

Transportation Improvement Program for the Martha's Vineyard Region

**Federal Fiscal Years
2014-2017**

October 1, 2013 to September 30, 2017



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

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Participants

Martha's Vineyard Committee of Signatories

Richard Davey	Secretary of Transportation, MassDOT
Francis DePaola	Highway Administrator, MassDOT
Fred Hancock	Chairman, Martha's Vineyard Commission ("MVC")
Alice Butler	Chairman, Vineyard Transit Authority

Martha's Vineyard Joint Transportation Committee

Voting Members

Theodore Leslie	Town of Aquinnah
Daniel Greenbaum	Town of Chilmark
Stuart Fuller	Town of Edgartown
Richard Combra, Jr.	Town of Oak Bluffs
Fred Lapiana	Town of Tisbury
Jennifer Rand	Town of West Tisbury
Leon Brathwaite	County of Dukes County

Ex-Officio Members (Non-Voting)

Mark London	Martha's Vineyard Commission
Angela Grant	Vineyard Transit Authority
Sheri Warrington	MassDOT
Pamela S. Stephenson	Federal Highway Administration
Mary Beth Mello	Federal Transit Administration
Bridget Tobin	Steamship Authority
David Whitmon	Oak Bluffs (Bicycle and Pedestrian)
Sean Flynn	Martha's Vineyard Airport
Woody Vanderhoop	Wampanoag Tribe of Gay Head/Aquinnah
Pam Haznar	MassDOT District 5
Tim Kochan	MassDOT District 5
William Venio	Martha's Vineyard Commission

Staff of the Martha's Vineyard Commission

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1. Introduction

Martha's Vineyard Commission

The Martha's Vineyard Commission serves as one of the Commonwealth of Massachusetts' thirteen Regional Planning Agencies (RPAs). Ten of these thirteen regional planning agencies are federally designated Metropolitan Planning Organizations (MPO). While Martha's Vineyard does not meet the criteria for an MPO (50,000 residents in an urbanized area), the Governor of Massachusetts designated it an MPO in the 1970s, and the Office of Transportation Planning and the Massachusetts Department of Transportation (MassDOT) provide funds for transportation planning on the Vineyard. For the purpose of this document the decision-making body will be referred to as the Martha's Vineyard MPO.

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

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

TIP Development Process

The transportation improvement program (TIP) is a planning and prioritizing document mandated by the federal government. Generally, the TIP is the region's short-term outlook for road, transit, and multimodal projects that coincides with current funding targets, regional plans, and local interests. Candidate TIP projects are proposed by members of the JTC, who represent a wide range of transportation interests including local municipalities. The JTC then weighs the projects considering the criteria listed under "Project Priorities", considers public input, and selects the projects for inclusion for the next four years.

The rules and regulations of the Federal Highway and the Federal Transit Administrations, with the advice offered by the Massachusetts Department of Transportation (MassDOT), guide the TIP's development. The TIP gains official status after endorsement by a joint state-regional body, the decision-making body.

2. Requirements and Process

The TIP must identify priorities and available funds. Priority projects must include all federally funded projects to be funded under Title 23 and the Federal Transit Act. Other regionally significant projects must be listed, and not just for informational purposes. Regionally significant projects usually affect air quality.

MAP-21

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

On July 6, 2012, President Obama signed into law P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21). Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005. MAP-21 represents a milestone for the U.S. economy – it provides needed funds and, more importantly, it transforms the policy and programmatic framework for investments to guide the growth and development of the country’s vital transportation infrastructure.

MAP-21 creates a streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system. These challenges include improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery.

As a Regional Planning Agency (RPA) that operates as an MPO in Massachusetts, the Martha’s Vineyard Commission receives federal funding along with a state match to perform a comprehensive, continuing, and cooperative, or “3C” planning process. The planning factors that must be considered in preparing the TIP continue from the previous law (SAFETEA-LU):

1. Support the economic vitality of the United States, the States, nonmetropolitan areas, and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, cross and between modes throughout the State, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.

Project Priorities

As a means to attain planning objectives, the TIP expresses regional and local priorities that are based on and incorporate federal and state planning programs and priorities through the

"3C" planning process. In addition, national and state goals for improving safety, maintaining infrastructure, reducing congestion / greenhouse gas emissions, supporting economic and environmental sustainability, and improving freight movement are incorporated in the MPO short and long range planning processes. Candidate TIP projects are prioritized, as stated in the *2012 Regional Transportation Plan*, with the following criteria:

- Safety: Promotes greater roadway, bicycle, and pedestrian safety.
- Alternative Modes: Favors the use of modes of transportation other than the private automobile.
- Congestion: Reduces traffic congestion with physical improvements, particularly at the most problematic locations.
- Infrastructure Improvement: Reconstructs deteriorated existing road and bridge infrastructure, improve drainage, enable Americans with Disabilities Act (ADA) compliance, and increases amenities.
- Project Readiness: A measure of the project's ability to move forward. Project selection and prioritization also include consideration of a project's cost in context of available funding.
- Respects and reinforces the scenic, historic and natural values of the Vineyard.
- Promotes or Conforms to other goals in the *2012 Regional Transportation Plan*.

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

Financially Constrained

The TIP must be financially constrained by year, over the life of the document, and include funding sources in order to demonstrate which projects can be programmed. Estimated project costs in future years must be inflated at a 4% annual rate. Revenues must also be inflated for each year following the first year of the TIP, but at a lower, 3%, annual rate.

The TIP and the STIP

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

Public Participation

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

Other individuals and groups have the opportunity to comment on candidate TIP projects at public meetings of the JTC. In accordance with the procedures laid out in the JTC's *Public Participation Plan*, any meeting at which the TIP is scheduled to be discussed or voted on is publicized at least

14 calendar days in advance. Once a draft TIP is agreed upon by the JTC, it is subject to a 30-day public comment period. The JTC considers any public comments received before deciding to modify the draft TIP or endorse it unchanged, and forward it to the MPO for signature.

Modification to the TIP

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

1. A 30-day notification of the proposed change is made,
2. A public meeting concerning the proposed change is held,
3. The TIP remains financially constrained and
4. The project may be amended into the TIP if it is recommended in the financially constrained section of the RTP, and,
5. The Commonwealth’s Office of Transportation Planning department is notified of the substitution.

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

2013 Obligated Funds for Martha’s Vineyard MPO

As required, the annual list of TIP federal funding obligated for the region in 2013:

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

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

3. Certifications and Endorsements

At its May 29, 2013 meeting the Martha's Vineyard Joint Transportation Committee reviewed the draft TIP document and unanimously voted to recommend its endorsement, subject to there being no substantial public comment during the subsequent 30-day public comment period. The document was then released for public comment; the public comment period extended from May 30, 2013 to June 28, 2013.

Consequently, the JTC members present at its May 29, 2013 public meeting have determined that the TIP:

- Should facilitate the efficient and economic movement of people and goods to, from and within Martha's Vineyard;
- Is consistent with the planning objectives contained in the *2012 Regional Island Plan* and in local plans; and
- Is financially constrained.

Certification of Conformity

The MPO for the Martha's Vineyard Region certifies that the FFY 2014–2017 *Transportation Improvement Program* (TIP) conforms to the State Implementation Plan's (SIP) goal of attaining national ambient air quality standards (NAAQS).

In addition, the TIP conforms to CFR parts 51 and 93 and 310 CMR 60.03. Thus, the FFY 2014-2017 projects that are consistent with the region's transportation plan should not have an adverse impact on the SIP.

Certification of the 3C Planning Process

The following Self Certification statements ensure that the Comprehensive, Continuous and Cooperative (3C) Transportation Planning Process for federal fiscal years 2014-2017 is being conducted in accordance with all applicable requirements, including:

1. 23 U.S.C. 134, 23 CFR 450.334, 49 U.S.C. 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR 230, implementation of an Equal Employment Opportunity Program on Federal and Federal-aid Highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and

10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
11. Anti-lobbying restrictions found in 49 USC Part 20. No appropriated funds may be expended by a recipient to influence or attempt to influence an officer or employee of any agency, a Member of Congress, in connection with the awarding of any Federal contract.

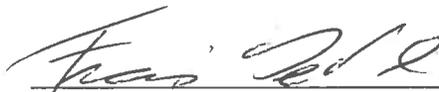
Endorsements

This is to certify that we, the undersigned members of the decision making body of the Martha's Vineyard Region, do hereby approve and endorse the FFY 2-014-2017 Martha's Vineyard Commission Transportation Improvement Program (TIP) in accordance with the certified 3C Transportation Planning Process and in accordance with the 23 CRF Part 450 Section 324 (development and content of the Transportation Improvement Program) of the March 16, 2007, Final Rules for Statewide and Metropolitan Planning.



Richard A. Davey, Secretary of Transportation
Massachusetts Department of Transportation

31 Jul 13
Date



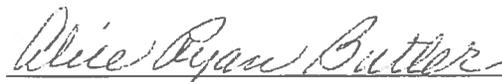
Francis DePaola, Highway Administrator
Massachusetts Department of Transportation

7/31/13
Date



Fred Hancock, Chairman
Martha's Vineyard Commission

7.25.13
Date



Alice R. Butler, Chairman
Vineyard Transit Authority

7/29/13
Date

4a. Federally Funded Projects

The tables in this section describe qualifying transportation improvements, identify funding sources given currently available information and indicate "financial constraint". Other desired projects for which federal aid may be available are also presented. Below is an overview of the planned expenditures. Further break-out of the expenditures for highway projects and for the Martha's Vineyard Regional Transit Authority follow in two, multi-page tables.

FFY 2014-2017 Martha's Vineyard TIP Programming OVERVIEW

Highway Projects		FFY2014	FFY2015	FFY2016	FFY2017	
Regional Targets						
<i>Amount of various Federal and State funds available to the Vineyard to spend on eligible transportation projects in a specified year</i>		STP Target	\$ 379,783	\$ 339,313	\$ 390,018	\$ 390,018
		HSIP Target	\$ 42,621	\$ 34,441	\$ 34,441	\$ 34,441
		CMAQ Target	\$ 147,235	\$ 116,238	\$ 116,238	\$ 116,238
		Total Regional Target	\$ 569,639	\$ 489,992	\$ 540,697	\$ 540,697
Programmed Projects		Estimated Cost				
<u>Old County/State Rd Intersection Realignment</u>		\$350,000	\$ 350,000			
West Tisbury; 1-year construction in FFY2014						
<u>Edgartown-Vineyard Haven Road Resurfacing</u>		\$1,030,689		\$ 489,992	\$ 540,697	
Tisbury, Oak Bluffs, and Edgartown; 2-3 year construction						
Edgartown/Oak Bluffs/Tisbury; 6.5 miles; multi-year construction, in-house MassDOT design, to include roadway maintenance, and improved bike /ped infrastructure						
Scope to be determined; cost estimate may change						
<u>Beach Rd - Winds Up to 5 Corners</u>		\$835,000				\$ 540,697
Tisbury; 2-year construction starting FFY2017						
Total Target Unprogrammed			\$ 219,639	\$ -	\$ -	\$ -
Bridge Projects						
<i>Federal and State funds separate from the Target funds dedicated to bridge reconstruction and repair</i>						
<u>Permanent Lagoon Drawbridge</u>		\$38,277,479	\$ 12,759,160	\$ 13,269,526	\$ 12,248,793	
Oak Bluffs/Tisbury; 3-year construction starting FFY2014; Total cost est. \$38,277,479						

Transit Expenditures		FFY2014	FFY2015	FFY2016	FFY2017
<i>Funds dedicated to transit facilities and operations</i>					
[Categories generalized for this table]					
Operations		\$1,630,042	\$1,691,500	\$1,709,442	\$1,727,564
New Bus or Van Purchases		\$360,619	\$1,128,000	\$975,000	\$0
Rehab Vans and Buses		\$300,000	\$480,000	\$515,000	\$350,000
Rehab/Renovate Equipment or Facility		\$100,000	\$275,000	\$150,000	\$925,000
Total		\$2,390,661	\$3,574,500	\$3,349,442	\$3,002,564

2014 Martha's Vineyard Transportation Improvement Program

2014 Martha's Vineyard TIP GHG Tracking

MassDOT Project ID	MassDOT Project Description	MassDOT District	Funding Source	Total Programmed Funds	Federal Funds	Non-Federal Funds	Additional Information	MassDOT Project ID	MassDOT Project Description	Funding Source	Total Programmed Funds	GHG Analysis Type	GHG Impact by the Numbers	GHG Impact Description	Additional Description
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► Section 1A / Federal Aid Target Projects

► STP - Surface Transportation Program								► STP - Surface Transportation Program							
603460	WEST TISBURY- INTERSECTION IMPROVEMENTS AT STATE ROAD (VINEYARD HAVEN ROAD) AND OLD COUNTY ROAD	5	STP-AC	\$ 160,144	\$ 128,115	\$ 32,029	Design Concept approved by WT BOS. D5 In-House; 25% design submitted June 2013. Total estimated project cost is \$350,000; programmed in STP, HSIP and CMAQ.	603460	WEST TISBURY- INTERSECTION IMPROVEMENTS AT STATE ROAD (VINEYARD HAVEN ROAD) AND OLD COUNTY ROAD	STP-AC	\$ 160,144	Quantified		Quantified Decrease in Emissions (See Emissions Analysis Appendix)	
				\$ -	\$ -	\$ -		0	0	0	\$ -	Quantified	0	N/A	
STP Subtotal ►				\$ 160,144	\$ 128,115	\$ 32,029	◀ 80% Federal + 20% Non-Federal	Quantified Impact ►				0			

► HSIP - Highway Safety Improvement Program								► HSIP - Highway Safety Improvement Program							
603460	WEST TISBURY- INTERSECTION IMPROVEMENTS AT STATE ROAD (VINEYARD HAVEN ROAD) AND OLD COUNTY ROAD	5	HSIP-AC	\$ 42,621	\$ 38,359	\$ 4,262	Design Concept approved by WT BOS. D5 In-House; 25% design submitted June 2013. Total estimated project cost is \$350,000; programmed in STP, HSIP and CMAQ.	603460	WEST TISBURY- INTERSECTION IMPROVEMENTS AT STATE ROAD (VINEYARD HAVEN ROAD) AND OLD COUNTY ROAD	HSIP-AC	\$ 42,621	Quantified		Quantified Decrease in Emissions (See Emissions Analysis Appendix)	
				\$ -	\$ -	\$ -		0	0	0	\$ -	Quantified	0	N/A	
HSIP Subtotal ►				\$ 42,621	\$ 38,359	\$ 4,262	◀ Funding Split Varies by Project Specifications	Quantified Impact ►				0			

► CMAQ - Congestion Mitigation and Air Quality Improvement Program								► CMAQ - Congestion Mitigation and Air Quality Improvement								
603460	WEST TISBURY- INTERSECTION IMPROVEMENTS AT STATE ROAD (VINEYARD HAVEN ROAD) AND OLD COUNTY ROAD	5	CMAQ-AC	\$ 147,235	\$ 117,788	\$ 29,447	Design Concept approved by WT BOS. D5 In-House; 25% design submitted June 2013. Total estimated project cost is \$350,000; programmed in STP, HSIP and CMAQ.	603460	WEST TISBURY- INTERSECTION IMPROVEMENTS AT STATE ROAD (VINEYARD HAVEN ROAD) AND OLD COUNTY ROAD	CMAQ-AC	\$ 147,235	Quantified		0	N/A	
				\$ -	\$ -	\$ -		0	0	0	\$ -	Quantified	0	N/A		
CMAQ Subtotal ►				\$ 147,235	\$ 117,788	\$ 29,447	◀ 80% Federal + 20% Non-Federal	Quantified Impact ►				0				

► Section 1A / Fiscal Constraint Analysis																
Total Federal Aid Target Funds Programmed ►				\$ 350,000	\$ 569,639	◀ Total	\$ 219,639	Target Funds Available								
Total STP Programmed ►				\$ 160,144	\$ 379,783	◀ Max. STP	\$ 219,639	STP Available								
Total HSIP Programmed ►				\$ 42,621	\$ 42,621	◀ Min. HSIP	\$ -	HSIP Minimum Met								
Total CMAQ Programmed ►				\$ 147,235	\$ 147,235	◀ Min. CMAQ	\$ -	CMAQ Minimum Met								

► Section 1B / Federal Aid Bridge Projects

► BR - Bridge Replacement								► BR - Bridge Replacement								
604029	OAK BLUFFS- TISBURY- BRIDGE REPLACEMENT, O-01-001=T-04-001, BEACH ROAD OVER LAGOON POND DRAWBRIDGE	5	BR-AC	\$ 12,759,160	\$ 10,207,328	\$ 2,551,832	USGS Permit issued on 2/13/13; notice to proceed in April 2013. AC Year 1 of 3. Total estimated project cost \$38,277,479.	604029	OAK BLUFFS- TISBURY- BRIDGE REPLACEMENT, O-01-001=T-04-001, BEACH ROAD OVER LAGOON POND DRAWBRIDGE	BR-AC	\$ 12,759,160	Quantified		0	No Assumed Impact/Negligible Impact on Emissions	
No Projects Programmed				\$ -	\$ -	\$ -		0	No Projects Programmed	0	\$ -	Quantified	0			
BR Subtotal ►				\$ 12,759,160	\$ 10,207,328	\$ 2,551,832	◀ 80% Federal + 20% Non-Federal	Quantified Impact ►				0				

► Section 1C / Federal Aid Non-Target Projects

► Earmarks															
				\$ -	\$ -	\$ -		0	0	\$ -	Quantified	0	No Assumed Impact/Negligible Impact on Emissions		
No Projects Programmed				\$ -	\$ -	\$ -		0	No Projects Programmed	0	\$ -	Quantified	0	N/A	
Earmarks Subtotal ►				\$ -	\$ -	\$ -	◀ Funding Split Varies by Earmark	Quantified Impact ►				0			

► Other															
No Projects Programmed				\$ -	\$ -	\$ -		0	No Projects Programmed	0	\$ -	Qualitative	0	N/A	
No Projects Programmed				\$ -	\$ -	\$ -		0	No Projects Programmed	0	\$ -	Qualitative	0	N/A	
Other Subtotal ►				\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source	Quantified Impact ►				0			

2014 Martha's Vineyard Transportation Improvement Program

2014 Martha's Vineyard TIP GHG Tracking

MassDOT Project ID ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼	MassDOT Project ID ▼	MassDOT Project Description ▼	Funding Source ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG Impact by the Numbers ▼	GHG Impact Description ▼	Additional Description ▼
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► Section 1D / Federal Aid Major & State Category Projects

► Section 1D / Federal Aid Major & State Category Projects

► NHPP - National Highway Performance Program

► NHPP - National Highway Performance Program

No Projects Programmed				\$ -	-	-		0	No Projects Programmed		0 \$ -	Qualitative	0	N/A	
No Projects Programmed				\$ -	-	-		0	No Projects Programmed		0 \$ -	Qualitative	0	N/A	
NHS Subtotal ►				\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal	Quantified Impact ►				0			

► Other

► Other

No Projects Programmed				\$ -	-	-		0	No Projects Programmed		0 \$ -	Qualitative	0	N/A	
No Projects Programmed				\$ -	-	-		0	No Projects Programmed		0 \$ -	Qualitative	0	N/A	
Other Subtotal ►				\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source	Quantified Impact ►				0			

► Section 2A / Non-Federal Projects

► Section 2A / Non-Federal Projects

No Projects Programmed				\$ -		\$ -		0	No Projects Programmed		0 \$ -	Qualitative	0	N/A	
No Projects Programmed				\$ -		\$ -		0	No Projects Programmed		0 \$ -	Qualitative	0	N/A	
Non-Federal Projects Subtotal ►				\$ -		\$ -	◀ 100% Non-Federal	Quantified Impact ►				0			

► Section 2B / Non-Federal Bridge Projects

► Section 2B / Non-Federal Bridge Projects

No Projects Programmed				\$ -		\$ -		0	No Projects Programmed		0 \$ -	Qualitative	0	N/A	
No Projects Programmed				\$ -		\$ -		0	No Projects Programmed		0 \$ -	Qualitative	0	N/A	
Non-Federal Bridge Projects Subtotal ►				\$ -		\$ -	◀ 100% Non-Federal	Quantified Impact ►				0			

2014 Martha's Vineyard MPO TIP Summary

2014 Martha's Vineyard TIP GHG Tracking Summary

Total Quantified Impact ▼

	TIP Section 1: ▼	TIP Section 2: ▼	Total of All Projects ▼	
Total ►	\$ 13,109,160	\$ -	\$ 13,109,160	◀ Total Spending in Region
Federal Funds ►	\$ 10,491,590		\$ 10,491,590	◀ Total Federal Spending in Region
Non-Federal Funds ►	\$ 2,617,570	\$ -	\$ 2,617,570	◀ Total Non-Federal Spending in Region

Quantified Impact ► #REF!

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

2015 Martha's Vineyard Transportation Improvement Program

2015 Martha's Vineyard TIP GHG Tracking

MassDOT Project ID	MassDOT Project Description	MassDOT District	Funding Source	Total Programmed Funds	Federal Funds	Non-Federal Funds	Additional Information	MassDOT Project ID	MassDOT Project Description	Funding Source	Total Programmed Funds	GHG Analysis Type	GHG Impact by the Numbers	GHG Impact Description	Additional Description
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► Section 1A / Federal Aid Target Projects

► STP - Surface Transportation Program								► STP - Surface Transportation Program							
607586	TISBURY / OAK BLUFF / EDGARTOWN - RESURFACING EDGARTOWN-VINEYARD HAVEN ROAD	5	STP-AC	\$ 339,313	\$ 271,450	\$ 67,863	PROJECT SUBMITTED FOR JULY 2013 PRC CONSIDERATION	607586	TISBURY / OAK BLUFF / EDGARTOWN - RESURFACING EDGARTOWN-VINEYARD HAVEN ROAD	STP-AC	\$ 339,313	Quantified	1,015.20	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	
				\$ -	\$ -	\$ -		0			\$ -	Quantified		N/A	
STP Subtotal ►				\$ 339,313	\$ 271,450	\$ 67,863	◀ 80% Federal + 20% Non-Federal	Quantified Impact ►				1015.2			

► HSIP - Highway Safety Improvement Program								► HSIP - Highway Safety Improvement Program							
607586	TISBURY / OAK BLUFF / EDGARTOWN - RESURFACING EDGARTOWN-VINEYARD HAVEN ROAD	5	HSIP-AC	\$ 34,441	\$ 30,997	\$ 3,444	PROJECT SUBMITTED FOR JULY 2013 PRC CONSIDERATION	607586	TISBURY / OAK BLUFF / EDGARTOWN - RESURFACING EDGARTOWN-VINEYARD HAVEN ROAD	HSIP-AC	\$ 34,441	Quantified	1,015.20	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	
				\$ -	\$ -	\$ -		0			\$ -	Quantified	0	N/A	
HSIP Subtotal ►				\$ 34,441	\$ 30,997	\$ 3,444	◀ Funding Split Varies by Project Specifications	Quantified Impact ►				1015.2			

► CMAQ - Congestion Mitigation and Air Quality Improvement Program								► CMAQ - Congestion Mitigation and Air Quality Improvement							
607586	TISBURY / OAK BLUFF / EDGARTOWN - RESURFACING EDGARTOWN-VINEYARD HAVEN ROAD		CMAQ-AC	\$ 116,238	\$ 92,990	\$ 23,248	PROJECT SUBMITTED FOR JULY 2013 PRC CONSIDERATION	607586	TISBURY / OAK BLUFF / EDGARTOWN - RESURFACING EDGARTOWN-VINEYARD HAVEN ROAD	CMAQ-AC	\$ 116,238	Quantified	1,015.20	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	
				\$ -	\$ -	\$ -		0			\$ -	Quantified	0	N/A	
CMAQ Subtotal ►				\$ 116,238	\$ 92,990	\$ 23,248	◀ 80% Federal + 20% Non-Federal	Quantified Impact ►				1015.2			

► Section 1A / Fiscal Constraint Analysis								
Total Federal Aid Target Funds Programmed ►				\$ 489,992	\$ 489,992	◀ Total	\$ -	Target Funds Available
Total STP Programmed ►				\$ 339,313	\$ 339,313	◀ Max. STP	\$ -	STP Available
Total HSIP Programmed ►				\$ 34,441	\$ 34,441	◀ Min. HSIP	\$ -	HSIP Minimum Met
Total CMAQ Programmed ►				\$ 116,238	\$ 116,238	◀ Min. CMAQ	\$ -	CMAQ Minimum Met

► Section 1B / Federal Aid Bridge Projects

► Section 1B / Federal Aid Bridge Projects															
604029	OAK BLUFFS- TISBURY- BRIDGE REPLACEMENT, O-01-001=T-04-001, BEACH ROAD OVER LAGOON POND DRAWBRIDGE	5	BR-AC	\$ 13,269,526	\$ 10,615,621	\$ 2,653,905	AC Year 2 of 3. Total estimated project cost \$38,277,479.	604029	OAK BLUFFS- TISBURY- BRIDGE REPLACEMENT, O-01-001=T-04-001, BEACH ROAD OVER LAGOON POND DRAWBRIDGE	BR-AC	\$ 13,269,526	Quantified	0	No Assumed Impact/Negligible Impact on Emissions	
	No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	Quantified	0		
BR Subtotal ►				\$ 13,269,526	\$ 10,615,621	\$ 2,653,905	◀ 80% Federal + 20% Non-Federal	Quantified Impact ►				0			

► Section 1C / Federal Aid Non-Target Projects

► Earmarks								► Earmarks							
	No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	Qualitative	0	N/A	
	No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	Qualitative	0	N/A	
Earmarks Subtotal ►				\$ -	\$ -	\$ -	◀ Funding Split Varies by Earmark	Quantified Impact ►				0			

► Other								► Other							
	No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	Qualitative	0	N/A	
	No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	Qualitative	0	N/A	
Other Subtotal ►				\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source	Quantified Impact ►				0			

2015 Martha's Vineyard Transportation Improvement Program

2015 Martha's Vineyard TIP GHG Tracking

MassDOT Project ID ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼	MassDOT Project ID ▼	MassDOT Project Description ▼	Funding Source ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG Impact by the Numbers ▼	GHG Impact Description ▼	Additional Description ▼
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► Section 1D / Federal Aid Major & State Category Projects

► NHPP - National Highway Performance Program								► NHPP - National Highway Performance Program								
No Projects Programmed				\$ -	-	-		0 No Projects Programmed				0 \$ -	Qualitative	0	N/A	
No Projects Programmed				\$ -	-	-		0 No Projects Programmed				0 \$ -	Qualitative	0	N/A	
NHS Subtotal ►				\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal						Quantified Impact ►	0		

► Other								► Other								
No Projects Programmed				\$ -	-	-		0 No Projects Programmed				0 \$ -	Qualitative	0	N/A	
No Projects Programmed				\$ -	-	-		0 No Projects Programmed				0 \$ -	Qualitative	0	N/A	
Other Subtotal ►				\$ -	\$ -	\$ -	◄ Funding Split Varies by Funding Source						Quantified Impact ►	0		

► Section 2A / Non-Federal Projects

No Projects Programmed				\$ -		\$ -		0 No Projects Programmed				0 \$ -	Qualitative	0	N/A	
No Projects Programmed				\$ -		\$ -		0 No Projects Programmed				0 \$ -	Qualitative	0	N/A	
Non-Federal Projects Subtotal ►				\$ -		\$ -	◄ 100% Non-Federal						Quantified Impact ►	0		

► Section 2B / Non-Federal Bridge Projects

No Projects Programmed				\$ -		\$ -		0 No Projects Programmed				0 \$ -	Qualitative	0	N/A	
No Projects Programmed				\$ -		\$ -		0 No Projects Programmed				0 \$ -	Qualitative	0	N/A	
Non-Federal Bridge Projects Subtotal ►				\$ -		\$ -	◄ 100% Non-Federal						Quantified Impact ►	0		

2015 Martha's Vineyard TIP Summary

	TIP Section 1: ▼	TIP Section 2: ▼	Total of All Projects ▼	
Total ►	\$ 13,759,518	\$ -	\$ 13,759,518	◄ Total Spending in Region
Federal Funds ►	\$ 11,011,059		\$ 11,011,059	◄ Total Federal Spending in Region
Non-Federal Funds ►	\$ 2,748,460	\$ -	\$ 2,748,460	◄ Total Non-Federal Spending in Region

2015 Martha's Vineyard TIP GHG Tracking Summary

Total Quantified Impact ▼

Quantified Impact ► #REF!

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

2016 Martha's Vineyard Transportation Improvement Program

2016 Martha's Vineyard TIP GHG Tracking

MassDOT Project ID	MassDOT Project Description	MassDOT District	Funding Source	Total Programmed Funds	Federal Funds	Non-Federal Funds	Additional Information	MassDOT Project ID	MassDOT Project Description	Funding Source	Total Programmed Funds	GHG Analysis Type	GHG Impact by the Numbers	GHG Impact Description	Additional Description
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► Section 1A / Federal Aid Target Projects

► STP - Surface Transportation Program								► STP - Surface Transportation Program							
607586	TISBURY / OAK BLUFF / EDGARTOWN - RESURFACING EDGARTOWN-VINEYARD HAVEN ROAD	5	STP-AC	\$ 390,019	\$ 312,015	\$ 78,004	PROJECT SUBMITTED FOR JULY 2013 PRC CONSIDERATION	607586	TISBURY / OAK BLUFF / EDGARTOWN - RESURFACING EDGARTOWN-VINEYARD HAVEN ROAD	STP-AC	\$ 390,019	Quantified	1,015.20	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	
				\$ -	\$ -	\$ -		0		0	\$ -	Quantified	0	N/A	
STP Subtotal ►				\$ 390,019	\$ 312,015	\$ 78,004	◀ 80% Federal + 20% Non-Federal	Quantified Impact ►				1015.2			

► HSIP - Highway Safety Improvement Program								► HSIP - Highway Safety Improvement Program							
607586	TISBURY / OAK BLUFF / EDGARTOWN - RESURFACING EDGARTOWN-VINEYARD HAVEN ROAD		HSIP-AC	\$ 34,441	\$ 30,997	\$ 3,444	PROJECT SUBMITTED FOR JULY 2013 PRC CONSIDERATION	607586	TISBURY / OAK BLUFF / EDGARTOWN - RESURFACING EDGARTOWN-VINEYARD HAVEN ROAD	HSIP-AC	\$ 34,441	Quantified	1,015.20	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	
				\$ -	\$ -	\$ -		0		0	\$ -	Quantified	0	N/A	
HSIP Subtotal ►				\$ 34,441	\$ 30,997	\$ 3,444	◀ Funding Split Varies by Project Specifications	Quantified Impact ►				1015.2			

► CMAQ - Congestion Mitigation and Air Quality Improvement Program								► CMAQ - Congestion Mitigation and Air Quality Improvement							
607586	TISBURY / OAK BLUFF / EDGARTOWN - RESURFACING EDGARTOWN-VINEYARD HAVEN ROAD		CMAQ-AC	\$ 116,238	\$ 92,990	\$ 23,248	PROJECT SUBMITTED FOR JULY 2013 PRC CONSIDERATION	607586	TISBURY / OAK BLUFF / EDGARTOWN - RESURFACING EDGARTOWN-VINEYARD HAVEN ROAD	CMAQ-AC	\$ 116,238	Quantified	1,015.20	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	
				\$ -	\$ -	\$ -		0		0	\$ -	Quantified	0	N/A	
CMAQ Subtotal ►				\$ 116,238	\$ 92,990	\$ 23,248	◀ 80% Federal + 20% Non-Federal	Quantified Impact ►				1015.2			

► Section 1A / Fiscal Constraint Analysis															
Total Federal Aid Target Funds Programmed ►				\$ 540,698	\$ 540,698	◀ Total	\$ -	Target Funds Available							
Total STP Programmed ►				\$ 390,019	\$ 390,019	◀ Max. STP	\$ -	STP Available							
Total HSIP Programmed ►				\$ 34,441	\$ 34,441	◀ Min. HSIP	\$ -	HSIP Minimum Met							
Total CMAQ Programmed ►				\$ 116,238	\$ 116,238	◀ Min. CMAQ	\$ -	CMAQ Minimum Met							

► Section 1B / Federal Aid Bridge Projects

► Section 1B / Federal Aid Bridge Projects								► Section 1B / Federal Aid Bridge Projects							
604029	OAK BLUFFS / TISBURY - BRIDGE REPLACEMENT: BEACH ROAD OVER LAGOON POND DRAWBRIDGE	5	BR-AC	\$ 12,248,793	\$ 9,799,034	\$ 2,449,759	AC Year 3 of 3. Total estimated project cost \$38,277,479.	604029	OAK BLUFFS / TISBURY - BRIDGE REPLACEMENT: BEACH ROAD OVER LAGOON POND DRAWBRIDGE	BR-AC	\$ 12,248,793	Quantified	0	No Assumed Impact/Negligible Impact on Emissions	
	No Projects Programmed			\$ -	\$ -	\$ -		0	No Projects Programmed	0	\$ -	Quantified	0		
BR Subtotal ►				\$ 12,248,793	\$ 9,799,034	\$ 2,449,759	◀ 80% Federal + 20% Non-Federal	Quantified Impact ►				0			

► Section 1C / Federal Aid Non-Target Projects

► Earmarks								► Earmarks								
No Projects Programmed				\$ -	\$ -	\$ -		0 No Projects Programmed				0	\$ -	Qualitative	0	N/A
No Projects Programmed				\$ -	\$ -	\$ -		0 No Projects Programmed				0	\$ -	Qualitative	0	N/A
Earmarks Subtotal ►				\$ -	\$ -	\$ -	◀ Funding Split Varies by Earmark	Quantified Impact ►				0				

► Other								► Other								
No Projects Programmed				\$ -	\$ -	\$ -		0 No Projects Programmed				0	\$ -	Qualitative	0	N/A
No Projects Programmed				\$ -	\$ -	\$ -		0 No Projects Programmed				0	\$ -	Qualitative	0	N/A
Other Subtotal ►				\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source	Quantified Impact ►				0				

2016 Martha's Vineyard Transportation Improvement Program

2016 Martha's Vineyard TIP GHG Tracking

MassDOT Project ID ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼	MassDOT Project ID ▼	MassDOT Project Description ▼	Funding Source ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG Impact by the Numbers ▼	GHG Impact Description ▼	Additional Description ▼
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► Section 1D / Federal Aid Major & State Category Projects

► Section 1D / Federal Aid Major & State Category Projects

► NHPP - National Highway Performance Program

► NHPP - National Highway Performance Program

No Projects Programmed				\$ -	-	-		0	No Projects Programmed		0	-	Qualitative	0	N/A
No Projects Programmed				\$ -	-	-		0	No Projects Programmed		0	-	Qualitative	0	N/A
NHS Subtotal ►				\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal	Quantified Impact ►				0			

► Other

► Other

No Projects Programmed				\$ -	-	-		0	No Projects Programmed		0	-	Qualitative	0	N/A
No Projects Programmed				\$ -	-	-		0	No Projects Programmed		0	-	Qualitative	0	N/A
Other Subtotal ►				\$ -	\$ -	\$ -	◄ Funding Split Varies by Funding Source	Quantified Impact ►				0			

► Section 2A / Non-Federal Projects

► Section 2A / Non-Federal Projects

No Projects Programmed				\$ -		\$ -		0	No Projects Programmed		0	\$ -	Qualitative	0	N/A
No Projects Programmed				\$ -		\$ -		0	No Projects Programmed		0	\$ -	Qualitative	0	N/A
Non-Federal Projects Subtotal ►				\$ -		\$ -	◄ 100% Non-Federal	Quantified Impact ►				0			

► Section 2B / Non-Federal Bridge Projects

► Section 2B / Non-Federal Bridge Projects

No Projects Programmed				\$ -		\$ -		0	No Projects Programmed		0	\$ -	Qualitative	0	N/A
No Projects Programmed				\$ -		\$ -		0	No Projects Programmed		0	\$ -	Qualitative	0	N/A
Non-Federal Bridge Projects Subtotal ►				\$ -		\$ -	◄ 100% Non-Federal	Quantified Impact ►				0			

2016 Martha's Vineyard MPO TIP Summary

	TIP Section 1: ▼	TIP Section 2: ▼	Total of All Projects ▼	
Total ►	\$ 12,789,491	\$ -	\$ 12,789,491	◄ Total Spending in Region
Federal Funds ►	\$ 10,235,037		\$ 10,235,037	◄ Total Federal Spending in Region
Non-Federal Funds ►	\$ 2,554,454	\$ -	\$ 2,554,454	◄ Total Non-Federal Spending in Region

2016 Martha's Vineyard TIP GHG Tracking Summary

Total Quantified Impact ▼
Quantified Impact ► #REF!

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

2017 Martha's Vineyard Transportation Improvement Program

2017 Martha's Vineyard TIP GHG Tracking

MassDOT Project ID	MassDOT Project Description	MassDOT District	Funding Source	Total Programmed Funds	Federal Funds	Non-Federal Funds	Additional Information	MassDOT Project ID	MassDOT Project Description	Funding Source	Total Programmed Funds	GHG Analysis Type	GHG Impact by the Numbers	GHG Impact Description	Additional Description
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► Section 1A / Federal Aid Target Projects

► STP - Surface Transportation Program								► STP - Surface Transportation Program							
607411	TISBURY- BIKE & PEDESTRIAN IMPROVEMENTS ALONG BEACH ROAD, FROM THE TERMINATION OF THE EXISTING SHARED USE PATH WESTERLY TO THE FIVE CORNERS INTERSECTION	5	STP-AC	\$ 390,019	\$ 312,015	\$ 78,004	AC Year 1 of 2. Estimated total project cost \$835,000, with Year of Expenditure (+ 4% annually) total project cost into FFY2018 \$939,261 using STP, HSIP and CMAQ.	607411	TISBURY- BIKE & PEDESTRIAN IMPROVEMENTS ALONG BEACH ROAD, FROM THE TERMINATION OF THE EXISTING SHARED USE PATH WESTERLY TO THE FIVE CORNERS INTERSECTION	STP-AC	\$ 390,019	Quantified	-142,744.801	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	
	OAK BLUFF / EDGARTOWN - RESURFACING EDGARTOWN-VINEYARD HAVEN ROAD			\$ -	\$ -	\$ -	PROJECT SUBMITTED FOR JULY 2013 PRC CONSIDERATION	0	OAK BLUFF / EDGARTOWN - RESURFACING EDGARTOWN-VINEYARD HAVEN ROAD		\$ -	Quantified	0	N/A	
STP Subtotal ►				\$ 390,019	\$ 312,015	\$ 78,004	◀ 80% Federal + 20% Non-Federal	Quantified Impact ►				-142744.801			

► HSIP - Highway Safety Improvement Program								► HSIP - Highway Safety Improvement Program							
607411	TISBURY- BIKE & PEDESTRIAN IMPROVEMENTS ALONG BEACH ROAD, FROM THE TERMINATION OF THE EXISTING SHARED USE PATH WESTERLY TO THE FIVE CORNERS INTERSECTION	5	HSIP-AC	\$ 34,441	\$ 30,997	\$ 3,444	AC Year 1 of 2. Estimated total project cost \$835,000, with Year of Expenditure (+ 4% annually) total project cost into FFY2018 \$939,261 using STP, HSIP and CMAQ.	607411	TISBURY- BIKE & PEDESTRIAN IMPROVEMENTS ALONG BEACH ROAD, FROM THE TERMINATION OF THE EXISTING SHARED USE PATH WESTERLY TO THE FIVE CORNERS INTERSECTION	HSIP-AC	\$ 34,441	Quantified	-142,744.801	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	
	OAK BLUFF / EDGARTOWN - RESURFACING EDGARTOWN-VINEYARD HAVEN ROAD			\$ -	\$ -	\$ -	PROJECT SUBMITTED FOR JULY 2013 PRC CONSIDERATION	0	OAK BLUFF / EDGARTOWN - RESURFACING EDGARTOWN-VINEYARD HAVEN ROAD		\$ -	Quantified	0	N/A	
HSIP Subtotal ►				\$ 34,441	\$ 30,997	\$ 3,444	◀ Funding Split Varies by Project Specifications	Quantified Impact ►				-142744.801	N/A		

► CMAQ - Congestion Mitigation and Air Quality Improvement Program								► CMAQ - Congestion Mitigation and Air Quality Improvement							
607411	TISBURY- BIKE & PEDESTRIAN IMPROVEMENTS ALONG BEACH ROAD, FROM THE TERMINATION OF THE EXISTING SHARED USE PATH WESTERLY TO THE FIVE CORNERS INTERSECTION		CMAQ-AC	\$ 116,238	\$ 92,990	\$ 23,248	AC Year 1 of 2. Estimated total project cost \$835,000, with Year of Expenditure (+ 4% annually) total project cost into FFY2018 \$939,261 using STP, HSIP and CMAQ.	607411	TISBURY- BIKE & PEDESTRIAN IMPROVEMENTS ALONG BEACH ROAD, FROM THE TERMINATION OF THE EXISTING SHARED USE PATH WESTERLY TO THE FIVE CORNERS INTERSECTION	CMAQ-AC	\$ 116,238	Quantified	-142,744.801	Quantified Decrease in Emissions (See Emissions Analysis Appendix)	
	OAK BLUFF / EDGARTOWN - RESURFACING EDGARTOWN-VINEYARD HAVEN ROAD			\$ -	\$ -	\$ -	PROJECT SUBMITTED FOR JULY 2013 PRC CONSIDERATION	0	OAK BLUFF / EDGARTOWN - RESURFACING EDGARTOWN-VINEYARD HAVEN ROAD		\$ -	Quantified	0	N/A	
CMAQ Subtotal ►				\$ 116,238	\$ 92,990	\$ 23,248	◀ 80% Federal + 20% Non-Federal	Quantified Impact ►				-142744.801			

► Section 1A / Fiscal Constraint Analysis									
Total Federal Aid Target Funds Programmed ►		\$ 540,698	\$ 540,698	◀ Total	\$ -	Target Funds Available			
Total STP Programmed ►		\$ 390,019	\$ 390,019	◀ Max. STP	\$ -	STP Available			
Total HSIP Programmed ►		\$ 34,441	\$ 34,441	◀ Min. HSIP	\$ -	HSIP Minimum Met			
Total CMAQ Programmed ►		\$ 116,238	\$ 116,238	◀ Min. CMAQ	\$ -	CMAQ Minimum Met			

► Section 1B / Federal Aid Bridge Projects															
No Projects Programmed				\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal	0	No Projects Programmed		\$ -	Quantified	0	N/A	
BR Subtotal ►				\$ -	\$ -	\$ -		Quantified Impact ►				0			

► Section 1C / Federal Aid Non-Target Projects															
► Earmarks															
No Projects Programmed				\$ -	\$ -	\$ -	◀ Funding Split Varies by Earmark	0	No Projects Programmed		\$ -	Qualitative	0	N/A	
No Projects Programmed				\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	Qualitative	0	N/A	
Earmarks Subtotal ►				\$ -	\$ -	\$ -		Quantified Impact ►				0			

► Other															
No Projects Programmed				\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source	0	No Projects Programmed		\$ -	Qualitative	0	N/A	
No Projects Programmed				\$ -	\$ -	\$ -		0	No Projects Programmed		\$ -	Qualitative	0	N/A	
Other Subtotal ►				\$ -	\$ -	\$ -		Quantified Impact ►				0			

2017 Martha's Vineyard Transportation Improvement Program

2017 Martha's Vineyard TIP GHG Tracking

MassDOT Project ID ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼	MassDOT Project ID ▼	MassDOT Project Description ▼	Funding Source ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG Impact by the Numbers ▼	GHG Impact Description ▼	Additional Description ▼
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► Section 1D / Federal Aid Major & State Category Projects

► NHPP - National Highway Performance Program								► NHPP - National Highway Performance Program							
	No Projects Programmed			\$ -	-	-		0	No Projects Programmed		0	\$ -	Qualitative	0	N/A
	No Projects Programmed			\$ -	-	-		0	No Projects Programmed		0	\$ -	Qualitative	0	N/A
NHS Subtotal ►				\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal	Quantified Impact ►				0			

► Other								► Other							
	No Projects Programmed			\$ -	-	-		0	No Projects Programmed		0	\$ -	Qualitative	0	N/A
	No Projects Programmed			\$ -	-	-		0	No Projects Programmed		0	\$ -	Qualitative	0	N/A
Other Subtotal ►				\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source	Quantified Impact ►				0			

► Section 2A / Non-Federal Projects

	No Projects Programmed			\$ -		\$ -		0	No Projects Programmed		0	\$ -	Qualitative	0	N/A
	No Projects Programmed			\$ -		\$ -		0	No Projects Programmed		0	\$ -	Qualitative	0	N/A
Non-Federal Projects Subtotal ►				\$ -		\$ -	◀ 100% Non-Federal	Quantified Impact ►				0			

► Section 2B / Non-Federal Bridge Projects

	No Projects Programmed			\$ -		\$ -		0	No Projects Programmed		0	\$ -	Qualitative	0	N/A
	No Projects Programmed			\$ -		\$ -		0	No Projects Programmed		0	\$ -	Qualitative	0	N/A
Non-Federal Bridge Projects Subtotal ►				\$ -		\$ -	◀ 100% Non-Federal	Quantified Impact ►				0			

2017 Martha's Vineyard TIP Summary

	TIP Section 1: ▼	TIP Section 2: ▼	Total of All Projects ▼	
Total ►	\$ 540,698	\$ -	\$ 540,698	◀ Total Spending in Region
Federal Funds ►	\$ 436,003		\$ 436,003	◀ Total Federal Spending in Region
Non-Federal Funds ►	\$ 104,696	\$ -	\$ 104,696	◀ Total Non-Federal Spending in Region

2017 Martha's Vineyard TIP GHG Tracking Summary

Total Quantified Impact ▼
Quantified Impact ► #REF!

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

Martha's Vineyard Regional Transit Authority Projects

Transportation Improvement Program (TIP)												
Transit Project List (FY2014)				Martha's Vineyard Transit Authority (VTA)								
FTA Program	Transit Agency	FTA Activity Line Item	Project Description	Carryover or Earmark Detail	Federal Funds	RTACAP	MAP	ITCCAP	TDC	SCA	Local Funds	Total Cost
5310	VTA	111215	Purchase - Replacement: Vans (1)		\$46,495	\$0	\$11,624	\$0	\$0	\$0	\$0	\$58,119
5311	VTA	300901	Rural Operating Assistance		\$815,021	\$0	\$0	\$0	\$0	\$815,021	\$0	\$1,630,042
Other Non-Federal	VTA	111201	Purchase - Replacement: Buses		\$0	\$302,500	\$0	\$0	\$0	\$0	\$0	\$302,500
Other Non-Federal	VTA	114409	Rehab/Renovation: Surveillance/Security		\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000
Other Non-Federal	VTA	114406	Rehab/Renovation: Shop Equipment		\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000
Other Non-Federal	VTA	111403	Rehab/Rebuild: Buses & Other Misc Capital		\$0	\$300,000	\$0	\$0	\$0	\$0	\$0	\$300,000
					\$861,516	\$702,500	\$11,624	\$0	\$0	\$815,021	\$0	\$2,390,661

Transit Project List (FY2015)				Martha's Vineyard Transit Authority (VTA)								
FTA Program	Transit Agency	FTA Activity Line Item	Project Description	Carryover or Earmark Detail	Federal Funds	RTACAP	MAP	ITCCAP	TDC	SCA	LocalFunds	Total Cost
5311	VTA	300901	UP TO 50% FEDERAL SHARE	2014	\$845,750	\$0	\$0	\$0	\$0	\$845,750	\$0	\$1,691,500
Other Non-Federal	VTA	111200	BUY REPLACEMENTS - CAPITOL BUS		\$0	\$1,100,000	\$0	\$0	\$0	\$0	\$0	\$1,100,000
Other Non-Federal	VTA	111215	BUY REPLACEMENT VAN		\$0	\$28,000	\$0	\$0	\$0	\$0	\$0	\$28,000
Other Non-Federal	VTA	113420	Rehab/Renovation: [Unspecified Facility]		\$0	\$25,000	\$0	\$0	\$0	\$0	\$0	\$25,000
Other Non-Federal	VTA	114406	REHAB/RENOVATE - SHOP EQUIPMENT		\$0	\$250,000	\$0	\$0	\$0	\$0	\$0	\$250,000
Other Non-Federal	VTA	111403	REHAB/REBUILD 30-FT BUS		\$0	\$480,000	\$0	\$0	\$0	\$0	\$0	\$480,000
					\$845,750	\$1,883,000	\$0	\$0	\$0	\$845,750	\$0	\$3,574,500

Transit Project List (FY2016)				Martha's Vineyard Transit Authority (VTA)								
FTA Program	Transit Agency	FTA Activity Line Item	Project Description	Carryover or Earmark Detail	Federal Funds	RTACAP	MAP	ITCCAP	TDC	SCA	LocalFunds	Total Cost
5311	VTA	300901	UP TO 50% FEDERAL SHARE	2015	\$854,721	\$0	\$0	\$0	\$0	\$854,721	\$0	\$1,709,442
Other Non-Federal	VTA	111201	Purchase - Replacement: Buses		\$0	\$975,000	\$0	\$0	\$0	\$0	\$0	\$975,000
Other Non-Federal	VTA	111215	Purchase - Replacement: Vans		\$0	\$15,000	\$0	\$0	\$0	\$0	\$0	\$15,000
Other Non-Federal	VTA	113420	Rehab/Renovation: [Unspecified Facility]		\$0	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000
Other Non-Federal	VTA	114406	Rehab/Renovation: Shop Equipment		\$0	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000
Other Non-Federal	VTA	111403	Rehab/Rebuild: Buses		\$0	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000
					\$854,721	\$1,640,000	\$0	\$0	\$0	\$854,721	\$0	\$3,349,442

Transit Project List (FY2017)				Martha's Vineyard Transit Authority (VTA)								
FTA Program	Transit Agency	FTA Activity Line Item	Project Description	Carryover or Earmark Detail	Federal Funds	RTACAP	MAP	ITCCAP	TDC	SCA	Local Funds	Total Cost
5311	VTA	300901	UP TO 50% FEDERAL SHARE	2016	\$863,782	\$0	\$0	\$0	\$0	\$863,782	\$0	\$1,727,564
Other Non-Federal	VTA	116402	Rehab/Renovation: Communications Systems		\$0	\$900,000	\$0	\$0	\$0	\$0	\$0	\$900,000
Other Non-Federal	VTA	114406	Rehab/Renovation: Shop Equipment		\$0	\$25,000	\$0	\$0	\$0	\$0	\$0	\$25,000
Other Non-Federal	VTA	111403	Rehab/Rebuild: Buses		\$0	\$350,000	\$0	\$0	\$0	\$0	\$0	\$350,000
					\$863,782	\$1,275,000	\$0	\$0	\$0	\$863,782	\$0	\$3,002,564

4b. Statewide Road and Bridge Program Federal Regional Targets

TITLE 23 - TRANSPORTATION FUNDING

FEDERAL FISCAL YEAR 2014 FEDERAL REGIONAL TARGETS

April 8, 2013

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.	
Base Obligation Authority	\$550,000,000			
Redistribution, as Estimated by FHWA	\$50,000,000			
Total Estimated Obligation Authority Available:	\$600,000,000			
Central Artery/Tunnel Obligation Authority	(122,840,000)			Final CAT/GANS
Total Non-Earmarked Available Statewide - (Including State Match)	477,160,000	110,747,165	587,907,165	
Statewide Infrastructure Items:				
Statewide Infrastructure Program (STP, NHPP)	\$10,000,000	\$2,500,000	\$12,500,000	
Statewide HSIP Program	\$13,600,000	\$1,511,111	\$15,111,111	
Statewide Safe Routes to Schools Program	\$5,200,000	\$367,304	\$5,567,304	
Statewide CMAQ	\$19,300,000	\$4,825,000	\$24,125,000	
Statewide Transportation Enhancements	\$10,000,000	\$2,500,000	\$12,500,000	
Statewide Recreational Trails	\$800,000	\$200,000	\$1,000,000	
Statewide ITS (CMAQ and STP)	\$12,560,000	\$3,140,000	\$15,700,000	
Statewide Design and Right of Way		\$0		\$0
Statewide Interstate Maintenance Program (NHPP)	\$46,818,000	\$5,202,000	\$52,020,000	
Statewide NHS Preservation Program (NHPP)	\$34,000,000	\$8,500,000	\$42,500,000	
Statewide RR Grade Crossings (STP)	\$8,000,000	\$2,000,000	\$10,000,000	
Statewide Transit (CMAQ)		\$0		\$0
Statewide Stormwater Retrofits	\$1,200,000	\$300,000	\$1,500,000	
Statewide ADA Implementation Plan		\$0		\$0
Subtotal Statewide Infrastructure Items:	\$161,478,000	\$33,545,415	\$205,023,415	
Other Statewide Items:				
Award Adjustments, Change Orders, Project Value Changes, Etc.	\$31,282,000	\$7,820,500	\$39,102,500	
Planning	\$24,800,000	\$6,200,000	\$31,000,000	
DBEs, FAPO, Pavement Lab Retrofits, and Misc. Programs	\$800,000	\$200,000	\$1,000,000	
Subtotal Other Statewide Items:	\$56,882,000	\$14,220,500	\$71,102,500	
Regional Major Infrastructure Projects:	\$18,066,667	\$4,516,667	\$22,583,334	
Bridge Program:				
Statewide Bridge Maintenance Program (NHPP)	\$8,000,000	\$2,000,000	\$10,000,000	
Statewide Bridge Repl. / Rehab Program (NHPP + STP OFF-System Bridge)	\$79,340,000	\$19,835,000	\$99,175,000	
Statewide Bridge Inspection Program	\$5,000,000	\$1,250,000	\$6,250,000	
Subtotal Federal Aid Bridge Program:	\$92,340,000	\$23,085,000	\$115,425,000	
Total Regional Targets:				
Minimum Regional CMAQ Component:	\$38,000,000	\$9,500,000	\$47,500,000	
Minimum Regional HSIP Component:	\$12,375,000	\$1,375,000	\$13,750,000	
Regional TAP Component:	\$3,985,003	\$996,251	\$4,981,254	
Maximum Regional Non-CMAQ / HSIP / TAP Component:	\$94,033,330	\$23,508,333	\$117,541,663	
Total Regional Target	\$148,393,333	\$35,379,583	\$183,772,916	

Regional Minimum Regional HSIP Component Region	Share (%)	With State Match	Regional Minimum CMAQ Component With State Match	Regional TAP Component With State Match	Total Regional Target With State Match	NonCMAQ/ HSIP/TAP with State Match
Berkshire Region	3.5596	\$489,451	\$1,690,831	\$0	\$6,541,662	\$4,361,380
Boston Region	42.9671	\$5,907,977	\$20,409,374	\$2,548,719	\$78,961,899	\$50,095,829
Cape Cod	4.5851	\$630,457	\$2,177,942	\$178,764	\$8,426,248	\$5,439,085
Central Mass	8.6901	\$1,194,893	\$4,127,812	\$426,039	\$15,970,107	\$10,221,363
Franklin Region	2.5397	\$349,215	\$1,206,379	\$0	\$4,667,365	\$3,111,771
Martha's Vineyard	0.3100	\$42,621	\$147,235	\$0	\$569,639	\$379,783
Merrimack Valley	4.4296	\$609,064	\$2,104,040	\$305,423	\$8,140,326	\$5,121,799
Montachusett	4.4596	\$613,189	\$2,118,288	\$74,990	\$8,195,452	\$5,388,986
Nantucket	0.2200	\$30,247	\$104,490	\$0	\$404,260	\$269,523
Northern Middlesex	3.9096	\$537,571	\$1,857,064	\$245,303	\$7,184,802	\$4,544,863
Old Colony	4.5595	\$626,937	\$2,165,783	\$300,009	\$8,379,207	\$5,286,477
Pioneer Valley	10.8099	\$1,486,364	\$5,134,712	\$473,939	\$19,865,703	\$12,770,689
Southeastern Mass	8.9601	\$1,232,014	\$4,256,049	\$428,067	\$16,466,244	\$10,550,114
Total:	100.00	\$13,750,000	\$47,500,000	\$4,981,254	\$183,772,916	\$117,541,663

TITLE 23 - TRANSPORTATION FUNDING

FEDERAL FISCAL YEAR 2015 FEDERAL REGIONAL TARGETS

April 8, 2013

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Base On Obl. Auth.	
Base Obligation Authority	\$550,000,000			
Redistribution, as Estimated by FHWA	\$50,000,000			
Total Estimated Obligation Authority Available:	\$600,000,000			
TAP GANS Repayment	(150,000,000)			First ABP Gans
Total Non-Earmarked Available Statewide - (Including State Match)	450,000,000	101,460,903	551,460,903	
Statewide Infrastructure Items:				
Statewide Infrastructure Program		\$0	\$0	\$0
Statewide HSIP Program	\$16,800,000	\$1,866,667	\$18,666,667	
Statewide Safe Routes to Schools Program	\$5,200,000	\$1,300,000	\$6,500,000	
Statewide CMAQ	\$10,200,000	\$2,550,000	\$12,750,000	
Statewide Transportation Enhancements	\$10,000,000	\$2,500,000	\$12,500,000	
Statewide Recreational Trails	\$800,000	\$200,000	\$1,000,000	
Statewide ITS	\$10,240,000	\$2,560,000	\$12,800,000	
Statewide Design and Right of Way		\$0	\$0	\$0
Statewide Interstate Maintenance Program	\$52,681,500	\$5,853,500	\$58,535,000	
Statewide NHS Preservation Program	\$14,008,000	\$3,502,000	\$17,510,000	
Statewide RR Grade Crossings	\$800,000	\$200,000	\$1,000,000	
Statewide Transit		\$0	\$0	\$0
Statewide Stormwater retrofits	\$4,800,000	\$1,200,000	\$6,000,000	
Statewide ADA Implementation Plan	\$3,200,000	\$800,000	\$4,000,000	
Subtotal Statewide Infrastructure Items:	\$128,729,500	\$22,532,167	\$151,261,667	
Other Statewide Items:				
Award Adjustments, Change Orders, Project Value Changes, Etc. Planning	\$29,230,500	\$7,307,625	\$36,538,125	
DBEs, FAPO, Pavement Lab Retrofits, and Misc. Programs	\$24,800,000	\$6,200,000	\$31,000,000	
Subtotal Other Statewide Items:	\$800,000	\$200,000	\$1,000,000	
Subtotal Other Statewide Items:	\$54,830,500	\$13,707,625	\$68,538,125	
Regional Major Infrastructure Projects:	\$18,066,667	\$4,516,667	\$22,583,334	
Bridge Program:				
Statewide Bridge Maintenance Program	\$8,000,000	\$2,000,000	\$10,000,000	
Statewide Bridge Repl. / Rehab Program	\$107,800,000	\$26,950,000	\$134,750,000	
Statewide Bridge Inspection Program	\$5,000,000	\$1,250,000	\$6,250,000	
Subtotal Federal Aid Bridge Program:	\$120,800,000	\$30,200,000	\$151,000,000	
Total Regional Targets:				
Minimum Regional CMAQ Component:	\$30,000,000	\$7,500,000	\$37,500,000	
Minimum Regional HSIP Component:	\$10,000,000	\$1,111,111	\$11,111,111	
Regional TAP Component:	\$3,985,003	\$996,251	\$4,981,254	
Maximum Regional Non-CMAQ / HSIP Component:	<u>\$83,588,330</u>	<u>\$20,897,083</u>	<u>\$104,485,413</u>	
Total Regional Target	\$127,573,333	\$30,504,444	\$158,077,777	

Regional Minimum Regional HSIP Component Region	Share (%)	With State Match	Regional Minimum CMAQ Component With State Match	Regional TAP Component With State Match	Total Regional Target With State Match	NonCMAQ/ HSIP/TAP with State Match
Berkshire Region	3.5596	\$395,516	\$1,334,867	\$0	\$5,627,006	\$3,896,624
Boston Region	42.9671	\$4,774,123	\$16,112,664	\$2,548,719	\$67,921,442	\$44,485,937
Cape Cod	4.5851	\$509,460	\$1,719,428	\$178,764	\$7,248,090	\$4,840,437
Central Mass	8.6901	\$965,570	\$3,258,799	\$426,039	\$13,737,166	\$9,086,758
Franklin Region	2.5397	\$282,194	\$952,405	\$0	\$4,014,774	\$2,780,175
Martha's Vineyard	0.3100	\$34,441	\$116,238	\$0	\$489,992	\$339,313
Merrimack Valley	4.4296	\$492,173	\$1,661,084	\$305,423	\$7,002,145	\$4,543,465
Montachusett	4.4596	\$495,506	\$1,672,333	\$74,990	\$7,049,564	\$4,806,735
Nantucket	0.2200	\$24,442	\$82,492	\$0	\$347,736	\$240,803
Northern Middlesex	3.9096	\$434,401	\$1,466,103	\$245,303	\$6,180,223	\$4,034,415
Old Colony	4.5595	\$506,616	\$1,709,829	\$300,009	\$7,207,626	\$4,691,171
Pioneer Valley	10.8099	\$1,201,102	\$4,053,720	\$473,939	\$17,088,080	\$11,359,319
Southeastern Mass	8.9601	\$995,567	\$3,360,039	\$428,067	\$14,163,933	\$9,380,260
Total:	100.00	\$11,111,111	\$37,500,000	\$4,981,254	\$158,077,777	\$104,485,413

TITLE 23 - TRANSPORTATION FUNDING

FEDERAL FISCAL YEAR 2016 FEDERAL REGIONAL TARGETS

April 8, 2013

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.
Base Obligation Authority	\$550,000,000		
Redistribution, as Estimated by FHWA	\$50,000,000		
Total Estimated Obligation Authority Available:	\$600,000,000		
ABP GANS Repayment	(150,000,000)		
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Total Non-Earmarked Available Statewide - (Including State Match)	450,000,000	102,279,167	552,279,167
Statewide Infrastructure Items:			
Statewide Infrastructure Program	\$0	\$0	\$0
Statewide HSIP Program	\$17,600,000	\$1,955,556	\$19,555,556
Statewide Safe Routes to Schools Program	\$5,180,000	\$1,295,000	\$6,475,000
Statewide CMAQ	\$30,000,000	\$7,500,000	\$37,500,000
Statewide Transportation Enhancements	\$10,000,000	\$2,500,000	\$12,500,000
Statewide Recreational Trails	\$800,000	\$200,000	\$1,000,000
Statewide ITS	\$10,480,000	\$2,620,000	\$13,100,000
Statewide Design and Right of Way	\$0	\$0	\$0
Statewide Interstate Maintenance Program	\$45,990,000	\$5,110,000	\$51,100,000
Statewide NHS Preservation Program	\$21,360,000	\$5,340,000	\$26,700,000
Statewide RR Grade Crossings	\$800,000	\$200,000	\$1,000,000
Statewide Transit	\$0	\$0	\$0
Statewide Stormwater retrofits	\$4,000,000	\$1,000,000	\$5,000,000
Statewide ADA Implementation Plan	\$3,200,000	\$800,000	\$4,000,000
Subtotal Statewide Infrastructure Items:	\$149,410,000	\$28,520,556	\$177,930,556
Other Statewide Items:			
Award Adjustments, Change Orders, Project Value Changes, Etc.	\$30,130,000	\$7,532,500	\$37,662,500
Planning	\$24,800,000	\$6,200,000	\$31,000,000
DBEs, FAPO, Pavement Lab Retrofits, and Misc. Programs	\$800,000	\$200,000	\$1,000,000
Subtotal Other Statewide Items:	\$55,730,000	\$13,932,500	\$69,662,500
Regional Major Infrastructure Projects:	\$25,600,000	\$6,400,000	\$32,000,000
Bridge Program:			
Statewide Bridge Maintenance Program	\$8,000,000	\$2,000,000	\$10,000,000
Statewide Bridge Repl. / Rehab Program	\$65,600,000	\$16,400,000	\$82,000,000
Statewide Bridge Inspection Program	\$5,000,000	\$1,250,000	\$6,250,000
Subtotal Federal Aid Bridge Program:	\$78,600,000	\$19,650,000	\$98,250,000
Total Regional Targets:			
Minimum Regional CMAQ Component:	\$30,000,000	\$7,500,000	\$37,500,000
Minimum Regional HSIP Component:	\$10,000,000	\$1,111,111	\$11,111,111
Regional TAP Component:	\$3,985,003	\$996,251	\$4,981,254
Maximum Regional Non-CMAQ / HSIP Component:	\$96,674,997	\$24,168,749	\$120,843,746
Total Regional Target	\$140,660,000	\$33,776,111	\$174,436,111

Regional Minimum Regional HSIP Component Region	Share (%)	Regional Minimum CMAQ Component With State Match	Regional Minimum CMAQ Component With State Match	Regional TAP Component With State Match	Total Regional Target With State Match	NonCMAQ/ HSIP/TAP with State Match
Berkshire Region	3.5596	\$395,516	\$1,334,867	\$0	\$6,209,305	\$4,478,922
Boston Region	42.9671	\$4,774,123	\$16,112,664	\$2,548,719	\$74,950,144	\$51,514,639
Cape Cod	4.5851	\$509,460	\$1,719,428	\$178,764	\$7,998,143	\$5,590,490
Central Mass	8.6901	\$965,570	\$3,258,799	\$426,039	\$15,158,727	\$10,508,318
Franklin Region	2.5397	\$282,194	\$952,405	\$0	\$4,430,234	\$3,195,635
Martha's Vineyard	0.3100	\$34,441	\$116,238	\$0	\$540,698	\$390,018
Merrimack Valley	4.4296	\$492,173	\$1,661,084	\$305,423	\$7,726,747	\$5,268,067
Montachusett	4.4596	\$495,506	\$1,672,333	\$74,990	\$7,779,073	\$5,536,244
Nantucket	0.2200	\$24,442	\$82,492	\$0	\$383,721	\$276,787
Northern Middlesex	3.9096	\$434,401	\$1,466,103	\$245,303	\$6,819,770	\$4,673,962
Old Colony	4.5595	\$506,616	\$1,709,829	\$300,009	\$7,953,491	\$5,437,037
Pioneer Valley	10.8099	\$1,201,102	\$4,053,720	\$473,939	\$18,856,402	\$13,127,642
Southeastern Mass	8.9601	\$995,567	\$3,360,039	\$428,067	\$15,629,657	\$10,845,984
Total:	100.00	\$11,111,111	\$37,500,000	\$4,981,254	\$174,436,111	\$120,843,746

TITLE 23 - TRANSPORTATION FUNDING
FEDERAL FISCAL YEAR 2017
FEDERAL REGIONAL TARGETS

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Base on Obl. Auth.
Base Obligation Authority	\$550,000,000		
Redistribution, as Estimated by FHWA	\$50,000,000		
Total Estimated Obligation Authority Available:	\$600,000,000		
ABP GANS Repayment	(150,000,000)		
<hr/>			
Total Non-Earmarked Available Statewide - (Including State Match)	450,000,000	102,053,056	552,053,056
Statewide Infrastructure Items:			
Statewide Infrastructure Program	\$0	\$0	\$0
Statewide HSIP Program	\$17,500,000	\$1,944,444	\$19,444,444
Statewide Safe Routes to Schools Program	\$3,200,000	\$800,000	\$4,000,000
Statewide CMAQ	\$30,000,000	\$7,500,000	\$37,500,000
Statewide Transportation Enhancements	\$2,500,000	\$625,000	\$3,125,000
Statewide Recreational Trails	\$800,000	\$200,000	\$1,000,000
Statewide ITS	\$14,400,000	\$3,600,000	\$18,000,000
Statewide Design and Right of Way	\$0	\$0	\$0
Statewide Interstate Maintenance Program	\$47,718,000	\$5,302,000	\$53,020,000
Statewide NHS Preservation Program	\$19,932,000	\$4,983,000	\$24,915,000
Statewide RR Grade Crossings	\$4,000,000	\$1,000,000	\$5,000,000
Statewide Transit	\$0	\$0	\$0
Statewide Stormwater retrofits	\$4,000,000	\$1,000,000	\$5,000,000
Statewide ADA Implementation Plan	\$3,200,000	\$800,000	\$4,000,000
Subtotal Statewide Infrastructure Items:	\$147,250,000	\$27,754,444	\$175,004,444
Other Statewide Items:			
Award Adjustments, Change Orders, Project Value Changes, Etc.	\$29,930,000	\$7,482,500	\$37,412,500
Planning	\$24,800,000	\$6,200,000	\$31,000,000
DBEs, FAPO, Pavement Lab Retrofits, and Misc. Programs	\$800,000	\$200,000	\$1,000,000
Subtotal Other Statewide Items:	\$55,530,000	\$13,882,500	\$69,412,500
Regional Major Infrastructure Projects:	\$25,600,000	\$6,400,000	\$32,000,000
Bridge Program:			
Statewide Bridge Maintenance Program	\$8,000,000	\$2,000,000	\$10,000,000
Statewide Bridge Repl. / Rehab Program	\$67,960,000	\$16,990,000	\$84,950,000
Statewide Bridge Inspection Program	\$5,000,000	\$1,250,000	\$6,250,000
Subtotal Federal Aid Bridge Program:	\$80,960,000	\$20,240,000	\$101,200,000
Total Regional Targets:			
Minimum Regional CMAQ Component:	\$30,000,000	\$7,500,000	\$37,500,000
Minimum Regional HSIP Component:	\$10,000,000	\$1,111,111	\$11,111,111
Regional TAP Component:	\$3,985,003	\$996,251	\$4,981,254
Maximum Regional Non-CMAQ / HSIP Component:	\$96,674,997	\$24,168,749	\$120,843,746
Total Regional Target	\$140,660,000	\$33,776,111	\$174,436,111

Regional Minimum Regional HSIP Component Region	Share (%)	With State Match	Regional Minimum CMAQ Component With State Match	Regional TAP Component With State Match	Total Regional Target With State Match	NonCMAQ/ HSIP/TAP with State Match
Berkshire Region	3.5596	\$395,516	\$1,334,867	\$0	\$6,209,305	\$4,478,922
Boston Region	42.9671	\$4,774,123	\$16,112,664	\$2,548,719	\$74,950,144	\$51,514,639
Cape Cod	4.5851	\$509,460	\$1,719,428	\$178,764	\$7,998,143	\$5,590,490
Central Mass	8.6901	\$965,570	\$3,258,799	\$426,039	\$15,158,727	\$10,508,318
Franklin Region	2.5397	\$282,194	\$952,405	\$0	\$4,430,234	\$3,195,635
Martha's Vineyard	0.3100	\$34,441	\$116,238	\$0	\$540,698	\$390,018
Merrimack Valley	4.4296	\$492,173	\$1,661,084	\$305,423	\$7,726,747	\$5,268,067
Montachusett	4.4596	\$495,506	\$1,672,333	\$74,990	\$7,779,073	\$5,536,244
Nantucket	0.2200	\$24,442	\$82,492	\$0	\$383,721	\$276,787
Northern Middlesex	3.9096	\$434,401	\$1,466,103	\$245,303	\$6,819,770	\$4,673,962
Old Colony	4.5595	\$506,616	\$1,709,829	\$300,009	\$7,953,491	\$5,437,037
Pioneer Valley	10.8099	\$1,201,102	\$4,053,720	\$473,939	\$18,856,402	\$13,127,642
Southeastern Mass	8.9601	\$995,567	\$3,360,039	\$428,067	\$15,629,657	\$10,845,984
Total:	100.00	\$11,111,111	\$37,500,000	\$4,981,254	\$174,436,111	\$120,843,746

4c. Operations and Maintenance

It remains a priority of both Federal and MassDOT partners, as well as local officials, to continue to operate and maintain the existing transportation system. The following tables include actual expenditures for state fiscal years (FY) 2011 and 2012 along with estimated expenditures for FY 2013 for operations and maintenance efforts using state and federal funds.

Massachusetts Department of Transportation - Highway Division Summary of Operating and Maintenance Expenditures

Martha's Vineyard - Part 1: Non-Federal Aid

Section I - Non Federal Aid Maintenance Projects - State Bond funds

3/31/2013

Program Group/Sub Group	Estimated SFY 2011 NFA Expenditures	Estimated SFY 2012 NFA Expenditures	Estimated SFY 2013 NFA Expenditures
Program Group/Sup Group			
01 - Bridge Repair & Replacement			
New Bridge (Excluded)	n/a	n/a	n/a
Bridge Replacement (Excluded)	n/a	n/a	n/a
Bridge Reconstruction/Rehab	\$0	\$0	\$0
Drawbridge Maintenance	\$11,204	\$12,115	\$7,506
Structure Maintenance	\$188,259	\$166,338	\$156,355
02 - Bridge Painting			
Painting - Structural	\$0	\$0	\$0
03 - Roadway Reconstruction			
Hwy Relocation (Excluded)	n/a	n/a	n/a
Hwy Recon. - Added Capacity (Excluded) New Construction (Excluded)	n/a	n/a	n/a
Hwy Reconstr - Restr and Rehab	\$0	\$55	\$874
Hwy Reconstr - No Added Capacity	\$0	\$0	\$0
Hwy Reconstr - Minor Widening	\$0	\$0	\$0
Hwy Reconstr - Major Widening	\$0	\$0	\$0
04 - Roadway Resurfacing			
Resurfacing	\$32,259	\$34,244	\$36,334
05 - Intersection & Safety			
Impact Attenuators	\$993	\$932	\$1,179
Safety Improvements	\$0	\$0	\$0
Traffic Signals	\$3,637	\$2,263	\$2,177
06 - Signs & Lighting			
Lighting and Electrical	\$4,416	\$1,941	\$4,196
Sign Installation / Upgrading	\$3,781	\$3,390	\$3,357
Structural Signing	\$0	\$10	\$27
07 - Guardrail			
Guard Rail and Fencing	\$8,686	\$10,091	\$5,022
08 - Maintenance			
Catch Basin Cleaning			\$0
Crack Sealing	\$0	\$1,413	\$5,139
Landscape and Roadside Develop	\$0	\$1,715	\$2,887
Mowing and Spraying	\$0	\$404	\$477
Pavement Marking	\$11,281	\$9,202	\$12,616
Sewer and Water	\$0	\$1,337	\$383
Process/Recycle/Trnsprt Soils	\$0	\$0	\$9
Contract Hwy Maint.	\$0	\$14,865	\$22,273
09 - Facilities			
Chemical Storage Sheds	\$0	\$674	\$150
Vertical Construction	\$0	\$8,773	\$5,089
10 - Bikeways (Excluded)	n/a	n/a	n/a
11 - Other			
Miscellaneous / No Prequal	\$5,081	\$4,037	\$5,182
Asbestos Removal	\$0	\$0	\$0
Demolition	\$0	\$0	\$0
Drilling and Boring	\$0	\$336	\$48
Hazardous Waste Remediation	\$0	\$93	\$36
Utilities	\$0	\$0	\$0
Change in Project Value	\$0	\$0	\$0
Highway Sweeping	\$0	\$0	\$0
Intelligent Transportation Sys	\$0	\$0	\$0
Unknown	\$0	\$871	\$0
Underground Tank Removal Replace	\$0	\$0	\$0
Section I Total:	\$269,596	\$275,100	\$271,315

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

12 - Snow and Ice Operations & Materials	\$216,271	\$330,844	\$136,122
13 - District Maintenance (Mowing, Litter Management, Sight Distance Clearing, Etc.)	\$55,800	\$55,036	\$47,204
Total:	\$272,071	\$385,880	\$183,326

Grand Total NFA: \$541,667 \$660,980 \$454,640

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

Section I - Federal Aid Maintenance Projects

4/26/2012

Program Group/Sub Group	8FY 2010 Federal Aid Expenditures	8FY 2011 Federal Aid Expenditures	Estimated 8FY 2012 Federal Aid Expenditures
01 - Bridge Repair & Replacement			
New Bridge (Excluded)	n/a	n/a	n/a
Bridge Replacement (Excluded)	n/a	n/a	n/a
Bridge Reconstruction/Rehab	\$0	\$0	\$0
Structure Maintenance	\$0	\$0	\$0
02 - Bridge Painting			
Painting - Structural	\$0	\$0	\$0
03 - Roadway Reconstruction			
Hwy Relocation (Excluded)	n/a	n/a	n/a
Hwy Recon. - Added Capacity (Excluded)	n/a	n/a	n/a
New Construction (Excluded)	n/a	n/a	n/a
Hwy Reconstr - Restr and Rehab	\$0	\$0	\$0
Hwy Reconstr - No Added Capacity	\$0	\$0	\$0
Hwy Reconstr - Minor Widening	\$0	\$0	\$0
Hwy Reconstr - Major Widening	\$0	\$0	\$0
04 - Roadway Resurfacing			
Resurfacing	\$3,328	\$1,560	\$9,588
05 - Intersection & Safety			
Impact Attenuators	\$0	\$0	\$0
Safety Improvements	\$0	\$0	\$0
Traffic Signals	\$4,710	\$1,794	\$0
06 - Signs & Lighting			
Lighting and Electrical	\$0	\$0	\$0
Sign Installation / Upgrading	\$351	\$0	\$0
Structural Signing	\$0	\$0	\$0
07 - Guardrail			
Guard Rail and Fencing	\$0	\$8	\$0
08 - Maintenance			
Contract Highway Maintenance	\$0	\$185	\$14,797
Landscape and Roadside Develop	\$0	\$0	\$0
Pavement Marking	\$0	\$0	\$943
Catch Basin Cleaning	\$0	\$0	\$0
09 - Facilities			
Vertical Construction	\$0	\$29	\$0
10 - Bikeways (Excluded)	n/a	n/a	
11 - Other			
Intelligent Transportation Sys	\$8,936	\$9,719	\$1,985
Miscellaneous / No prequal	\$0	\$236	\$0
Reclamation	\$0	\$0	\$0
Drilling & Boring	\$0	\$38	\$0
Unknown	\$0	\$1,054	\$0
Demolition	\$0	\$0	\$0
Utilities	\$0	\$0	\$0
Marine Construction	\$0	\$1,880,716	\$0
Section I Total	\$17,324	\$1,895,339	\$27,314

Section II - Federal Aid Highway Operations

11 - Other			
ITS Operations - I-93 HOV Lane Operation and Towing	\$0	\$0	\$0
ITS Operations - Traffic Operations Center (South Boston)	\$0	\$0	\$0
Section II Total	\$0	\$0	\$0

Grand Total Federal Aid: \$17,324 \$1,895,339 \$27,314

5. Air Quality Conformity for Martha's Vineyard

Although most of Massachusetts was designated on 5/21/12 by the United States Environmental Protection Agency as "unclassifiable/attainment" for the latest ozone standard, Dukes County remained an ozone non-attainment area. However, the county is also classified as an "isolated rural area," and as such, for transportation improvement programs composed entirely of exempt projects (40 CFR 93.126), an air quality conformity analysis and determination is not required. Further details and background information are provided below:

Introduction

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

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

Legislative and Regulatory Background

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

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

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

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

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

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

Martha's Vineyard / Dukes County has historically programmed – and continues to program – in its TIP only "Exempt" transportation projects as defined in 40 CFR 93.126, so this current FFY 2014-17 Transportation Improvement Program does not require an air quality conformity analysis or determination for the 2008 NAAQS. Nevertheless, the entire list of current projects was reviewed as part of the interagency conformity consultation process, with the interagency group last meeting on June 13, 2013, and reaching a consensus that potential adverse emissions impacts were not associated with any of the subject projects.

APPENDICIES

A1: FFY 2014-2017 STIP - Statewide Projects

A2: Status of FFY 2013 Projects

A3: Legal Notice

A4: Regional Priorities Waiting Funding

A5: Statewide Bridge List FY 2014-2017

A6: Use of Road Flaggers and Police Details on Public Works Projects

A7: FFY 2014-2017 Statewide Infrastructure Program

A8: FFY 2014-2017 Statewide Highway Safety Improvement Program (HSIP)

A9: FFY 2014-2017 Safe Routes to Schools Program

A10: FFY 2014-2017 Statewide Congestion Mitigation and Air Quality Improvement Program

A11: MassDOT – Statewide Transportation Alternatives Program

A12: MassDOT – Highway Statewide ITS Program

A13: MassDOT – NHPP (formerly NHS) Preservation Program

A14: MassDOT – Interstate Maintenance Resurfacing Program

A15: MassDOT – Storm Water Retrofit Funding

A16: MassDOT – ADA Retrofit Program

A17: Comments received on the Draft TIP

A1: FFY 2014-2017 STIP - Statewide Projects

FFY 2014

Statewide Projects	Federal Funds	Total Funds
Statewide Infrastructure Program	\$10,000,000	\$12,500,000
Statewide HSIP Program	\$13,600,000	\$15,111,111
Statewide Safe Routes to Schools Program	\$5,200,000	\$5,567,304
Statewide CMAQ	\$19,300,000	\$24,125,000
Statewide Transportation Enhancements	\$10,000,000	\$12,500,000
Statewide Recreational Trails	\$800,000	\$1,000,000
Statewide ITS	\$12,560,000	\$15,700,000
Statewide Design and Right of Way	\$0	\$0
Statewide Interstate Maintenance Program	\$46,818,000	\$52,020,000
Statewide NHS Preservation Program	\$34,000,000	\$42,500,000
Statewide Railroad Grade Crossings	\$8,000,000	\$10,000,000
Statewide Transit	\$0	\$0
Statewide Storm Water Retrofits	\$1,200,000	\$1,500,000
Statewide ADA Implementation Plan	\$0	\$0
Subtotal Statewide Infrastructure Items	\$161,478,000	\$192,523,415
Statewide Bridge Maintenance Program	\$8,000,000	\$10,000,000
Statewide Bridge Repl./Rehab Program	\$79,340,000	\$99,175,000
Statewide Bridge Inspection Program	\$5,000,000	\$6,250,000
Subtotal Federal Aid Bridge Program	\$92,340,000	\$115,425,000

*OTP Target Funds – April 8, 2013

FFY 2015

Statewide Projects	Federal Funds	Total Funds
Statewide Infrastructure Program	\$0	\$0
Statewide HSIP Program	\$16,800,000	\$18,666,667
Statewide Safe Routes to Schools Program	\$5,200,000	\$6,500,000
Statewide CMAQ	\$10,200,000	\$12,750,000
Statewide Transportation Enhancements	\$10,000,000	\$12,500,000
Statewide Recreational Trails	\$800,000	\$1,000,000
Statewide ITS	\$10,240,000	\$12,800,000
Statewide Design and Right of Way	\$0	\$0
Statewide Interstate Maintenance Program	\$52,681,500	\$58,535,000
Statewide NHS Preservation Program	\$14,008,000	\$17,510,000
Statewide Railroad Grade Crossings	\$800,000	\$1,000,000
Statewide Transit	\$0	\$0
Statewide Storm Water Retrofits	\$4,800,000	\$6,000,000
Statewide ADA Implementation Plan	\$3,200,000	\$4,000,000
Subtotal Statewide Infrastructure Items	\$128,729,500	\$151,261,667
Statewide Bridge Maintenance Program	\$8,000,000	\$10,000,000
Statewide Bridge Repl./Rehab Program	\$107,800,000	\$134,750,000
Statewide Bridge Inspection Program	\$5,000,000	\$6,250,000
Subtotal Federal Aid Bridge Program	\$120,800,000	\$151,000,000

*OTP Target Funds – April 8, 2013

FFY 2016

Statewide Projects	Federal Funds	Total Funds
Statewide Infrastructure Program	\$0	\$0
Statewide HSIP Program	\$17,600,000	\$19,555,556
Statewide Safe Routes to Schools Program	\$5,180,000	\$6,475,000
Statewide CMAQ	\$30,000,000	\$37,500,000
Statewide Transportation Enhancements	\$10,000,000	\$12,500,000
Statewide Recreational Trails	\$800,000	\$1,000,000
Statewide ITS	\$10,480,000	\$13,100,000
Statewide Design and Right of Way	\$0	\$0
Statewide Interstate Maintenance Program	\$45,990,000	\$51,100,000
Statewide NHS Preservation Program	\$21,360,000	\$26,700,000
Statewide Railroad Grade Crossings	\$800,000	\$1,000,000
Statewide Transit	\$0	\$0
Statewide Storm Water Retrofits	\$4,000,000	\$5,000,000
Statewide ADA Implementation Plan	\$3,200,000	\$4,000,000
Subtotal Statewide Infrastructure Items	\$149,410,000	\$177,930,556
Statewide Bridge Maintenance Program	\$8,000,000	\$10,000,000
Statewide Bridge Repl./Rehab Program	\$65,600,000	\$82,000,000
Statewide Bridge Inspection Program	\$5,000,000	\$6,250,000
Subtotal Federal Aid Bridge Program	\$78,600,000	\$98,250,000

*OTP Target Funds – April 8, 2013

FFY 2017

Statewide Projects	Federal Funds	Total Funds
Statewide Infrastructure Program	\$0	\$0
Statewide HSIP Program	\$17,500,000	\$19,444,444
Statewide Safe Routes to Schools Program	\$3,200,000	\$4,000,000
Statewide CMAQ	\$30,000,000	\$37,500,000
Statewide Transportation Enhancements	\$2,500,000	\$3,125,000
Statewide Recreational Trails	\$800,000	\$1,000,000
Statewide ITS	\$14,400,000	\$18,000,000
Statewide Design and Right of Way	\$0	\$0
Statewide Interstate Maintenance Program	\$47,718,000	\$53,020,000
Statewide NHS Preservation Program	\$19,932,000	\$24,915,000
Statewide Railroad Grade Crossings	\$4,000,000	\$5,000,000
Statewide Transit	\$0	\$0
Statewide Storm Water Retrofits	\$4,000,000	\$5,000,000
Statewide ADA Implementation Plan	\$3,200,000	\$4,000,000
Subtotal Statewide Infrastructure Items	\$147,250,000	\$175,004,444
Statewide Bridge Maintenance Program	\$8,000,000	\$10,000,000
Statewide Bridge Repl./Rehab Program	\$67,960,000	\$84,950,000
Statewide Bridge Inspection Program	\$5,000,000	\$6,250,000
Subtotal Federal Aid Bridge Program	\$80,960,000	\$101,200,000

*OTP Target Funds – April 8, 2013

A2: Status of FFY 2013 Projects

23 CFR 450.332 Annual listing of obligated projects:

(a) In metropolitan planning areas, on an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO shall cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year.

(b) The listing shall be prepared in accordance with Sec. 450.314(a) and shall include all federally funded projects authorized or revised to increase obligations in the preceding program year, and shall at a minimum include the TIP information under Sec. 450.324(e) (1) and (4) and identify, for each project, the amount of Federal funds requested in the TIP, the Federal funding that was obligated during the preceding year, and the Federal funding remaining and available for subsequent years.

(c) The listing shall be published or otherwise made available in accordance with the MPO's public participation criteria for the TIP.

Status of FFY 2013 Projects – Blinker Intersection (“The Roundabout”)					
File #	Town	Description	Federal	State	Total
604813	Oak Bluffs	Intersection Improvements at Edgartown-Vineyard Haven Road and Barnes Road	\$305,098.40	\$76,274.60	\$381,373
100% Funded through 2013. Construction Cost (TFPCC) = \$1,270,863					\$381,373

*MassDOT Project Information website (5/01/2013)

Oak Bluffs - Tisbury – Beach Rd. over Lagoon Pond Bridge Replacement						
Br. #O-01-001 = T-04-001						
Total Cost (including state match)						
File #	Funding Category	FFY14	FFY15	FFY16	FFY 17	TOTAL
604029	Bridge On	\$10,000,000	\$7,000,000	\$7,000,000	\$12,000,000	\$36,000,000
	Fiscal Year Federal Aid Totals:	\$10,000,000	\$7,000,000	\$7,000,000	\$12,000,000	\$36,000,000
	Non-federal Aid (to be converted to federal aid A/C conversions as shown above)	\$36,000,000				\$36,000,000

*Sheri Warrington – Office of Transportation Planning (MassDOT) Bridge List (4/26/2013)

A3: Legal Notice

The following advertisement ran in the Martha's Vineyard Times May 30 and June 13, 2013.

Martha's Vineyard Joint Transportation Committee

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

FFY 2014-2017 Transportation Improvement Program (TIP) FFY 2014 Unified Planning Work Program (UPWP)

The documents are available at:

Martha's Vineyard Commission

33 New York Avenue

Oak Bluffs, MA, 02557

Or at www.mvcommission.org.

To find the documents, please search for

"Improvement 2014" or "Unified 2014".

Call 508-693-3453 for more information.

Please send your written comments during the thirty-day public comment period beginning on May 30, 2013 by June 29, 2013 to:

Martha's Vineyard Joint Transportation Committee

c/o Martha's Vineyard Commission

P. O. Box 1447

Oak Bluffs, MA, 02557

A4: Regional Priorities Waiting Funding

New SUP: Beach Road – Drawbridge to Eastville Avenue (Oak Bluffs)
Improve SUP at Hospital and along Eastville Avenue (Oak Bluffs)
Eastville Avenue intersection improvements at Temahigan and County Roads (Oak Bluffs)
New SUP: County Road to Sunset Lake (Oak Bluffs)
New SUP: Sea View Avenue – extension of existing SUP to Waban Park (Oak Bluffs)
New SUP: Edgartown-Vineyard Haven Road – Skiff Avenue to Sanborn Way (Tisbury)
Resurface Edgartown-Vineyard Haven Road (Tisbury, Oak Bluffs, Edgartown)
Improve separation of SUP and Edgartown-Vineyard Haven Road (Tisbury, Oak Bluffs, Edgartown)
New SUP: Down-Island/Up-Island link (Tisbury and West Tisbury)
New SUP: Manuel Correllus State Forest – Eastern and Northeastern perimeter loop (Edgartown)
New SUP: Manuel Correllus State Forest – Northeast corner connection to Edgartown- Vineyard Haven Road shared-user path (Oak Bluffs)
Tisbury Connector: Evelyn Way extension and improvements (Tisbury)
Tisbury Connector: High Point Lane improvements and realignment, plus SUP (Tisbury)
Tisbury Connector: Holmes Hole Road improvements and extension, plus SUP (Tisbury)
Oak Bluffs Park and Ride (Oak Bluffs)

A5: Statewide Bridge List FFY2014-2017

OFF SYSTEM PROGRAM

MPO Region	PROJ No.	Town Name	District	Location		TIP YR.	Budget TIP Cost (\$)	Total Amount to be AC'd
Berkshire	606706	Pittsfield	01	HWY WOODLAWN AVE	RR CSX	2014	\$4,594,259.00	\$7,576,608.00
Berkshire	605935	Williamstown	01	HWY HOPPER RD	WATER GREEN RIVER	2014	\$3,348,000.00	
Pioneer Valley	604429	Pelham	02	HWY MEETNGHSE RD	WATER AMETHYST BROOK	2014	\$1,846,800.00	
Montachusett	607114	Lancaster	03	HWY JACKSON RD	ST 2	2014	\$4,144,608.00	
							\$13,933,667.00	

ON SYSTEM PROGRAM

MPO Region	PROJ No.	Town Name	District	Location		TIP YR.	Budget TIP Cost (\$)	Total Amount to be AC'd
<i>Boston Region</i>	607338	<i>Gloucester</i>	<i>04</i>	<i>ST128</i>	<i>WATER ANNISQUAM RIVER</i>	2014	\$8,450,000.00	\$17,250,000.00
<i>Boston Region</i>	604796	<i>Dedham</i>	<i>06</i>	<i>HWY PROVDNCE HWY</i>	<i>WATER MOTHER BROOK</i>	2014	\$5,859,000.00	\$10,868,550.00
Boston Region	605895	Bellingham	03	ST126 S MAIN ST	RR CSX (ABANDONED)	2014	\$1,705,200.00	
Boston Region	604428	Chelsea	06	HWY WASHINGTON AV	RR MBTA/BMRR	2014	\$4,581,284.00	
							\$20,595,484.00	

ADVANCE CONSTRUCTION PROGRAM

MPO Region	PROJ No.	Town Name	District	Location		TIP YR.	Budget TIP Cost (\$)
Boston Region	603711	Needham- Wellesley	06	I-95	Rte 128	2014	\$8,500,000
Martha's Vineyard	604029	Oak Bluffs - Tisbury	05	Beach Road	Lagoon Pond	2014	\$10,000,000
Boston Region	600703	Lexington	04	Rte 2	I-95/Rte. 128	2014	\$15,000,000
Southeastern	605223	Fall River	05	I-195/Rte. 79/Rte. 138		2014	\$31,075,000

OFF SYSTEM PROGRAM

MPO Region	PROJ No.	Town Name	District	Location		TIP YR.	Budget TIP Cost (\$)	Budget TIP Cost Inflated 4% (\$)
Northern Middlesex	606302	Dunstable	03	HWY MAIN ST	WATER SALMON BROOK	2015	\$1,857,600.00	\$1,931,904.00
Southeastern	604589	Norton	05	HWY PLAIN ST	WATER CANOE RIVER	2015	\$1,735,630.00	\$1,805,055.20
Franklin	607117	Hawley	01	HWY SAVOY RD	WATER CHICKLEY RIVER	2015	\$2,588,867.57	\$2,692,422.27
Berkshire	605314	New Marlborough	01	HWY HADSELL ST	WATER UMPACHENE RIVER	2015	\$2,344,320.00	\$2,438,092.80
Berkshire	607121	Savoy	01	HWY RIVER RD	WATER WESTFIELD RIVER	2015	\$1,953,600.00	\$2,031,744.00
Northern Middlesex	607123	Chelmsford	04	HWY HUNT RD	I 495	2015	\$7,933,200.00	\$8,250,528.00
Montachusett	604838	Winchendon	02	HWY HARRIS RD	WATER TARBELL BROOK	2015	\$3,135,283.00	\$3,260,694.32
Southeastern	606372	Wareham	05	HWY PAPER MLL RD	WATER WEWEANTIC RIVER	2015	\$1,574,345.52	\$1,637,319.34
Central Mass.	604675	Holden	03	HWY RIVER ST	WATER QUINAPOXET RIVER	2015	\$3,625,050.00	\$3,770,052.00

4%

\$27,817,811.93

ON SYSTEM PROGRAM

MPO Region	PROJ No.	Town Name	District	Location		TIP YR.	Budget TIP Cost (\$)	Budget TIP Cost Inflated 4% (\$)	Total Amount to be AC'd
Franklin	606551	Colrain	01	ST112 JCKSNVLE RD	WATER E BR NORTH RIVER	2015	\$10,427,120.00	\$10,844,204.80	
Boston Region	607273	Franklin	03	ST140 OLD ST 140	RR MBTA/CSX	2015	\$1,711,800.00	\$1,780,272.00	
Northern Middlesex	602932	Lowell	04	HWY VFW HWY	WATER BEAVER BROOK	2015	\$13,603,457.59	\$14,147,595.90	
Boston Region	605883	Dedham	06	HWY NEEDHAM ST	WATER GREAT DITCH	2015	\$2,912,530.50	\$3,029,031.72	
Berkshire	605299	Great Barrington	01	ST183 PARK ST	WATER HOUSATONIC RIVER	2015	\$5,677,694.00	\$5,904,801.76	
Boston Region	603008	Woburn	04	HWY SALEM ST	RR MBTA/BMRR	2015	\$4,825,458.82	\$5,018,477.18	
Northern Middlesex	604537	Lowell	04	HWY MARKET ST	WATER WESTERN CANAL	2015	\$3,647,058.82	\$3,792,941.18	
Boston Region	600867	Boston	06	ST 2 A/MASS AVE	ST 2 COMMONWEALTH AVE	2015	\$2,803,846.15	\$2,916,000.00	\$18,016,000.00
Merrimack Valley	603682	Amesbury	04	I 495 SB/NB	RR BMRR (ABANDONED)	2015	\$10,854,511.52	\$11,288,691.98	
Central Mass.	605972	Southbridge	03	ST131 MAIN ST	WATER QUINEBAUG RIVER	2015	\$4,008,072.00	\$4,168,394.88	

\$62,890,411.39

ADVANCE CONSTRUCTION PROGRAM

MPO Region	PROJ No.	Town Name	District	Location		TIP YR.	Budget TIP Cost (\$)	Budget TIP Cost
Southeastern	605223	Fall River	05	I-195/Rte. 79/Rte. 138		2015	\$6,600,000	\$6,600,000
							\$7,000,000	\$7,000,000
Martha's Vineyard	604029	Oak Bluffs - Tisbury	05	Beach Road	Lagoon Pond	2015		
Boston Region	600703	Lexington	04	Rte 2	I-95/Rte. 128	2015	\$13,200,000	\$13,200,000
Boston Region	607338	Gloucester	04	ST128	WATER ANNISQUAM RIVER	2015	\$8,800,000	\$8,800,000
Boston Region	604796	Dedham	06	HWY PROVIDNCE HWY	WATER MOTHER BROOK	2015	\$5,009,550	\$5,009,550
Montachusett	607114	Lancaster	03	HWY JACKSON RD	ST 2	2015	\$3,432,000	\$3,432,000

OFF SYSTEM PROGRAM

**Inflation
8%**

MPO Region	PROJ No.	Town Name	District	Location		TIP YR.	Budget TIP Cost (\$)	Budget TIP Cost Inflated (\$)
Berkshire	603778	Lanesborough	01	HWY NARRAGANSETT	WATER PONTOOSUC LAKE	2016	\$1,673,327.00	\$1,807,193.00
Franklin	602320	Deerfield	02	HWY MCCLELLN FRM	RR BMRR	2016	\$5,071,472.00	\$5,477,189.76
Boston Region	607133	Quincy	06	HWY ROBERTSON ST	I 93 /US1/ST3	2016	\$4,563,576.41	\$4,928,662.52
Berkshire	607116	Florida	01	HWY S COUNTY RD	WATER COLD RIVER	2016	\$2,705,000.00	\$2,921,400.00
Pioneer Valley	604626	Belchertown/ West Springfield/ Warren	02	HWY WILSON ST	RR NECRR	2016	\$1,605,700.40	\$3,115,152.00
Southeastern		Fall River	05	HWY AIRPORT RD	ST 24	2016	\$3,124,570.00	\$3,374,535.60
Boston Region	607345	Cohasset	05	HWY ATLANTIC AVE	WATER LITTLE HARBOR INLT	2016	\$4,670,896.00	\$5,044,567.68
Central Mass.	606303	Rutland	03	HWY INTERVALE RD	WATER E BR WARE RIVER	2016	\$1,680,000.00	\$1,814,400.00
Central Mass.	607113	Dudley	03	HWY CARPENTER RD	RR ABANDONED PWRR	2016	\$1,674,750.00	\$1,808,730.00
Franklin	607118	Heath	01	HWY SADOGA RD	WATER BURRINGTON BROOK	2016	\$1,560,000.00	\$1,684,800.00
Boston Region	606632	Hopkinton	03	HWY FRUIT ST	COMB CSX & SUDBURY RIV	2016	\$8,700,660.00	\$9,396,713.00
Central Mass.	604468	West Brookfield	02	HWY WICKABG VLLY	WATER SUCKER BROOK	2016	\$2,200,600.00	\$2,376,648.00

\$43,749,991.56

ON SYSTEM PROGRAM

MPO Region	PROJ No.	Town Name	District	Location		TIP YR.	Budget TIP Cost (\$)	Budget TIP Cost Inflated (\$)	Total Amount to be AC'd
Boston Region	604173	Boston	06	HWY N WSHNGTN ST	WATER CHARLES RIVER	2016	\$4,631,371.30	\$5,001,881.00	\$69,501,881.00

\$5,001,881.00

ADVANCE CONSTRUCTION PROGRAM

MPO Region	PROJ No.	Town Name	District	Location		TIP YR.	Budget TIP Cost (\$)	Budget TIP Cost
Boston Region	600867	Boston	06	ST 2 A/MASS AVE	ST 2 COMMONWEALTH AVE	2016	\$ 9,100,000	\$ 9,100,000
Southeastern	605223	Fall River	05	I-195/Rte. 79/Rte. 138		2016	\$12,040,119	\$12,040,119
Martha's Vineyard	604029	Oak Bluffs - Tisbury	05	Beach Road	Lagoon Pond	2016	\$7,000,000	\$7,000,000
Boston Region	600703	Lexington	04	Rte 2	I-95/Rte. 128	2016	\$5,108,000	\$5,108,000

Inflation
12%

OFF SYSTEM PROGRAM

MPO Region	PROJ No.	Town Name	District	Location		TIP YR.	Budget TIP Cost (\$)	Budget TIP Cost Inflated (\$)
Pioneer Valley		Amherst	02	HWY MILL ST	WATER MILL RIVER	2017	\$1,852,950.00	\$2,075,304.00
Franklin		Shelburne	01	HWY BARDWLL FRRY	WATER DRAGON BROOK	2017	\$1,649,840.00	\$1,847,820.80
Franklin		Colrain	01	HWY HEATH RD	WATER W BR NORTH RIVER	2017	\$1,859,550.00	\$2,082,696.00
Pioneer Valley		Chesterfield	01	HWY IRELAND ST	WATER W BR WESTFIELD RIV	2017	\$2,666,568.00	\$2,986,556.16
Southeastern	602564	Carver	05	HWY ROCHESTER RD	WATER WEWEANTIC RIVER	2017	\$2,669,920.00	\$2,990,310.40
Montachusett		Winchendon	02	HWY N ROYLSTN RD	WATER W BR MILLERS RIVER	2017	\$1,838,100.00	\$2,058,672.00
Franklin		Orange	02	HWY HOLTSHIRE RD	WATER MILLERS RIVER	2017	\$2,611,466.00	\$2,924,841.92
Berkshire		Lee	01	HWY CHAPEL ST	WATER GREENWATER BROOK	2017	\$1,348,050.00	\$1,509,816.00
Central Mass.	607135	Worcester	03	HWY HARRISON ST	I 290	2017	\$4,480,896.00	\$5,018,603.52
Berkshire		Lee	01	HWY VALLEY ST	WATER HOUSATONIC RIVER	2017	\$3,353,800.00	\$3,756,256.00
Montachusett	607127	Hubbardston	03	HWY EVERGREEN RD	WATER MASON BROOK	2017	\$1,234,100.00	\$1,382,192.00
Boston Region	604655	Marshfield	05	HWY BEACH ST	WATER CUT RIVER	2017	\$3,229,160.00	\$3,616,659.20
Boston Region		Waltham	04	HWY WOERD AVE	WATER CHARLES RIVER	2017	\$2,013,000.00	\$2,254,560.00
Northern Middlesex		Tewksbury	04	HWY MILL ST	WATER SHAWSHEEN RIVER	2017	\$1,042,217.65	\$1,167,283.76
Boston Region		Topsfield	04	HWY ROWLEY BRG R	WATER IPSWICH RIVER	2017	\$3,501,400.00	\$3,921,568.00
Central Mass.	606638	Sutton	03	HWY BLACKSTNE ST	WATER BLACKSTONE RIVER	2017	\$3,711,320.00	\$4,156,678.40

\$43,749,818.16

ON SYSTEM PROGRAM

Town Name	PROJ No.	Town Name	District	Location		TIP YR.	Budget TIP Cost (\$)	Budget TIP Cost Inflated (\$)	Total Amount to be AC'd
<i>Boston Region</i>	604952	<i>Lynn</i>	<i>04</i>	<i>ST107 WESTERN AVE</i>	<i>WATER SAUGUS RIVER</i>	2017	\$6,428,571.43	\$7,200,000.00	\$41,432,760.00

\$7,200,000.00

ADVANCE CONSTRUCTION PROGRAM

MPO Region	PROJ No.	Town Name	District	Location		TIP YR.	Budget TIP Cost (\$)	Budget TIP Cost Inflated (\$)
<i>Boston Region</i>	604173	<i>Boston</i>	<i>06</i>	<i>HWY N WSHNGTN ST</i>	<i>WATER CHARLES RIVER</i>	2017	16,000,000	16,000,000
<i>Boston Region</i>	600867	<i>Boston</i>	<i>06</i>	<i>ST 2 A/MASS AVE</i>	<i>ST 2 COMMONWEALTH AVE</i>	2017	6,000,000	6,000,000
Martha's Vineyard	604029	Oak Bluffs - Tisbury	05	Beach Road	Lagoon Pond	2017	\$12,000,000	\$12,000,000

A6: Use of Road Flaggers and Police Details on Public Works Projects

701 CMR 7.00 (the Regulation) was promulgated and became law on October 3, 2008. Under this Regulation, the CMR is applicable to any Public works Project that is performed within the limits of, or that impact traffic on, any Public Road. The Municipal Limitation referenced in this Regulation is applicable only to projects where the Municipality is the Awarding Authority.

For all projects contained in the TIP, the Commonwealth is the Awarding Authority. Therefore, all projects must be considered and implemented in accordance with 701 CMR 7.00, and the Road Flagger and Police Detail Guidelines.

By placing a project on the TIP, the Municipality acknowledges that 701 CMR 7.00 is applicable to its project and design and construction will be fully compliant with this Regulation.

This information and additional information relative to guidance and implementation of the Regulation can be found at the following link on the MassDOT Highway Division website:

<http://www.massdot.state.ma.us/Highway/flaggers/main.aspx>

A7: 2014-2017 Statewide Infrastructure Program

FFY 2014 THROUGH 2017 INFRASTRUCTURE PROJECT LISTING

TARGET PROJECTS

FFY	PROJ. NO.	MPO Region	DESCRIPTION	TFPCC	YOE	FUNDING SOURCE
2014	606212	Central MA	WORCESTER- MARLBOROUGH- GUIDE & TRAFFIC SIGN REPLACEMENT & RELATED WORK AT I-290 & ROUTE 85 CONNECTOR	\$3,508,942	\$3,508,942	STP-Flex
2014	603711	Boston Region	NEEDHAM- WELLESLEY- REHAB/REPLACEMENT OF 6 BRIDGES ON I-95/ROUTE 128: N-04-020, N-04-021, N-04-022, N-04-026, N-04-027, N-04-037 & W-13-023 (ADD-A-LANE - CONTRACT V) SOUND BARRIER	\$8,500,000	\$8,500,000	NHPP
2015			None	\$0	\$0	
2016			None	\$0	\$0	
2017			None	\$0	\$0	
TOTAL				\$12,008,942	\$12,008,942	

FFY = PROPOSED FEDERAL FISCAL YEAR FOR THE OBLIGATION OF FEDERAL FUNDS (PROJECT

ADVERTISING) PROJ. NO. = PROJECTINFO NUMBER. IT IS REQUIRED THAT ALL PROJECTS IN FFY

2014 HAVE A PROJ. NO.

DESCRIPTION = THE DESCRIPTION NOTED IN PROJECTINFO

TFPCC = TOTAL FEDERAL PARTICIPATING CONSTRUCTION COST (INCLUDES CONTINGENCIES, CONSTRUCTION ENGINEERING, TRAFFIC POLICE, PARTICIPATING UTILITY COSTS, ETC.)

YOE = YEAR OF EXPENDITURE (FFY 2014 = TFPCC, FFY 2015 = TFPCC X 1.04, FFY 2016 = TFPCC X 1.08, FFY 2017 = TFPCC X 1.12)

A8: 2014-2017 Statewide Highway Safety Improvement Program

FFY 2013 - 2016 Statewide HSIP (Safety) Program

FF Year	Project Number	Location/Description	TFPCC	HSIP	Comments
2013	606466	Statewide Systematic Low Cost Intersection Improvements - Phase II - Statewide	Unknown	\$ 1,000,000.00	
2013	607069	Statewide- Various Safety Strategies To Be Determined Based On 2012 SHSP And Updates	Unknown	\$ 2,000,000.00	All projects yet to be determined - SHSP update draft should be available by summer 2012
2013	607070	Statewide- Implementation (Phase I) Of The Flashing Yellow Arrow At Signalized Intersections--One Of The "FHWA Nine Proven Countermeasures"		\$ 1,300,000.00	Development of project scope and PNF underway
2013	605442	Longmeadow - Northampton: Traffic Sign Replacement On I-91 - District 2	\$700,000.00	\$ 700,000.00	AC 2 of 2. TFPCC \$4.4M.

\$ 5,000,000.00

FF Year	Project Number	Location/Description	TFPCC	HSIP	Comments
2014	607069	Various Safety Strategies To Be Determined Based On 2012 SHSP And Updates	10/11/7156	\$ 2,000,000.00	All projects yet to be determined - SHSP update draft should be available by summer 2012
2014	605668	Raynham-Signal And Intersection Improvement At Route 44, Orchard Street And Route 24 Nb Off Ramp- District 5	\$2,769,200.00	\$ 1,000,000.00	funded through a variety of sources, fully funded
2014	604964	Lowell- Signal & Intersection Improvements At Vfw Highway, Bridge Street & Lakeview Avenue - District 4	\$2,139,120.00	\$ 1,000,000.00	funded through a variety of sources, fully funded
2014	607071	Statewide- Implementation (Phase II) Of The Flashing Yellow Arrow At Signalized Intersections--One Of The "FHWA Nine Proven Countermeasures"	Unknown	\$ 1,000,000.00	
2014	606733	Attleboro - Improvements To I-95 Sb / I-295 Sb Ramps Which Is One Of The Highest Truck Rollover Locations In The State District 5	\$2,800,000.00	\$ 1,000,000.00	

\$ 6,000,000.00

FF Year	Project Number	Location/Description	TFPCC	HSIP	Comments
2015	607072	Implementation (Phase III) Of The Flashing Yellow Arrow At Signalized Intersections--One Of The "FHWA Nine Proven Countermeasures" - Statewide	Unknown	\$ 1,000,000.00	
2015	607069	Various Safety Strategies To Be Determined Based On 2012 SHSP And Updates	Unknown	\$ 4,000,000.00	All projects yet to be determined - SHSP update draft should be available by summer 2012

\$ 5,000,000.00

FF Year	Project Number	Location/Description	TFPCC	HSIP	Comments
2016	607069	Various Safety Strategies to be determined based on 2012 SHSP and updates	Unknown	\$ 5,000,000.00	All projects yet to be determined - SHSP update draft should be available by summer 2012

\$ 5,000,000.00

A9: 2014-2017 Safe Routes to Schools Program

FFY 2013 THROUGH 2016 MASSDOT HIGHWAY DIVISION Safe Routes To Schools PROJECTS

NO.	DESCRIPTION	Dist.	REGION	DESIGN STATUS	STIP year	TFPCC	COMMENTS
2013 PROGRAM/PROJECTS							
	SRTS - Education		Statewide	N/A	2013	837,000	
	SRTS - Planning & Design		Statewide	N/A	2013	545,000	
606521	Braintree - Ross Elementary	6	Boston	0%	2013	552,500	Survey completed soon. 25%/75% expected Jun 12
606516	Wakefield - Dolbeare Elementary	4	Boston	0%	2013	513,125	Board of Selectmen endorsed. 25%/75% expected Oct 12
606519	Brockton - Brookfield School	5	Old Colony	0%	2013	618,125	Survey completed soon. 25%/75% expected Aug 12
	Pittsfield	1	Berkshire	0%	2014	546,000	City endorsed, survey in spring of 12.
	Worcester	3	Central Mass.	0%	2014	583,000	City has not endorsed yet.
						4,194,750	
2014 - PROGRAM/PROJECTS							
	SRTS - Education		Statewide	N/A	2014	855,000	
	SRTS - Planning & Design		Statewide	N/A	2014	570,500	
	Manchester - Memorial Elementary	4	Boston	0%	2014	505,440	PRC approval Summer 12
	Malden - Beebe School	4	Boston	0%	2014	480,480	PRC approval Summer 12
	Milton - Glover Elementary	6	Boston	0%	2014	624,520	PRC approval Fall 12
	Southampton - Norris Elementary	2	Pioneer Valley	0%	2014	572,940	PRC approval Fall 12
	Springfield - Alice Beal School	2	Pioneer Valley	0%	2014	404,560	PRC approval Spring 12
	Westwood - Downey Elementary	6	Boston	0%	2014	569,920	PRC approval Fall 12
	Mansfield - Jordan/Jackson Elementary	5	Southeastern Mass.	0%	2014	609,440	PRC approval Fall 12
						5,196,800	TFPCC includes YOY of 4%
2015 - PROGRAM/PROJECTS							
	SRTS - Education		Statewide	N/A	2015	872,500	
	SRTS - Planning & Design		Statewide	N/A	2015	660,000	
	North Andover - North Andover Middle	4	Merrimack Valley	0%	2015	655,200	PRC approval Spring 12
	Saugus - Veterans Memorial	4	Boston	0%	2015	432,000	PRC approval Fall 12
	Somerville - Healey School	6	Boston	0%	2015	768,960	PRC approval Fall 12
	Fitchburg - South Street Elementary	3	Montachusett	0%	2015	540,000	PRC approval TBD
	TBD					450,000	
	TBD					400,000	
	TBD					400,000	
						5,178,660	TFPCC includes YOY of 8%
2016 - PROGRAM/PROJECTS							
	SRTS - Education		Statewide	N/A		872,500	
	SRTS - Planning & Design		Statewide	N/A		660,000	
	TBD					500,000	
	TBD					500,000	
	TBD					500,000	
	TBD					500,000	
	TBD					500,000	
	TBD					500,000	
	TBD					500,000	
						5,032,500	TFPCC includes YOY of 12%

A10: 2014-2017 Congestion Mitigation and Air Quality

POTENTIAL FFY 2014 THROUGH 2017 MASSDOT HIGHWAY DIVISION CMAQ PROJECTS

NO.	DESCRIPTION	D	REGION	TFPCC	CMAQ COST	YEAR	2014	2015	2016	2017
PROGRAM/NON-PROJECT ITEMS										
	MassRides -- Travel Options Program		Statewide			2013 - 2017	\$2,618,805	\$2,689,512	\$2,762,128	\$2,836,705
	Vanpools		Statewide			2012 2013 2014	\$562,000			
	Truck Stop Electrification		Statewide			2014 2015	\$500,000	\$500,000		
	Alternative Fuel Vehicles		Statewide			2013 2014	\$3,141,195			
2014 - CURRENT STATEWIDE PROJECTS										
<u>603462</u>	DUXBURY- INTERSECTION IMPROVEMENTS @ KINGSTOWN WAY (ROUTE 53) & WINTER STREET	5	Boston	\$1,097,698	\$1,097,698	2014	\$1,141,606			
<u>604432</u>	WINCHENDON- MULTI-USE TRAIL CONSTRUCTION (NORTH CENTRAL PATHWAY - PHASE V) INCLUDES W-39-023 W-39-024 & W-39-028	2	Montachusett	\$2,151,296	\$340,000	2014	\$353,600			
<u>601019</u>	WINCHESTER- SIGNAL & IMPROVEMENTS AT 4 LOCATIONS ON CHURCH STREET & ROUTE 3 (CAMBRIDGE STREET)	4	Boston	\$3,985,903	\$3,985,903	2014	\$4,145,339			
<u>604532</u>	ACTON- CARLISLE- WESTFORD- BRUCE FREEMAN RAIL TRAIL EXTENSION, INCLUDING 6 RAILROAD BRIDGES (PHASE II-A)	4	Boston	\$11,102,609	\$2,300,000	2014	\$2,300,000			
2015 - CURRENT STATEWIDE PROJECTS										
<u>606055</u>	DISTRICT 5- TRAFFIC SIGNAL CONTROLLER CABINET & MISCELLANEOUS MATERIALS PURCHASE & INSTALLATION	5	Statewide	\$1,430,000	\$1,430,000	2015		\$1,487,200		

POTENTIAL FFY 2014 THROUGH 2017 MASSDOT HIGHWAY DIVISION CMAQ PROJECTS

NO.	DESCRIPTION	D	REGION	TFPCC	CMAQ COST	YEAR	2014	2015	2016	2017
606054	DISTRICT 4- TRAFFIC SIGNAL CONTROLLER CABINET & MISCELLANEOUS MATERIALS PURCHASE & INSTALLATION	4	Statewide	\$1,238,085	\$1,238,085	2015		\$1,287,608		
606555	NORTHAMPTON- ROUNDABOUT CONSTRUCTION AT INTERSECTION ROUTES 5/10 (NORTH KING STREET) & HATFIELD STREET	2	Pioneer Valley	\$2,917,000	\$2,917,000	2015		\$2,917,000		
604531	ACTON- MAYNARD- ASSABET RIVER RAIL TRAIL CONSTRUCTION, INCLUDES 2 BRIDGES	4	Boston	\$4,501,362	\$4,501,362	2015		\$4,501,362		
2016 - CURRENT STATEWIDE PROJECTS										
606107	DISTRICT 6- SCHEDULED & EMERGENCY TRAFFIC SIGNAL REPAIRS AT VARIOUS LOCATIONS	6	Statewide	\$560,280	\$560,280	2016			\$627,514	
606026	DISTRICT 4- TRAFFIC SIGNAL REPLACEMENT & FIBER-OPTIC LED CONVERSION AT VARIOUS LOCATIONS	4	Statewide	\$1,680,000	\$1,680,000	2016			\$1,881,600	
606450	HOLYOKE- TRAFFIC SIGNAL UPGRADES AT 15 INTERSECTIONS ALONG HIGH & MAPLE STREETS	2	Pioneer Valley	\$1,504,680	\$1,504,680	2016			\$1,685,242	
601579	WAYLAND- SIGNAL & INTERSECTION IMPROVEMENTS AT ROUTE 27 (MAIN STREET) AND ROUTE 30 (COMMONWEALTH ROAD)	3	Boston	\$1,833,904	\$1,833,904	2016			\$2,053,972	
602165	STONEHAM- SIGNAL & INTERSECTION IMPROVEMENTS AT ROUTE 28/NORTH STREET	4	Boston	\$3,142,660	\$3,142,660	2016			\$3,519,779	
605679	TAUNTON- INTERSECTION IMPROVEMENTS @ ROUTE 140 (COUNTY STREET) & HART STREET	5	SE Mass	\$1,680,680	\$1,680,680	2016			\$1,882,362	
603477	SOUTHWICK- INTERSECTION IMPROVEMENTS AT FOUR LOCATIONS ON ROUTE 57 (FEEDING HILLS ROAD)	2	Pioneer Valley	\$2,160,000	\$2,160,000	2016			\$2,419,200	
605066	NORTHAMPTON- INTERSECTION IMPROVEMENTS AT PLEASANT STREET (STATE ROUTE 5) AND CONZ STREET	2	Pioneer Valley	\$1,357,643	\$1,357,643	2016			\$1,520,560	

POTENTIAL FFY 2014 THROUGH 2017 MASSDOT HIGHWAY DIVISION CMAQ PROJECTS

NO.	DESCRIPTION	D	REGION	TFPCC	CMAQ COST	YEAR	2014	2015	2016	2017
602462	HOLLISTON- SIGNAL INSTALLATION AT ROUTE 16/126 AND OAK STREET	3	Boston	\$1,000,000	\$1,000,000	2016			\$1,120,000	
603251	WORCESTER- SIGNAL & INTERSECTION IMPROVEMENTS @ HOLDEN STREET, DRUMMOND AVENUE & SHORE DRIVE	3	Central MA	\$1,050,002	\$1,050,002	2016			\$1,176,002	
605367	TAUNTON- INTERSECTION IMPROVEMENTS AT THE HON. GORDON M. OWEN RIVERWAY & WILLIAMS STREET	5	SE Mass	\$1,500,000	\$1,500,000	2016			\$1,680,000	
605189	CONCORD- BRUCE FREEMAN RAIL TRAIL CONSTRUCTION, FROM COMMONWEALTH AVENUE TO POWDER MILL ROAD, INCLUDES 2 RAILROAD BRIDGES & 1 CULVERT (PHASE II-C)	4	Boston	\$5,532,584	\$5,532,584	2016			\$6,196,494	
602911	CHICOPEE- CONNECTICUT RIVERWALK & BIKEWAY CONSTRUCTION, FROM BOAT RAMP NEAR I-90 TO NASH FIELD (2.5 MILES)	2	Pioneer Valley	\$2,400,000	\$2,400,000	2016			\$2,688,000	
2017 - STATEWIDE PROJECTS										
605213	SPRINGFIELD- WILBRAHAM- RECONSTRUCTION OF BOSTON ROAD (ROUTE 20)	2	Pioneer Valley	\$8,683,580	\$8,683,580	2016			\$9,725,610	
606223	ACTON- CONCORD- BRUCE FREEMAN RAIL TRAIL CONSTRUCTION (PHASE II-B)	4	Boston	\$5,760,000	\$5,760,000	2017				\$6,681,600
607398	YARMOUTH- BARNSTABLE- CAPE COD RAIL TRAIL EXTENSION, FROM STATION AVENUE (YARMOUTH) TO ROUTE 132 (BARNSTABLE)	5	Cape Cod	\$6,000,000	\$6,000,000	2017				\$6,000,000
	LEE - BIKEWAY	1	Berkshire	\$3,000,000	\$3,000,000	2017				\$3,480,000
607411	TISBURY- BIKE & PEDESTRIAN IMPROVEMENTS ALONG BEACH ROAD, FROM THE TERMINATION OF THE EXISTING SHARED USE PATH WESTERLY TO THE FIVE CORNERS INTERSECTION	5	Martha's Vineyard	\$1,000,000	\$1,000,000	2017				\$1,160,000

A11: MassDOT – Statewide Transportation Alternatives Program

FFY 2014 State Transportation Improvement Program - Commonwealth of Massachusetts

MassDOT Project ID ▼ MPO ▼ Municipality Name ▼ MassDOT Project Description ▼ District ▼ Funding Source ▼ Total Programmed Funds ▼ Federal Funds ▼ Non-Federal Funds ▼ Additional Information ▼

Federal Aid Target Projects

Transportation Alternatives Program

604532	Boston	Acton etc.	Acton- Carlisle- Westford- Bruce Freeman Rail Trail (Phase II-A)	3	STP-TE	\$11,090,000	\$8,872,000	\$2,218,000	Total Project Cost now \$11,090,008.75 Additional funds to cover cost overrun will be CMAQ
605720	Merrimack Valley	Haverhill	Haverhill- Riverwalk Construction (Bradford Section) From Route 125 To County Road	4	STP-TE	\$2,410,718	\$1,928,574	\$482,144	(Construction) TEC = 5.32 out of 18. (C)
605181	Merrimack Valley	Methuen	Methuen- Interchange Reconstruction On I-93 At Route 110/113 Rotary, Including Removal Of M-17-017 & M-17-018, Rehab Of M-17-007 & New Bridge Construction Of M-17-040	4	STP-TE -AC	\$458,334	\$366,667	\$91,667	Total Project Cost = \$59,892,000 FY 2013, 2014 & 2015 Statewide CMAQ & TE + 2013 HPP #2434 (2005) + 2013 IM (2010 Discretionary) + FY 2013 and FY 2015 STP, CMAQ & HSIP + FY 2014 STP + HSIP (Construction). TEC = 9.63 out of 18. (C)
605144	Pioneer Valley	Amherst etc	Amherst-Northampton-Southampton-West Brookfield, Sidewalk & Wheelchair Ramp Construction on Routes 5, 9 and 10	2	STP-TE	\$1,600,000	\$1,280,000	\$320,000	
Statewide Transportation Enhancements Sub-Total						\$15,559,052	\$12,447,242	\$3,111,810	
606669	Merrimack Valley	Amesbury	Amesbury- Powwow Riverwalk Construction, From Main Street To Water Street, Includes Ped Bridge A-07-034 (Phase I)	4	STP-TE	\$1,058,089	\$846,471	\$211,618	Total Project Cost = \$1,800,000 in 2012 dollars, = 1,944,000 in 2014 dollars. FY 2014 CMAQ + FY 2014 TE (STP) (Construction) TEC = 5.42 out of 18. (C)
606636	Montachusett	Athol	Athol- Scenic Byway Access & Overlook Construction.	2	STP-TE	\$72,800	\$58,240	\$14,560	Total Cost = \$72,800 Adjusted for YOY by 4%; Non Adjusted Total Cost = \$70,000; TEC 4.48 of 18; Landscape & Roadside Development; Prelim Design;
Regional Transportation Enhancements Sub-Total						\$1,130,889	\$904,711	\$226,178	
607447	Boston	Malden	Malden- Safe Routes To School (Beebe)	4	TAP	\$ 577,500	\$ 462,000	\$ 115,500	
607441	Boston	Manchester	Manchester- Safe Routes To School (Memorial Elementary)	5	TAP	\$ 625,000	\$ 500,000	\$ 125,000	
607449	Boston	Westwood	Westwood- Safe Routes To School (Downey Elementary)	6	TAP	\$ 686,250	\$ 549,000	\$ 137,250	
607452	Pioneer Valley	Springfield	Springfield - Safe Routes To School (Alice Beal)	2	TAP	\$ 388,750	\$ 311,000	\$ 77,750	
N/A	Statewide	Statewide	SRTS - Education		SRTS	\$ 824,607	\$ 824,607	\$ -	
N/A	Statewide	Statewide	SRTS - Planning & Design		TAP	\$ 600,893	\$ 480,714	\$ 120,179	
Statewide Safe Routes To Schools						\$3,703,000	\$3,127,321	\$575,679	
Recreational Trails Total						\$1,000,000	\$800,000	\$200,000	
Transportation Alternatives Total						\$21,392,941	\$17,279,274	\$4,113,667	

Project estimated total costs are BY YEAR OF EXPENDITURE (YOY), for years 2015-2017 an annual inflation rate of 4% is assumed.

FFY 2015 State Transportation Improvement Program - Commonwealth of Massachusetts

MassDOT Project ID ▼	MPO ▼	Municipality Name ▼	MassDOT Project Description ▼	District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
Federal Aid Target Projects									
STP - Surface Transportation Program									
Transportation Alternatives Program									
606891	Berkshire	Pittsfield	Pittsfield- Ashuwillticook Rail Trail Extension To Crave Avenue	1	TAP	\$ 2,021,760	\$ 1,617,408	\$ 404,352	
607254	Berkshire	North Adams	North Adams/ Williamstown - Mohawk Bike Trail Project	1	TAP	\$ 4,717,440	\$ 3,773,952	\$ 943,488	Construction; YOE 8%
605215	Central Mass	Uxbridge	Uxbridge- Southern New England Trunk Trail Construction	3	TAP	\$ 1,205,645	\$ 964,516	\$ 241,129	
605181	Merrimack Valley	Methuen	Methuen- Interchange Reconstruction On I-93 At Route 110/113 Rotary, Including Removal Of M-17-017 & M-17-018, Rehab Of M-17-007 & New Bridge Construction Of M-17-040	4	TAP-AC	\$ 458,334	\$ 366,667	\$ 91,667	Total Project Cost = \$59,892,000 FY 2013, 2014 & 2015 Statewide CMAQ & TE + 2013 HPP #2434 (2005) + 2013 IM (2010 Discretionary) + FY 2013 and FY 2015 STP, CMAQ & HSIP + FY 2014 STP + HSIP (Construction). TEC = 9.63 out of 18. (C)
606503	Merrimack Valley	Newburyport	Newburyport- Clipper City Rail Trail Along The City Branch (Phase II)	4	TAP	\$ 3,120,000	\$ 2,496,000	\$ 624,000	
			TAP Flex Statewide Sub-Total			\$11,523,179	\$9,218,543	\$2,304,636	
TBD	Boston	Saugus	Saugus- Safe Routes To School (Veterans Memorial)	4	TAP	\$ 432,000	\$ 345,600	\$ 86,400	
TBD	Boston	Somerville	Somerville- Safe Routes To School (Healey)	4	TAP	\$ 768,960	\$ 615,168	\$ 153,792	
TBD	Merrimack Valley	North Andover	North Andover - Safe Routes To School (North Andover Middle)	4	TAP	\$ 655,200	\$ 524,160	\$ 131,040	Total Project Cost = \$655,200. SRTS funding is TAP Flex and requires a 20% state match (Construction) (C)
TBD	Montachusett	Fitchburg	Fitchburg - Safe Routes To School (South Street Elementary)	3	TAP	\$ 540,000	\$ 432,000	\$ 108,000	Safe Routes to School SRTS funding is TAP Flex and requires a 20% state match. PRC approval TBD
TBD	Southeast Mass	Mansfield	Mansfield - Safe Routes to School (Jordon/Jackson Elementary)	5	TAP	\$ 609,440	\$ 487,552	\$ 121,888	
607453	Pioneer Valley	Southampton	Southampton - Safe Routes To School (Norris Elementary)	2	TAP	\$ 531,250	\$ 425,000	\$ 106,250	
TBD	Boston	Milton	Milton- Safe Routes To School (Grover Elementary)	4	TAP	\$ 624,520	\$ 499,616	\$ 124,904	
N/A	Statewide	Statewide	SRTS - Education		SRTS	\$ 863,268	\$ 863,268	\$ -	
N/A	Statewide	Statewide	SRTS - Planning & Design		TAP	\$ 800,000	\$ 640,000	\$ 160,000	
			Statewide Safe Routes To Schools			\$5,824,638	\$4,832,364	\$992,274	
			Recreational Trails Total			\$1,000,000	\$800,000	\$200,000	
			Transportation Alternatives Total			\$18,347,817	\$14,850,907	\$3,496,910	

Project estimated total costs are BY YEAR OF EXPENDITURE (YOE), for years 2013-2015 an annual inflation rate of 4% is assumed.

701 CMR 7.00 Use of Road Flaggers and Police Details on Public Works Projects / 701 CMR 7.00 (the Regulation) was promulgated and became law on October 3, 2008. Under this Regulation, the CMR is applicable to any Public works Project that is

FFY 2016 State Transportation Improvement Program - Commonwealth of Massachusetts

MassDOT						Total				
Project ID	MPO	Municipality	MassDOT Project Description	District	Funding	Programmed	Federal	Non-Federal	Additional	
▼	▼	▼	▼	▼	▼	Funds	Funds	Funds	Information	▼

Federal Aid Target Projects

Transportation Alternatives Program

605020	Merrimack Valley	Boxford	Boxford - Salisbury Multi-Use Trail	4	TAP	3,850,000	3,080,000	770,000	TFPC = \$26,270,248. This item is for the Salisbury Section Only
602912	Pioneer Valley	Chicopee	Chicopee- Chicopee River Riverwalk Multi-Use Path Construction, From Grape Street To Front Street (Near Ellerton Street)	2	TAP	1,785,780	1,428,624	357,156	
603783	Pioneer	Westfield	Westfield- Columbia Greenway Rail Trail Construction (Center	2	TAP	6,784,162	5,427,330	1,356,832	
603730	Pioneer	West Springfield	West Springfield- Connecticut Riverwalk & Bikeway Extension,	2	TAP	1,640,736	1,312,589	328,147	
			Statewide TAP Sub-Total			\$14,060,678	\$11,248,542	\$2,812,136	

TBD	Boston	Waterown	Watertown - Safe Routes To School (Hosmer Elementary)	6	TAP	\$ 650,000	\$ 520,000	\$ 130,000	
TBD	Boston	Everett	Everett - Safe Routes To School (Madelaide English)	4	TAP	\$ 650,000	\$ 520,000	\$ 130,000	
TBD	Boston	Revere	Revere - Safe Routes To School (Garfield Elem. & Middle)	4	TAP	\$ 650,000	\$ 520,000	\$ 130,000	
N/A	Statewide	Statewide	SRTS - Education		SRTS	\$ 904,283	\$ 904,283	\$ -	
N/A	Statewide	Statewide	SRTS - Planning & Design and selected schools		TAP	\$ 800,000	\$ 640,000	\$ 160,000	
			Statewide Safe Routes To Schools			\$3,654,283	\$3,104,283	\$550,000	
			Recreational Trails Total			\$1,000,000	\$800,000	\$200,000	
			Transportation Alternatives Total			\$18,714,961	\$14,552,825	\$3,562,136	

Project estimated total costs are BY YEAR OF EXPENDITURE (YOE), for years 2013-2015 an annual inflation rate of 4% is assumed.

701 CMR 7.00 Use of Road Flaggers and Police Details on Public Works Projects / 701 CMR 7.00 (the Regulation) was promulgated and became law on October 3, 2008. Under this Regulation, the CMR is applicable to any Public works Project that is

FFY 2017 State Transportation Improvement Program - Commonwealth of Massachusetts

MassDOT						Total			
Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Programmed Funds	Federal Funds	Non-Federal Funds	Additional Information
▼	▼	▼	▼	▼	▼	▼	▼	▼	▼

Federal Aid Target Projects

Transportation Alternatives Program

Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Total Programmed Funds	Federal Funds	Non-Federal Funds	Additional Information
			Statewide TAP Sub-Total			\$0	\$0	\$0	
	Statewide	Statewide	SRTS - Education and Planning & Design and selected schools		SRTS	\$ 947,835	\$ 947,835	\$ -	
N/A	Statewide	Statewide	SRTS - Planning & Design and selected schools		TAP	\$ 800,000	\$ 640,000	\$ 160,000	
			Statewide Safe Routes To Schools			\$1,747,835	\$1,587,835	\$160,000	
			Recreational Trails Total			\$1,000,000	\$800,000	\$200,000	
			Transportation Alternatives Total			\$2,747,835	\$2,387,835	\$360,000	

Project estimated total costs are BY YEAR OF EXPENDITURE (YOE), for years 2013-2015 an annual inflation rate of 4% is assumed.

701 CMR 7.00 Use of Road Flaggers and Police Details on Public Works Projects / 701 CMR 7.00 (the Regulation) was promulgated and became law on October 3, 2008. Under this Regulation, the CMR is applicable to any Public works Project that is

A12: MassDOT - Statewide Highway ITS Program



FFY 2014 THROUGH 2017 STATEWIDE INTELLIGENT TRANSPORTATION SYSTEMS PROJECT LISTING

TARGET PROJECTS

ITS and HOV Capital

FFY	PROJ. NO.	DESCRIPTION	TFPCC	YOE	FUNDING SOURCE
14	607422	Statewide- Real Time Traffic Monitoring (RTTM) System (AC Year 1 of 2)	\$7,000,000	\$7,000,000	CMAQ
14	606432	Statewide- I-95 ITS and Fiber-Optic expansion - Burlington to Woburn	\$5,000,000	\$5,000,000	CMAQ
Total CMAQ			\$12,000,000	\$12,000,000	
ITS and HOC / HOV Operations					
14	606916	HOC Operating and Maintenance Expenses	\$520,000	\$520,000	STP-Flex
14	606427	Highway Assistance Patrols - area 2 - year 3	\$1,328,535	\$1,328,535	STP-Flex
14	606428	Highway Assistance Patrols - area 3 - year 3	\$1,328,535	\$1,328,535	STP-Flex
Total STP-Flex			\$3,177,070	\$3,177,070	
Total CMAQ+STP			\$15,177,070	\$15,177,070	

FFY = PROPOSED FEDERAL FISCAL YEAR FOR THE OBLIGATION OF FEDERAL FUNDS (PROJECT ADVERTISING)

PROJ. NO. = PROJECTINFO NUMBER. IT IS REQUIRED THAT ALL PROJECTS IN FFY 2014 HAVE A PROJ. NO.

DESCRIPTION = THE DESCRIPTION NOTED IN PROJECTINFO

TFPCC = TOTAL FEDERAL PARTICIPATING CONSTRUCTION COST (INCLUDES CONTINGENCIES, CONSTRUCTION ENGINEERING, TRAFFIC POLICE, PARTICIPATING UTILITY COSTS, ETC.)

YOE = YEAR OF EXPENDITURE (FFY 2014 = TFPCC, FFY 2015 = TFPCC X 1.04, FFY 2016 = TFPCC X 1.08, FFY 2017 = TFPCC X 1.12)

FFY 2014 THROUGH 2017 STATEWIDE INTELLIGENT TRANSPORTATION SYSTEMS PROJECT LISTING

TARGET PROJECTS

ITS and HOV Capital

FFY	PROJ. NO.	DESCRIPTION	TFPCC	YOE	FUNDING SOURCE
15	607422	Statewide- Real Time Traffic Monitoring (RTTM) System (AC Year 2 of 2)	\$1,000,000	\$1,000,000	CMAQ
15	607424	Statewide- ITS Advanced Transportation Management System (ATMS) software (AC Year 1 of 2)	\$5,769,000	\$5,999,760	CMAQ
15	606923	Statewide- Consultant Services Contract for ITS Design and Support Services	\$480,769	\$500,000	CMAQ
15	606924	Statewide- Consultant Services Contract for ITS Design and Support Services	\$480,769	\$500,000	CMAQ
15	606927	Statewide- Expansion of CCTV, VMS & Traffic Sensor Network	\$480,769	\$500,000	CMAQ
CMAQ Total			\$8,211,308	\$8,499,760	

ITS and HOC / HOV Operations

15	606930	HOV Lane Tow Truck Services for 2 years (Year 1)	\$220,000	\$228,800	STP-Flex
15	606931	HOV lane BTV Operator Contract, 2 year contract (year 1)	\$220,000	\$228,800	STP-Flex
15	606932	HOV Operating Expenses for two years (year 1)	\$220,000	\$228,800	STP-Flex
15	606916	HOC Operating and Maintenance Expenses	\$850,000	\$884,000	STP-Flex
15	606939	Highway Assistance Patrols - area 1 - year 1	\$480,769	\$500,000	STP-Flex
15	606940	Highway Assistance Patrols - area 2 - year 1	\$480,769	\$500,000	STP-Flex
15	606941	Highway Assistance Patrols - area 3 - year 1	\$480,769	\$500,000	STP-Flex
15	606942	Highway Assistance Patrols - area 4 - year 1	\$480,769	\$500,000	STP-Flex
15	606943	Highway Assistance Patrols - area 5 - year 1	\$480,769	\$500,000	STP-Flex
15	606944	Highway Assistance Patrols - area 6 - year 1	\$96,154	\$100,000	STP-Flex
STP-Flex Total			\$4,010,000	\$4,170,400	

Total CMAQ +STP

\$12,670,160

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FFY 2014 THROUGH 2017 STATEWIDE INTELLIGENT TRANSPORTATION SYSTEMS PROJECT LISTING

TARGET PROJECTS

ITS and HOV Capital

FFY	PROJ. NO.	DESCRIPTION	TFPCC	YOE	FUNDING SOURCE
16	607485	Statewide- ITS Real Time Traffic Monitoring (RTTM) System Expansion	\$1,000,000	\$1,080,000	CMAQ
16	607424	Statewide- ITS Advanced Transportation Management System (ATMS) software (AC Year 2 of 2)	\$1,566,000	\$1,566,000	CMAQ
16	606933	Statewide- Consultant Services Contract for ITS Design and Support services	\$462,963	\$500,000	CMAQ
16	606934	Statewide- Consultant Services Contract for ITS Design and Support services	\$462,963	\$500,000	CMAQ
16	606936	Statewide- ITS Expansion of CCTV, VMS, & Traffic Sensor Network	\$3,800,000	\$4,104,000	CMAQ
16	606938	Statewide- ITS Deploy Critical Infrastructure Surveillance	\$1,620,370	\$1,750,000	CMAQ
CMAQ Total			\$8,912,296	\$9,500,000	
ITS and HOC / HOV Operations					
16	606930	HOV Lane Tow Truck Services for 2 years (Year 2)	\$324,074	\$350,000	STP-Flex
16	606931	HOV lane BTV Operator Contract, 2 year contract (year 2)	\$740,741	\$800,000	STP-Flex
16	606932	HOV Operating Expenses for two years (year 2)	\$185,185	\$200,000	STP-Flex
16	606939	Highway Assistance Patrols - area 1 - year 2	\$416,667	\$450,000	STP-Flex
16	606940	Highway Assistance Patrols - area 2 - year 2	\$416,667	\$450,000	STP-Flex
16	606941	Highway Assistance Patrols - area 3 - year 2	\$416,667	\$450,000	STP-Flex
16	606942	Highway Assistance Patrols - area 4 - year 2	\$370,370	\$400,000	STP-Flex
16	606943	Highway Assistance Patrols - area 5 - year 2	\$370,370	\$400,000	STP-Flex
16	606944	Highway Assistance Patrols - area 6 - year 2	\$92,593	\$100,000	STP-Flex
STP-Flex Total			\$3,333,333	\$3,600,000	
Total CMAQ+STP				\$13,100,000	

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DESCRIPTION = THE DESCRIPTION NOTED IN PROJECTINFO

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YOE = YEAR OF EXPENDITURE (FFY 2014 = TFPCC, FFY 2015 = TFPCC X 1.04, FFY 2016 = TFPCC X 1.08, FFY 2017 = TFPCC X 1.12)

FFY 2014 THROUGH 2017 STATEWIDE INTELLIGENT TRANSPORTATION SYSTEMS PROJECT LISTING

TARGET PROJECTS

ITS and HOV Capital

FFY	PROJ. NO.	DESCRIPTION	TFPCC	YOE	FUNDING SOURCE
17	607486	Statewide- ITS Highway Operations Center (HOC) Infrastructure Improvements	\$1,500,000	\$1,680,000	CMAQ
17	607487	Statewide- ITS ATMS Software & Hardware Systems Integration	\$2,000,000	\$2,240,000	CMAQ
17		Statewide- Consultant Service Contract for ITS design and Support Services	\$446,429	\$500,000	CMAQ
17		Statewide- Consultant Service Contract for ITS design and Support Services	\$446,429	\$500,000	CMAQ
17		Statewide- Expansion of CCTV, VMS & Traffic Sensor Network	\$4,089,000	\$4,579,680	CMAQ
CMAQ Total			\$8,481,857	\$9,499,680	

ITS and HOC / HOV Operations

17		HOV Lane Tow Truck Services for 2 years (Year 1)	\$312,500	\$350,000	STP-Flex
17		HOV lane BTV Operator Contract, 2 year contract (year 1)	\$714,286	\$800,000	STP-Flex
17		HOV Operating Expenses for two years (year 1)	\$178,571	\$200,000	STP-Flex
17	606939	Highway Assistance Patrols - area 1 - year 1	\$1,562,500	\$1,750,000	STP-Flex
17	606940	Highway Assistance Patrols - area 2 - year 1	\$1,294,643	\$1,450,000	STP-Flex
17	606941	Highway Assistance Patrols - area 3 - year 1	\$1,294,643	\$1,450,000	STP-Flex
17	606942	Highway Assistance Patrols - area 4 - year 1	\$1,071,429	\$1,200,000	STP-Flex
17	606943	Highway Assistance Patrols - area 5 - year 1	\$892,857	\$1,000,000	STP-Flex
17	606944	Highway Assistance Patrols - area 6 - year 1	\$267,857	\$300,000	STP-Flex
STP-Flex Total			\$7,589,286	\$8,500,000	

Total CMAQ+STP

\$17,999,680

FFY = PROPOSED FEDERAL FISCAL YEAR FOR THE OBLIGATION OF FEDERAL FUNDS (PROJECT ADVERTISING)

PROJ. NO. = PROJECTINFO NUMBER. IT IS REQUIRED THAT ALL PROJECTS IN FFY 2014 HAVE A PROJ. NO.

DESCRIPTION = THE DESCRIPTION NOTED IN PROJECTINFO

TFPCC = TOTAL FEDERAL PARTICIPATING CONSTRUCTION COST (INCLUDES CONTINGENCIES, CONSTRUCTION ENGINEERING, TRAFFIC POLICE, PARTICIPATING UTILITY COSTS, ETC.)

YOE = YEAR OF EXPENDITURE (FFY 2014 = TFPCC, FFY 2015 = TFPCC X 1.04, FFY 2016 = TFPCC X 1.08, FFY 2017 = TFPCC X 1.12)

A13: MassDOT - NHPP (formerly NHS) Preservation Program

FFY 2014 THROUGH 2017 NHS PRESERVATION PROJECT LISTING

TARGET PROJECTS

FFY	MPO	PROJ. NO.	DESCRIPTION	TFPCC	YOE
2014	CENTRAL MASS.	605610	NORTHBOROUGH- RESURFACING & RELATED WORK ON ROUTE 20	\$4,260,000	\$4,260,000
2014	CAPE COD	606178	BOURNE - RESURFACING AND RELATED WORK ON RT.28 (OTIS ROTARY)	\$7,787,520	\$7,787,520
2014	CENTRAL MASS.	607172	WESTBOROUGH - SOUTHBOROUGH RESURFACING AND RELATED WORK ON ROUTE 9	\$7,646,400	\$7,646,400
2014	PIONEER VALLEY	605582	CUMMINGTON RESURFACING AND RELATED WORK ON US ROUTE 9	\$8,396,040	\$8,396,040
2014	BOSTON REGION	606639	WEYMOUTH - BRAINTREE - QUINCY - RESURFACING AND RELATED WORK ON ROUTE 3	\$9,912,000	\$9,912,000
2014	BOSTON REGION	607472	BURLINGTON - CHELMSFORD VARIOUS LOCATION PAVEMENT PRESERVATION ON RT 3 (SHRP2)	\$4,446,000	\$4,446,000
TOTAL				\$42,447,960	\$42,447,960

FFY	RANK	PROJ. NO.	DESCRIPTION	TFPCC	YOE
2015	BERKSHIRE	605887	SHEFFIELD - GREAT BARRINGTON - RESURFACING AND RELATED WORK ON US RT. 7	\$5,976,048	\$6,215,090
2015	BERKSHIRE	606544	LENOX - PITTSFIELD RESURFACING AND RELATED WORK ROUTE 7	\$2,548,800	\$2,650,752
2015	BOSTON REGION	607174	CHELSEA - REVERE - RESURFACING AND RELATED WORK ON ROUTE 1	\$8,311,212	\$8,643,660
TOTAL				\$89,684,460	\$90,357,902

FFY	RANK	PROJ. NO.	DESCRIPTION	TFPCC	YOE
2016	CENTRAL MASS.	607473	WEST BROOKFIELD-BROOKFIELD RESURFACING AND RELATED WORK ON RT. 9	\$1,846,464	\$1,994,181
2016	OLD COLONY	607175	PLYMOUTH - RESURFACING AND RELATED WORK ON ROUTE 3	\$10,472,382	\$11,310,173
2016	CENTRAL MASS.	607176	SHREWSBURY - WESTBOROUGH RESURFACING AND RELATED WORK ON ROUTE 9	\$12,400,080	\$13,392,086
TOTAL				\$178,133,406	\$181,457,805

FFY	RANK	PROJ. NO.	DESCRIPTION	TFPCC	YOE
2017	PIONEER VALLEY	607474	SOUTH HADLEY-GRANBY RESURFACING AND RELATED WORK ON ROUTE 202	\$1,416,000	\$1,585,920

2017	CAPE COD	606179	DENNIS - HARWICH - BREWSTER - ORLEANS - RESURFACING AND RELATED WORK ON RT. 6	\$7,462,320	\$8,357,798
2017	MONTACHUSETT	607475	WINCHENDON- RESURFACING AND RELATED WORK ON ROUTE 12	\$1,806,875	\$2,023,700
2017	MERRIMACK VALLEY	607476	METHUEN-RESURFACING AND RELATED WORK ON ROUTE 213	\$5,801,989	\$6,498,228
2017	BOSTON REGION	607477	LYNNFIELD-PEABODY RESURFACING AND RELATED WORK ON ROUTE 1	\$5,753,916	\$6,444,386
TOTAL				\$225,093,432	\$233,064,277

FFY = PROPOSED FEDERAL FISCAL YEAR FOR THE OBLIGATION OF FEDERAL FUNDS (PROJECT ADVERTISING)

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DESCRIPTION = THE DESCRIPTION NOTED IN PROJECTINFO

TFPCC = TOTAL FEDERAL PARTICIPATING CONSTRUCTION COST (INCLUDES CONTINGENCIES, CONSTRUCTION ENGINEERING, TRAFFIC POLICE, PARTICIPATING UTILITY COSTS, ETC.)

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A14: MassDOT -Interstate Maintenance Resurfacing Program



FFY 2014 THROUGH 2017 INTERSTATE MAINTENANCE PROJECT LISTING

TARGET PROJECTS

FFY	PROJ. NO.	MPO Region	DESCRIPTION	TFPCC	YOE
2014	<u>606582</u>	<u>PioneerValley</u>	EASTHAMPTON NORTHAMPTON - INTERSTATE MAINTENANCE AND RELATED WORK ON I-91	\$13,334,000	\$13,334,000
2014	<u>606173</u>	<u>Franklin</u>	BERNARDSTON - INTERSTATE MAINTENANCE RESURFACING AND RELATED WORK	\$6,372,000	\$6,372,000
2014	<u>606171</u>	<u>Boston</u>	SHARON WALPOLE - INTERSTATE RESURFACING AND RELATED WORK ON I-95	\$9,912,000	\$9,912,000
2014	<u>606174</u>	<u>Northern Middlesex</u>	CHELMSFORD - INTERSTATE MAINTENANCE RESURFACING AND RELATED WORK	\$12,489,120	\$12,489,120
2014	<u>606172</u>	<u>SoutheasternMA</u>	NEW BEDFORD -FAIRHAVEN - INTERSTATE MAINTENANCE RESURFACING AND RELATED WORK ON I-195	\$9,912,000	\$9,912,000
TOTAL				\$52,019,120	\$52,019,120

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A15: MassDOT - Stormwater Retrofit Funding



FFY 2014 THROUGH 2017 STORMWATER RETROFITS PROJECT LISTING

TARGET PROJECTS

FFY	PROJ. NO.	DESCRIPTION	TFPCC	YOE	FUNDING SOURCE
2014	606990	STATEWIDE- STORMWATER RETROFITS AT VARIOUS LOCATIONS (IM/NHS)	\$1,500,000	\$1,500,000	STP-TE
TOTAL			\$1,500,000	\$1,500,000	

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YOE = YEAR OF EXPENDITURE (FFY 2014 = TFPCC, FFY 2015 = TFPCC X 1.04, FFY 2016 = TFPCC X 1.08, FFY 2017 = TFPCC X 1.12)

FFY 2014 THROUGH 2017 STORMWATER RETROFITS PROJECT LISTING

TARGET PROJECTS

FFY	PROJ. NO.	DESCRIPTION	TFPCC	YOE	FUNDING SOURCE
2015	606999	STATEWIDE- STORMWATER RETROFITS AT VARIOUS LOCATIONS (IM/NHS)	\$2,884,615	\$3,000,000	STP-FLEX
2015	607002	DISTRICT 3- STORMWATER RETROFITS AT VARIOUS LOCATIONS	\$1,442,308	\$1,500,000	STP-FLEX
2015	607003	DISTRICT 4- STORMWATER RETROFITS AT VARIOUS LOCATIONS	\$1,442,308	\$1,500,000	STP-FLEX
TOTAL			\$5,769,231	\$6,000,000	

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YOE = YEAR OF EXPENDITURE (FFY 2014 = TFPCC, FFY 2015 = TFPCC X 1.04, FFY 2016 = TFPCC X 1.08, FFY 2017 = TFPCC X 1.12)

FFY 2014 THROUGH 2017 STORMWATER RETROFITS PROJECT LISTING

TARGET PROJECTS

FFY	PROJ. NO.	DESCRIPTION	TFPCC	YOE	FUNDING SOURCE
2016	607004	STATEWIDE- STORMWATER RETROFITS AT VARIOUS LOCATIONS (IM/NHS)	\$1,851,852	\$2,000,000	STP-FLEX
2016	607000	DISTRICT 1- STORMWATER RETROFITS AT VARIOUS LOCATIONS	\$1,046,296	\$1,130,000	STP-FLEX
2016	607001	DISTRICT 2- STORMWATER RETROFITS AT VARIOUS LOCATIONS	\$1,046,296	\$1,130,000	STP-FLEX
2016	606996	DISTRICT 5- STORMWATER RETROFITS AT VARIOUS LOCATIONS	\$351,852	\$380,000	STP-FLEX
2016	606997	DISTRICT 6- STORMWATER RETROFITS AT VARIOUS LOCATIONS	\$351,852	\$380,000	STP-FLEX
TOTAL			\$4,648,148	\$5,020,000	

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FFY 2014 THROUGH 2017 STORMWATER RETROFITS PROJECT LISTING

TARGET PROJECTS

FFY	PROJ. NO.	DESCRIPTION	TFPCC	YOE	FUNDING SOURCE
2017	TBD	STATEWIDE- STORMWATER RETROFITS AT VARIOUS LOCATIONS (IM/NHS)	\$1,785,714	\$2,000,000	STP-FLEX
2017	606994	DISTRICT 3- STORMWATER RETROFITS AT VARIOUS LOCATIONS	\$1,339,286	\$1,500,000	STP-FLEX
2017	606995	DISTRICT 4- STORMWATER RETROFITS AT VARIOUS LOCATIONS	\$1,339,286	\$1,500,000	STP-FLEX
TOTAL			\$4,464,286	\$5,000,000	

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A16: MassDOT - ADA Retrofit Program



FFY 2014 THROUGH 2017 ADA RETROFITS PROJECT LISTING

TARGET PROJECTS

FFY	PROJ. NO.	DESCRIPTION	TFPCC	YOE	FUNDING SOURCE
2014		none		\$0	
				\$0	
				\$0	
				\$0	
TOTAL				\$0	\$0

FFY = PROPOSED FEDERAL FISCAL YEAR FOR THE OBLIGATION OF FEDERAL FUNDS (PROJECT ADVERTISING)

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DESCRIPTION = THE DESCRIPTION NOTED IN PROJECTINFO

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FFY 2014 THROUGH 2017 ADA RETROFITS PROJECT LISTING

TARGET PROJECTS

FFY	PROJ. NO.	DESCRIPTION	TFPCC	YOE	FUNDING SOURCE
2014	<u>607032</u>	DISTRICT 4- ADA RETROFITS AT VARIOUS LOCATIONS	\$1,942,308	\$2,020,000	STP-TE
2015	<u>607033</u>	DISTRICT 5- ADA RETROFITS AT VARIOUS LOCATIONS	\$1,903,846	\$1,980,000	STP-TE
TOTAL			\$3,846,154	\$4,000,000	

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FFY 2014 THROUGH 2017 ADA RETROFITS PROJECT LISTING

TARGET PROJECTS

FFY	PROJ. NO.	DESCRIPTION	TFPCC	YOE	FUNDING SOURCE
2016	<u>607035</u>	DISTRICT 1- ADA RETROFITS AT VARIOUS LOCATIONS	\$314,815	\$340,000	STP-Flex
2016	<u>607036</u>	DISTRICT 2- ADA RETROFITS AT VARIOUS LOCATIONS	\$685,185	\$740,000	STP-Flex
2016	<u>607038</u>	DISTRICT 3- ADA RETROFITS AT VARIOUS LOCATIONS	\$1,185,185	\$1,280,000	STP-Flex
2016	<u>607042</u>	DISTRICT 6- ADA RETROFITS AT VARIOUS LOCATIONS	\$1,518,519	\$1,640,000	STP-Flex
		TOTAL	\$3,703,704	\$4,000,000	

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FFY 2014 THROUGH 2017 ADA RETROFITS PROJECT LISTING

TARGET PROJECTS

FFY	PROJ. NO.	DESCRIPTION	TFPCC	YOE	FUNDING SOURCE
2017	<u>607039</u>	DISTRICT 4- ADA RETROFITS AT VARIOUS LOCATIONS	\$1,803,571	\$2,020,000	STP-Flex
2017	<u>607041</u>	DISTRICT 5- ADA RETROFITS AT VARIOUS LOCATIONS	\$1,775,893	\$1,989,000	STP-Flex
TOTAL			\$3,579,464	\$4,009,000	

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A17: Comments received on the Draft TIP



Priscilla Leclerc

From: Bill Veno <veno@mvcommission.org>
Sent: Thursday, June 27, 2013 2:09 PM
To: Priscilla Leclerc
Subject: FW: FHWA comments on Martha's Vineyard Draft TIP
Attachments: 7 National Goal Areas.pdf

From: Mark London [mailto:london@mvcommission.org]
Sent: Thursday, June 27, 2013 1:21 PM
To: Bill Veno (veno@mvcommission.org)
Subject: FW: FHWA comments on Martha's Vineyard Draft TIP

FYI

From: Paul.Maloney@dot.gov [mailto:Paul.Maloney@dot.gov]
Sent: Thursday, June 27, 2013 1:15 PM
To: pleclerc@capecodcommission.org
Cc: sheri.warrington@state.ma.us; Mark London
Subject: FHWA comments on Martha's Vineyard Draft TIP

6-27-2013

Good morning Priscilla. I am forwarding FHWA's comments on the draft TIP. They are:

General

- The first year of the TIP should show the Total Cost estimated for each project programmed on the TIP, in the "Additional Information" field. Each subsequent year, the cost estimates should increase at a rate of 4% per year, over estimates that were originally made as the TIP was being developed. So year two would show costs increased by 4% above the "base" cost, year three would show costs increased 8% above the base cost, and year four would show costs increased 12% above the base cost. It does not appear that this guidance is being followed. Please review this and ensure that this guidance is implemented prior to TIP endorsement by the MPO.
- TAP funding is not shown on the TIP. TAP funding is available to the Martha's Vineyard Region and should be shown on each element of the TIP.

MAP-21, Pg. 5

- One of the cornerstones to the MAP-21 legislation is the focus it places on performance measures and the overall performance-based approach to transportation planning and programming. Please incorporate a reference to this approach in the brief description of MAP-21, on page 5.

Project Priorities Pg. 5

- Regional priorities are influenced by many factors including state and federal priorities, such as GreenDOT and those shown in the attachment 7 National Goal Areas, relating to MAP-21's focus on Performance Measures. The Project Priorities section should inform the reader that these federal and state priorities, including the Transportation Evaluation Criteria (TEC) are influencers to those regional priorities. These external priorities help to inform the TIP development process.

On the 2014 Element

- Project 603460 – Tisbury, provides a total cost of \$350,000 - \$450,000 and shows that \$400,000 is programmed. This project is also shown as an Advance Construction (AC) project. This project was not programmed on the 2013 Element of the 2013-2016 TIP, and therefore, as currently shown in the draft TIP, it is unclear what year of AC this is being programmed as. Please show this as AC 1 / 2 if this is the first year of a two-year AC project.
- Given the fact that the total cost of project 603460 is shown as a range, and the proposed amount of funding to be programmed splits the difference in the range shown, there may be no need to AC this project. Please confirm the cost estimate with MassDOT and also confirm whether this project meets the required circumstances for advance construction programming. If this project is to be AC'd, it should also be shown on the 2015 element, programming the balance of the cost not met from the 2014 program funding. As shown, the 2015 Element does not include this project.
- Project 604029, Oak Bluffs – Tisbury is being programmed over three years, using the AC programming practice. The "Additional Information" field shows a total cost and another, different, Year of Expenditure cost. Only the cost estimate for the 2014 year should be given. Since this is shown on year one of the TIP, no 4% increase should be factored into it. Please confirm which cost estimate is correct and show that exclusively, on the 2014 Element.
- The minimum HSIP target has been programmed and it appears that the minimum CMAQ target has been met also, though the notation in the summary of Section 1A say CMAQ minimum not met. Please check this and make any necessary changes.
- This Element is financially constrained, with a remaining balance of \$169,639 left unprogrammed at this time.

On the 2015 Element

- Project 603460 should be programmed on this element, if the project is AC'd beginning in 2014.
- The 2015 Element's entry for Project 604029 (AC 2/3) shows what appears to be a "base" cost estimate and a Year Of Expenditure cost estimate. Please confirm that the Year of Expenditure cost is the correct amount (increased over the base by 4%) and use that cost estimate exclusively, in the "Additional Information" field, on the 2015 Element. Please refer back to the General comment at the top of this page.
- There are no specific projects funded in Section 1A, Federal Aid Target Projects, on the 2015 Element. Please work with MassDOT to determine which projects meet regional needs, support stated goals, and can make use of available funds. Please include the total cost and the explicit notice to the reader that a 4% inflation factor was applied to the cost estimate, to reflect a more accurate estimate of the cost, taking into account the time value of money.
- We note that the HSIP and CMAQ minimums have not been met. Please work with MassDOT to identify appropriate projects that are eligible to use available funding.
- This Element is financially constrained, with a remaining balance of \$427,913 left unprogrammed at this time.

On the 2016 Element

- There are no specific projects funded in Section 1A, Federal Aid Target Projects, on the 2016 Element. Please work with MassDOT to determine which projects meet regional needs, support stated goals, and can make use of available funds. Please include the total cost as well as the explicit notice to the reader that an 8% inflation factor (4% each year, after the first TIP year) was applied to the cost estimate, to reflect a more accurate estimate of the cost, taking into account the time value of money.
- The 2016 Element's entry for Project 604029 (AC 3/3) shows what appears to be a "base" cost estimate and a Year Of Expenditure cost estimate. Please confirm that the Year of Expenditure cost is the correct amount (increased over the base by 8%) and use that cost estimate exclusively, in the Additional Information field, on the 2015 Element. Please refer back to the General comment at the top of this page.
- We note that the HSIP and CMAQ minimums have not been met. Please work with MassDOT to identify appropriate projects that are eligible to use available funding.
- This Element is financially constrained with a remaining balance of \$540,697 left unprogrammed at this time.

On the 2017 Element

- Project 607411 – Tisbury shows what appears to be a base cost estimate and a Year of Expenditure cost estimate. Please confirm the correct cost and show only one. This cost, as previously mentioned, must be inflated 12% above the cost estimate that was determined, at the time the TIP was developed. . Please refer back to the General comment at the top of this page.
- We note that the Oak Bluffs / Edgartown project has not yet been approved by the PRC. It would be helpful to inform the reader what month the PRC will consider this project for eligibility.
- We note that the HSIP and CMAQ minimums have not been met. Please work with MassDOT to identify appropriate projects that are eligible to use available funding.
- Element is financially constrained with a remaining balance of \$73,097 left unprogrammed at this time.

Air Quality Conformity Pg. 23

- We note that the Environmental Protection Agency (EPA) has confirmed that Dukes County is classified as an "isolated rural area" and, as such, is not required to demonstrate conformity with air quality regulations. We also note that changes to the current draft conformity language in this document are expected prior to endorsement by the MPO. Please continue to coordinate with MassDOT for the appropriate language to include in this section.

Appendix 2- Status of FFY 2013 Projects

- Please ensure that the listing of projects shown in this section include those that were advertised in FFY 2013, and include Advance Construction projects. Since the 2013 FFY has not yet ended, please ensure that those projects advertised by the end of FFY 2013 are published, or otherwise made available in accordance with the MPO's Public Participation Plan's criteria for the TIP.
- This section should be brought into the main body of the TIP, in Section 2, *Requirements and Process*.

Appendix 5 – Operations and Maintenance Summary Tables

- These tables should be brought into in Section 4, *Federally Funded Projects*, in the main body of the TIP. A brief statement should be made explaining to the reader that these associated costs were considered as financial constraint was determined.

Appendix 6 – Statewide Road and Bridge Program Federal Regional Targets

- The Target tables should be brought into in Section 4, *Federally Funded Projects*, in the main body of the TIP. This information supports the TIP listing of projects by laying the foundation of the available federal funding; the Federal Targets.

Please feel free to contact me if any clarification is necessary, regarding my comments above. Thank you again for the opportunity to comment on the draft TIP. Have a nice day.

Paul



Paul F. Maloney, P.E. (Maryland)
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Performance Management

Program purpose

A key feature of MAP-21 is the establishment of a performance- and outcome-based program. The objective of this performance- and outcome-based program is for States to invest resources in projects that collectively will make progress toward the achievement of the national goals.

Statutory citation(s): MAP-21 §§1106, 1112-1113, 1201-1203; 23 USC 119, 134-135, 148-150

National policy in support of performance management

“Performance management will transform the Federal-aid highway program and provide a means to the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision-making through”[§1203; 23 USC 150(a)]

National performance goals

Establishes national performance goals for the Federal-aid highway program in seven areas:

[§1203; 23 USC 150(b)]

Goal area	National goal
Safety	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
Infrastructure condition	To maintain the highway infrastructure asset system in a state of good repair
Congestion reduction	To achieve a significant reduction in congestion on the National Highway System
System reliability	To improve the efficiency of the surface transportation system
Freight movement and economic vitality	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
Environmental sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment
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
--	--

Performance measures

Requires the Secretary, in consultation with States, metropolitan planning organizations (MPOs), and other stakeholders, to establish performance measures in the areas listed below. Provides for DOT to establish such measures within 18 months of enactment, and prohibits DOT from establishing additional performance measures. [§1203; 23 USC 150(c)]

- Pavement condition on the Interstate System and on remainder of the National Highway System (NHS)
- Performance of the Interstate System and the remainder of the NHS
- Bridge condition on the NHS
- Fatalities and serious injuries—both number and rate per vehicle mile traveled--on all public roads
- Traffic congestion
- On-road mobile source emissions
- Freight movement on the Interstate System

Performance targets

- *Setting of State targets.* Within one year of the DOT final rule on performance measures, requires States to set performance targets in support of those measures. States may set different performance targets for urbanized and rural areas. [§1203; 23 USC 150(d)]

To ensure consistency each State must, to the maximum extent practicable –

- coordinate with an MPO when setting performance targets for the area represented by that MPO; and
- coordinate with public transportation providers when setting performance targets in an urbanized area not represented by an MPO. [§1202; 23 USC 135(d)(2)(B)]
- *Setting of MPO targets.* Within 180 days of States or providers of public transportation setting performance targets, requires MPOs to set performance targets in relation to the performance measures (where applicable). To ensure consistency, each MPO must, to the maximum extent practicable, coordinate with the relevant State and public transportation providers when setting performance targets. [§1201; 23 USC 134(h)(2)].
- *Plans requiring targets.* Requires the following plans to include State targets (and/or MPO targets, as appropriate):
 - Metropolitan transportation plans. [§1201; 23 USC 134(i)(2)(B)]
 - Metropolitan Transportation Improvement Program (TIP). [§1201; 23 USC 134(j)(2)(D)]

- Statewide Transportation Improvement Program (STIP). [§1202; 23 USC 135(g)(4)]
- State asset management plans under the National Highway Performance Program (NHPP). [§1106; 23 USC 119(e)]
- State performance plans under the Congestion Mitigation and Air Quality Improvement program. [§1113(b)(6); 23 USC 149(l)]

Additionally, State and MPO targets *should* be included in Statewide transportation plans. [§1202; 23 USC 135(f)(7)]

- *Reporting on progress.* Requires States to report on the condition and performance of the NHS; the effectiveness of the investment strategy document in the State asset management plan for the NHS; progress toward achieving performance targets; and the ways in which the State is addressing congestion at freight bottlenecks. [§1203; 23 USC 150(e)]

Thresholds for bridge and pavement condition

- *Establishment of thresholds.* Requires DOT to establish, as part of its rulemaking on performance measures, minimum thresholds for Interstate pavement condition. [§1203; 23 USC 150(c)(3)]

Requires each State to maintain minimum thresholds for Interstate pavement condition (the level set by DOT in its rulemaking) and NHS bridges (no more than 10% of total NHS bridge deck area may be on structurally deficient bridges). [§1106; 23 USC 119(f)]

- *Failure to meet thresholds.* Requires a State that fails to meet or maintain these thresholds over a statutorily-designated time period to reserve a specified portion of its NHPP funding for Interstate pavement and NHS bridge projects. In some cases also requires the State to transfer a specified portion of its Surface Transportation Program (STP) funding to NHPP. (See NHPP fact sheet for detail) [§1106; 23 USC 119(f)]

Trends in safety performance

Imposes additional requirements on a State in relation to specified measures of highway safety: [§1112; 23 USC 148(g)]

- *Rural road safety.* If the fatality rate on rural roads in a State increases over the most recent two year period, the State must dedicate a specified amount of funds under the Highway Safety Improvement Program for high risk rural road safety projects.
- *Older driver and pedestrian safety.* If the traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65 in a State increase over the most recent two year period, the State must detail in its next Strategic Highway Safety Plan how it intends to address increases in those rates.

Other accountability measures

- *Target achievement under NHPP.* Requires a State that fails to achieve (or to make significant progress toward achieving) its performance targets for the NHS for two consecutive reports to describe in its next performance report to DOT (under amended 23 USC 150(e)) the actions it will take to achieve its targets. [§1106; 23 USC 119(e)(7)]
- *Target achievement under HSIP.* Requires a State that fails to achieve (or to make significant progress toward achieving) its HSIP performance targets within two years of the targets' establishment to –
 - dedicate a specified portion of its obligation authority to HSIP projects until the Secretary determines that the State has made significant progress toward or met the targets; and
 - annually submit to the Secretary an implementation plan that includes certain specified components related to highway safety until the Secretary determines that the State has made significant progress toward or met the targets. [§1112; 23 USC 148(i)]
- *Certification of planning process for Transportation Management Areas (TMAs).* Continues to require the Secretary to certify at least once every four years whether the metropolitan planning process of an MPO serving a TMA meets the requirements, including the requirements of 23 USC 134 and other applicable Federal law. One of these requirements is to include a performance-based approach in the metropolitan transportation planning process (see 23 USC 134(h)(2)). Absent this certification, DOT may withhold up to 20% of the funds attributable to the metropolitan planning area. [§1201; 23 USC 134(k)(5)]



Deval L. Patrick, Governor
Richard A. Davey, Secretary & CEO



June 27, 2013

Mark London, Executive Director
Martha's Vineyard Commission
P.O. Box 1447
Oak Bluffs, MA 02557

Dear Mr. London:

The Massachusetts Department of Transportation (MassDOT) Office of Transportation Planning (OTP) has reviewed the draft Federal Fiscal Year 2014 to 2017 Transportation Improvement Program (TIP) released by the Martha's Vineyard Metropolitan Planning Organization (MPO) on May 29, 2013. I would like to take this opportunity to provide feedback on the MPO's 3C planning process as it relates to the preparation of this document and to comment specifically on the contents of the draft document released for public review.

As required under the federal Moving Ahead for Progress in the 21st Century (MAP-21) legislation, we must continue to seek ways to incorporate performance measures into our planning process by identifying key metrics, targets and thresholds that can be used to measure progress on priority activities. As federal guidance on performance measurement becomes available, MassDOT looks forward to working with all of Massachusetts' MPOs to develop performance-based planning processes that will help the regions to set policies and prioritize projects in a manner consistent with federal and state goals.

As the federally-authorized entities charged with ensuring public participation in the spending of federal funds, MPOs have a primary responsibility for outreach and civic engagement in the development of the TIP. We commend the MPO for its efforts in holding MPO meetings on April 11th, May 29th and July 17th to present the TIP development process and the scoring of projects, to propose the draft TIP, and to endorse the final TIP, respectively. OTP urges the MPO to ensure that the TIP and any subsequent amendments are as accessible as possible to members of the public. MPO staff should consult with the MPO on guidelines and standard practices for making the TIP and TIP amendments easily available. This should include the posting of the TIP and TIP amendments on the MPO's website, updating the TIP project lists whenever they are amended, and ensuring that the TIP project lists are labeled with the number and date of the latest amendment.

OTP also reminds the MPO of the importance of ensuring that the MPO process is accessible to all individuals, including members of Title VI, Environmental Justice (EJ), and Limited English Proficiency (LEP) communities, as this part of the process continues

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to be a major priority for the U.S. Department of Transportation. We encourage a continued emphasis on engaging these populations during the planning process and throughout all transportation planning-related efforts in accordance with the Region's public participation plan.

In preparing to endorse the 2014-2017 TIP, the MPO should bear in mind that the Congestion Mitigation and Air Quality Improvement (CMAQ) and Highway Safety Improvement Program (HSIP) components of the regional target are a minimum, and that MPO staffs should work with the proponents of regional target projects, OTP, and the Highway Division to leverage CMAQ and HSIP funds to the maximum extent possible within the overall regional target.

Beginning this year, MassDOT will deploy our custom-developed database for compiling the State Transportation Improvement Program (STIP). In order to ensure that this process is as trouble-free as possible, we are asking that all of the MPOs keep their TIP list information as consistent as possible. First, the project description field should exactly match the MassDOT ProjectInfo description. Any other information should be included in the "Additional Information" field, including total project cost, project funding sources, source of match funding (other than state bond funding), project costs in Year of Expenditure, Design Funding, and an identification of the Advance Construction (AC) year/total AC years (e.g. "AC Year 1 of 3") as applicable.

The MassDOT Rail and Transit Division is also deploying a new system for creating and managing the TIP transit project lists. Regions are encouraged to ensure that transit project descriptions are as informative as possible for public review. To this end, the MassDOT Rail and Transit Division is reviewing and updating the descriptions for many of the TIP transit projects. In order to ensure the most up to date transit project list from Grants Plus+ is made available to the public, the MPO should include a current TIP list from Grant Plus+ when it is time to endorse its TIP.

The MPO should also make every effort to program the full amount of their regional target for all TIP years. The closer the year, the more important full programming is. However, given all of our transportation system's needs, and all of the deserving projects, we expect each MPO to identify projects that will fully utilize available target funds in all of the TIP years. If the regional targets are not fully programmed, the MPO should work with the MassDOT Highway Division districts and with the regional municipalities in a timely fashion to identify additional projects.

In addition, please note the following comments specific to the information contained in the MVMPO's DRAFT 2014-2017 TIP.

- Please consider including a map of the region.
- In all four years of the highway project listing, please change the heading and funding category of Section 1D – NHS to NHPP, as the NHS program has been replaced by the NHPP program under MAP-21.
- Please update the Target Funds Available in each TIP year to accurately reflect whether or not minimums and maximums are met.

- For project #604029, please make certain that Advance Construction (AC) is properly noted as applicable in years 2014-2016.
- For project #603460, please update the additional information to reflect the correct cost information.
- For the Tisbury/Oak Bluffs/Edgartown Road resurfacing project in years 2015 and 2016, please note in the "Additional Information" that the project will be submitted for PRC in July of 2013.
- On page 2, please update the staff listing.
- In 2014, project #604029 should have a TFPCC of \$10,000,000.
- For all projects, please check that the correct Year of Expenditure (YOE) cost is listed.
- On page 23, please update the conformity language to reflect Martha's Vineyard's status as an "isolated rural area".

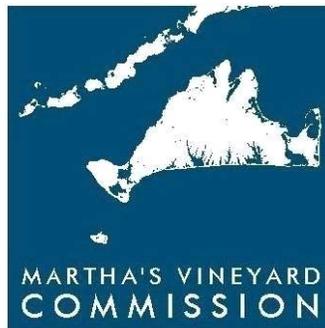
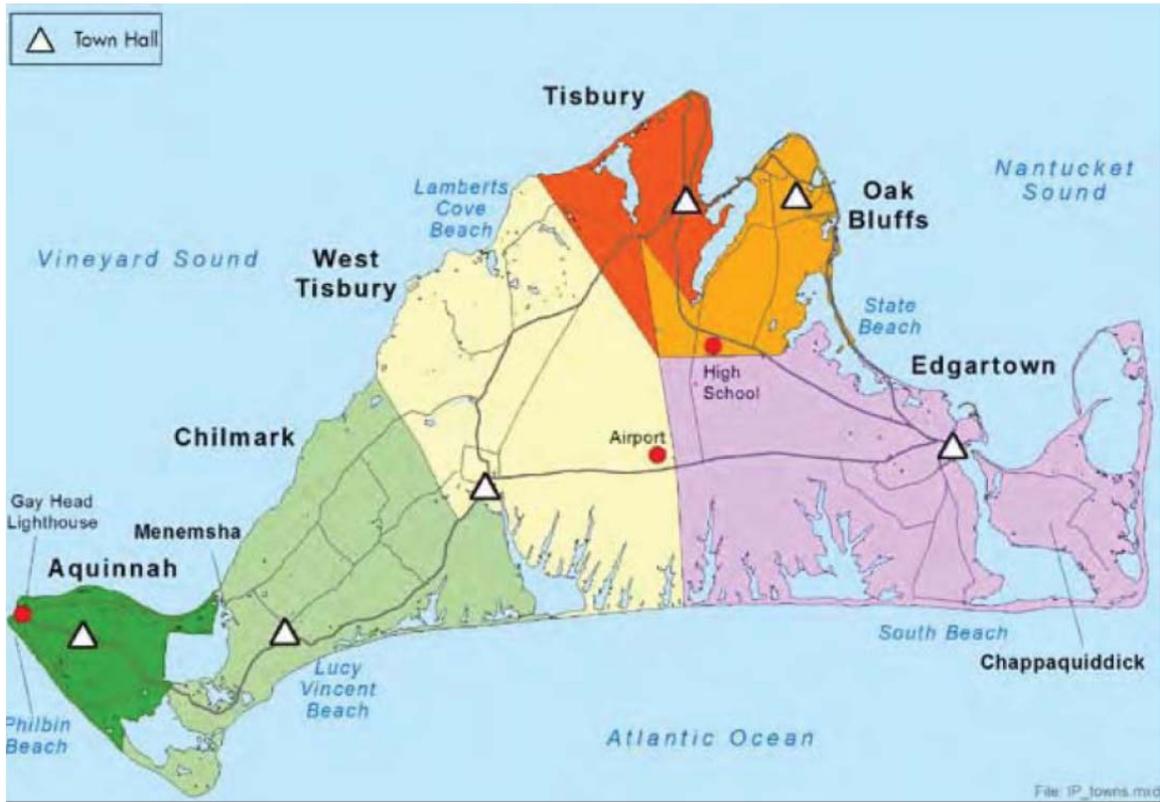
I commend the Martha's Vineyard MPO members and staff for their hard work in creating an accessible and comprehensive document. I recognize the thorough, full and open public process that the MPO membership and staff fulfill, especially in respect to the preparation of certification documents such as the TIP. Please contact me at (857) 368-8865 or Sheri Warrington at (857) 368-8837 if you have further questions.

Sincerely,



David J. Mohler
Executive Director
Office of Transportation Planning

Cc: Pamela Stephenson, Division Administrator, Federal Highway Administration
Mary Beth Mello, Regional Administrator, Federal Transit Administration
Francis DePaola, MassDOT Highway Division Administrator
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