023 - 2027 (D)										
Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds
Federal Fiscal Year 2025								\$736,443	\$589,154	\$147,289
Section 1A / Regionally Prioritized Projects								\$736,443	\$589,154	\$147,289
Roadway Improvements								\$736,443	\$589,154	\$147,289
2025	609459	Martha's Vineyard	Tisbury	TISBURY- DRAINAGE IMPROVEMENTS ON STATE HIGHWAY	5	STBG	\$1,536,443	\$736,443	\$589,154	\$147,289



STIP Investments Report  
Program Activity: Transit, 2023 Martha's Vineyard Transit Authority

STIP: 2023 - 2027 (D)										
Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds
Federal Fiscal Year 2023							\$7,230,000		\$7,230,000	
Martha's Vineyard Transit Authority							\$7,230,000		\$7,230,000	
2023	RTD0010709		RTA Facility & System Modernization	VTA ACQUIRE - BUS ROUTE SIGNING	RTACAP	\$20,000	\$20,000		\$20,000	
2023	RTD0010711		RTA Facility & System Modernization	VTA CONSTRUCT - BUS PASSENGER SHELTERS	RTACAP	\$50,000	\$50,000		\$50,000	
2023	RTD0010726		RTA Facility & System Modernization	VTA ACQUIRE - MISC SUPPORT EQUIPMENT	RTACAP	\$1,100,000	\$1,100,000		\$1,100,000	
2023	RTD0010732		RTA Facility & System Modernization	VTA ACQUIRE - MOBILE FARE COLL EQUIP	RTACAP	\$1,000,000	\$1,000,000		\$1,000,000	
2023	RTD0010738		RTA Facility & System Modernization	VTA CONSTRUCT - ADMINISTRATIVE BUILDING	RTACAP	\$150,000	\$150,000		\$150,000	
2023	RTD0011230		RTA Facility & System Modernization	CONSTRUCT POWER DISTRIB SUBSTATION	RTACAP	\$250,000	\$250,000		\$250,000	
2023	RTD0010710		RTA Facility & Vehicle Maintenance	VTA REHAB/REBUILD - CAPITOL BUS	RTACAP	\$50,000	\$50,000		\$50,000	
2023	RTD0010739		RTA Fleet Upgrades	VTA ACQUIRE - MISC SUPPORT EQUIPMENT	RTACAP	\$1,640,000	\$1,640,000		\$1,640,000	
2023	RTD0010712		RTA Vehicle Replacement	VTA BUY REPLACEMENT Buses (3) 3-40'	RTACAP	\$2,650,000	\$2,650,000		\$2,650,000	
2023	RTD0010716		RTA Vehicle Replacement	VTA BUY REPLACEMENT VAN - 2	RTACAP	\$180,000	\$180,000		\$180,000	
2023	RTD0010722		RTA Vehicle Replacement	VTA ACQUIRE - SUPPORT VEHICLES	RTACAP	\$140,000	\$140,000		\$140,000	



STIP Investments Report

Program Activity: Transit, 2024 Martha's Vineyard Transit Authority

STIP: 2023 - 2027 (D)										
Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds
Federal Fiscal Year 2024							\$4,360,000		\$4,360,000	
Martha's Vineyard Transit Authority							\$4,360,000		\$4,360,000	
2024	RTD0010723		Operating	VTA ACQUIRE - BUS PASSENGER SHELTERS	RTACAP	\$300,000	\$50,000		\$50,000	
2024	RTD0010723		Operating	VTA ACQUIRE - BUS PASSENGER SHELTERS	SCA	\$300,000	\$250,000		\$250,000	
2024	RTD0010724		RTA Facility & System Modernization	VTA ACQUIRE - BUS ROUTE SIGNING	RTACAP	\$20,000	\$20,000		\$20,000	
2024	RTD0010719		RTA Fleet Upgrades	VTA REHAB/REBUILD - CAPITOL BUS	RTACAP	\$75,000	\$75,000		\$75,000	
2024	RTD0010721		RTA Replacement Facilities	VTA REHAB/RENOVATE - ADMIN/MAINT FACILITY	RTACAP	\$675,000	\$675,000		\$675,000	
2024	RTD0010717		RTA Vehicle Replacement	VTA BUY REPLACEMENT 40-FT BUS (2)	RTACAP	\$2,200,000	\$2,200,000		\$2,200,000	
2024	RTD0010718		RTA Vehicle Replacement	VTA BUY REPLACEMENT 35-FT BUS (1)	RTACAP	\$850,000	\$850,000		\$850,000	
2024	RTD0010720		RTA Vehicle Replacement	VTA BUY REPLACEMENT VAN	RTACAP	\$180,000	\$180,000		\$180,000	
2024	RTD0010733		RTA Vehicle Replacement	VTA - ACQUIRE - SUPPORT VEHICLES	RTACAP	\$60,000	\$60,000		\$60,000	



STIP Investments Report  
Program Activity: Transit, 2025 Martha's Vineyard Transit Authority

STIP: 2023 - 2027 (D)										
Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds
Federal Fiscal Year 2025							\$4,280,000		\$4,280,000	
Martha's Vineyard Transit Authority							\$4,280,000		\$4,280,000	
2025	RTD0010725		RTA Facility & System Modernization	VTA ACQUIRE - BUS PASSENGER SHELTERS	RTACAP	\$50,000	\$50,000		\$50,000	
2025	RTD0010729		RTA Facility & System Modernization	VTA ACQUIRE - BUS ROUTE SIGNING	RTACAP	\$20,000	\$20,000		\$20,000	
2025	RTD0010734		RTA Facility & Vehicle Maintenance	VTA REHAB/REBUILD - CAPITOL BUS	RTACAP	\$100,000	\$100,000		\$100,000	
2025	RTD0010728		RTA Replacement Facilities	VTA REHAB/RENOVATE - ADMIN/MAINT FACILITY	RTACAP	\$100,000	\$100,000		\$100,000	
2025	RTD0011264		RTA Replacement Facilities	REHAB/RENOVATE - BUS TERMINAL	RTACAP	\$200,000	\$200,000		\$200,000	
2025	RTD0010727		RTA Vehicle Replacement	VTA - BUY REPLACEMENT 35-FT BUS (2)	RTACAP	\$1,700,000	\$1,700,000		\$1,700,000	
2025	RTD0010735		RTA Vehicle Replacement	VTA BUY REPLACEMENT <30 FT BUS- 3 buses	RTACAP	\$1,950,000	\$1,950,000		\$1,950,000	
2025	RTD0010740		RTA Vehicle Replacement	VTA ACQUIRE - SUPPORT VEHICLES	RTACAP	\$60,000	\$60,000		\$60,000	
2025	RTD0011259		RTA Vehicle Replacement	BUY REPLACEMENT VAN	RTACAP	\$100,000	\$100,000		\$100,000	



STIP Investments Report  
Program Activity: Transit, 2026 Martha's Vineyard Transit Authority

STIP: 2023 - 2027 (D)										
Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds
Federal Fiscal Year 2026							\$7,700,000	\$2,500,000	\$5,200,000	
Martha's Vineyard Transit Authority							\$7,700,000	\$2,500,000	\$5,200,000	
2026	RTD0010742		Operating	VTA CONSTRUCTION OF BUS STATIONS/TERMINALS	SCA	\$50,000	\$50,000		\$50,000	
2026	RTD0010746		Operating	VTA Operating Assistance UP TO 50% FEDERAL SHARE	OF	\$5,000,000	\$2,500,000	\$2,500,000		
2026	RTD0010746		Operating	VTA Operating Assistance UP TO 50% FEDERAL SHARE	SCA	\$5,000,000	\$2,500,000		\$2,500,000	
2026	RTD0010743		RTA Facility & Vehicle Maintenance	VTA REHAB/REBUILD - CAPITOL BUS	RTACAP	\$150,000	\$150,000		\$150,000	
2026	RTD0011215		RTA Facility & Vehicle Maintenance	REHAB/RENOVATE - BUS SURVEILL/SECURITY SYSTEM	RTACAP	\$150,000	\$150,000		\$150,000	
2026	RTD0010741		RTA Replacement Facilities	VTA REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	RTACAP	\$150,000	\$150,000		\$150,000	
2026	RTD0010744		RTA Vehicle Replacement	VTA BUY REPLACEMENTS - CAPITOL BUS	RTACAP	\$2,000,000	\$2,000,000		\$2,000,000	
2026	RTD0011260		RTA Vehicle Replacement	BUY REPLACEMENT VAN (2)	RTACAP	\$200,000	\$200,000		\$200,000	



STIP Investments Report  
Program Activity: Transit, 2027 Martha's Vineyard Transit Authority

STIP: 2023 - 2027 (D)										
Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds
Federal Fiscal Year 2027							\$2,425,000		\$2,425,000	
Martha's Vineyard Transit Authority							\$2,425,000		\$2,425,000	
2027	RTD0011257		Operating	BUY REPLACEMENT 40-FT BUS	SCA	\$1,200,000	\$1,200,000		\$1,200,000	
2027	RTD0011223		RTA Facility & System Modernization	REHAB/RENOVATE - MISC SUPPORT EQUIPMENT	RTACAP	\$300,000	\$300,000		\$300,000	
2027	RTD0011218		RTA Facility & Vehicle Maintenance	REHAB/RENOVATE - BUS PASSENGER SHELTERS	RTACAP	\$50,000	\$50,000		\$50,000	
2027	RTD0011224		RTA Facility & Vehicle Maintenance	REHAB/REBUILD - CAPITOL BUS	RTACAP	\$300,000	\$300,000		\$300,000	
2027	RTD0011219		RTA Replacement Facilities	REHAB/RENOVATE - ADMIN/MAINT FACILITY	RTACAP	\$250,000	\$250,000		\$250,000	
2027	RTD0011217		RTA Vehicle Replacement	REHAB/RENOVATE - SUPPORT VEHICLES	RTACAP	\$250,000	\$250,000		\$250,000	
2027	RTD0011261		RTA Vehicle Replacement	BUY REPLACEMENT VAN	RTACAP	\$75,000	\$75,000		\$75,000	

## Previous TIP Projects by Town

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

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

Project number	Town	Project	Estimated Cost	TIP Year advertised	Notes
608142	Oak Bluffs	Shared-Use Path along Beach Rd from Lagoon Pond Bridge to Eastville Ave/County Rd intersection	\$2 , 2 4 7 , 6 2 2	2020	MV TIP '21 & '22. Construction to begin in spring/summer '22

## Long Range Plan Projects with Evaluation Scores

### *Projects: 2025-2029*

Aquinnah	Aquinnah Circle improve- ments	\$750,00	2025—
Chilmark	Menemsha corridor improve- ments	\$250,000	2025-2029
Chilmark and West Tisbury	Design Up-Island SUP between West Tisbury and Chilmark	\$150,000	2025— 2029
Edgartown	Redo Edgartown sidewalks between Upper and Lower	\$500,000	2025—
Edgartown	State Forest SUP resurfacing phase II	\$1,200,00	2025—
Edgartown	Upper Main Street improve- ments	\$400,000	2025-2029
Multi-town	Bus stops: 10 (\$15,000 each)	\$150,000	2025— 2029
Multi-town	Elder transportation study	\$100,000	2025—



Multi-town	Electric vehicle infrastructure	\$100,000	2025-2029
Multi-town	Bike bath from West Tisbury to Aquinnah	\$400,00	2025-2029
Multi-town	Transportation infrastructure and climate change assessment	\$250,000	2025-2029
Oak Bluffs	Edgartown-Vineyard Haven Road improvements near high school, including intersection of Village Road	\$500,00	2025-2029
Oak Bluffs	Extension of existing SUP, from Sea View Avenue to Waban Park	\$400,000	2025-2029
Oak Bluffs	Streetscape improvements along	\$1,000,00	2025-2029
West Tisbury	Culvert improvements \$250,000 2025-2029		
Total for 2025-2029		\$10,500,000	

# **Air Quality Conformity Determination Martha's Vineyard MPO FFY 2023-2027 Transportation Improvement Program**

This section documents the latest air quality conformity determination for the 1997 ozone National Ambient Air Quality Standards (NAAQS) in the Martha's Vineyard Region. It covers the applicable conformity requirements according to the latest regulations, regional designation status, legal considerations, and federal guidance. Further details and background information are provided below:

## **Introduction**

The 1990 Clean Air Act Amendments (CAAA) require metropolitan planning organizations within nonattainment and maintenance areas to perform air quality conformity determinations prior to the approval of Long-Range Transportation Plans (LRTPs) and Transportation Improvement Programs (TIPs), and at such other times as required by regulation. Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) requires that federally funded or approved highway and transit activities are consistent with ("conform to") the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that means Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and transit activities that will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS or any interim milestones (42 U.S.C. 7506(c)(1)). EPA's transportation conformity rules establish the criteria and procedures for determining whether metropolitan transportation plans, transportation improvement programs (TIPs), and federally supported highway and transit projects conform to the SIP (40 CFR Parts 51.390 and 93).

A nonattainment area is one that the U.S. Environmental Protection Agency (EPA) has designated as not meeting certain air quality standards. A maintenance area is a nonattainment area that now meets the standards and has been re-designated as maintaining the standard. A conformity determination is a demonstration that plans, programs, and projects are consistent with the State Implementation Plan (SIP) for attaining the air quality standards. The CAAA requirement to perform a conformity determination ensures that federal approval and funding go to transportation activities that are consistent with air quality goals.

## **Legislative and Regulatory Background**

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

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

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

Massachusetts.

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

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

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

Also on May 21, 2012, the air quality designations areas for the 2008 NAAQS were published in the Federal Register. In this Federal Register, the only area in Massachusetts that was designated as nonattainment is Dukes County. All other Massachusetts counties were designated as attainment/unclassified for the 2008 standard. On March 6, 2015, (80 FR 12264, effective April 6, 2015) EPA published the Final Rulemaking, "Implementation of the 2008 National Ambient Air Quality Standards (NAAQS) for Ozone: State Implementation Plan Requirements; Final Rule." This rulemaking confirmed the removal of transportation conformity to the 1997 Ozone NAAQS and the replacement with the 2008 Ozone NAAQS, which (with actually a stricter level of allowable ozone concentration than the 1997 standards) classified Massachusetts as "Attainment/unclassifiable" (except for Dukes County).

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

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

Martha's Vineyard / Dukes County has historically programmed – and continues to program – in its TIP only "Exempt" transportation projects as defined in 40 CFR 93.126, so both the current FFY 2023-27 Transportation Improvement Program and the 2020- 2040 Regional Transportation Plan do not require an air quality conformity analysis or determination for the 2008 NAAQS.

## Current Conformity Determination

After 2/16/19, as a result of the court ruling and the subsequent federal guidance, transportation conformity for the 1997 NAAQS – intended as an "anti-backsliding" measure – now applies to both of Massachusetts' orphan areas. Therefore, a conformity determination was made for the 1997 ozone NAAQS on the 2020-2040 Regional Transportation Plans. This conformity determination was finalized in July 2019 following each MPO's previous

endorsement of their regional transportation plan, and approved by the Massachusetts Divisions of FHWA and FTA on October 15, 2019. This conformity determination continues to be valid for the Martha's Vineyard FFY 2023-2027 Transportation Improvement Program, and Massachusetts' FFY 2023-2027 STIP, as each is developed from the conforming 2020-2040 Regional Transportation Plans.

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

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

Therefore, transportation conformity for the 1997 ozone NAAQS for the Martha's Vineyard FFY 2023-2027 Transportation Improvement Program and 2020-2040 Regional Transportation Plans can be demonstrated by showing that remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA's guidance and addressed below, include:

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

#### *Latest Planning Assumptions:*

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

#### *Consultation:*

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation. Interagency consultation was conducted with FHWA, FTA, US EPA Region 1, MassDEP, and the Massachusetts MPOs on March 6, 2019 to discuss the latest conformity-related court rulings and resulting federal guidance. Regular and recurring interagency consultations have been held since on an (at least) annual schedule, with the most recent conformity consultation held on JApril 27, 2022. This ongoing consultation is conducted in accordance with the following:

- Massachusetts' Air Pollution Control Regulations 310 CMR 60.03 "Conformity to the State Implementation Plan of Transportation Plans, Programs, and Projects Developed, Funded or Approved Under Title 23 USC or the Federal Transit Act"
- The Commonwealth of Massachusetts Memorandum of Understanding among the Massachusetts Department of Transportation, Massachusetts Department of Environmental Protection, Massachusetts Metropolitan Planning Organizations, and Regional Transit Authorities, titled The Conduct of Air Quality Planning and Coordination for Transportation Conformity (dated September 16, 2019)

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

Title 23 CFR Section 450.324 and 310 CMR 60.03(6)(h) requires that the development of the TIP, RTP, and related certification documents provide an adequate opportunity for public review and comment. Section 450.316(b) also establishes the outline for MPO public participation programs. The Martha's Vineyard MPO's Public Participation Plan was formally adopted in 2017. The Public Participation Plan ensures that the public will have access to the TIP/RTP and all supporting documentation, provides for public notification of the availability of the TIP/RTP and the public's right to review the document and comment thereon, and provides a 21-day public review and comment period prior to the adoption of the TIP/RTP and related certification documents.

The public comment period for this conformity determination commenced on May 17<sup>th</sup>, 2022. During the 21-day public comment period, any comments received were incorporated into this Plan. This allowed ample opportunity for public comment and MPO review of the draft document. The public comment period will close on May 17<sup>th</sup>, 2022 and subsequently, the Martha's Vineyard MPO is expected to endorse this air quality conformity determination before May 18<sup>th</sup>, 2022. These procedures comply with the associated federal requirements.

#### *Timely Implementation of Transportation Control Measures:*

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

#### *Fiscal Constraint:*

Transportation conformity requirements in 40 CFR 93.108 state that TIPs and transportation plans must be fiscally constrained consistent with DOT's metropolitan planning regulations at 23 CFR part 450. The Martha's Vineyard 2023-2027 Transportation Improvement Program and 2020-2040 Regional Transportation Plan are fiscally constrained, as demonstrated in this document.

In summary and based upon the entire process described above, the Martha's Vineyard MPO has prepared this conformity determination for the 1997 Ozone NAAQS in accordance with EPA's and Massachusetts' latest conformity regulations and guidance. This conformity determination process demonstrates that the FFY 2022-2026 Transportation Improvement Program and the 2020-2040 Regional Transportation Plan meet the Clean Air Act and Transportation Conformity Rule requirements for the 1997 Ozone NAAQS, and have been prepared following all the guidelines and requirements of these rules during this time period.

Therefore, the implementation of the Martha's Vineyard MPO's FFY 2023-2027 Transportation Improvement Program and the 2020-2040 Regional Transportation Plan are consistent with the air quality goals of, and in conformity with, the Massachusetts State Implementation Plan.

## **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 2023-2027 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

DRAFT - Martha's Vineyard Transportation Improvement Program (TIP) FFY 2023-2027

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

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

MassDOT coordinated with MPOs and regional planning agency (RPA) staffs on the implementation of GHG tracking and evaluation in development of each MPO's latest RTPs, which were adopted in 2015. This collaboration has continued for the MPO's 2022-2026 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:

DRAFT - Martha's Vineyard Transportation Improvement Program (TIP) FFY 2023-2027

- **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 2023-2027 TIP**

The following list summarizes the calculated quantitative impacts of the projects included in the regional FFY 2023 – 2027 TIP.





# Greenhouse Gas (GHG) Analysis Report

Program Activity: Highway

STIP: 2023 - 2027 (D)

MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2024					
Martha's Vineyard					
609459	TISBURY- DRAINAGE IMPROVEMENTS ON STATE HIGHWAY		No assumed impact/negligible impact on emissions	0	PRC approved. MassDOT letter to MVC 5/1/19. MVC JTC 5/29/19. PIF & PNF currently under review.
Martha's Vineyard			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	
2024			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	
2024			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	



# Greenhouse Gas (GHG) Analysis Report

Program Activity: Highway

STIP: 2023 - 2027 (D)

MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2025					
Martha's Vineyard					
609459	TISBURY- DRAINAGE IMPROVEMENTS ON STATE HIGHWAY		No assumed impact/negligible impact on emissions	0	PRC approved. MassDOT letter to MVC 5/1/19. MVC JTC 5/29/19. PIF & PNF currently under review.
Martha's Vineyard			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	
2025			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	
2025			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	

## Comments on the Draft TIP

### PUBLIC COMMENT PERIOD

Comments are welcome through Tuesday, May 17<sup>th</sup>, 2022 at 3:00 p.m.

The **Transportation Improvement Program (TIP) FFY2023-2027** is the document which includes transportation system (transit and roadway) operations and improvements for Martha's Vineyard aligned within estimated federal and state funding expected to be available for the region. The TIP is discussed and voted on at the publicly held ZOOM Joint Transportation Committee (JTC) meetings.

This **TIP** is proposed to program federal aid eligible projects in Federal Fiscal Years 2023-2027 within estimated financial resources. You are invited to review and submit any comments on the TIP which has been developed in cooperation with federal, state, and local partners in the ongoing transportation planning and programming process.

The TIP document is available for viewing **ONLINE, due to the COVID-19 pandemic** at anytime on the MVC Website: [www.mvcommission.org](http://www.mvcommission.org) in Adobe Acrobat file format.

The Draft TIP is posted on the website under Planning – Transportation - "Main Transportation Documents" Page. It may also be found from the MVC home page by searching for "**TIP**", and then selecting the document for years 2023-2027.

Please send your written comments during the public comment period to be received by 3:00 pm on May 17<sup>th</sup>, 2022.

#### MAIL TO:

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

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

Or, EMAIL with the subject: "**TIP comment**" to [mauro@mvcommission.org](mailto:mauro@mvcommission.org)  
Any comments received will be summarized in the appendix.

### Comments received

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

**MPO Liaison TIP Review Checklist**

**Completeness**

ID	Review Item	Comments	Reference
A1	* Table of Contents is accurate and internally-linked.	Please ensure that the table of contents is accurately linked. Currently several of the items does not link to the correct section.	✓ -- for use in column B
A2	* Document has no broken links.	Please ensure all links are functional. The link for Accelerated Bridge Program and Chapter 90 in the funding section are broken.	✗ -- for use in column B
A3	✓ * MPO self certification statement is included.		
A4	✓ * GHG certification is included.		
A5	* Air Quality Conformity statement is included.	Please update the Air Quality Conformity Determination text to reflect the correct public comment period dates.	
A6	* Document has no text or image placeholders.	Please provide the map of previous TIP projects mentioned in the text within the Previous TIP Projects by Town section (page 47).	
A7	* Charts, tables, and maps are legible and properly annotated.	Please label and number all tables and maps.	
A8	* Document passes an accessible check.	1) Please create alternative text for figures to improve accessibility. 2) Please make Detailed Scoring Template in the Project Evaluation Process and Priorities a table rather than image. This would improve the accessibility of the document.	
A9	✓ * Document is available in relevant languages per the MPO's Title VI Plan.		
A10	✓ * List of MPO members is current.		
A11	✓ * Signatory sheet is included and accurate.		
A12	✓ * Acronyms and partner agency lists are up to date.		
A13	* Dates listed w/in TIP reflect FFY 2023–2027.	1) Please update the narrative for Greenhouse Gas Monitoring and Evaluation section so that it reflect the dates for this draft TIP (Page 54, Regional GHG Tracking and Evaluation in RTPs sub-section).	

**Narrative**

ID	Review Item	Comments	Reference
B1	✓ * TIP outlines MPO institutional organization.		
B2	✓ * TIP links back to national planning factors.		
B3	✓ * TIP references the RTP and the UPWP.		

	*		1) Please reformat the value in the second paragraph of Bipartisan Infrastructure Bill section. 2) Please include figure number and labels for each figure.	
B4	✓	TIP narrative is concise and reader-friendly.		
B5	✓	TIP discusses evaluation scoring.		
B6	*		Please import the TEC score for Tisbury Project (609459) into eSTIP and re-export TIP investment report	
		TIP includes project scoring table.		
B7	✓	TIP describes public participation process.		
B8	*		Please revise TIP Amendment and Adjustment Process section to be consistent with MassDOT State Transportation Improvement Program (STIP) Project Revision Definitions and Procedures.	
		TIP includes procedures for adjustments and amendments, including any deviations from MassDOT guidelines.		
B9	*		Please include new programs under BIL such as PROTECT grants and Carbon Reduction Program under the Highway Funding Programs section.	<a href="https://www.fhwa.dot.gov/specialfunding/">https://www.fhwa.dot.gov/specialfunding/</a>
		TIP describes funding sources accurately.		

Performance Measurement				
ID	Review Item		Comments	Reference
C1	✓	TIP includes discussion of target-setting process.		
C2	✓	TIP references relevant Transit Asset Management (TAM) Plans and includes all TAM Plan targets.		<a href="https://www.transit.dot.gov/TAM/TAMPlans">https://www.transit.dot.gov/TAM/TAMPlans</a>
C3	✓	TIP references relevant Public Transportation Agency Safety Plans (PTASPs) and includes all PTASP targets		<a href="https://www.transit.dot.gov/PTASP">https://www.transit.dot.gov/PTASP</a>
C4	✓	TIP includes current adopted performance targets.		PM1, PM2, PM3, TAM, and any regionally-derived targets
C5	✓	TIP discusses relationship between performance targets and project selection.		
C6		Discussion on performance measures compares regional data to statewide data where available.	Please include regional data for PM1 if available.	

Project Listing				
ID	Review Item		Comments	Reference
D1	✓	Financial projections align with MassDOT guidance.	Please verify that all cost and TIP financials are up to date.	
D2	✓	TIP template is formatted correctly.		
D3	✓	Projects use MassDOT ProjectInfo TFPCs.		
D4	✓	Out year expenditures have the appropriate inflation assumptions.		2024: 4%; 2025: 8%; 2026: 12%; 2027: 16%
D5	✓	Projects use MassDOT ProjectInfo description.		
D6	*	Additional comment field contains all necessary info.	When exporting the STIP Investment Reports please check Add'l Information check box.	Total cost, AC, Year-of-expenditure, TEC scores

D7	✓	* MassDOT projects are (accurately) included into regional template.		
D8	✓	* Regional target projects adhere to Readiness Days feedback.		
D9	✓	* List includes all projects, including FLAP, FLTP, and Tribal projects.		
D10		* Transit TIP is formatted properly.	Transit project list will need revision, please reach out to MPO liaison.	Should be unchanged from GrantsPlus
<b>Impact Analysis</b>				
<b>ID</b>	<b>Review Item</b>		<b>Comments</b>	<b>Reference</b>
E1	✓	* TIP includes GHG certification.		
E2	✓	* GHG analysis is available for all (and only) funded projects.		
E3		* All projects are appropriately labeled as qualitative or quantitative.	Please ensure all projects are labeled as either qualitative or quantitative. Project with no impact should be listed as qualitative.	
E4	✓	* Transit projects have been analyzed for GHG.		
E5	✓	* Past and current TIP projects have been analyzed for geographic equity, including a relevant table of programming by municipality.		
E6	✓	* Past and current TIP projects have been analyzed for social equity.		
E7	✓	* Social equity analysis considers Title VI / language access.		
E8	✓	* Social equity analysis considers EJ populations, including both federal and state definitions.		
E9	✓	* Equity analysis includes a narrative to accompany any figures.		

\* indicates required by state or federal regulation.

# Transportation Funding Information – Federal Aid and Massachusetts

SOURCE: MassDOT and Federal online information on funding

<https://www.fhwa.dot.gov/specialfunding/>

## National Highway Performance Program (NHPP)

### Program Description

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

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

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

### Funding

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

### Eligible activities

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

Eligible activities include:

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

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

### Location of projects

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

## Bridge (BR)

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

## Highway Safety Improvement Program (HSIP)

### Program Description

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

### Eligible activities

Any project on a public road, trail or path that is included in a state's Strategic Highway Safety Plan and corrects a safety problem (such as an unsafe roadway element or a hazardous location) is eligible for HSIP funding. Eligible projects include, but are not limited to the following: intersection improvements, construction of shoulders, high risk rural roads improvements, traffic calming, data collection, and improvements for bicyclists, pedestrians, and individuals with disabilities.

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

## Surface Transportation Program (STP) or Surface Transportation Block Grant Program (STBG)

### Program Description

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

### Funding

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

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

### Eligible activities

- Highway and bridge construction and rehabilitation
- De-icing of bridges and tunnels
- Congestion pricing and travel demand management



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

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

### **Location of Projects**

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

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

#### **Program Description**

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

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

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

#### **CMAQ Planning Process**

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

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

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

Federal Highway Administration's program guidance

## **Transportation Alternatives Program (TAP)**

### **Program Description**

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

### **Funding Allocation**

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

### **Program Competitiveness and Eligibility Details**

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

### **Eligible Project Proponents/Applicants**

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

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

### **Eligible Activities**

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

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists and other non-motorized forms of transportation (including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation related projects to achieve compliance with the Americans with Disabilities Act of 1990)

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

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

#### Ineligible Activities

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

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

- Archaeological planning and research undertaken for proactive planning. This category now must be used only as mitigation for highway projects.
- Transportation museums.

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

## **Earmarks**

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

## **Federal Transit Administration**

The federal government, through the Federal Transit Administration (FTA), provides financial assistance to develop new transit systems and improve, maintain, and operate existing systems. FTA oversees thousands of grants to hundreds of state and local transit providers through the FTA regional offices. The grantees are responsible for managing their programs in accordance with federal requirements and FTA is responsible for ensuring that these grantees follow the mandates along with statutory and administrative requirements. The various federally-funded transit categories are:

### **Section 5307 – Urbanized Area Formula Grant Program**

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

### **Section 5310 – Elderly Persons and Persons with Disabilities Formula Program**

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

### **Section 5311 – Rural Area Formula Program**

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

### **Section 5337 – State of Good Repair**

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

### **Section 5339 – Bus and Bus Facilities**

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

## **Available State Funding Considerations**

### **Transportation Bond Bill Funding**

On approximately a biannual basis, the Massachusetts Legislature passes a transportation bond bill. This legislation provides the Administration with authorization for the issuance of bonds to support transportation capital expenditures. These expenditures include non-federal matching funds for federally-funded TIP and

STIP projects; Chapter 90 reimbursement funds for local transportation projects; and bond authorizations for specific projects identified through the legislative process. The Administration issues bonds at its discretion, subject to legislative authorization in the transportation bond bill and subject to overall “bond cap” limits on the Commonwealth’s debt obligations.

### **Accelerated Bridge Program**

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

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

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

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

### **Chapter 90**

The [Chapter 90](#) program entitles municipalities to reimbursement for capital improvement projects for highway construction, preservation, and improvement that create or extend the life of capital facilities. The funds can be used for maintaining, repairing, improving, or constructing town and county ways and bridges that qualify under the State Aid Highway Guidelines issued by the Public Works Commission. Items eligible for Chapter 90 funding include roadways, sidewalks, right-of-way acquisition, shoulders, landscaping and tree planting, roadside drainage, street lighting, and traffic control devices. A municipality seeking Chapter 90 reimbursement for a project must complete a Chapter 90 Project Request Form and an Environmental Punch List for each proposed project and submit it to the appropriate MassDOT District Office. Each municipality in Massachusetts is granted an annual allocation of Chapter 90 reimbursement funding that it is eligible for, and the municipality can choose among any eligible infrastructure investments. Therefore, the Chapter 90 program provides municipalities with a high level of local control over infrastructure spending.

### **MassWorks Infrastructure Program**

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

## Acronyms

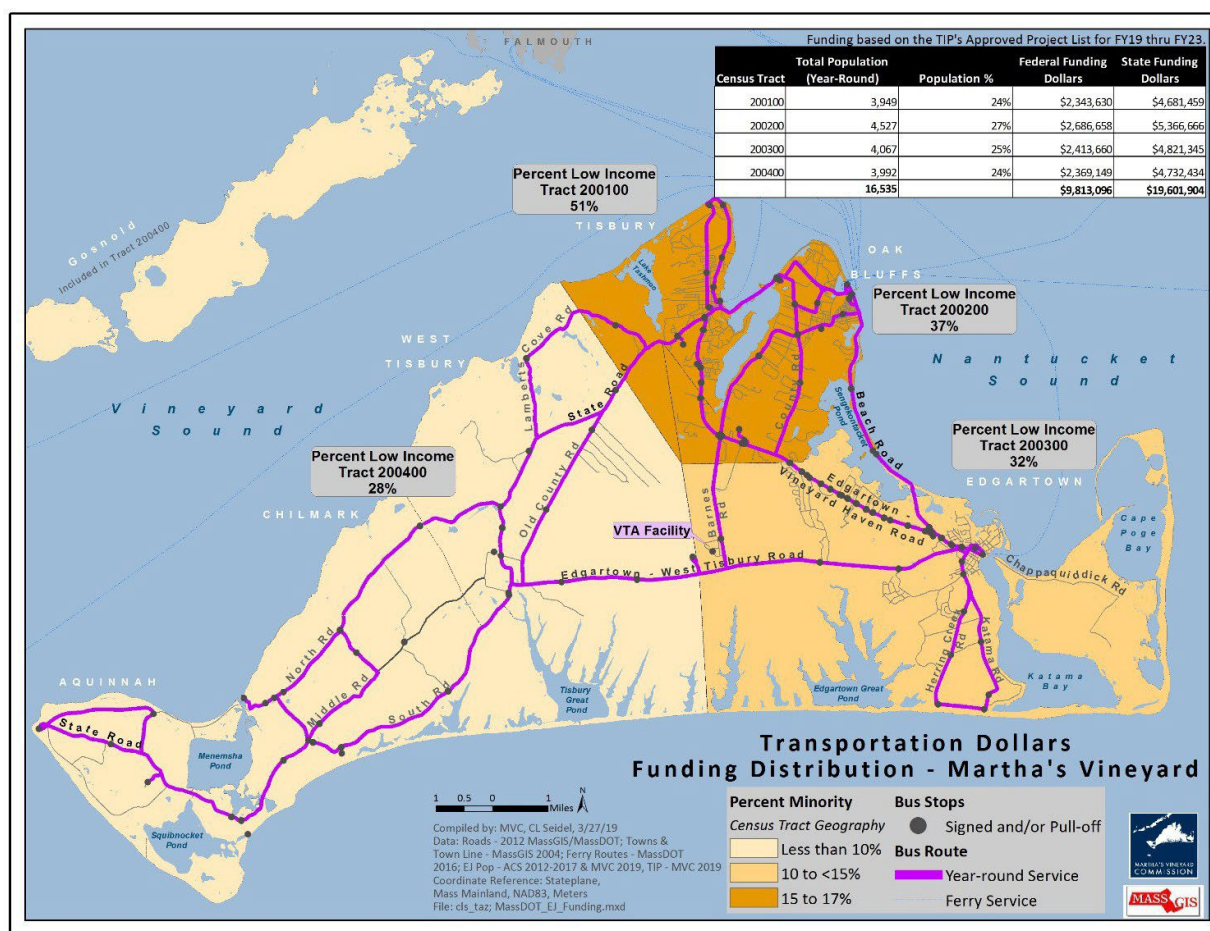
AAB	Architectural Access Board
ABA	Architectural Barriers Act
ADA	Americans with Disabilities Act
ADT	Annual Daily Traffic
ATR	Automated Traffic Recorder
CAAA	Clean Air Act Amendments
CFR	Code of Federal Regulations
CO	Carbon monoxide
CO2	Carbon dioxide
DCR	Massachusetts Department of Conservation and Recreation
DEIR	Draft Environmental Impact Report
DEP	Department of Environmental Protection
DOT	United States Department of Transportation
EIR	Environmental Impact Report
EEA	Executive Office of Energy and Environmental Affairs
EPA	Environmental Protection Agency
FAQ	Frequently Asked Question
FEIR	Final Environmental Impact Report
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
GHG	Greenhouse Gas
GPS	Global Positioning System
ITE	Institute of Transportation Engineers
LOS	Level of service
MassDEP	Massachusetts Department of Environmental Protection
MassDOT	Massachusetts Department of Transportation
MassGIS	Massachusetts Geographic Information System
MBTA	Massachusetts Bay Transportation Authority
MGL	Massachusetts General Law
MEPA	Massachusetts Environmental Policy Act
MHC	Massachusetts Historic Commission
MOA	Memorandum of Agreement
MPO	Metropolitan Planning Organization
MUTCD	Manual on Uniform Traffic Control Devices
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NOx	Oxide of nitrogen
NO2	Nitrogen dioxide
O&M	Operating and Maintenance
PLOS	Pedestrian Level of Service
PM	Particulate matter
PPM	Parts per million
ROW	Right-of-way
SIP	State Implementation Plan
STIP	State Transportation Implementation Plan
TIP	Transportation Improvement Program
TOD	Transit-oriented development
USC	United States Codes
YOE	Year-Of-Expenditure

## Funding Distribution of Transportation Dollars

The Martha's Vineyard Transit Authority (VTA) bus routes cover the entire island. Transit investments are designed and completed by the VTA, in coordination with the Towns and with input from the public and the VTA's consumer advisory board. Since the transit service is established island-wide, the methodology for future growth comes more in the form of supporting the VTA to keep operations current, assistance in TIP funding should the federal highway funding not be used for roads, and with further integrating transit in the other areas of growth on the Island.

The MVC and the VTA work cooperatively to ensure that transit services meet the needs of the community. The MVC has committed to assisting the VTA with consumer surveys to measure customer satisfaction. In addition, the MVC oversees developments of regional impact and involves the VTA to ensure that transit is one of the key elements considered when projects are going through the approval process. The MVC has and will continue to support the VTA with technical support and grant writing assistance, as needed.

Recently, the VTA has embarked on transitioning their bus fleet from diesel to all battery electric buses. The goal is having an entirely electric fleet within the next seven years. This has resulted in improvements to provide renewable energy charging stations and other infrastructure improvements as well as bus purchases.





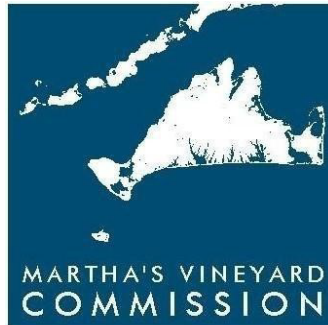


## Dukes County in Massachusetts



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