

Transportation Improvement Program Fiscal Years 2025-2029

October 1, 2024 to September 30, 2029



Scheduled action to approve on May 20, 2024

NP&EDC

Nantucket Planning and Economic Development Commission
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DISCLAIMER

Use of Federal Funds and USDOT Disclaimer

This report was funded in part through grant[s] from the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the U.S. Department of Transportation (USDOT). The views and opinions of the authors or agency expressed herein do not necessarily state or reflect those of the U.S. State Department of Transportation (USDOT).

Title VI Nondiscrimination Practices

Federal Title VI/Nondiscrimination Protections

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

Massachusetts Title VI/Nondiscrimination Protections

The NP&EDC also complies with the Massachusetts Public Accommodation Law, M.G.L. c 272 §§ 92a, 98, 98a, prohibiting making any distinction, discrimination, or restriction in admission to or treatment in a place of public accommodation based on race, color, religious creed, national origin, sex, sexual orientation, disability, or ancestry. Likewise, the NP&EDC complies with the Governor's Executive Order 526, section 4 requiring all programs, activities, and services provided, performed, licensed, chartered, funded, regulated, or contracted for by the state shall be conducted without unlawful discrimination based on race, color, age, gender, ethnicity, sexual orientation, gender identity or expression, religion, creed, ancestry, national origin, disability, veteran's status (including Vietnam-era veterans), or background.

Additional Title VI Information

To request additional information regarding Title VI obligations, please visit <https://nantucket-ma.civilspace.io/en/projects/title-vi-plan> or contact:

Leslie Snell, Director of Planning Nantucket Planning and Economic Development Commission 2 Fairgrounds Road Nantucket, MA 02554 508-325-7587 lsnell@nantucket-ma.gov	Title VI Specialist MassDOT, Office of Diversity and Civil Rights (ODCR) 10 Park Plaza Boston, MA 02116 857-368-8580 TTY: 857-368-0603 MASSDOT.CivilRights@state.ma.us
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Title VI Complaints

A complaint form with instructions is available online through this Title VI Plan webpage: <https://nantucket-ma.civilspace.io/en/projects/title-vi-plan>

The Title VI Plan webpage can be easily translated to Spanish or Portuguese, and provides Title VI Complaint Forms with Translations. The site also provide a notice to the public of Title VI protections, contact information for the Title VI Coordinator, and the Title VI Plan and state and federal Title VI Assurances. Complaints will be reviewed as described in the Complaint Process above by the Title VI Coordinator:

NP&EDC

Leslie Woodson Snell, AICP, LEED AP
Director of Planning
2 Fairgrounds Road
Nantucket, MA 02554
508-325-7587
lsnell@nantucket-ma.gov

Complaints or appeals of a complaint with the NP&EDC may also be submitted to the MassDOT Title VI Specialist or U.S. Department of Transportation's Office of Civil Rights:

MassDOT/MBTA Title VI Specialists

Office of Diversity and Civil Rights – Title VI Unit
10 Park Plaza, Suite 3800
Boston, MA 02116
Phone: (857) 368-8580 or 7-1-1 for Relay Service
Email: MassDOT.CivilRights@state.ma.us or MBTAcivilrights@mbta.com

Language & Translation Support

English: If this information is needed in another language, please contact the MassDOT Title VI Specialist at 857-368-8580.

Portuguese: Caso esta informação seja necessária em outro idioma, favor contar o Especialista em Título VI do MassDOT pelo telefone 857-368-8580.

Spanish: Si necesita esta información en otro idioma, por favor contacte al especialista de MassDOT del Título VI al 857-368-8580.

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Chinese Traditional (Hong Kong & Taiwan): 如果需要使用其它语言了解信息，請聯繫馬薩諸塞州交通部（MassDOT）《民權法案》第六章專員，電話857-368-8580。

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Haitian Creole: Si yon moun vle genyen enfòmasyon sa yo nan yon lòt lang, tanpri kontakte Espesyalis MassDOT Title VI la nan nimewo 857-368-8580.

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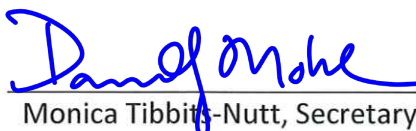
Khmer: ប្រសិនបើលោក-អ្នកត្រូវការបកប្រែព័ត៌មាននេះ សូមទាក់ទងអ្នកឯកទេសលើជំពូកទី6 របស់MassDot តាមរយៈលេខទូរស័ព្ទ 857-368-8580

Arabic: إن كنت بحاجة إلى هذه المعلومات بلغة أخرى، رجئياً لاتصلا بالخط الساخن رقم 857-368-8580

Endorsement of the FFY 2025-2029 Transportation Improvement Program (TIP)

The Nantucket Planning and Economic Development Commission (NP&EDC), sitting as the Nantucket Transportation Planning Organization (TPO), has completed its review in accordance with 23 CFR Part 450 Section 324 (Development and Content of the Metropolitan Transportation Plan) and 23 CFR Part 450 Section 326 (Transportation Improvement Program: General) and hereby certifies that the FFY 2025-2029 TIP is financially constrained and conforms to the Nantucket 2024-2044 Long Range Transportation Plan (LRTP). The Long-Range Transportation Plan and FFY 2025-2029 TIP are consistent with the air quality goals of, and in conformity with, the Massachusetts State Implementation Plan; Therefore, the Committee of Signatories representing Nantucket TPO hereby endorses the Nantucket TPO FFY 2025-2029 Transportation Improvement Program.

Signatory Certification:


_____ for
Monica Tibbitts-Nutt, Secretary and Chief Executive Officer
Massachusetts Department of Transportation

May 20, 2024
Date

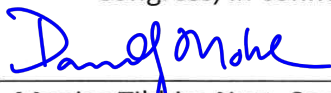

_____ Barry Rector, Chair
Nantucket Planning and Economic Development Commission

5/20/24
Date

Certification of the Nantucket Transportation Planning Organization's Transportation Planning Process

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

1. 23 USC 134, 49 USC 5303, and this subpart.
2. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 USC 7504, 7506 (c) and (d) and 40 CFR part 93 and for applicable State Implementation Plan projects.
3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR Part 21.
4. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.
5. Section 11101(e) of the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in U.S. DOT-funded projects.
6. 23 CFR part 230, regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.
7. The provisions of the US DOT and of the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.) and 49 CFR Parts 27, 37, and 38.
8. The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance.
9. Section 324 of Title 23 USC regarding the prohibition of discrimination based on gender.
10. Section 504 of the Rehabilitation Act of 1973 (29 USC 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.
11. Anti-lobbying restrictions found in 49 CFR Part 20. No appropriated funds may be expended by a recipient to influence or attempt to influence an officer or employee of any agency, or a member of Congress, in connection with the awarding of any federal contract.

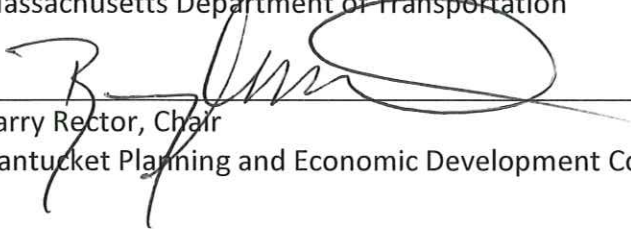


for

Monica Tibbitts-Nutt, Secretary and Chief Executive Officer
Massachusetts Department of Transportation

May 20, 2024

Date



Barry Rector, Chair
Nantucket Planning and Economic Development Commission

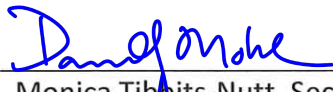
5/20/24

Date

310 CMR 60.5: Global Warming Solutions Act Requirements for Transportation

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

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

 for

Monica Tibbits-Nutt, Secretary and CEO
Massachusetts Department of Transportation (MassDOT)

May 20, 2024
Date



Barry Rector, Chair
Nantucket Planning and Economic Development Commission

5/20/24
Date

Executive Summary

Nantucket's regional Transportation Improvement Program (TIP) is a financially constrained, multi-year program that supports the implementation of highway and transit projects on the island using federal and state funding. Each year, the Nantucket Planning and Economic Development Commission (NP&EDC) approves the TIP as a required component of the Federal 3-C Transportation Planning process.

Nantucket Planning and Land Use Services (PLUS) staff, Nantucket Regional Transit Agency (NRTA) staff, and Massachusetts Department of Transportation (MassDOT) staff coordinate to prepare the TIP, which is informed by federal legislation that authorizes the use of surface transportation funding programs. Federal requirements link proposed projects with performance targets, which were developed by MassDOT and subsequently adopted by the Nantucket TPO. These three performance target categories focus on safety, condition, and the efficient and reliable operation of the transportation network.

At this time, the TIP includes two highway project for federal and state aid. In FFY 2025, the balance of construction costs for the Milestone Road at Polpis Road intersection improvements and a path extension from Polpis Road to Monomoy Road are included with the design costs for the Wauwinet Road shared use path. There are no other highway projects programmed.

This TIP also includes support for NRTA operations and capital needs. \$14.7 million is currently programmed from FFY 2025 to 2029 for these expenses, which includes replacement of diesel buses to either biodiesel, hybrid, or fully electric-fueled buses.

These improvements are listed in the region's Long-Range Transportation Plan and will help achieve the goals of the region and local community. Should other projects, eligible for federal aid, warrant resources during this year's TIP cycle, then the Nantucket TPO may approve an amendment to the TIP to add the project.

Introduction

Nantucket's regional Transportation Improvement Program (TIP) for Federal Fiscal Years (FFY) 2025-2029 is a prioritized, financially constrained, multi-year program that supports the implementation of transportation projects on the island. The federally mandated document is produced annually and lists transportation projects anticipated to receive federal aid within a five-year horizon. The TIP also includes non-federal aid (NFA) projects that receive financial support from the state. Because the document is fiscally constrained, it must demonstrate reasonable funding potential based on the TPO's obligation authority and local sources. As such, the total cost of projects included in the TIP must realistically reflect the amount of federal and state funding anticipated to be available during the TIP's five-year horizon.

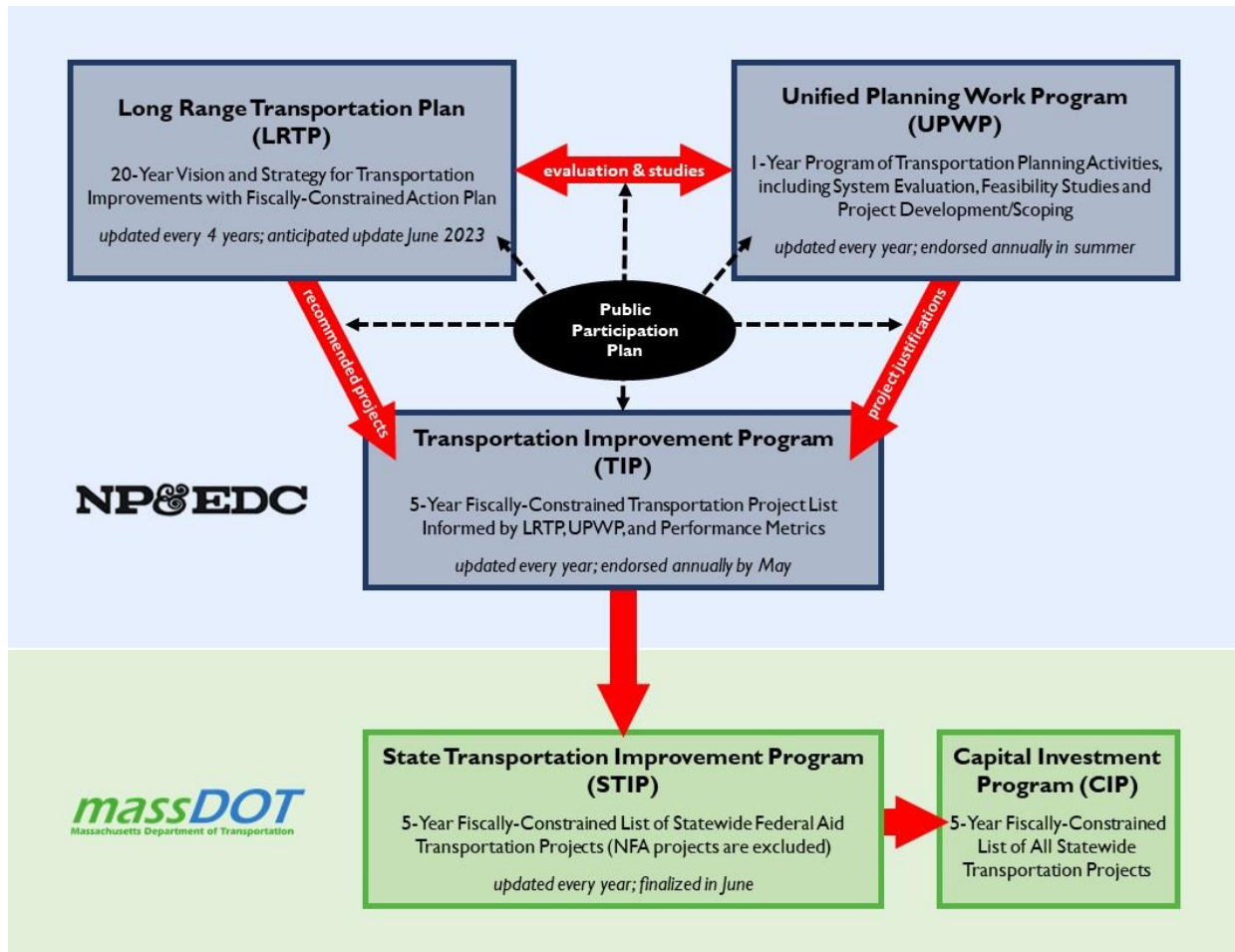
Nantucket's Long Range Transportation Plan (LRTP) and Unified Planning Work Program (UPWP) inform the development of the TIP. Each of these documents fulfills a separate purpose in the federal 3-C Transportation Planning Process, which was established by the Federal Highway Act of 1962. This act, and subsequent surface transportation legislation, ensure that access to federal aid is contingent upon *Continuous* and *Comprehensive* transportation planning undertaken *Cooperatively* by municipalities and their regional, state, and federal partners.

Figure 1 describes the LRTP and UPWP's relationship to the TIP. The LRTP is a long-range comprehensive plan that is updated every four years. It articulates goals and objectives for future projects and programs over a 25-year horizon based on existing needs and anticipated fiscal constraints. The UPWP is a document that describes a municipality's transportation planning activities—including studies, evaluations, and project development—anticipated to be undertaken during a single given fiscal year, as well as their associated costs. All three documents—the TIP, the LRTP, and the UPWP—must be endorsed by the Nantucket Planning and Economic Development Commission (NP&EDC), which is Nantucket's Transportation Planning Organization (TPO), referred to in this document as Nantucket TPO.

Nantucket Planning and Land Use Services (PLUS) staff, Nantucket Regional Transit Authority (NRTA) staff, and Massachusetts Department of Transportation (MassDOT) staff coordinate to prepare the TIP for review and endorsement by the Nantucket TPO. During preparation, these parties incorporate input and cooperation from other stakeholders, including the public and multiple state and federal agencies.

The Nantucket TPO typically endorses the annual TIP in May. Following endorsement, projects included in the regional TIP are added to the State Transportation Improvement Program (STIP). The STIP is a prioritized compilation of highway, bridge, non-motorist, and transit projects found within each of the state's thirteen regional Transportation Improvement Programs (TIPs). It consolidates a list of projects anticipated to advance with federal funding commitments across the same 5-year horizon—in this case 2023-2027. Unlike regional TIPs, The STIP does not include NFA projects.

Figure 1 - 3C Transportation Planning Process



Nantucket Planning and Economic Development Commission (NP&EDC)

The Nantucket Planning and Economic Development Commission (NP&EDC) serves as one of the Commonwealth of Massachusetts’ thirteen Regional Planning Agencies (RPA). Ten of these agencies are federally designated Metropolitan Planning Organizations (MPO). Federal regulations require the formation and operation of MPOs in urbanized areas with populations greater than 50,000 persons. While Nantucket does not meet this criterion, the Massachusetts Department of Transportation (MassDOT) provides planning funds for transportation planning in Nantucket, as well as other unique regions, including Martha’s Vineyard and Franklin, essentially treating these Transportation Planning Organizations (TPO) as regional MPOs.

The Nantucket TPO consists of a Committee of Signatories comprised of the Massachusetts Department of Transportation (MassDOT) and the NP&EDC. For the purpose of this document, the Committee of Signatories will be referred to as the Nantucket TPO. In its role as a TPO, NP&EDC follows federal transportation planning regulations, including the participation of citizen advisory groups in transportation planning activities.

Table 1 - Nantucket Planning and Economic Development Commission Members

Voting Member	Appointment or Elected Position
Barry G. Rector, Chair	Planning Board, Elected
Nathaniel Lowell, Vice Chair	Planning Board, Elected
Joseph Topham	Planning Board, Elected
Dave Iverson	Planning Board, Elected
VACANT	Planning Board, Elected
Dawn Holdgate	County Commissioner Representative, Appointed
Seth Engelbourg	Conservation Commission, Appointed
Bertyl Johnson	Housing Authority, Appointed
Kristina Jelleme	At-Large, Appointed
Mary Longacre	At-Large, Appointed
Wendy Hudson	At-Large, Appointed
Non-Voting Ex-Officio Member Positions	
Division Administrator, Federal Highway Administration	
Regional Administrator, Federal Transit Administration	
STIP & Regional Planning Coordinator, Massachusetts Department of Transportation	

Federal Legislation & Relevant Programs

Fixing America’s Surface Transportation Act (FAST)

The Fixing America’s Surface Transportation Act (FAST) preceded the more recent Bipartisan Infrastructure Bill (BIL, described below) and authorized transportation federal aid programs between 2016 and 2021. FAST reinforced the use of performance targets and benchmarking, which are determined by the Nantucket TPO in consultation with MassDOT and FHWA.

FAST Act Planning Considerations

The FAST Act required the consideration of various planning factors in the transportation planning process:

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, across and between modes throughout the State, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.

10. Enhance travel and tourism.

FAST ACT Planning Goals

In addition to the considerations enumerated above, the FAST Act identifies the following national goal areas:

- **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, including mitigation strategies for stormwater management and nutrient loading.
- **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' best work practices.

The FAST Act emphasizes performance-based planning as an integral component of the metropolitan planning process. States develop performance goals, guided by national goals above, and then MPOs work with state departments of transportation, in this case MassDOT, to link performance investment decisions to performance measures and goals, which are described in later sections of this document.

Infrastructure Investment and Jobs Act (Bipartisan Infrastructure Law)

The federal Infrastructure Investment and Jobs Act (IIJA), more commonly referred to as the Bipartisan Infrastructure Law (BIL), was signed by the President on November 15, 2021. The BIL continues a longstanding tradition of transportation-oriented federal aid by reauthorizing programs for surface transportation from 2023 through 2026, with a focus on safety, modernization, climate, and equity. Each RPA that receives federal aid must adhere to federal aid requirements, including the specific requirements of a given funding program.

TIP Development Process

2025-2029 TIP Project Selections

This TIP was developed in accordance with 23 CFR 450.316 (a) (3) (b), and using the NP&EDC endorsed Public Participation Plan to ensure coordination with other stakeholder agencies. This TIP includes federal aid support for both highway and transit programs. The highway and transit program projects are identified in the region's Long-Range Transportation Plan and have been selected for implementation after determination by the NP&EDC and MassDOT that funding for implementation is available, and these projects have achieved a readiness status appropriate for inclusion in this document.

Project Selection Process & Scoring

The TIP is comprised of both highway and transit programs. The highway program includes roadway, bikeway, and intersection improvement projects. Highway projects may be developed for any number or combination

of differing purposes, such as maintaining a state of a good repair, improving safety, increasing accessibility, or maximizing network efficiency, and a project must meet federal criteria of the relevant funding program(s) from which funds are sought. Additionally, a project must also be included in the Long-Range Transportation Plan (LRTP). Typically, planning studies and evaluations funded through Nantucket’s Unified Planning Work Program (UPWP) inform the development of the LRPT and TIP and assist staff and decision-makers with project prioritization. Projects are generally prioritized based on their readiness, or status in the design process. Other criteria and factors include safety, conditions, and mobility, which align with federal performance measures. The evaluation also includes factors related to sustainability, or impacts to environmental and cultural resources, private property, economic development benefits, and documented public support in accepted studies or plans in the region. The LRTP includes a discussion of the relevant scoring methodology used to prioritize projects. A project scoring summary is provided in Appendix 4.

Equity Distribution of Previous Capital Projects and Studies

Figure 2 depicts where transportation planning investments have been focused within the Regional Environmental Justice Plus (REJ+) populations, which are high concentrations of low income, minority, elderly, disabled, or zero vehicle households.

Figure 2 – Regional Environmental Justice Plus (REJ+) Populations and Highway Projects

FFY 2025-2029 Nantucket TIP - Highway Projects



4/8/2024

REJPlusUpdate_Jan23

#N/A

MDF: disability

MDF: income

MDF: nonwhite

MDF: zvh

n/a

World Imagery

Low Resolution 15m Imagery

High Resolution 60cm Imagery

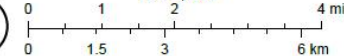
High Resolution 30cm Imagery

Citations

38m Resolution Metadata



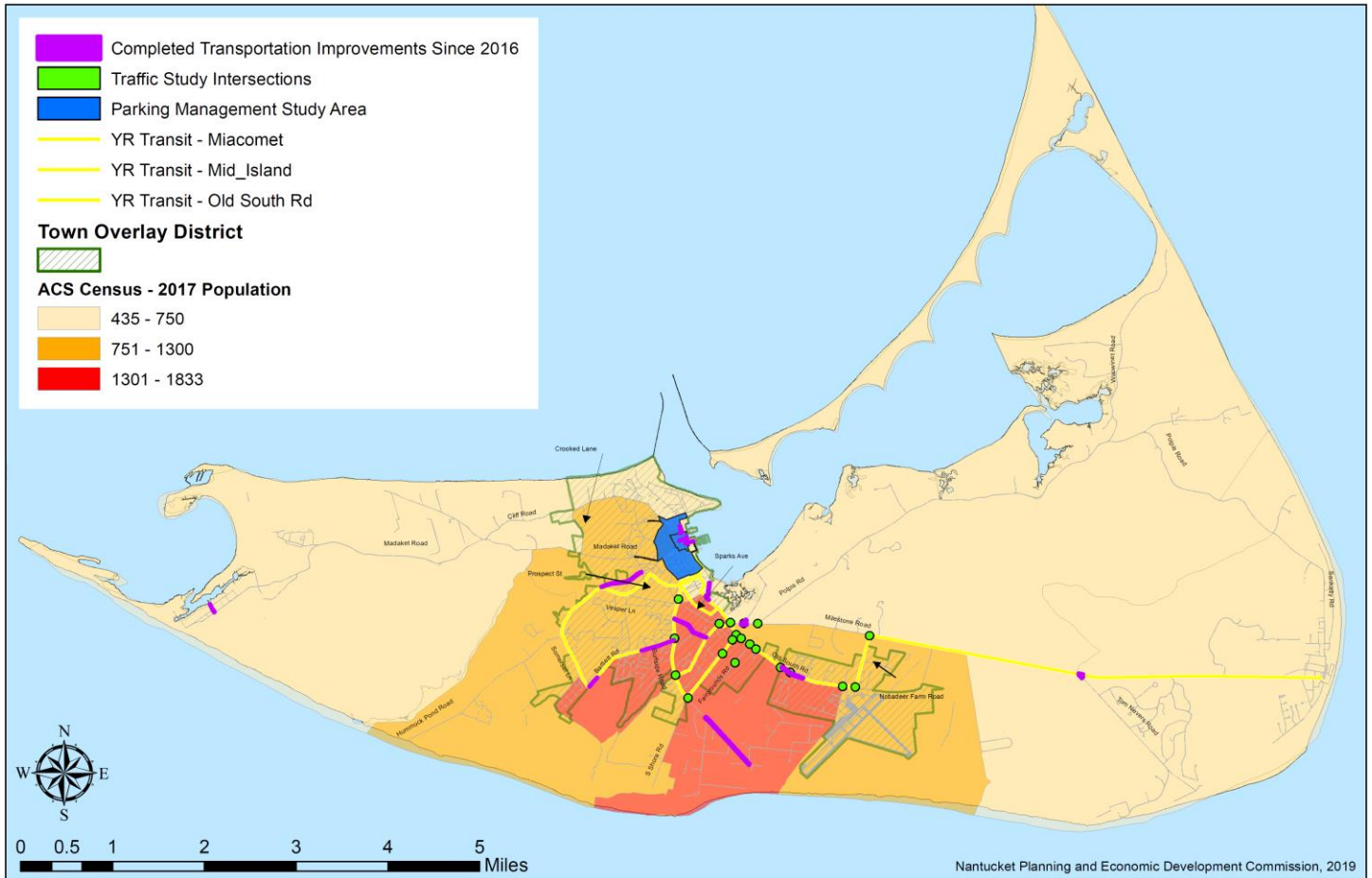
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Earthstar Geographics, Esri, TomTom, Garmin, SafeGraph, MET/NASA, USGS, EPA, NPS, USDA, USFWS

Figure 3 depicts where investments have been made since 2016 in relation to population density and the Town Overlay District where transportation investments are focused. These portions of the town are more densely settled with commercial uses, housing, and utility infrastructure.

Figure 3 - Geographic Distribution of Projects since 2016



Public Participation Process

Public participation continues to be a vital element of the transportation planning process. The NP&EDC, serving as the Nantucket TPO, meets monthly, and as-needed, to discuss long and short range planning issues of regional importance, including transportation. The region's Public Participation Plan (PPP), required of the federal 3-C Planning Process, conforms with federal requirements for ensuring involvement of the public in decision-making activities.

The Nantucket TPO met on March 25, 2024 to review TIP programming scenarios and on April 22, 2024 to review the draft TIP and authorized a public review of the draft document. This initiated the 21-day review period, which started on April 26 and ended on May 20, 2024. A public meeting on May 20 was noticed and held to discuss any comments received and solicit final comments prior to approval.

A notice of public review, the public meeting, and availability of the online draft document was published on the TIP Public Engagement website - <https://nantucket-ma.civilspace.io/en/projects/transportation->

[improvement-program](#) - and sent to subscribers of the Town’s News and Notices. A printed version of the draft document was made available at the Atheneum, the Town Building at 16 Broad Street, and the Planning and Land Use Services (PLUS) office on 2 Fairgrounds Road. A digital version of the document was also available on the TIP Public Engagement website. Comments received are available in Appendix 8.

Compliance with the Americans with Disabilities Act

The Nantucket TPO is working to increase accessibility to transportation facilities in Nantucket and has approved a policy whereby all projects included in the TIP must include improvement measures to remove barriers and increase accessibility for all users and abilities. Additionally, all the equipment utilized by the Nantucket Regional Transit Authority (NRTA) for its system is in full compliance with the Americans with Disabilities Act.

Federal Funding Summary

The Nantucket Region has the obligation authority to program highway funding for Regional Priorities in the TIP up to the amount shown in Table 8.

Table 2 - Nantucket Highway Program Obligation Authority

Fiscal Year	Federal Aid	Matching Funds	Obligation Authority
2025	\$526,060	\$131,515	\$657,575
2026	\$513,190	\$128,297	\$641,487
2027	\$635,446	\$158,861	\$794,307
2028	\$647,407	\$161,852	\$809,258
2029	\$659,607	\$164,902	\$824,508

Highway Program Projects

Table 3 - Highway Projects FFY 2025-2029

STIP: 2025 - 2029 (D)											
Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	Comment
Federal Fiscal Year 2025								\$2,627,321	\$2,452,089	\$175,232	
Section 1A / Regionally Prioritized Projects								\$657,575	\$591,818	\$65,758	
Safety Improvements								\$657,575	\$591,818	\$65,758	
2025	613129	Nantucket	Nantucket	NANTUCKET- INTERSECTION IMPROVEMENTS AT MILESTONE ROAD AND POLPIS ROAD AND EXTENSION OF 'SCONSET BIKEPATH	5	VUS	\$2,952,321	\$657,575	\$591,818	\$65,758	
Section 1B / Earmark or Discretionary Grant Funded Projects								\$875,000	\$875,000	\$0	
Bicycle and Pedestrian								\$875,000	\$875,000	\$0	
2025	609208	Nantucket	Nantucket	NANTUCKET- WAUWINET MULTI-USE PATH	5	FLAP	\$354,250	\$875,000	\$875,000	\$0	
Section 2A / Federal Aid Funded State Prioritized Reliability Projects								\$1,094,746	\$985,271	\$109,475	
Safety Improvements								\$1,094,746	\$985,271	\$109,475	
2025	613129	Nantucket	Nantucket	NANTUCKET- INTERSECTION IMPROVEMENTS AT MILESTONE ROAD AND POLPIS ROAD AND EXTENSION OF 'SCONSET BIKEPATH	5	VUS	\$2,952,321	\$1,094,746	\$985,271	\$109,475	

STIP: 2025 - 2029 (D)											
Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	Comment
Federal Fiscal Year 2026								\$0	\$0	\$0	
Section 1B / Earmark or Discretionary Grant Funded Projects								\$0	\$0	\$0	
				No projects programmed							
Section 2C / State Prioritized Expansion Projects								\$0	\$0	\$0	
								\$0	\$0	\$0	
				No projects programmed							

STIP: 2025 - 2029 (D)											
Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	Comment
Federal Fiscal Year 2027								\$0	\$0	\$0	
Section 1B / Earmark or Discretionary Grant Funded Projects								\$0	\$0	\$0	
				No projects programmed							
Section 2C / State Prioritized Expansion Projects								\$0	\$0	\$0	
								\$0	\$0	\$0	
				No projects programmed							

STIP: 2025 - 2029 (D)											
Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	Comment
Federal Fiscal Year 2028								\$0	\$0	\$0	
Section 1B / Earmark or Discretionary Grant Funded Projects								\$0	\$0	\$0	
				No projects programmed							
Section 2C / State Prioritized Expansion Projects								\$0	\$0	\$0	
								\$0	\$0	\$0	
				No projects programmed							

STIP: 2025 - 2029 (D)											
Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	Comment
Federal Fiscal Year 2029								\$0	\$0	\$0	
Section 1B / Earmark or Discretionary Grant Funded Projects								\$0	\$0	\$0	
				No projects programmed							
Section 2C / State Prioritized Expansion Projects								\$0	\$0	\$0	
								\$0	\$0	\$0	
				No projects programmed							

Transit Program Projects

Table 4 - Transit Projects and operating support for FFY 2025-2029

STIP: 2025 - 2029 (D)										
Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds
Federal Fiscal Year 2025							\$3,418,620		\$2,800,000	\$618,620
Nantucket Regional Transit Authority							\$3,418,620		\$2,800,000	\$618,620
2025	NRTA011797		RTA Facility & Vehicle Maintenance	purchase of electric support vehicles	RTACAP	\$150,000	\$50,000		\$50,000	
2025	NRTA011798		RTA Vehicle Replacement	Purchase <30 foot transit buses	RTACAP	\$800,000	\$800,000		\$800,000	
2025	NRTA011802		RTA Facility & System Modernization	lease of employee housing	RTACAP	\$1,440,000	\$275,000		\$275,000	
2025	NRTA011804		RTA Facility & System Modernization	NRTA-Acquire workforce housing	RTACAP	\$3,120,000	\$1,200,000		\$1,200,000	
2025	NRTA011805		RTA Facility & System Modernization	Bus Terminal Electric upgrades and facility upgrades	RTACAP	\$250,000	\$100,000		\$100,000	
2025	NRTA011806		RTA Facility & System Modernization	Facility upgrades to Maintenance Garage for Electric charging	RTACAP	\$1,400,000	\$125,000		\$125,000	
2025	RTD0010775		RTA Facility & Vehicle Maintenance	NRTA - PREVENTIVE MAINTENANCE	RTACAP	\$335,000	\$50,000		\$50,000	
2025	RTD0010776		RTA Facility & System Modernization	NRTA - TRAVELER INFORMATION	RTACAP	\$375,000	\$75,000		\$75,000	
2025	RTD0010782		RTA Facility & System Modernization	NRTA - REHAB/RENOVATE - MOBILE FARE COLL EQUIP	RTACAP	\$75,000	\$25,000		\$25,000	
2025	RTD0010792		Operating	UP TO 50% FEDERAL SHARE	LF	\$618,620	\$618,620			\$618,620
2025	RTD0011298		RTA Facility & System Modernization	NRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	RTACAP	\$300,000	\$50,000		\$50,000	
2025	T00132		RTA Facility & System Modernization	Facility improvements for propane bus fueling	RTACAP	\$150,000	\$50,000		\$50,000	

Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds
Federal Fiscal Year 2026							\$1,638,620		\$1,020,000	\$618,620
Nantucket Regional Transit Authority							\$1,638,620		\$1,020,000	\$618,620
2026	NRTA011796		RTA Facility & System Modernization	AVL/APC system for fixed route buses	RTACAP	\$320,000	\$320,000		\$320,000	
2026	NRTA011797		RTA Facility & Vehicle Maintenance	purchase of electric support vehicles	RTACAP	\$150,000	\$100,000		\$100,000	
2026	NRTA011802		RTA Facility & System Modernization	lease of employee housing	RTACAP	\$1,440,000	\$275,000		\$275,000	
2026	NRTA011805		RTA Facility & System Modernization	Bus Terminal Electric upgrades and facility upgrades	RTACAP	\$250,000	\$50,000		\$50,000	
2026	NRTA011806		RTA Facility & System Modernization	Facility upgrades to Maintenance Garage for Electric charging	RTACAP	\$1,400,000	\$25,000		\$25,000	
2026	RTD0010775		RTA Facility & Vehicle Maintenance	NRTA - PREVENTIVE MAINTENANCE	RTACAP	\$335,000	\$50,000		\$50,000	
2026	RTD0010776		RTA Facility & System Modernization	NRTA - TRAVELER INFORMATION	RTACAP	\$375,000	\$75,000		\$75,000	
2026	RTD0010782		RTA Facility & System Modernization	NRTA - REHAB/RENOVATE - MOBILE FARE COLL EQUIP	RTACAP	\$75,000	\$25,000		\$25,000	
2026	RTD0010793		Operating	UP TO 50% FEDERAL SHARE	LF	\$3,718,620	\$618,620			\$618,620
2026	RTD0011298		RTA Facility & System Modernization	NRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	RTACAP	\$300,000	\$50,000		\$50,000	
2026	RTD0011299		RTA Facility & System Modernization	NRTA - ACQUIRE - FURN/GRAPHICS	RTACAP	\$25,000	\$25,000		\$25,000	
2026	T00132		RTA Facility & System Modernization	Facility improvements for propane bus fueling	RTACAP	\$150,000	\$25,000		\$25,000	

Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds
Federal Fiscal Year 2027							\$1,515,000		\$765,000	\$750,000
Nantucket Regional Transit Authority							\$1,515,000		\$765,000	\$750,000
2027	NRTA011802		RTA Facility & System Modernization	lease of employee housing	RTACAP	\$1,440,000	\$290,000		\$290,000	
2027	NRTA011805		RTA Facility & System Modernization	Bus Terminal Electric upgrades and facility upgrades	RTACAP	\$250,000	\$25,000		\$25,000	
2027	NRTA011806		RTA Facility & System Modernization	Facility upgrades to Maintenance Garage for Electric charging	RTACAP	\$1,400,000	\$250,000		\$250,000	
2027	RTD0010775		RTA Facility & Vehicle Maintenance	NRTA - PREVENTIVE MAINTENANCE	RTACAP	\$335,000	\$75,000		\$75,000	
2027	RTD0010776		RTA Facility & System Modernization	NRTA - TRAVELER INFORMATION	RTACAP	\$375,000	\$75,000		\$75,000	
2027	RTD0010793		Operating	UP TO 50% FEDERAL SHARE	LF	\$3,718,620	\$750,000			\$750,000
2027	RTD0011298		RTA Facility & System Modernization	NRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	RTACAP	\$300,000	\$50,000		\$50,000	

Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds
Federal Fiscal Year 2028							\$4,220,000		\$3,420,000	\$800,000
Nantucket Regional Transit Authority							\$4,220,000		\$3,420,000	\$800,000
2028	NRTA011802		RTA Facility & System Modernization	lease of employee housing	RTACAP	\$1,440,000	\$290,000		\$290,000	
2028	NRTA011804		RTA Facility & System Modernization	NRTA-Acquire workforce housing	RTACAP	\$3,120,000	\$2,000,000		\$2,000,000	
2028	NRTA011805		RTA Facility & System Modernization	Bus Terminal Electric upgrades and facility upgrades	RTACAP	\$250,000	\$25,000		\$25,000	
2028	NRTA011806		RTA Facility & System Modernization	Facility upgrades to Maintenance Garage for Electric charging	RTACAP	\$1,400,000	\$600,000		\$600,000	
2028	RTD0010775		RTA Facility & Vehicle Maintenance	NRTA - PREVENTIVE MAINTENANCE	RTACAP	\$335,000	\$80,000		\$80,000	
2028	RTD0010776		RTA Facility & System Modernization	NRTA - TRAVELER INFORMATION	RTACAP	\$375,000	\$75,000		\$75,000	
2028	RTD0010782		RTA Facility & System Modernization	NRTA - REHAB/RENOVATE - MOBILE FARE COLL EQUIP	RTACAP	\$75,000	\$25,000		\$25,000	
2028	RTD0010783		RTA Vehicle Replacement	NRTA - REHAB/RENOVATE - SUPPORT VEHICLES	RTACAP	\$250,000	\$250,000		\$250,000	
2028	RTD0010793		Operating	UP TO 50% FEDERAL SHARE	LF	\$3,718,620	\$800,000			\$800,000
2028	RTD0011298		RTA Facility & System Modernization	NRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	RTACAP	\$300,000	\$50,000		\$50,000	
2028	RTD0011299		RTA Facility & System Modernization	NRTA - ACQUIRE - FURN/GRAPHICS	RTACAP	\$25,000	\$25,000		\$25,000	

Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds
Federal Fiscal Year 2029							\$1,865,000		\$1,015,000	\$850,000
Nantucket Regional Transit Authority							\$1,865,000		\$1,015,000	\$850,000
2029	NRTA011802		RTA Facility & System Modernization	lease of employee housing	RTACAP	\$1,440,000	\$310,000		\$310,000	
2029	NRTA011805		RTA Facility & System Modernization	Bus Terminal Electric upgrades and facility upgrades	RTACAP	\$250,000	\$50,000		\$50,000	
2029	NRTA011806		RTA Facility & System Modernization	Facility upgrades to Maintenance Garage for Electric charging	RTACAP	\$1,400,000	\$400,000		\$400,000	
2029	RTD0010775		RTA Facility & Vehicle Maintenance	NRTA - PREVENTIVE MAINTENANCE	RTACAP	\$335,000	\$80,000		\$80,000	
2029	RTD0010776		RTA Facility & System Modernization	NRTA - TRAVELER INFORMATION	RTACAP	\$375,000	\$75,000		\$75,000	
2029	RTD0010793		Operating	UP TO 50% FEDERAL SHARE	LF	\$3,718,620	\$850,000			\$850,000
2029	RTD0011298		RTA Facility & System Modernization	NRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	RTACAP	\$300,000	\$100,000		\$100,000	

Air Quality Conformity Determination – Nantucket Planning and Economic Development Commission FFY 2025-2029 – Transportation Improvement Program

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

Introduction

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

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

Legislative and Regulatory Background

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

The 1970 Clean Air Act defined a one-hour national ambient air quality standard (NAAQS) for ground-level ozone. The 1990 CAAA further classified degrees of nonattainment of the one-hour standard based on the severity of the monitored levels of the pollutant. The entire commonwealth of Massachusetts was classified as

being in serious nonattainment for the one-hour ozone standard, with a required attainment date of 1999. The attainment date was later extended, first to 2003 and a second time to 2007.

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

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

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

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

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

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

ozone NAAQS at the time of its revocation (80 FR 12264, March 6, 2015) and were designated attainment for the 2008 ozone NAAQS in EPA’s original designations rule for this NAAQS (77 FR 30160, May 21, 2012).

Current Conformity Determination

After 2/16/19, as a result of the court ruling and the subsequent federal guidance, transportation conformity for the 1997 NAAQS – intended as an “anti-backsliding” measure – now applies to both of Massachusetts’ orphan areas. Therefore, a conformity determination was made for the 1997 ozone NAAQS on the 2020-2040 Regional Transportation Plans. This conformity determination was finalized in July 2019 following each TPO’s and MPO’s previous endorsement of their regional transportation plan and approved by the Massachusetts Divisions of FHWA and FTA on October 15, 2019. This conformity determination continues to be valid for the Nantucket TPO Region’s FFY 2023-2027 Transportation Improvement Program, and Massachusetts’ FFY 2023-2027 STIP, as each is developed from the conforming 2020-2040 Regional Transportation Plans.

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

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

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

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

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

Consultation:

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation. Interagency consultation was conducted with FHWA, FTA, US EPA Region 1, MassDEP, and the

Massachusetts TPOs and MPOs on March 6, 2019, to discuss the latest conformity-related court rulings and resulting federal guidance. Regular and recurring interagency consultations have been held since on an (at least) annual schedule, with the most recent conformity consultation held on April 27, 2022. This ongoing consultation is conducted in accordance with the following:

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

The Commonwealth of Massachusetts Memorandum of Understanding among the Massachusetts Department of Transportation, Massachusetts Department of Environmental Protection, Massachusetts Metropolitan Planning Organizations, and Regional Transit Authorities, titled The Conduct of Air Quality Planning and Coordination for Transportation Conformity (dated September 16, 2019)

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450. The Nantucket Planning and Economic Development Period (Nantucket TPO) held a meeting on April 25, 2022, to open the comment period to review the subject TIP.

Title 23 CFR Section 450.324 and 310 CMR 60.03(6)(h) requires that the development of the TIP, RTP, and related certification documents provide an adequate opportunity for public review and comment. Section 450.316(b) also establishes the outline for MPO public participation programs, which is adhered to by the Nantucket TPO. Nantucket TPO's Public Participation Plan was formally adopted in 2020. The Public Participation Plan ensures that the public will have access to the TIP and all supporting documentation, provides for public notification of the availability of the TIP and the public's right to review the document and comment thereon, and provides a 21-day public review and comment period prior to the adoption of the TIP and related certification documents.

The public comment period for this conformity determination commenced on April 25, 2022. During the 21-day public comment period, any comments received were incorporated into this Plan. This allowed ample opportunity for public comment and TPO review of the draft document. The public comment period closed on May 16, 2022, and subsequently, the TPO endorsed this air quality conformity determination. These procedures comply with the associated federal requirements.

Timely Implementation of Transportation Control Measures:

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

Fiscal Constraint:

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

Air Quality Conformity Determination Summary

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

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

Appendices

Appendix 1 – Acronym Glossary

BIL – Bipartisan Infrastructure Legislation

The more common name for the *Infrastructure Investment and Jobs Act* (see IJJA below).

CIG – Capital Investment Grants

A discretionary federal aid program administered by the Federal Transit Administration that supports capital investment in rail, commuter rail, light rail, street cars, and bus rapid transit. Project categories include New Starts projects (total project cost over \$300M), Core Capacity projects (investment in an existing system), and Small Starts projects (total project cost less than \$300M).

CMAQ – Congestion Mitigation and Air Quality Improvement Program

A federal aid formula program aimed to reduce emissions and improve air quality in designated nonattainment or maintenance areas.

CRP – Carbon Reduction Program

A federal aid program administered by the Federal Highway Administration intended to support the reduction of carbon emissions.

An FHWA program

CY – Calendar Year

A typical calendar year, spanning between January 1 and December 31. The CY differs from the Town and Federal Fiscal Years (see FY and FFY below), but many performance measures and targets are linked to calendar years.

FBP – Ferry Boat Program

A federal aid formula program that supports the construction of ferry boats, ferry terminal facilities, and acquiring right-of-way.

FY – Fiscal Year

The budget period for a single year in a municipality's calendar. Nantucket uses the typical municipal fiscal year, which spans between July 1 and June 30. The Town's fiscal year differs from a typical calendar year (CY) and the Federal Fiscal Year (see FFY below).

FFY – Federal Fiscal Year

The budget period for a single year in the federal calendar, which begins and ends on October 1 and September 30, respectively, of a given calendar year.

FHWA – Federal Highway Administration

A division of the United States Department of Transportation (see USDOT below) that specializes in highway transportation. FHWA provides expertise and funding aid to state and local jurisdictions.

FTA – Federal Transit Administration

A division of the United States Department of Transportation (see USDOT below) that specializes in transit and public transportation systems. FTA provides technical expertise and funding aid to state and local jurisdictions.

HSIP – Highway Safety Improvement Program

A formula-based federal aid program focused on achieving a significant reduction in traffic fatalities and serious injuries on public roadways, including non-state-owned roads.

ICAM – Innovative Coordinated Access and Mobility Grants

A discretionary federal aid program administered by the Federal Highway Administration focused on improving access to public transportation by building partnerships between non-emergency health services and transportation providers.

IJA – Infrastructure Investment and Jobs Act

Federal legislation that was signed into law on November 15, 2021, which reauthorizes federal surface transportation funding programs administered by the Federal Highway Administration (see FHWA above) and the Federal Transit Administration (see FTA above). The legislation is more commonly referred to as the Bipartisan Infrastructure Legislation (see BIL above).

IRI – International Roughness Index

A standard used by highway professionals to quantify road surface roughness; reports how much total vertical movement a standard passenger vehicle's body would experience if driven over a one mile segment at 50 miles per hour, provided in inches per mile; higher values indicate rougher surfaces.

LOTTR – Level of Travel Time Reliability

Compares the average travel times (50th percentile) along a given segment against longer travel times (80th percentile) at multiple times of day (morning peak, mid-day, evening peak, and average weekend); if the ratio exceeds 1.5 at all four periods, that segment is considered reliable by FHWA standard.

LRTP – Long-Range Transportation Plan

A fiscally constrained regional plan, typically with a 20-year horizon, required by Code of Federal Regulations that includes all projects desired to be completed by the horizon year. These plans include long-term action plans and a reasonable demonstration of funding strategies.

MassDOT – Massachusetts Department of Transportation

The state agency that oversees state roadways and state-run public transit, as well as provides oversight and management of disposition of state and federal aid to local jurisdictions.

MPO – Metropolitan Planning Organization

The policy board of an organization created to carry out the metropolitan transportation planning process in urbanized areas with populations over 50,000 persons, as determined by the United States Census Bureau. See the distinction between MPOs and Transportation Planning Organizations (or TPOs) below.

NBI – National Bridge Inventory

A database maintained by the Federal Highway Administration that includes information on all bridges and tunnels in the United States that have roads passing above or below.

NFA – Non-Federal Aid

A term applied to projects which are not funded by federal resources, but instead by state or local resources (or some combination thereof).

NHFP – National Highway Freight Program

A formula-based federal aid program focused on the efficiency, safety, state of good repair, and environmental impacts of freight on the national highway freight network.

NHPP – National Highway Performance Program

A formula-based federal aid program that provides support for the condition and performance of the National Highway System.

NP&EDC – Nantucket Planning and Economic Development Commission

The local Regional Planning Agency (RPA) responsible for the approval of Town’s Long-Range Transportation Plan (LRTP), Unified Planning Work Program (UPWP), and Transportation Improvement Program. Nantucket’s RPA is a Transportation Planning Organization (see TPO below).

NRTA – Nantucket Regional Transit Authority

The Regional Transit Authority on Nantucket that provides fixed-route bus service known as “The Wave” and paratransit service. See Regional Transit Authority (RTA) below for more information.

PLUS – Town of Nantucket Planning and Land Use Services

The Town of Nantucket’s Planning Department, which serves as the main liaison on staff body for the Nantucket Planning and Economic Development Commission (See NP&EDC above).

PROTECT – Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation

A combination formula and discretionary federal aid program administered by the Federal Highway Administration focused on resiliency and evacuation planning.

PSI – Pavement Serviceability Index

A measure of pavement smoothness, reported as the percentage of pavement in good or excellent condition, that accounts for cracking, rutting, and raveling on surfaces using a five point scale.

RPA – Regional Planning Agency

Designated regional planning bodies responsible for the development and approval of documents, such as Long-Range Transportation Plans (LRTP), Unified Planning Work Programs (UPWP), and Transportation Improvement Programs (TIP). The Commonwealth of Massachusetts has thirteen RPAs, including ten Metropolitan Planning Organizations (MPO) and three Transportation Planning Organizations (TPO). Nantucket’s RPA is a TPO.

RTA – Regional Transit Authority

The managing body and operator of a public transportation system that includes both fixed-route and paratransit services. Fixed route services are buses or railways that provide a defined span of service on a defined route with defined service frequencies. Paratransit services provide origin-destination services and are sometimes “demand responsive,” meaning an eligible rider can call or use an application to request a ride. Nantucket’s Regional Transit Authority (RTA) is the Nantucket Regional Transit Authority (NRTA).

SIRC – Strategic Innovation for Revenue Collection (formerly Surface Transportation System Funding Alternatives)

A discretionary federal aid program managed by the Federal Highway Administration established with the purpose of creating pilot programs to test the feasibility of a road usage fee and other user-based mechanisms to help maintain the solvency of the Highway Trust Fund.

SOV – Single-Occupancy Vehicle (also Single-Occupant Vehicle)

A vehicle containing only one traveler and no other passengers.

STBG – Surface Transportation Block Grant

A long-standing and flexible formula-based federal aid program administered by the Federal Highway Administration with a broad range of eligible uses, aimed at assisting states and local governments address local transportation needs.

STIP – State Transportation Improvement Program

A prioritized compilation of highway, bridge, non-motorist, and transit projects found within each of the thirteen Regional Planning Agencies' (RPA) Transportation Improvement Programs (TIPs). The STIP represents a list of state funding commitments across a 5-year horizon.

TA – Transportation Alternatives

A discretionary federal aid program administered by the Federal Highway Administration focused on supporting a variety of smaller scale transportation projects, such as non-motorist facilities, trails, safe routes to school projects, and transportation related community and environmental improvements.

TAM – Transit Asset Management Plan

An asset management plan required of any agency that receives federal aid, and that owns, operates, and/or manages capital assets used to provide public transportation.

TIP – Transportation Improvement Program

A federally mandated transportation planning document, which is required for federal funding support, that details the total cost of the projects anticipating federal and state funding support over a five-year horizon, as well as their anticipated funding programs and categories.

TPO – Transportation Planning Organization

The policy board of an organization created to carry out the transportation planning process in Massachusetts for regions that receive federal aid, but do not meet the official criterion of an MPO as their populations are less than 50,000 persons as determined by the United States Census Bureau.

TTTR – Truck Travel Time Reliability

A measure similar to level of travel time reliability (see LOTTR above), with the exception that 1) it is the ratio between the 95th percentile travel time and 50th percentile travel time and 2) it applies to only the interstate system; TTTR is measured at all hours of the day to understand more extreme impacts for freight need.

UPWP – Unified Planning Work Program

A federally required document that is prepared and endorsed annually by a relevant Regional Planning Agency (RPA), which describes the scope of work and cost estimates for transportation planning activities for a given federal fiscal year (FFY).

USDOT – United States Department of Transportation

The federal government's overarching transportation department, which includes divisions relevant to transportation planning such as the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

VMT – Vehicle Miles Traveled

A measure that calculates the sum of the number of miles traveled on a given segment of infrastructure by all vehicles during a given period (e.g. daily, monthly, or annually).

Appendix 2 – Statewide Operating and Maintenance Expenditures (MassDOT)

Operating and Maintenance Expenditures as of March 2024

Statewide and District Contracts plus Expenditures within MPO boundaries

Program Group/Sub Group	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 Spending	Est SFY 2028 Spending
Part 1: Non-Federal Aid					
Section I - Non Federal Aid					
Maintenance Projects - State					
Bondfunds					
01 - ADA Retrofits					
Sidewalk Construction and Repairs	\$2,527,973	\$1,154,109	\$0	\$0	\$0
02 - Bicycles and pedestrians program					
Bikeway/Bike Path Construction	\$0	\$0	\$0	\$0	\$0
03 - Bridge					
Bridge Maintenance	\$38,823,388	\$30,607,721	\$14,961,883	\$1,113,028	\$0
Bridge Maintenance - Deck Repairs	\$10,003,534	\$10,139,124	\$7,440,018	\$546,417	\$0
Bridge Maintenance - Joints	\$1,622,979	\$1,888,486	\$1,573,739	\$0	\$0
Bridge Preservation	\$12,420,609	\$10,425,512	\$5,129,556	\$692,413	\$0
Bridge Replacement	\$0	\$598,754	\$1,796,261	\$299,377	\$0
Drawbridge Maintenance	\$8,369,008	\$6,317,237	\$2,625,000	\$515,007	\$0
Painting - Structural	\$839,566	\$835,547	\$1,260,216	\$210,036	\$0
Structures Maintenance	-\$43,962	\$0	\$0	\$0	\$0
04 - Capacity					
Highway Relocation	\$0	\$0	\$0	\$0	\$0
Hwy Reconstr - Added Capacity	\$0	\$0	\$0	\$0	\$0
Hwy Reconstr - Major Widening	\$0	\$0	\$0	\$0	\$0
05 - Facilities					
Vertical Construction (Ch 149)	\$17,976,879	\$4,651,566	\$1,609,386	\$206,609	\$0
07 - Intersection Improvements					
Traffic Signals	\$3,682,661	\$2,380,658	\$2,014,210	\$102,122	\$0
08 - Interstate Pavement					
Resurfacing Interstate	\$0	\$0	\$0	\$0	\$0
09 - Intelligent Transportation Systems Program					
Intelligent Transportation System	\$0	\$0	\$0	\$0	\$0
10 - Non-interstate DOT Pavement Program					
Milling and Cold Planing	\$5,369,210	\$0	\$0	\$0	\$0
Resurfacing	\$26,463,372	\$15,822,396	\$7,243,191	\$0	\$0
Resurfacing DOT Owned Non-Interstate	\$10,246,699	\$2,669,150	\$4,321,796	\$1,786,791	\$0
11 - Roadway Improvements					
Asbestos Removal	\$0	\$0	\$0	\$0	\$0
Catch Basin Cleaning	\$2,639,496	\$1,152,484	\$241,154	\$0	\$0
Contract Highway Maintenance	\$14,260,788	\$14,433,780	\$7,827,224	\$942,840	\$0
Crack Sealing	\$1,120,385	\$874,404	\$845,600	\$51,969	\$0
Culvert Maintenance	\$0	\$0	\$0	\$0	\$0
Culvert Reconstruction/Rehab	\$0	\$0	\$0	\$0	\$0
Drainage	\$9,006,753	\$10,552,249	\$2,223,511	\$0	\$0

Guard Rail & Fencing	\$8,074,789	\$5,566,800	\$3,198,449	\$246,000	\$0
Highway Sweeping	\$1,285,981	\$1,038,047	\$283,520	\$0	\$0
Landscaping	\$661,954	\$997,891	\$844,696	\$0	\$0
Mowing and Spraying	\$3,921,935	\$1,744,547	\$1,258,591	\$187,826	\$0
Sewer and Water	\$357,394	\$0	\$0	\$0	\$0
Tree Trimming	\$4,155,926	\$4,285,897	\$2,775,495	\$572,870	\$0
12 - Roadway Reconstruction					
Hwy Reconstr - Restr and Rehab	\$3,999,753	\$50,053	\$30,590	\$0	\$0
13 - Safety Improvements					
Electrical	\$0	\$0	\$0	\$0	\$0
Impact Attenuators	\$1,243,385	\$730,625	\$579,195	\$48,696	\$0
Lighting	\$4,327,624	\$3,549,482	\$1,974,433	\$78,087	\$0
Pavement Marking	\$5,034,163	\$2,880,555	\$1,164,804	\$0	\$0
Safety Improvements	\$0	\$0	\$0	\$0	\$0
Sign Installation/Upgrading	\$1,904,647	\$749,713	\$533,787	\$65,026	\$0
Structural Signing	\$467,090	\$98,000	\$0	\$0	\$0
Section I Total:	\$200,763,979	\$136,194,787	\$73,756,305	\$7,665,114	\$0
Section II - Non Federal Aid Highway Operations - State Operating Budget Funding Snow and Ice Operations & Materials					
	\$75,000,000	\$95,000,000	\$95,000,000	\$95,000,000	\$95,000,000
District Maintenance Payroll					
Mowing, Litter Mgmt, Sight Distance Clearing, Etc.	\$36,200,000	\$37,290,000	\$38,410,000	\$39,570,000	\$40,760,000
Section II Total:	\$111,200,000	\$132,290,000	\$133,410,000	\$134,570,000	\$135,760,000
Grand Total NFA:	\$311,963,979	\$268,484,787	\$207,166,305	\$142,235,114	\$135,760,000

Operating and Maintenance Expenditures as of March 2024

Statewide and District Contracts plus Expenditures within MPO boundaries

Program Group/Sub Group	Est SFY 2024 Spending	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 Spending	Est SFY 2028 Spending
Part 2: Federal Aid					
Section I - Federal Aid Maintenance Projects					
01 - ADA Retrofits					
Sidewalk Construction and Repairs	\$0	\$0	\$0	\$0	\$0
02 - Bicycles and pedestrians program					
Bikeway/Bike Path Construction	\$0	\$0	\$0	\$0	\$0
03 - Bridge					
Bridge Maintenance	\$0	\$0	\$0	\$0	\$0
Bridge Maintenance - Deck Repairs	\$0	\$0	\$0	\$0	\$0
Bridge Maintenance - Joints	\$0	\$0	\$0	\$0	\$0
Bridge Preservation	\$1,603,769	\$820,406	\$0	\$0	\$0
Bridge Reconstruction/Rehab	\$0	\$0	\$0	\$0	\$0
Drawbridge Maintenance	\$0	\$0	\$0	\$0	\$0
Painting - Structural	\$1,205,265	\$596,970	\$0	\$0	\$0
Structures Maintenance	\$1,086,368	\$0	\$0	\$0	\$0

04 - Capacity					
Hwy Reconstr - Added Capacity	\$0	\$0	\$0	\$0	\$0
05 - Facilities					
Vertical Construction (Ch 149)	\$0	\$0	\$0	\$0	\$0
07 - Intersection Improvements					
Traffic Signals	\$0	\$0	\$0	\$0	\$0
08 - Interstate Pavement					
Resurfacing Interstate	\$0	\$0	\$0	\$0	\$0
09 - Intelligent Transportation Systems Program					
Intelligent Transportation System	\$0	\$0	\$0	\$0	\$0
10 - Non-interstate DOT Pavement Program					
Milling and Cold Planing	\$0	\$0	\$0	\$0	\$0
Resurfacing	\$0	\$0	\$0	\$0	\$0
Resurfacing DOT Owned Non-Interstate	\$0	\$0	\$0	\$0	\$0
11 - Roadway Improvements					
Asbestos Removal	\$0	\$0	\$0	\$0	\$0
Catch Basin Cleaning	\$0	\$0	\$0	\$0	\$0
Contract Highway Maintenance	\$0	\$0	\$0	\$0	\$0
Crack Sealing	\$0	\$0	\$0	\$0	\$0
Culvert Maintenance	\$0	\$0	\$0	\$0	\$0
Culvert Reconstruction/Rehab	\$0	\$0	\$0	\$0	\$0
Drainage	\$0	\$0	\$0	\$0	\$0
Guard Rail & Fencing	\$0	\$0	\$0	\$0	\$0
Highway Sweeping	\$0	\$0	\$0	\$0	\$0
Landscaping	\$0	\$0	\$0	\$0	\$0
Mowing and Spraying	\$0	\$0	\$0	\$0	\$0
Sewer and Water	\$0	\$0	\$0	\$0	\$0
Tree Trimming	\$0	\$0	\$0	\$0	\$0
12 - Roadway Reconstruction					
Hwy Reconstr - Restr and Rehab	\$0	\$0	\$0	\$0	\$0
13 - Safety Improvements					
Electrical	\$0	\$0	\$0	\$0	\$0
Impact Attenuators	\$0	\$0	\$0	\$0	\$0
Lighting	\$932,873	\$467,165	\$0	\$0	\$0
Pavement Marking	\$0	\$0	\$0	\$0	\$0
Safety Improvements	\$0	\$0	\$0	\$0	\$0
Sign Installation/Upgrading	\$0	\$0	\$0	\$0	\$0
Structural Signing	\$54,025	\$0	\$0	\$0	\$0
Section I Total:	\$4,882,300	\$1,884,541	\$0	\$0	\$0
Grand Total Federal Aid:					
	\$4,882,300	\$1,884,541	\$0	\$0	\$0

NANTUCKET REGIONAL TRANSIT AUTHORITY (NRTA) FFY 2023-2027 O/M EXPENDITURES

	FY23	FY24	FY25	FY26	FY27
Passenger Fares	500,000	525,000	550,000	575,000	600,000
Contract Revenue	0	0	0	0	0
Interest Income	3,000	3,000	3,000	3,000	3,000
Rental Income	48,500	48,500	48,500	48,500	48,500
Other Income	3,000	5,000	5,000	5,000	5,000
Total NRTA Generated Revenue	554,500	581,500	606,500	631,500	656,500
Expenses	3,695,591	3,806,591	3,921,591	4,039,591	4,140,581
Total Costs and Expenses	3,695,591	3,806,591	3,921,591	4,039,591	4,140,581
Federal	1,259,914	1,293,950	1,332,649	1,372,975	1,407,299
State Contract Assistance	586,755	604,358	622,489	641,164	657,193
Local Assessment	1,294,442	1,326,783	1,359,953	1,393,952	1,428,801
NRTA Generated Funds	554,500	581,500	606,500	631,500	656,500
Total Funding Picture	3,695,591	3,806,591	3,921,591	4,039,591	4,149,793

Appendix 3 – Greenhouse Gas (GHG) Analysis Report



Greenhouse Gas (GHG) Analysis Report

Program Activity: Highway

STIP: 2025 - 2029 (D)					
MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2025					
Nantucket					
609208	NANTUCKET- WAUWINET MULTI-USE PATH	Not Applicable	No assumed impact/negligible impact on emissions	0	
613129	NANTUCKET- INTERSECTION IMPROVEMENTS AT MILESTONE ROAD AND POLPIS ROAD AND EXTENSION OF 'SCONSET BIKEPATH	Quantified	Quantified Increase in Emissions	-22,066	
Nantucket			Total GHG Increase (kg/year)	-22,066	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	-22,066	
2025			Total GHG Increase (kg/year)	-22,066	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	-22,066	
2025 - 2029			Total GHG Increase (kg/year)	-22,066	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	-22,066	

STIP: 2025 - 2029 (D)					
MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2025					
Nantucket Regional Transit Authority					
NRTA011797	purchase of electric support vehicles	Qualitative	Qualitative Decrease in Emissions	0	replacement of gasoline-fueled support vehicles with electric-fueled vehicles
NRTA011798	Purchase <30 foot transit buses	Qualitative	Qualitative Decrease in Emissions	0	The emission reduction for replacing diesel with biodiesel has not been quantified.
NRTA011802	lease of employee housing	Not Applicable	No assumed impact/negligible impact on emissions	0	
NRTA011804	NRTA-Acquire workforce housing	Not Applicable	No assumed impact/negligible impact on emissions	0	
NRTA011805	Bus Terminal Electric upgrades and facility upgrades	Not Applicable	No assumed impact/negligible impact on emissions	0	
NRTA011806	Facility upgrades to Maintenance Garage for Electric charging	Not Applicable	No assumed impact/negligible impact on emissions	0	
RTD0010775	NRTA - PREVENTIVE MAINTENANCE	Not Applicable	No assumed impact/negligible impact on emissions	0	
RTD0010776	NRTA - TRAVELER INFORMATION	Not Applicable	No assumed impact/negligible impact on emissions	0	
RTD0010782	NRTA - REHAB/RENOVATE - MOBILE FARE COLL EQUIP	Not Applicable	No assumed impact/negligible impact on emissions	0	
RTD0010792	UP TO 50% FEDERAL SHARE	Not Applicable	No assumed impact/negligible impact on emissions	0	
RTD0011298	NRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	Not Applicable	No assumed impact/negligible impact on emissions	0	
T00132	Facility improvements for propane bus fueling	Not Applicable	No assumed impact/negligible impact on emissions	0	
Nantucket Regional Transit Authority			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	

STIP: 2025 - 2029 (D)					
MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
			Total GHG Difference (kg/year)	0	
2025			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	

STIP: 2025 - 2029 (D)					
MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2026					
Nantucket Regional Transit Authority					
NRTA011796	AVL/APC system for fixed route buses	Not Applicable	No assumed impact/negligible impact on emissions	0	
NRTA011797	purchase of electric support vehicles	Qualitative	Qualitative Decrease in Emissions	0	replacement of gasoline-fueled support vehicles with electric-fueled vehicles
NRTA011802	lease of employee housing	Not Applicable	No assumed impact/negligible impact on emissions	0	
NRTA011805	Bus Terminal Electric upgrades and facility upgrades	Not Applicable	No assumed impact/negligible impact on emissions	0	
NRTA011806	Facility upgrades to Maintenance Garage for Electric charging	Not Applicable	No assumed impact/negligible impact on emissions	0	
RTD0010775	NRTA - PREVENTIVE MAINTENANCE	Not Applicable	No assumed impact/negligible impact on emissions	0	
RTD0010776	NRTA - TRAVELER INFORMATION	Not Applicable	No assumed impact/negligible impact on emissions	0	
RTD0010782	NRTA - REHAB/RENOVATE - MOBILE FARE COLL EQUIP	Not Applicable	No assumed impact/negligible impact on emissions	0	
RTD0010793	UP TO 50% FEDERAL SHARE	Not Applicable	No assumed impact/negligible impact on emissions	0	
RTD0011298	NRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	Not Applicable	No assumed impact/negligible impact on emissions	0	
RTD0011299	NRTA - ACQUIRE - FURN/GRAPHICS	Not Applicable	No assumed impact/negligible impact on emissions	0	
T00132	Facility improvements for propane bus fueling	Not Applicable	No assumed impact/negligible impact on emissions	0	
Nantucket Regional Transit Authority			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	

STIP: 2025 - 2029 (D)					
MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
			Total GHG Difference (kg/year)	0	
2026			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	

MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2027					
Nantucket Regional Transit Authority					
NRTA011802	lease of employee housing	Not Applicable	No assumed impact/negligible impact on emissions	0	
NRTA011805	Bus Terminal Electric upgrades and facility upgrades	Not Applicable	No assumed impact/negligible impact on emissions	0	
NRTA011806	Facility upgrades to Maintenance Garage for Electric charging	Not Applicable	No assumed impact/negligible impact on emissions	0	
RTD0010775	NRTA - PREVENTIVE MAINTENANCE	Not Applicable	No assumed impact/negligible impact on emissions	0	
RTD0010776	NRTA - TRAVELER INFORMATION	Not Applicable	No assumed impact/negligible impact on emissions	0	
RTD0010793	UP TO 50% FEDERAL SHARE	Not Applicable	No assumed impact/negligible impact on emissions	0	
RTD0011298	NRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	Not Applicable	No assumed impact/negligible impact on emissions	0	
Nantucket Regional Transit Authority			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	
2027			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	

MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2028					
Nantucket Regional Transit Authority					
NRTA011802	lease of employee housing	Not Applicable	No assumed impact/negligible impact on emissions	0	
NRTA011804	NRTA-Acquire workforce housing	Not Applicable	No assumed impact/negligible impact on emissions	0	
NRTA011805	Bus Terminal Electric upgrades and facility upgrades	Not Applicable	No assumed impact/negligible impact on emissions	0	
NRTA011806	Facility upgrades to Maintenance Garage for Electric charging	Not Applicable	No assumed impact/negligible impact on emissions	0	
RTD0010775	NRTA - PREVENTIVE MAINTENANCE	Not Applicable	No assumed impact/negligible impact on emissions	0	
RTD0010776	NRTA - TRAVELER INFORMATION	Not Applicable	No assumed impact/negligible impact on emissions	0	
RTD0010782	NRTA - REHAB/RENOVATE - MOBILE FARE COLL EQUIP	Not Applicable	No assumed impact/negligible impact on emissions	0	
RTD0010783	NRTA - REHAB/RENOVATE - SUPPORT VEHICLES	Not Applicable	No assumed impact/negligible impact on emissions	0	
RTD0010793	UP TO 50% FEDERAL SHARE	Not Applicable	No assumed impact/negligible impact on emissions	0	
RTD0011298	NRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	Not Applicable	No assumed impact/negligible impact on emissions	0	
RTD0011299	NRTA - ACQUIRE - FURN/GRAPHICS	Not Applicable	No assumed impact/negligible impact on emissions	0	
Nantucket Regional Transit Authority			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	
2028			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	

MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2029					
Nantucket Regional Transit Authority					
NRTA011802	lease of employee housing	Not Applicable	No assumed impact/negligible impact on emissions	0	
NRTA011805	Bus Terminal Electric upgrades and facility upgrades	Not Applicable	No assumed impact/negligible impact on emissions	0	
NRTA011806	Facility upgrades to Maintenance Garage for Electric charging	Not Applicable	No assumed impact/negligible impact on emissions	0	
RTD0010775	NRTA - PREVENTIVE MAINTENANCE	Not Applicable	No assumed impact/negligible impact on emissions	0	
RTD0010776	NRTA - TRAVELER INFORMATION	Not Applicable	No assumed impact/negligible impact on emissions	0	
RTD0010793	UP TO 50% FEDERAL SHARE	Not Applicable	No assumed impact/negligible impact on emissions	0	
RTD0011298	NRTA - REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	Not Applicable	No assumed impact/negligible impact on emissions	0	
Nantucket Regional Transit Authority			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	
2029			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	
2025 - 2029			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	0	
			Total GHG Difference (kg/year)	0	

Appendix 4 – Highway Project Evaluation Scoring Table

<i>Project Criteria</i>	<i>Factor</i>	<i>Measure</i>	<i>Score</i> <i>+1 = Positive Impact</i> <i>0 = No Impact</i> <i>-1 = Negative Impact</i>	<i>Milestone @ Polpis</i>	<i>Wauwinet</i>
Condition:	Magnitude of Pavement Improvement	Extent of Pavement Improvement	(+1 to -1)	1	1
	Magnitude of Other Infrastructure Improvements	Improvements to Municipal Utilities, Drainage, Sidewalks, Traffic Control Devices	(+1 to -1)	1	1
		Average Condition Score:		1	1
Mobility:	Capacity	Improvement in Volume to Capacity (V/C) Ratio	(+1 to -1)	1	1
		Improvement in Intersection Level of Service	(+1 to -1)	1	0
	Travel Time, Connectivity, and Access	Improvement in travel time, connectivity, and/or access?	(+1 to -1)	1	1
	Intermodal	Will project improve bike and pedestrian access?	(+1 to -1)	1	1
	Regional and Local Traffic	Improvement to Collector Street System	(+1 to -1)	1	1
		Average Mobility Score:		1	0.8
Safety:	Crash Rate	Improvement to Documented Safety Problem	(+1 to -1)	0	0
	Bicycle and Pedestrian Safety	Improvement to Bicycle and Pedestrian Infrastructure	(+1 to -1)	1	1
		Average Safety Score:		0.5	0.5
Sustainability:	Residential Effects	Extent of Right-of-Way Acquisition	(+1 to -1)	0	-1
		Extent of Noise Impacts	(+1 to -1)	0	0
		Extent of Decreased Cut-Through Traffic	(+1 to -1)	0	0
	Environmental Justice Effects	Located Near Affordable Housing	(+1 to -1)	0	0

	Public Support	Listed in an NP&EDC Study or Plan	(+1 to -1)	1	1
		Aligns with Town Strategic Goal	(+1 to -1)	0	0
	Development/ Redevelopment of Housing Stock	Located Near Housing Development or Redevelopment?	(+1 to -1)	0	0
	Business Effects	Extent of Access Improvement	(+1 to -1)	1	1
		Reduction in Parking Need	(+1 to -1)	-1	1
		Extent of Improved Freight / Delivery Access	(+1 to -1)	0	0
	Environmental Effects	Extent of Air Quality and Climate Improvement	(+1 to -1)	1	1
		Effect on Water Quality	(+1 to -1)	0	0
		Effect on Wetlands	(+1 to -1)	0	-1
		Effect on Priority Habitats of Endangered Species	(+1 to -1)	-1	-1
	Historical and Cultural Effects	Effect on Historic and Cultural Resources	(+1 to -1)	0	0
		Average Sustainability Score:		0.07	0.07
		Total Score:		9	8
		<i>Total Average Score:</i>		0.42	0.38

Appendix 5 – Federal Funding Categories

Highway Programs & Funding Allocations

As was the case for the preceding Fixing America's Surface Transportation Act (FAST Act), the BIL authorizes both formula-based and discretionary grant highway programs. A single, combined amount serves as the basis for all apportioned highway programs, beginning at \$52.5 billion for FFY 22, programmed through FFY 26 with \$56.8 billion for that year.

State by state apportionments for each FY are determined based on FY21 apportionments, adjusted as necessary to ensure that each year's apportionments reflect: 1) a one percent increase in a state's total apportionment for the previous fiscal year; a two percent increase in a state's total FY21 apportionment; and, no less than 95 percent of a state's contributions to the Highway Account of the Highway Trust Fund. Specific highway program apportionments are derived from the state's total formula-based apportionment. Congestion Mitigation and Air Quality (CMAQ), National Highway Freight Program (NHFP), and Metropolitan Planning (PL) apportionments are determined as a ratio of Massachusetts' FY20 apportionment to the combined FY20 apportionment of every state. The remainder of the total apportionment is then divided among other highway programs based on percentage formulas (accounting for required pre-apportionment set-asides).

Table 2 provides a description of common and/or potentially relevant federal aid highway programs their eligible uses. Programs listed in Table 2 do not reflect programmed federal aid during the subject 2023-2027 TIP cycle, however, are included as they may be relevant in the case of a TIP amendment or future TIP cycle. While not a federal aid program, Advance Construction (AC) is a commonly used mechanism in the State that allows a project to move into construction using state aid rather than federal aid, while anticipating federal aid eligibility. In the event federal aid is available and a project is eligible under the requirements of a given federal program, the State may convert the project to a federal aid project and receive reimbursement.

Transit Programs & Funding Allocations

The Federal Transit Administration manages federal aid programs related to public transportation and transit services. The BIL reauthorizes several programs without change, but also adds new support programs. As a rural service provider, some programs are not available to the Town of Nantucket; however, the Town typically makes use of the Formula Grant for Rural Areas Program (§ 5311), which provides capital, planning, and operating assistance to states for disbursement to transit authorities serving populations less than 50,000 persons. Apportionments to states are based on a formula, which (following set-asides) states receive funding based on their share of the country's rural land area, rural population, vehicle revenue miles in rural areas, and low-income persons in rural areas. Table 3 details several programs that may be relevant to Nantucket in future TIP cycles based on eligibility criteria.

Table 5 - Federal Aid Highway Programs

Program	Program Nomenclature (where applicable)	Formula-Based, Discretionary, or Combination	Eligible Uses
Bridge Formula Program		Formula	Replacement, rehabilitation, preservation, or construction of bridges on public roads. 15% of funds are reserved for non-Federal-aid highway bridge projects.
Bridge Investment Program		Discretionary	Replacement, rehabilitation, or preservation of bridges in the National Bridge Inventory (NBI). Culvert improvements that improve flood control and/or aquatic habitat connectivity.
Carbon Reduction Program	CRP	Formula	Capital projects or strategic products focused on reduction of transportation emissions.
Charging and Fueling Infrastructure		Discretionary	Deployment of alternative fueling and associated infrastructure in designated alternative fuel corridors as well as communities. Operating assistance for five years after installation.
Congestion Mitigation and Air Quality Improvement Program	CMAQ	Formula	Wide range of emission-reducing, air-quality maintenance, or air-quality improvement projects. Project must be located in air quality nonattainment area or maintenance areas for ozone, carbon monoxide, and small particulate matter.
Ferry Boat Program	FBP	Formula	Ferry boat and ferry terminal facility projects.
Highway Safety Improvement Program	HSIP	Formula	Implementation of infrastructure-related highway safety improvements, focusing on reduction in fatalities and serious injuries.

National Electric Vehicle Program	NEVI	Combination	Deployment of interconnected network of electric vehicle charging infrastructure.
National Highway Freight Program	NHFP	Formula	Projects that improve the efficient movement of freight on the National Highway Freight Network
National Highway Performance Program	NHPP	Formula	Supports the condition and performance of the National Highway System, including the replacement or rehabilitation of the system's capital assets.
Promoting Resilient Operations for a Transformative, Efficient, and Cost-saving Transportation	PROTECT	Combination	Transportation projects, including highway, transit, and port facilities, oriented toward resilience improvements and evacuation preparation/planning.
Reduction of Truck Emissions at Port Facilities Program		Discretionary	Evaluation, innovation, and deployment of projects that reduce port-related emissions.
Rural Surface Transportation Grants		Discretionary	Highway, bridge, tunnel, freight, safety, or bridge project that supports economic growth and quality of life in rural areas and/or integrated transportation demand management, mobility management, or on-demand systems that support economic growth and quality of life.
Safe Streets and Roads for All	SS4A	Discretionary	Planning, design, and construction of projects identified in a comprehensive safety action plan; or, the development of a safety action plan.
Strategic Innovation for Revenue Collection (formerly Surface Transportation System Funding Alternatives)	SIRC (formerly STSFA)	Discretionary	User-fee based revenue mechanisms at the State, local, and regional level that may provide insight into future alternatives that may help maintain the solvency of the federal Highway Trust Fund.

Surface Transportation Block Grant	STBG	Formula	A broad range of surface transportation capital needs, including roads; transit, sea, and airport access; and vanpool, bicycle, and pedestrian facilities.
Transportation Alternatives	TA	Discretionary	Typically a variety of smaller-scale transportation projects, such as bicycle, pedestrian and trail facilities. Encompasses eligible activities from the former Safe Routes to School (SRTS) program.

Table 6 - Federal Aid Transit Programs

Program	Common Nomenclature or Section (where applicable)	Formula-Based, Discretionary, or Combination	Eligible Uses
Buses and Bus Facilities Program	§ 5339	Combination	Purchase or rehabilitation of buses and related equipment that support fixed-route bus service, disbursed based on formula. Additional funds available through competitive grant programs, one of which only low and zero-emission vehicles are eligible.
Capital Investment Grants Program	CIG or § 5309	Discretionary	Transit projects that either are rail or a mode that emulates fixed-rail, including bus rapid transit and ferries. For New Starts and Small Starts, construction must be corridor based.
Electric or Low Emitting Ferry Pilot Program		Discretionary	Purchase of electric or low-emitting ferries, or ferry electrification that results in reduction of emissions.
Emergency Relief Program	§ 5324	Discretionary	Capital projects that protect, repair, replace, or reconstruct equipment and facilities that are in danger or, or have been impacted, by an emergency (as recognized by the federal government). Temporary operating assistance also available.
Enhanced Mobility of Seniors and Individuals with Disability Program	§ 5310	Formula	Transit projects that meet the needs of seniors or go beyond the requirements of the 1990 Americans with Disabilities Act. A state is the direct recipient for rural areas.

Innovative Coordinated Access & Mobility Pilot Program	ICAM	Discretionary	Financing of projects that support the transportation disadvantaged or improve non-emergency medical transportation services, including coordination technology and access improvements to one-call/one-click services.
Joint Development Program	§ 5302(3)(G)	Discretionary	Financing of projects that support coordinated development of transit facilities with non-transit commercial and residential projects. Projects must demonstrate economic and transit benefits and demonstrate a fair share of revenue and costs across public and private parties.
Formula Grants for Rural Areas	§ 5311	Formula	Broad range of activities, including planning, capital, reverse commute, and acquisition. Typically used by Nantucket for operating assistance.
State of Good Repair and Rail Vehicle Replacement Program	§ 5337	Combination (formula-based available to only urbanized areas).	Projects that maintain, rehabilitate, and replace capital assets including rail rolling stock, as well as projects that implement transit asset management plans.
Public Transportation Innovation	§ 5312	Discretionary	Broad range of activities that demonstrate innovation in public transportation, including capital projects and products that assist in operations and asset management.

Appendix 6 – Performance Measures

Performance Measures

Federal regulations that govern the transportation planning process and TIP development require a performance-based approach to transportation investment decision making, including the establishment of performance targets. In 2016, FHWA passed a rule establishing three performance measures that State DOTs and MPOs must track, as required by MAP-21 and the FAST Act. Table 8 details the three performance measures adopted by Massachusetts MPOs and TPOs and their associated targets.

Table 7 - Transportation Planning Performance Measures

FHWA Performance Measures	Targets	Next Target Setting Deadline
Safety (PM1)	-Five-year rolling average of serious injuries and fatalities per 100 vehicles miles traveled (VMT)	-Established August 30, 2017 -Updated February 22, 2024 -Targets set each calendar year
NHS Bridge and Pavement Condition (PM2)	-Percent of pavement lane miles in good and poor condition -Percent of bridge deck in good and poor condition	-Established May 20, 2018 -Mid-Performance Period Reporting Deadline: October 1, 2020 -Targets set every 2 years and years
Congestion Mitigation and Air Quality (CMAQ) and Freight (PM3)	-Truck travel time reliability (TTTR) -Level of travel time reliability (LOTTR) -Peak hour excessive delay (PHED) by Urbanized Zone Area -Percent non-single occupant vehicle (SOV) travel -Air pollutant emissions	-Established May 20, 2018 -Mid-Performance Period Reporting Deadline: October 1, 2020 -Targets set every 2 and 4 years

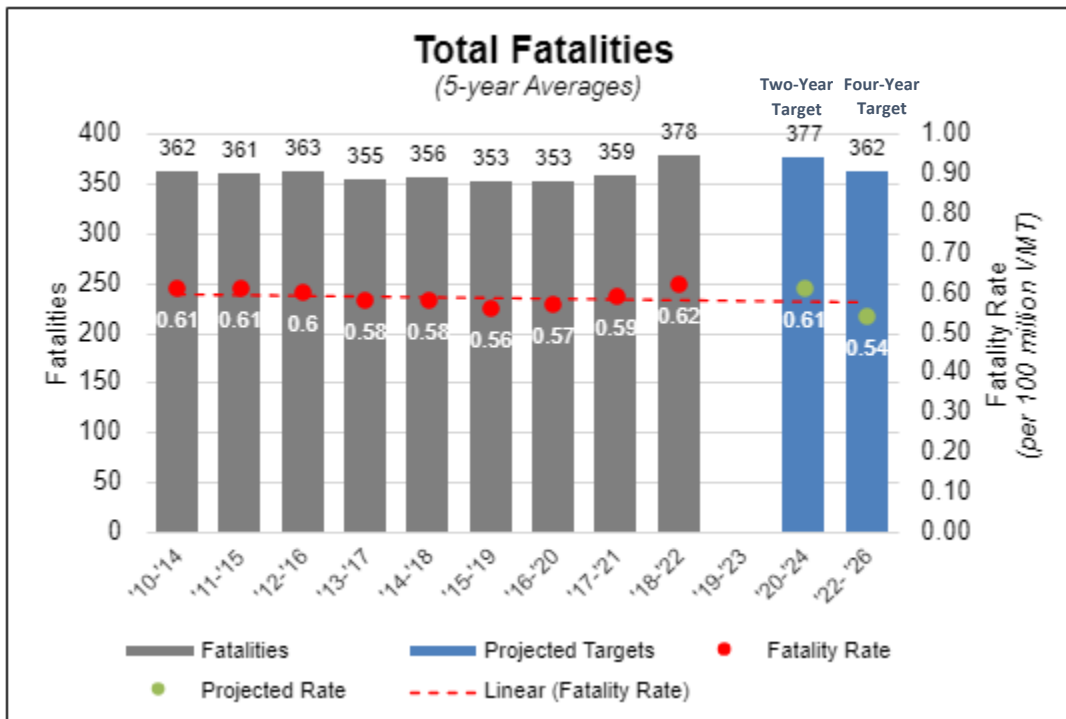
MPOs must either adopt MassDOT targets or establish their own targets. The Nantucket TPO voted to endorse the Statewide PM1 targets set for the region. Per FHWA guidance, the CY22 target setting process was based on CY2019 trends as the data from pandemic years CY2020 and 2021 data did not follow the State’s previously documented trendlines.

Safety Performance Measures (PM1)

Total Fatalities: Per Federal Highway Administration (FHWA) guidance, the calendar year (CY) 2024 target setting process began with a trend line projection based on the most recent available data. This year, MassDOT also developed a 2022-2026 target to be consistent with the Highway Safety Office and National Highway Traffic Safety Administration (NHTSA). Due to higher rates of speeding caused by decreased vehicle miles traveled (VMT) amid pandemic shutdowns in 2020 and the lingering impacts in 2021 and 2022, roadway fatalities were increasing relative to previous years. Furthermore, the Infrastructure Investment and Jobs Act (IIJA) requires “performance targets to demonstrate constant or improved performance,” so Massachusetts is unable to use increasing “targets.” Although the latest 2023 data suggests fatalities are trending towards pre-COVID levels, the data is incomplete and was not used when the target setting process began. Therefore, MassDOT developed the target for CY 2024 by projecting the 2023 and 2024 fatalities to be in line with pre-COVID data. As a result, year over year changes reflect a decrease of approximately 20% when comparing 2021 and 2022 to 2023 and 2024. However, the 5-year average from 2018-2022 to 2020-2024 sees only a minor decrease from 378 to 377. If this trend continues, the 2022-2026 average will drop to 362, a reduction 4%.

As always, MassDOT’s overarching goal is zero deaths and this goal will be pursued by implementing strategies from the [Strategic Highway Safety Plan](#) (SHSP). The Massachusetts SHSP and [Vulnerable Road User Safety Assessment](#) were both updated and finalized in 2023. These strategies help provide details on how the state will drive down fatalities and serious injuries. Moreover, it should be restated that while MassDOT developed numeric targets, the goal is 0 and MassDOT will continue to work toward that goal by implementing SHSP strategies.

Fatality Rate: The fatality rate represents five-year average fatalities divided by five-year average VMTs. The COVID-19 pandemic greatly impacted VMT, causing fatality rates to spike in 2020 with significantly lower VMT and slightly higher fatalities. Data projections for 2023 indicate VMT will exceed pre-pandemic levels. Consequently, the five-year average fatality rate is expected to decrease from 0.62 fatalities per 100 million VMT for 2018-2022, to 0.61 fatalities per 100 million VMT in 2020-2024, a reduction of 1.63%. If this trend continues, MassDOT projects a decrease to 0.54 fatalities per 100 million VMT, a reduction of 12%.

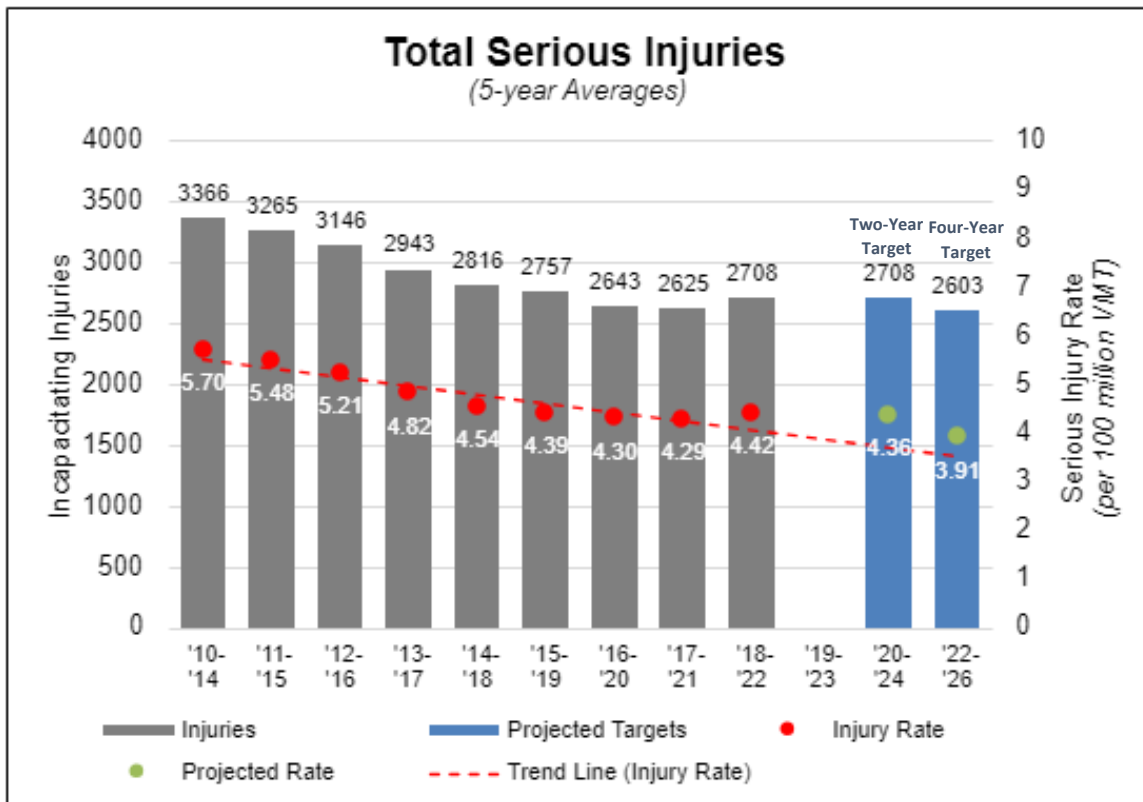


Note: 2023 data is not complete and therefore was not used for target setting purposes.

Total Serious Injuries: The target setting process began with a trend line projection based on the most recent available data. The 2021 and 2022 serious injury data were not finalized in the statewide crash system during this process, so it is possible these figures will change once that data becomes final.

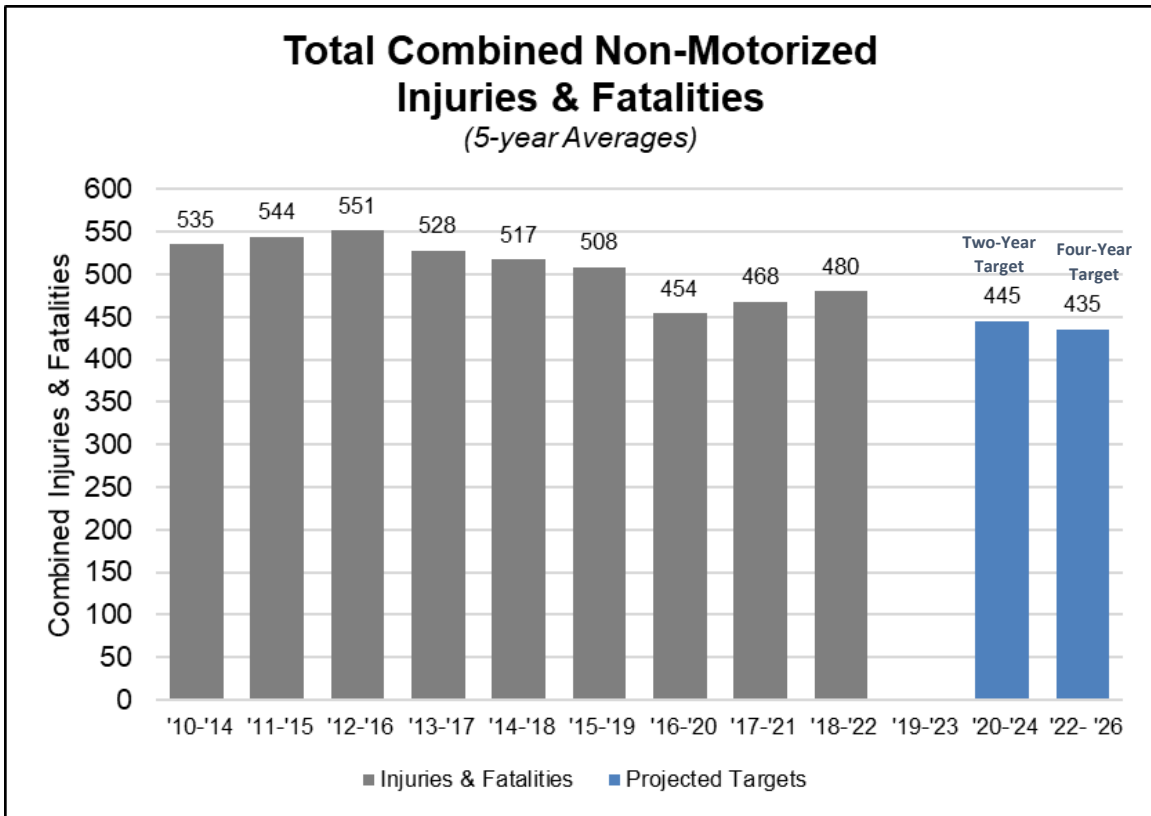
Due to higher rates of speeding caused by decreased VMT amid pandemic shutdowns in 2020 and the lingering impacts in 2021 and 2022, serious injuries increased relative to previous years. Although the latest 2023 data suggests serious injuries are trending towards pre-COVID levels, the data is incomplete and was not used when the target setting process began. Therefore, MassDOT developed the target for CY 2024 by projecting the 2023 and 2024 serious injuries to be in line with pre-COVID data. As a result, year over year changes reflect a decrease of approximately 10% when comparing 2021 and 2022 to 2023 and 2024. However, the 5-year average from 2018-2022 to 2020-2024 remains the same at 2,708 serious injuries. If this trend continues, the 2022-2026 average will drop to 2,603, a 4% reduction.

Serious Injuries Rate: Similar to the fatality rate, serious injury rates were greatly impacted due to COVID. Following the methods above, the projection is now 4.36 serious injuries per 100 million VMT for 2020-2024. This reflects a 1.36% reduction compared to the 2018-2022 serious injuries rate of 4.42. If this trend continues, the 2022-2026 rate will drop to 3.91 serious injuries per 100 million VMT, a 11% reduction.



Note: 2023 data is not complete and therefore was not used for target setting purposes.

Total Number of Non-Motorized Fatalities and Serious Injuries: The number of non-motorized fatalities and serious injuries decreased during the start of the pandemic in 2020, followed by an increase in 2021 and dramatic spike in 2022. Based on the state’s emphasis on vulnerable road users, MassDOT anticipates the 2023 and 2024 numbers to match those from 2020. This results in a 5-year average of non-motorist fatalities and serious injuries decreasing from 480 (2018-2022) to 445 (2020-2024), a 7.3% reduction. Looking ahead to 2026, the average combined non-motorist fatalities and serious injuries is expected to decrease to 435, a reduction of approximately 9%.



Note: 2023 data is not complete and therefore was not used for target setting purposes.

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

The targets were developed in coordination with the Executive Office of Public Safety and Security (EOPSS), the Highway Safety Division (HSD), and other sections within MassDOT. Although MassDOT emphasizes that the state's goal is zero fatalities and serious injuries, the state targets presented here are not "goals" but realistic targets considering the events of the last 3+ years. The Secretary of Transportation and Highway Division Administrator for MassDOT approved the targets recognizing that MassDOT must demonstrate short term incremental steps in order to achieve the Commonwealth's goal.

Bridge & Pavement Performance Measures (PM2)

The NP&EDC has chosen to adopt the 2-year (2024) and 4-year (2026) statewide bridge and pavement performance measure targets set by MassDOT. MassDOT was required to adopt a statewide target by December 16th, 2022. In setting these targets, MassDOT has followed FHWA guidelines by measuring bridges and pavement condition using the 9-point National Bridge Inventory Standards (NBIS); the International Roughness Index (IRI); the presence of pavement rutting; and the presence of pavement cracking. 2-year and 4-year targets were set for six individual performance measures: percent of bridges in good condition; percent of bridges in poor condition; percent of Interstate pavement in good condition; percent of Interstate pavement in poor condition; percent of non-Interstate pavement in good condition; and percent of non-

Interstate pavement in poor condition. All of the above performance measures are tracked in greater detail in MassDOT’s 2022 Transportation Asset Management Plan (TAMP).

Targets for bridge-related performance measures were determined by identifying which bridge projects are programmed and projecting at what rate bridge conditions deteriorate. The bridge-related performance measures measure the percentage of deck area, rather than the total number of bridges.

Performance targets for pavement-related performance measures were based on a single year of data collection, and thus were set to remain steady under the guidance of FHWA. These measures are to be revisited at the 2-year mark (2024), once three years of data are available, for more informed target setting. MassDOT continues to measure pavement quality and to set statewide short-term and long-term targets in the MassDOT Performance Management Tracker using the Pavement Serviceability Index (PSI), which differs from IRI. These measures and targets are used in conjunction with federal measures to inform program sizing and project selection.

Performance Measure	Current (2021)	2-year target (2024)	4-year target (2026)
Bridges in good condition	16%	16%	16%
Bridges in poor condition	12.2%	12%	12%
Interstate Pavement in good condition	71.8%	70%	70%
Interstate Pavement in poor condition	0.0%	2%	2%
Non-Interstate Pavement in good condition		30%	30%
Non-Interstate Pavement in poor condition		5%	5%

Reliability, Congestion, & Emissions Performance Measures (PM3)

The NP&EDC has chosen to adopt the 2-year (2024) and 4-year (2026) statewide reliability, congestion, and emissions performance measure targets set by MassDOT. MassDOT was required to adopt a statewide target by December 16, 2022, with MPOs either adopting the statewide target or establishing their own by June 2023.

MassDOT followed FHWA regulation in measuring Level of Travel Time Reliability (LOTTR) on both the Interstate and non-Interstate NHS as well as Truck Travel Time Reliability (TTTR) on the Interstate system using the National Performance Management Research Dataset (NPMRDS) provided by FHWA. These performance measures aim to identify the predictability of travel times on the roadway network by comparing the average travel time along a given segment against longer travel times. For LOTTR, the performance of all segments of the Interstate and of the non-Interstate NHS are defined as either reliable or unreliable based on a comparison between the 50th percentile travel time and the 80th percentile travel time, and the proportion of reliable segments is reported. For TTTR, the ratio between the 50th percentile travel time and the 90th percentile travel time for trucks only along the Interstate system is reported as a statewide measure.

Emissions reduction targets are measured as the sum total of all emissions reductions anticipated through CMAQ-funded projects in non-attainment or air quality maintenance areas (currently the cities of Lowell, Springfield, Waltham, and Worcester, and the town of Oak Bluffs) identified in the Statewide Transportation

Improvement Program (STIP). This anticipated emissions reduction is calculated using the existing CMAQ processes.

Measure	Current (2021)	2-year (2023)	4-year (2025)
Interstate LOTTR	84.2%	74.0%	76.0%
Non-Interstate LOTTR	87.2%	85.0%	87.0%
TTR	1.61	1.80	1.75
PHED (Boston UZA)	18.0	24.0	22.0
PHED (Springfield UZA)	6.2	6.5	6.0
PHED (Worcester UZA)	6.8	7.0	5.0
% non-SOV (Boston UZA)	36.9%	38.8%	39.8%
% non-SOV (Springfield UZA)	21.5%	22.2%	22.2%
% non-SOV (Worcester UZA)	23.4%	25.4%	26.1%
Emissions Reductions: PM2.5			
Emissions Reductions: NOx	0.490	0.000	0.000
Emissions Reductions: VOC	0.534	0.000	0.000
Emissions Reductions: PM10			
Emissions Reductions: CO	6.637	0.354	0.354

Transit Asset Management Plan (TAM)

The Nantucket Regional Transit Authority (NRTA) operates under Massachusetts General Laws Chapter 161B, a body politic and a corporate subdivision of the Commonwealth of Massachusetts. Its member community is the Town of Nantucket. The NRTA has a general responsibility to develop, finance and contract for the operation of mass transportation facilities within its territory. The NRTA has developed a TAM Plan outlining a methodology for monitoring and improving the agency’s State of Good Repair (SOGR). This plan is a living document and the NRTA may choose to update the plan based on future funding scenarios, unforeseen needs such as new regulations and by periodically updating the assets included in this document. Updates to this document shall be approved by the Accountable Executive and shall not require a subsequent Board action unless the methodology or conditions require one. NRTA is required to update the TAM Plan in its entirety every four years. As such, an update to the TAM plan is anticipated within CY2024.

Nantucket Regional Transit Authority (NRTA) operates nineteen fixed route vehicles and four demand response in which classifies it as a Tier II system. The requirements of a TAM plan vary by classification of an agency as a Tier 1 and Tier 2. Since Tier II services operate typically less complex systems, Tier II systems are required to provide information for the first four TAM plan elements:

- Inventory of Capital Elements
- Condition of Asset by Category of Asset
- Decision Support Tool
- Investment Prioritization

The NRTA has identified performance measures as a tool to measure efficiencies and identify areas where improvements can be made to continue to provide a high-quality service to its customers. Performance is measured in several areas for providing public transportation on both our fixed route and demand response

services. Standards, trends and goals have been assigned to each area. NRTA has identified targets for each asset class under its control. These targets shall be reviewed on an annual basis by NRTA and adjusted if necessary. NRTA believes that with adequate financial support by its funding partners these targets are attainable on an on-going basis.

- Vehicles – NRTA has a target of 100% of its vehicles in a State of Good Repair
- Equipment – NRTA has a target of 100% of its equipment in a State of Good Repair
- Facilities – NRTA has a target of 100% of its equipment in a State of Good Repair
- Infrastructure (NA) – NRTA does not have any infrastructure for which it has direct oversight.

Public Transit Agency Safety Plan (PTASP)

Public Transportation operators that operate more than 100 vehicles in peak revenue service and operators of passenger rail service must develop a PTASP. A PTASP includes the processes and procedures to implement a Safety Management System (SMS), a comprehensive, collaborative, and systematic approach to managing safety.

Appendix 7 – Amendments and Adjustments

Amendments and Adjustments

Revisions may be made to the TIP following its endorsement via two distinct processes: amendments or adjustments. Amendments are changes—such as the addition or deletion of a project or program from the TIP—that are considered significant and require notification of a comment period and a public meeting prior to NP&EDC vote. Adjustments are changes—such as new funding amounts or new descriptive narratives—which are considered minor and do not add or delete a project or program from the TIP. Adjustments require a public meeting prior to approval, but do not require notification of a public comment period. Table 4 details the public meeting, comment, and advertising requirements for the TIP, amendments, and adjustments. Tables 8 and 9 detail the amendments and adjustments that may be made to the highway and transit programs, respectively.

Table 8 - Revision Meeting and Advertising Requirements

Program	Public Meeting Requirements	Comment Period	Advertising
Transportation Improvement Program	One meeting prior to start of public comment period and one additional meeting during public comment period	21 Days	Public meeting notices. Notification to the identified stakeholders via mail or email. Public notification via website posting and social media. Availability of document for review at the Town Building, PLUS Office, and Atheneum during and after the public comment period.
Amendments to the RTP, TIP, or UPWP	One meeting prior to start of public review of amendment and one additional meeting for approval	21 Days	Public meeting notices. Notification to the identifies stakeholders via mail or email. Public notification via website posting and social media. Availability of document for review at the Town Building, PLUS Office, and Atheneum during and after the public comment period.
Adjustments to the RTP, TIP, or UPWP	On meeting for approval of adjustments	None	Public meeting notices. Notification to the identified stakeholders via mail or email. Public notification via website posting and social media.

Table 9 - Highway Project Revision Procedures

Type of Revision	Definition	Procedure	Notes
Major Project Cost Change	Increase or decrease of \$500,000 or greater for projects programmed under \$5,000,000 and greater than 10% of the total cost for projects programmed over \$5,000,000.	Amendment	The “increase” or “decrease” in cost is relative to the Total Federal Participating Cost (TFPC) of a project.
Minor Project Cost Change	Increase or decrease of \$499,999 or less for projects programmed under \$5,000,000 and less than 10% of the total cost for projects programmed over \$5,000,000.	Adjustment	See above.
Project Description Change	Change in the description of the project as it is listed in the STIP.	Adjustment or Administrative Modification	Project description changes are treated as administrative modifications for minor changes (e.g. spelling errors, more detailed descriptions, adding mile-markers, etc.).
Major Project Scope Change	A revision to the project scope large enough to necessitate an additional review by MassDOT’s Project Review Committee (PRC) – typically accompanied by major project cost change.	Amendment	In some cases, a major scope change will require the initiation of a new project through MassDOT’s Project Initiation Form (PIF), and review/approval by PRC. This would require deactivation and removal of the currently programmed project.
Minor Project Scope Change	A minor revision to the project scope that does not significantly alter the original PRC- approved scope of work.	Adjustment	In many cases, changes in this category will also include a minor cost change.
Project Addition	The programming of a new project in any federal fiscal year of the active TIP.	Amendment or Adjustment	Project additions are treated as amendments if the project was not part of any previously approved STIP that has been vetted through the public process.
Project Removal	The removal of a project in any federal fiscal year of the active TIP.	Amendment	Exception: if a project is removed from an active TIP or the STIP due to it being previously advanced/advertised or is moved to the statewide list from a regional TIP, the action would be considered an adjustment.

Change in Funding Source	A change in the project’s funding source, including federal and non-federal sources which fall within the project cost change revisions listed above.	Adjustment	Changes in funding sources for projects are permissible for advertisement purposes if the FHWA Division Office has been consulted.
Change in Additional Information	A change in any item listed in the “Additional Information” column of the STIP not covered in any other item listed here (e.g. earmark details, project proponent, etc.)	Administrative Modification	N/A
Change in Year of Programming	Moving a currently programmed project earlier or later than an originally programmed year.	Amendment	Changes to a project delivery schedule (advancement or delay) requires an amendment for the change in programmed FFY.

Table 10 - Transit Project Revision Procedures

Type of Revision	Definition	Procedure	Notes
Major Project Cost Change	Increase or decrease of \$500,000 or greater for projects under \$5,000,000 and greater than 10% of the total cost for projects exceeding \$5,000,000.	Amendment	The “increase” or “decrease” in cost is relative to the combined federal and non- federal aid participating cost of the project.
Minor Project Cost Change	Increase or decrease of \$499,999 or less for projects under \$5,000,000 and less than 10% of the total cost for projects exceeding \$5,000,000.	Adjustment	See above.
Project Description Change	Change in the description of the project as it is listed in the STIP.	Adjustment or Administrative Modification	Project description changes are treated as administrative modifications for minor changes (e.g. spelling errors, more detailed descriptions, etc.).
Major Project Scope Change	A revision to the project scope deemed large enough to require public review and comment (e.g. changing the number of stations)	Amendment	In many cases, changes in this category will also include a major cost change.
Minor Project Scope Change	A minor revision to the project scope that does not significantly alter the original scope of work (e.g. changes to the bus model for vehicle replacement projects).	Adjustment	In many cases, changes in this category will also include a minor cost change.
Project Addition	The programming of a new project in any federal fiscal year of the current TIP.	Amendment or Adjustment	Project additions are treated as amendments if the project was not part of any previously approved STIP

			that has been vetted through the public process.
Project Removal	The removal of a project in any federal fiscal year of the current TIP.	Amendment	Exception: if a project is removed from a TIP or the STIP due to it being previously advanced/advertised or is moved to the statewide list from a regional TIP, the action would be considered an adjustment.
Change in Funding Source	Change in the funding source, including federal and non-federal sources that fall within project cost change revisions listed in the first two rows.	Adjustment	Changes in funding sources for projects are permissible for obligation purposes with written notice from the FTA region office.
Change in Year of Programming	Moving a currently programmed project earlier or later than the originally programmed year.	Amendment or Adjustment	Note: Federal funds shall be programmed in the federal fiscal year in which the award will occur. Changes in year of programming are only treated as adjustments if they involve advancing federal funds to align with the year of the grant award.

Appendix 8 – Public Comments Received

MassDOT Comments:

MPO Liaison TIP Review Checklist					
Completeness					
ID		Review Item	Comments	Reference	NP&EDC Response
A1	✓	* Table of Contents is accurate and internally-linked.		✓ -- for use in column B	
A2	✓	* Document has no broken links.		✗ -- for use in column B	
A3	✓	* MPO self certification statement is included.	Please include the name of the chair or acting chair.	Page 7	Corrected
A4	✓	* GHG certification is included.	Please include the name of the chair or acting chair.	Page 8	Corrected
A5	✓	* Air Quality Conformity statement is included.			
A6	✗	* Document has no text or image placeholders.	Please update and remove placeholders.	Page 6,15, 57, 61	Corrected
A7	✓	* Charts, tables, and maps are legible and properly annotated.	Consider increasing clarity of Figure 3 map.	Page 15	Corrected
A8	✓	* Document passes an accessible check.			
A9	✓	* Document is available in relevant languages per the MPO's Title VI Plan.			
A10	✓	* List of MPO members is current.			
A11	✓	* Signatory sheet is included and accurate. Update Monica Tibbits-Nutt as Secretary/CEO of MassDOT.			
A12	✓	* Acronyms and partner agency lists are up to date.			
A13	✓	* Dates listed w/in TIP reflect FFY 2025–2029.			
Narrative					
ID		Review Item	Comments	Reference	
B1	✓	* TIP outlines MPO institutional organization.			
B2	✓	* TIP links back to national planning factors.			
B3	✓	* TIP references the RTP and the UPWP.			

B4	✓	*	TIP narrative is concise and reader-friendly.			
B5	✓	*	TIP discusses evaluation scoring.			
B6	✓	*	TIP includes project scoring table.			
B7	✓	*	TIP describes public participation process.			
B8	✓	*	TIP includes procedures for adjustments and amendments, including any deviations from MassDOT guidelines.			
B9	✓	*	TIP describes funding sources accurately.			
Performance Measures						
ID Review Item Comments Reference						
C1	✓	*	TIP includes discussion of target-setting process.			
C2	✓	*	TIP references relevant Transit Asset Management (TAM) Plans and includes all TAM Plan targets.			
C3	✓	*	TIP references relevant Public Transportation Agency Safety Plans (PTASPs) and includes all PTASP targets	PTASP does not apply.		
C4	✓	*	TIP includes current adopted performance targets.		PM1, PM2, PM3, TAM, and any regionally-derived targets. Please consider including a reference to the Statewide GHG Reduction Target, and language regarding MPO discretion to adopt their own voluntary target.	
C5	✓	*	TIP discusses relationship between performance targets and project selection.			
C6	✓		Discussion on performance measures compares regional data to statewide data where available.			

Project Listing				
ID	Review Item	Comments	Reference	
D1	✓ *	Financial projections align with MassDOT guidance.	Please update any TFPCs as necessary in the final version based on the final "Project Info refresh" within eSTIP that will be happening no later than April 30th.	
D2	✓ *	TIP template is formatted correctly.		
D3	✓ *	Projects use MassDOT ProjectInfo TFPCs.		
D4	✓ *	Out year expenditures have the appropriate inflation assumptions.		2026: 4%; 2027: 8%; 2028: 12%; 2029: 16%
D5	✓ *	Projects use MassDOT ProjectInfo description.		
D6	✓ *	Additional comment field contains all necessary info.	Consider including additional comment field in TIP project formatting (pages 17-19).	Total cost, AC, Year-of-expenditure, TEC scores, funding sources Comment field added to table
D7	✓ *	MassDOT projects are (accurately) included into regional template.		
D8	✓ *	Regional target projects adhere to Readiness Days feedback.		
D9	✓ *	List includes all projects, including FLAP, FLTP, and Tribal projects.		
D10	✓ *	Transit TIP is formatted properly.		Should be unchanged from Transit eSTIP
D11	✓ *	Document includes Statewide Highway Projects List and MBTA* Projects list as appendices (*only necessary for regions with MBTA commuter/ferry service).		
Impact Analysis				
ID	Review Item	Comments	Reference	
E1	✓ *	TIP includes GHG certification.		
E2	✓ *	GHG analysis is available for all (and only) funded projects.		

E3	✓	*	All projects are appropriately labeled as qualitative or quantitative.	Please ensure that the 'GHG Analysis Type' is selected as either qualitative or quantitative where applicable.	Please make sure to select a 'GHG Analysis Type' regardless of impact type. If the impact is qualified, please provide information that demonstrates as such.	Corrected
E4	✓	*	Transit projects have been analyzed for GHG.		Please rely on guidance in the "Bus Replacement GHG Analysis for 24-28 TIPs" email from Derek Krevat on 5/3/2023 at 11:56 AM.	
E5	✓	*	Past and current TIP projects have been analyzed for geographic equity, including a relevant table of programming by municipality.			
E6	✓	*	Past and current TIP projects have been analyzed for social equity.	Please provide social equity analysis for past TIP projects.		
E7	✓	*	Social equity analysis considers Title VI / language access.			
E8	✓	*	Social equity analysis considers EJ populations, including both federal and state definitions.	Please include federal definition of EJ.		
E9	✓	*	Equity analysis includes a narrative to accompany any figures.			

* indicates required by state or federal regulation.

Prepared by Raissah Kouame 4/22/2024

Other Public Comments Received:

Submission ID	P3 Q1 Do you support the strategy for the Highway Program to invest in improvements for all users and modes along Milestone Road and Wauwinet Road?	P4 Q1 If not, why?	P5 Q1 Do you support the strategy for the Transit Program that includes replacement of diesel buses with either biodiesel, hybrid, or fully electric-fueled buses?	P6 Q1 If not, why?
449225	Yes		Yes	
449244	Yes		Yes	
449384	Yes		Yes	
449422	No	I am not sufficiently familiar with the strategy for the Highway Program to invest in improvements for all users and modes along Milestone and Wauwinet Road to support it. If it's to do with finding ways to safely accommodating autos, bikes, electric bikes and pedestrians, I'm in favor.	Yes	
449452	Yes		Yes	
453732	Yes		Yes	
451607	Yes		No	Biodiesel is OK depending upon availability / costs. Not a supporter of "green" only electric vehicles
461282	Yes		No	Fix the buses when they break. Investing in something new when the current buses are paid for and work is one step forward and one step backwards.