



# Nantucket Long-Range Transportation Plan



## FFY 2024 to 2044

Endorsed August 21, 2023

Nantucket Planning and Economic Development Commission  
Nantucket Transportation Planning Organization

2 Fairgrounds Road, Nantucket, MA 02554

(508) 325-7587



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One Ashburton Place, 6th Floor  
Boston, MA 02109

617-994-6000  
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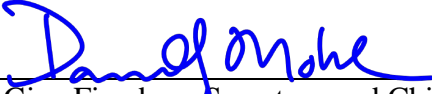
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**Arabic:** إن كنت بحاجة إلى هذه المعلومات متبلغة أخرى

**ENDORSEMENT OF THE  
2024 LONG-RANGE TRANSPORTATION PLAN**

The Nantucket Planning and Economic Development Commission (NP&EDC), sitting as the Nantucket Transportation Planning Organization (TPO), endorses the 2024 Long-Range Transportation Plan (LRTP) as a guiding document for the work performed by the NP&EDC planning staff on behalf of the Nantucket TPO.

Signatory Certification:

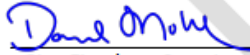
 for 08/21/23  
Gina Fiandaca, Secretary and Chief Executive Officer  
Massachusetts Department of Transportation

  
Mary Longacre, Chair  
Nantucket Planning and Economic Development Commission

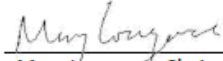
**Certification of the Nantucket Transportation Planning Organization's  
Transportation Planning Process**

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 1101 (b) of the Fast Act (Pub. L. 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in U.S. DOT-funded projects.
6. 23 CFR part 230, regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.
7. The provisions of the US DOT and of the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.) and 49 CFR Parts 27, 37, and 38.
8. The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance.
9. Section 324 of Title 23 USC regarding the prohibition of discrimination based on gender.
10. Section 504 of the Rehabilitation Act of 1973 (29 USC 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.
11. Anti-lobbying restrictions found in 49 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 \_\_\_\_\_  
Gina Fiandaca, Secretary and Chief Executive Officer  
Massachusetts Department of Transportation

May 22, 2023  
Date

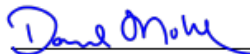
  
Mary Longacre, Chair  
Nantucket Planning and Economic Development Commission

June 2, 2023  
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

Gina Fiandaca, Secretary and Chief Executive Officer  
Massachusetts Department of Transportation

May 22, 2023

Date



Mary Longacre, Chair

Nantucket Planning and Economic Development Commission

June 2, 2023

Date

## Table of Contents

<b>1. Plan summary.....</b>	<b>7</b>
<b>2. Introduction.....</b>	<b>8</b>
2.1 Updating Process .....	9
2.2 Federal Planning Factors .....	10
2.3 Planning Emphasis Areas .....	11
<b>3. Vision, Goals, Priorities, and Performance Measures</b>	<b>12</b>
3.1 Vision .....	12
3.2 Goals and Planning Priorities .....	12
3.3 Performance Measures .....	13
3.4 Project Selection Process.....	13
<b>4. Community Trends.....</b>	<b>15</b>
4.1 Population and Employment Trends .....	15
4.2 Economic Competitiveness .....	15
4.3 Vulnerable Populations .....	16
4.4 Travel Forecast .....	16
4.5 Zoning and Land Use .....	17
4.6 Natural Resources.....	17
<b>5. Current Transportation System .....</b>	<b>19</b>
5.1 Roadways .....	19
5.2 Public Transportation .....	21
5.3 Active Transportation.....	22
5.4 Freight .....	23
5.5 Aviation Facilities .....	24
5.6 Ferry Operations.....	26
5.7 Parking Facilities.....	27
<b>6. Action Plan .....</b>	<b>29</b>
6.1 Fiscal Constraint.....	29
6.2 Summary of Recommendations .....	30
<b>7. Air Quality and Conformity .....</b>	<b>34</b>
<b>8. List of Appendices.....</b>	<b>38</b>

# 1. PLAN SUMMARY

The 2024 Long-Range Transportation Plan (LRTP) for Nantucket is a strategy that targets federal, state, and local funding resources to achieve **a safe, reliable, accessible, and affordable transportation system, with vehicle limitations, that is sensitive to the island.** The LRTP aligns with the federal statute and Infrastructure Investment and Jobs Act (IIJA), MassDOT's *Beyond Mobility* Transportation Plan, and the local Nantucket Master Plan and Select Board Strategic Plan.

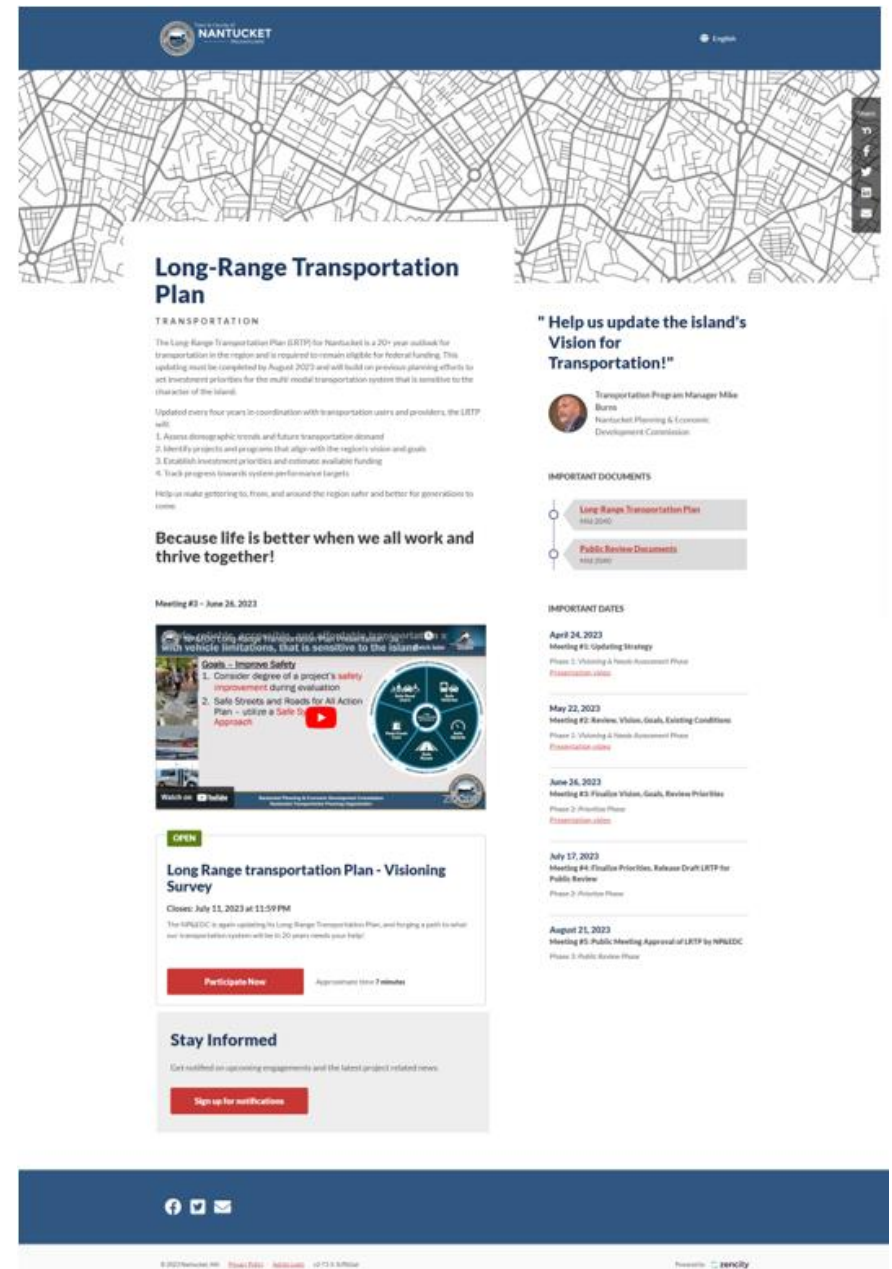
Development of this plan included opportunities for transportation stakeholders and general public to participate in Visioning and Prioritization surveying, viewing recorded presentations of the plan's development, and reviewing the draft plan via the online public participation platform – [www.nantucket-ma.gov/lrtp](http://www.nantucket-ma.gov/lrtp).

Recommended capital projects are in various stages of readiness and have been evaluated and scored to understand, at least at a conceptual level, conformity to the region's Vision and Goals. Projects that address safety, mobility, condition, and sustainability while minimizing impacts are scored higher and are prioritized, based on this scoring and readiness for construction, in the Action Plan.

Priority projects include bicycle and pedestrian improvements and intersection improvements along the high traffic corridors of mid-island, expanding public transportation service, and implementing programs to discourage driving alone while incentivizing use of public transportation and active transportation modes.

Since there are budget limitations through the federally funded Transportation Improvement Program (TIP), it may be necessary to secure funding through other public and/or private sources if improvements are to be realized. Local funding will be required for design and permitting of TIP eligible projects, as well as expanding public transportation service and implementing the scope of accessibility improvements.

Figure 1 - Public Engagement Website for the LRTP



## 2. INTRODUCTION

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) with urbanized areas and populations greater than 50,000 persons.

Nantucket, Martha's Vineyard, and Franklin do not meet this criterion. The Massachusetts Department of Transportation (MassDOT) does provide planning funds for transportation planning to these regions and designates them as Transportation Planning Organizations (TPO). The Nantucket TPO consists of a Committee of Signatories comprised of the Massachusetts Department of Transportation (MassDOT) and the NP&EDC.

**Table 1 - Nantucket Planning and Economic Development Commission**

Voting Member	Appointment or Elected Position
Mary Longacre, Chair	At-Large, Appointed
Barry G. Rector, Vice-Chair	Planning Board, Elected
Nathaniel Lowell	Planning Board, Elected
Joseph Topham	Planning Board, Elected
Dave Iverson	Planning Board, Elected
John Trudel, III	Planning Board, Elected
Dawn Holdgate	County Commissioner, Appointed
Seth Engelbourg	Conservation Commission, Appointed
Bertyl Johnson	Housing Authority, Appointed
Kristie Ferrantella	At-Large, Appointed
Wendy Hudson	At-Large, Appointed
Non-Voting Ex-Officio Member Positions	
Division Administrator, Federal Highway Administration (FHWA)	
Regional Administrator, Federal Transit Administration (FTA)	
STIP & Regional Planning Coordinator, MassDOT	

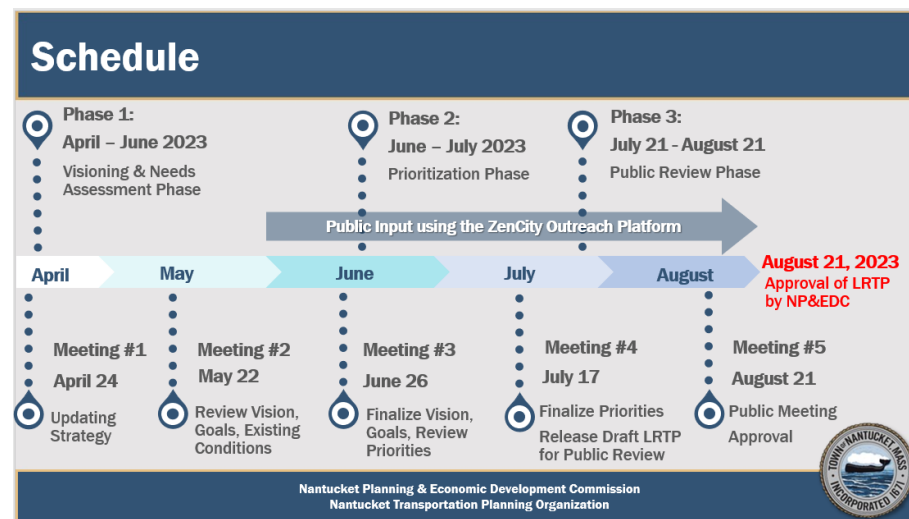
Nantucket is located 25 miles off the south shore of Cape Cod in Nantucket Sound. The main island of Nantucket is approximately 45.9

square miles and is 14 miles long, varying in width from 3 to 6 miles. The island is served by ferry from Hyannis, MA (year-round) and New Bedford, MA (seasonally) with direct air service from Boston, and in the summer season from Providence, New York City and Washington, DC. The year-round population of over 14,000 swells in the summer season to over 40,000.

Updated every four years, Nantucket's Long-Range Transportation Plan (LRTP) guides major transportation investments year by year through the year 2044. The anticipated available federal and state funding for these investments totals over \$18.8 million and projects for Complete Streets, Intersections, and Bicycle and Pedestrian projects.

This federally required and fiscally constrained strategic planning document describes the region's transportation Vision, Goals, and Planning Priorities. It also described current conditions, challenges, and opportunities. The community profile with forecasted population and jobs are then presented, followed by summaries of transportation assets. Recommendations are summarized in the Action Plan.

**Figure 2 - Development Schedule for the LRTP**



## 2.1 UPDATING PROCESS

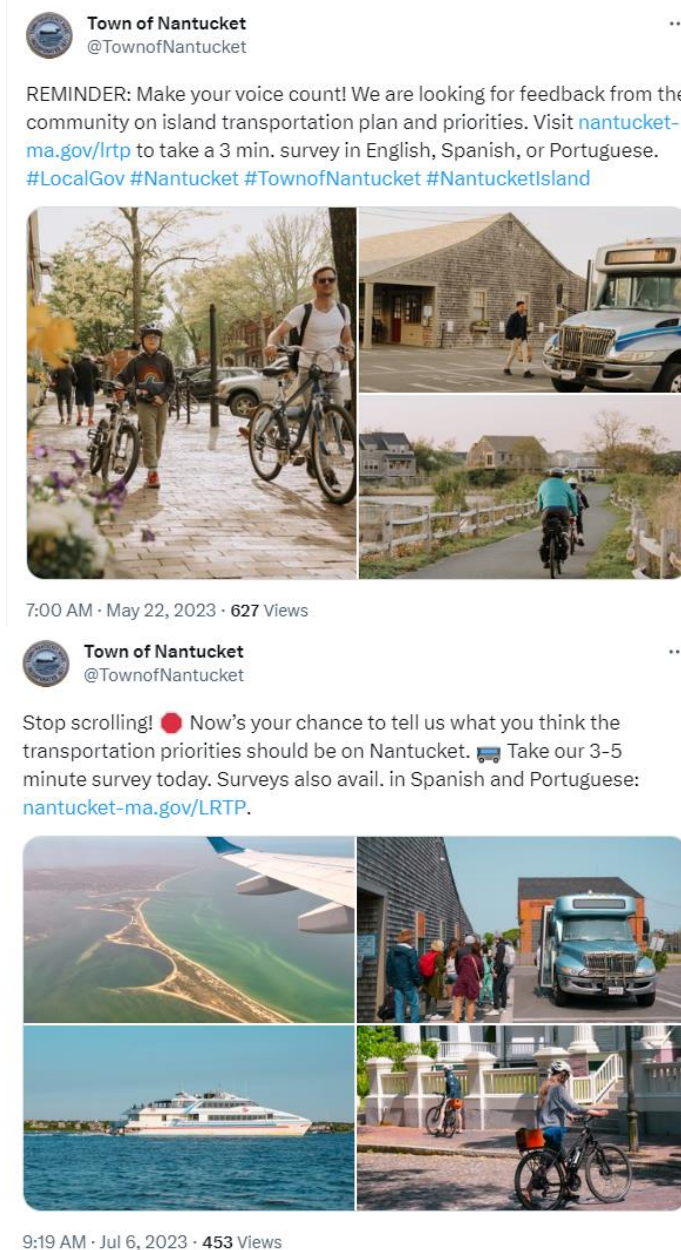
This LRTP has been shaped by the public through three phases of public outreach – Visioning, Prioritization, and Review. The overall outreach included five public meetings from April 24 to August 21 (all virtual), about 1,400 responses to surveys, and maintaining a public engagement website with recorded presentation made available for the public – [www.nantucket-ma.gov/lrtp](http://www.nantucket-ma.gov/lrtp).

Outreach involved notification and coordination with the Transportation Stakeholders identified in the NP&EDC’s Public Participation Plan (PPP) and includes agencies and committees representing State and Federal governments, the ferry services, the airport services, land use management, public transportation, aging and disabled populations, tribal governments, environmental / natural resources, and historic resources. The Nantucket Civic League, Housing Nantucket, and other local agencies also assisted with encouraging participation. Additionally, the NP&EDC contributed to this plan, being composed of representatives of the Housing Authority, Conservation Commission, County government, and Planning Board (land management).

The Visioning Phase was conducted from April to June 2023. Based on nearly 800 responses to the Visioning survey, we heard what the public liked and did not like about Nantucket’s transportation system and Vision for the future. Respondents, both year-round and seasonal residents/visitors, liked the paths and sidewalks, safe travel, and proximity to things. They did not like congestion, or unreliable travel times, condition of roadways, or travel between the mainland.

The Prioritization Phase ran through June and July, which included another survey with nearly 700 responses to what the priorities should be to achieve the Vision and Goals. Respondents supported vehicle limitations and more priority and ease of access for residents to use the vehicle ferry, which should be more affordable.

Figure 3 - Example Social Media Postings to Solicit Participation



We also heard support for more affordable, or free, and more convenient transit service. Respondents favored more investment in transit and active transportation with capacity improvements, such as roundabouts, turning lanes, and medians, that avoided traffic signals and more travel lanes. And we heard there should be consideration of impacts to natural and cultural resources, and improvements that reduced Greenhouse Gas emissions.

On July 17, 2023, the NP&EDC voted to initiate a public review period of the draft LRTP by notifying Transportation Stakeholders, Town Notification subscribers via email, and through social media. The public review period was scheduled from July 21, 2023 to August 21, 2023, with copies of the draft plan available online and at the Atheneum (library), Town Building, and Planning Office. A public meeting to solicit final comments was held on August 21, 2023. Comment letters resulting from this outreach are included in the Appendix. **The NP&EDC endorsed this LRTP following a review of public comments on August 21, 2023.**

## 2.2 FEDERAL PLANNING FACTORS

As required by Federal law, this LRTP considered the ten federal planning factors when developing projects, strategies, and service. A description of this consideration is as follows:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
  - *As described in the Community Profile, the economy of Nantucket is supported by services and construction that is dependent upon tourism and second home ownership. The Vision and Goals of this plan strive to sustain this appeal.*
  - *The proposed Harbor Place Development, which is critical to the revitalization of the downtown area, is a recommendation in this plan and includes construction of a parking structure*

*that would address the lack of parking in the area and facilitate additional patronage of businesses.*

2. Increase the accessibility and mobility of people and for freight.
  - *Increasing accessibility and mobility for people is a continuing theme of this plan's Vision, Goals, and recommendations, and is directly address in the Active Transportation section of this plan. Freight accessibility and mobility is addressed in this plan in the Freight section and in the Action Plan's recommendations for Freight.*
3. 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.
  - *Environmental, historical, and tribal resources are discussed in the Community Profile, and specifically in the Vision, Goals, and Project Selection where it projects are prioritized that minimize impact to the natural and cultural environment.*
4. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
  - *Intermodal enhancement is fundamental to this plan's goals and recommended improvements, and intermodal elements can be found throughout, specifically in the Ferry Facilities and Aviation sections.*
5. Promote efficient system management and operation.
  - *Discussions of system management and operational efficiencies are found primarily in the NRTA, Aviation, and Ferry Facilities sections.*
6. Emphasize the preservation of the existing transportation system.
  - *The Vision and Goals of this plan include sensitivity to the island and limit vehicles in an effort to avoid drastic changes to the transportation network to accommodate vehicles.*
7. Increase the safety of the transportation system for motorized and non-motorized users.
  - *The Vision, Goals, and Planning Priorities addresses safety with the future development of a Regional Safety Action Plan*

- using funding from the IIJA's Safe Streets and Roads for All grant program.*
8. Increase the security of the transportation system for motorized and non-motorized users.
    - *The Vision, Goals, and Planning Priorities addresses security with the future development of a Regional Safety Action Plan using funding from the IIJA's Safe Streets and Roads for All grant program*
  9. Improve resiliency and reliability of the transportation system to reduce or mitigate stormwater impacts of surface transportation
    - *The recommendations of the Town's Coastal Resilience Plan have been incorporated into the Roadway section of this plan..*
  10. Enhance travel and tourism
    - *As noted in the Introduction and in the Vision statement the role of the island is to provide an historic and rural environment to contribute to island's tourism economy.*

### 2.3 PLANNING EMPHASIS AREAS

The FHWA and FTA have updated the areas of emphasis regional partners focus on to identify and develop tasks associated with the UPWP and Statewide Planning and Research Program. These areas include:

1. Transition to a Clean Energy, Resilient Future
  - *This LRTP has a priority to implement transportation improvements that reduce greenhouse gas emissions.*
2. Equity and Justice<sup>40</sup> in Transportation Planning
  - *The Vision, Goals, and Priorities of the LRTP align directly with this emphasis area.*
3. Complete Streets
  - *This LRTP has a priority to utilize the Town's Complete Streets Policy to accommodate all users with transportation investments.*

4. Public Involvement
  - *This LRTP was developed using online public outreach platform called ZenCity – [www.nantucket-ma.gov/lrtp](http://www.nantucket-ma.gov/lrtp).*
5. Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination
  - *Nantucket does not have any designated STRAHNET routes.*
6. Federal Land Management Agency (FLMA) Coordination
  - *Nantucket currently coordinates with FLMA as part of the Wauwinet Road path project development.*
7. Planning and Environment Linkages (PEL)
  - *Planning studies using UPWP funds will evaluate impacts to Natural and Cultural Resources, per the LRTP Priorities.*
8. Data in Transportation Planning
  - *There has been on-going data sharing with MassDOT related to LRTP survey responses and vulnerable populations.*

### **3. VISION, GOALS, PRIORITIES, AND PERFORMANCE MEASURES**

This LRTP is a long-range plan centered around a shared Vision defining the desired future transportation system for Nantucket. The goals were developed to align with the Nantucket Select Board’s Strategic Plan, public input, and in consideration of federal planning factors, emphasis areas, and performance measures.

The community’s principal role is to provide a quiet, rural, scenic, and historic setting for residents and visitors. This role, and the future health of the tourism industry, would be greatly impaired if the community pursued transportation policies and projects that would alter the island’s rural and historic character. Although the automobile may be the mode of choice for visitors and residents, solutions to traffic and parking problems that primarily accommodate automobile functions and aesthetics, such as traffic signals and turning lanes, should not be applied to Nantucket.

#### **3.1 VISION**

A safe, accessible, and affordable transportation system, with vehicle limitations, that is sensitive to the island.

#### **3.2 GOALS AND PLANNING PRIORITIES**

To achieve this Vision, investments will be directed by five (5) goals – Accessibility, Sensitivity to the Island, Affordability, Improvement to Safety, Improvement to Reliability. The alignment of projects and programs with this plan’s vision and goals is essential at the early stages of project and program development. The NP&EDC will be developing an annual work program that will employ several strategies and priorities to ensure alignment with the Vision and Goals of the NP&EDC and this LRTP. The following Strategies for planning activities are described in the Action Plan section:

**Table 2 - Goals and Planning Priorities**

<b>Goals</b>	<b>Planning Priorities</b>
Accessibility	Utilize Complete Streets Policy to accommodate all users with investments  Improve and expand multi-modal network of public transportation, sidewalks, and paths  Institute a Parking Management system with revenues to fund public transportation, etc.
Sensitivity to the Island	Evaluate impact to natural and cultural resources in project selection  Transportation improvements that reduce Greenhouse Gas emissions  Prioritize projects that contribute to resiliency and reliability (PROTECT Grant)
Affordability	Affordable travel for Nantucket Residents between the mainland  Reduce reliance on automobile through land use policy, infrastructure, and disincentives  Free fares to use public transportation  Options for affordable / free remote parking to access downtown and airport
Improvement to Safety	Consider degree of a project’s safety improvement during evaluation  Safe Streets and Roads for All Action Plan – utilize a Safe System Approach
Improvement to Reliability	Regulate the number of vehicles on island  Update Optimal Vehicle Capacity Study

	Develop a Travel Demand Forecasting Model
	Guaranteed year-round access to the Steamship Authority for Nantucket residents
	Improve reliability/operations at priority intersections to accommodate all users

### 3.3 PERFORMANCE MEASURES

Each goal of this plan has a corresponding performance measure, which are quantifiable, required as part of this plan’s development, and can provide clear indicators of the region’s progress in realization of the Vision. The NP&EDC has adopted several targets for the federally required performance measures and applied them to guide the goals, strategies, and ultimately the investment decisions for this plan. The performance measures and targets cover a wide range of metrics that include highway and transit safety, pavement and bridge condition, system reliability, congestion, air quality and transit asset management. The performance measures, recent trends, and their targets are available in the Appendix.

**Table 3 - Performance Measures**

L RTP Goal	Performance Area	Performance Measure
Improve Safety	Roadway Safety	Fatalities*
		Serious injuries*
		Non-motorized fatalities and serious injuries*
	Transit Safety	Fatalities*
		Injuries*
		Safety events*
		Bus reliability*
Accessibility	Pavement and Bridge Condition	Not applicable to Nantucket**
		Rolling Stock*

	Transit Asset Management	Equipment*
	System Performance	Facilities*
Improve Reliability	System Performance	Expand multi-modal network
		Reliable person-miles traveled**
	Freight Movement	Non-single occupant vehicle travel
		Truck travel reliability index**
Sensitivity to the Island		Impacts that require mitigation
	On-Road Mobile Source Emissions	Emission reductions for NOx, VOC, GHG*
Affordable		To be determined in next LRTP cycle

\* Federal Performance Measure

\*\* Nantucket does not evaluate these Federal Performance Measures since there are no Interstate or NHS facilities in the region

### 3.4 PROJECT SELECTION PROCESS

The NP&EDC endorsed a scoring system to evaluate and prioritize projects in May 2004. It considers the status of projects and the degree of improvement to safety, condition, mobility, and sustainability that a project is anticipated to provide. The scoring factors are similar to Federal Performance Measures, so projects that score well should help achieve performance targets. To develop the “Planning Score”, each criterion (safety, condition, mobility, and sustainability) consists of more specific factors and measures. The scoring uses a numerical range of -1 (negative impact) to +1 (positive impact) to assess, or score, the degree of impact or improvement. A score of zero is considered having no degree of impact or improvement.

Capital investments included in the Highway program of the TIP have been scored and are listed in the Action Plan. Costs to implement these projects must be within the anticipated federal and state funding made available. Highway program projects, are classified into categories for Intersections, Complete Streets (roadway projects with a scope to accommodate all users and abilities), and Bicycle and Pedestrian (active transportation) projects. The readiness of a project is considered as part of prioritization. A summary of a project’s status is shown below, and projects closer to the construction phase have a higher priority for construction funding. The scoring of each project is found in the Appendix.

**Table 4 - Investment Types**

Investment Type	Category
Highway	Intersection
	Complete Streets
	Bicycle and Pedestrian
Transit	Transit Capital and Operations

**Table 5 - Description of Project Status**

Status	Description
A	Design complete, ready for construction
B	Design nearly complete (75% design accepted)
C	Design initiated, 25% design accepted
D	Design initiated, 25% plans not accepted by MassDOT
E	Project funded, design to be initiated
F	Project is unfunded

## 4. COMMUNITY TRENDS

### 4.1 POPULATION AND EMPLOYMENT TRENDS

Nantucket’s appeal as a year-round residence is evident in the island’s increasing population figures. And although dwellings are located throughout the island, much of the year-round population is concentrated in the central portion of the island, or “mid-island”.

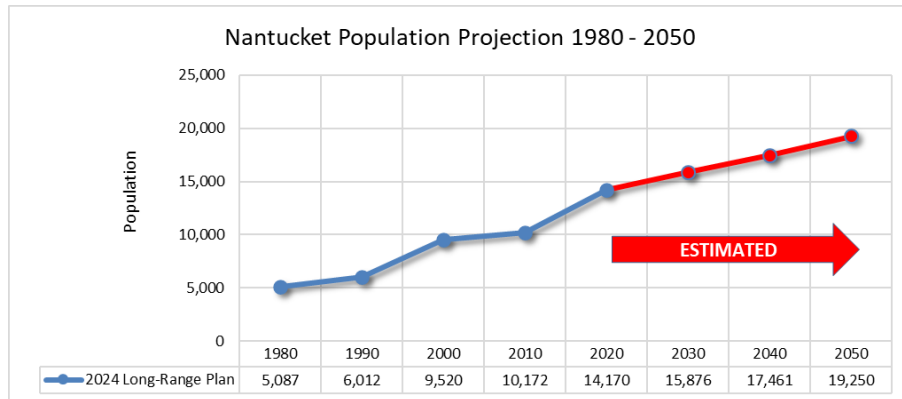


Table 6 - Year-Round Population Forecast (MassDOT)

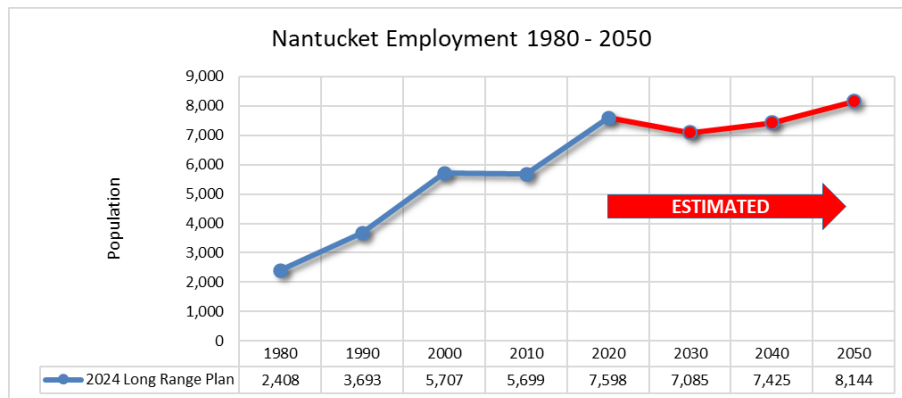


Table 7 - Employment Forecast

As shown in Table 5 and 6, the island’s year-round population and jobs have increased dramatically over the past few decades. According

to the US Decennial Census figures, the population was 5,087 in 1980, and by 2020 this figure has nearly tripled to 14,170. Based on projections provided by the Metropolitan Area Planning Council and the University of Massachusetts, the population is estimated to increase another 36% by 2050 to 19,250. The number of jobs is not projected to flatten due to assumed slower growth in labor supply.

#### 4.1.1 Average Daily Population

In 2018, a collaboration of local residents, data scientists, and demographers formed the Nantucket Data Platform (NDP) to better understand the local population’s ebbs and flows throughout the year. In 2023, this was updated for through September 2022, and a data dashboard is online - <https://population.nantucketdataplatfrom.com/>. Figure 4 below shows the average weekday population for 2021. To explain the discrepancy in year-round population shown in Figure 4, please note that NDP uses a different method to estimate year-round population than data collected through the US Census surveying.

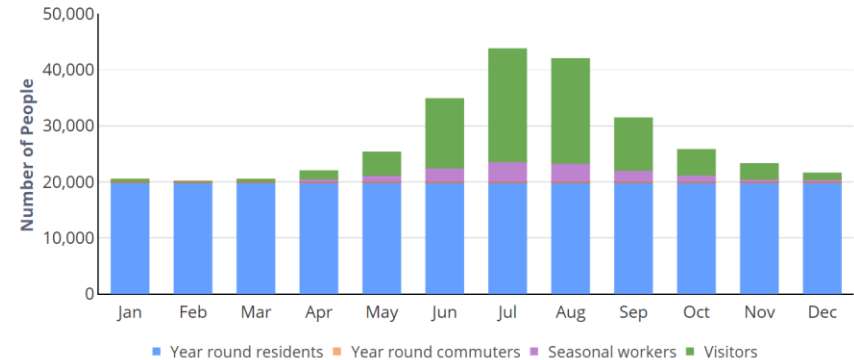


Figure 4 – 2021 Monthly Average Weekday Population by Residency (NDP)

### 4.2 ECONOMIC COMPETITIVENESS

As a reflection of the seasonal tourist economy, most jobs are in the service and construction industries. Table 7 shows that these industries are significantly greater in proportion to the state as a whole.

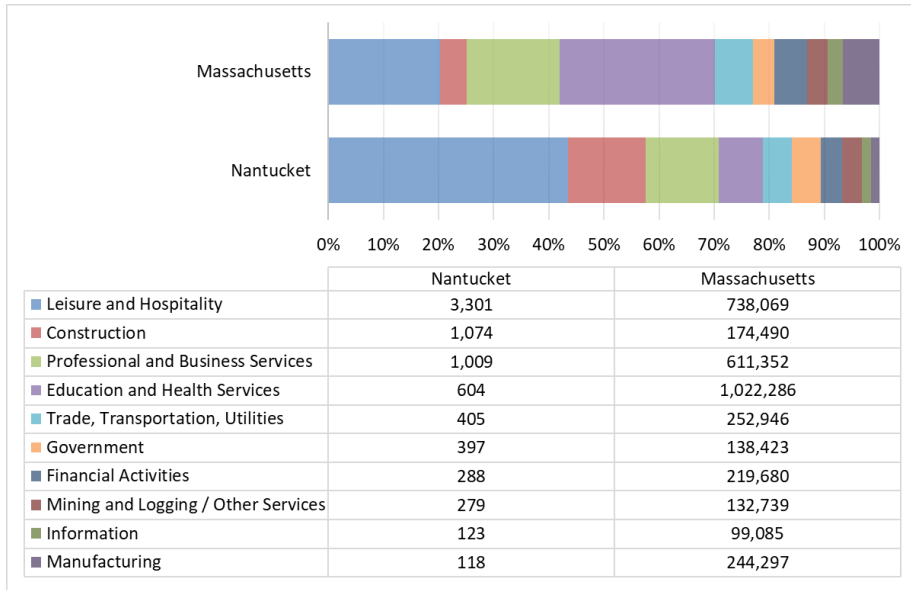
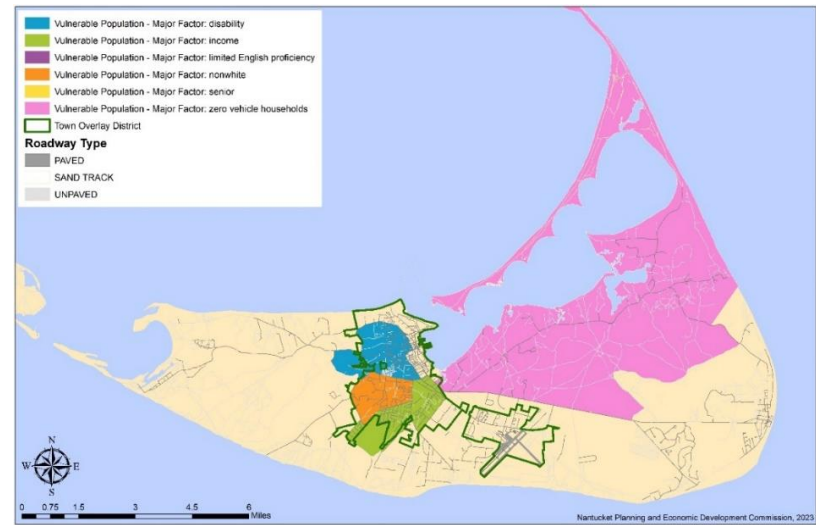


Table 8 - 2020 Jobs by Sector (MassDOT)

### 4.3 VULNERABLE POPULATIONS

Federal law requires observance of Title VI of the 1964 Civil Rights Act and Executive Order 12898, which govern impacts of transportation programs and projects in neighborhoods with high minority, limited English proficiency, low-income, and foreign-born populations. The Title VI program for FHWA, FTA, and MassDOT also incorporates broader application of the program requirements to ensure protection and prohibit discrimination or disproportionate adverse impacts related to the transportation system based on gender, disability status, and age. These vulnerable populations are shown in Map 1 in relation to the Town Overlay District. This data is provided by MassDOT’s Regional Environmental Justice Plus (REJ+) dataset. The NP&EDC prioritizes investment in infrastructure, such as transit service, paths, and sidewalks, within the District, which is where many vulnerable populations are located.



Map 1 - Vulnerable Populations in relation to the Town Overlay District

### 4.4 TRAVEL FORECAST



Map 2 - Roadways with Highest Traffic Volumes

As the region’s population increases over the next 20 years, impacts to the roadway system will experience increase delays at key

intersections and congestion along the roadways within and leading into the Town Overlay District where more intense land uses and activities are encouraged. Map 2 shows the high volume roadways in relation to this District. As densities in this District increase, investments in active transportation and transit will be necessary.

#### 4.5 ZONING AND LAND USE

Figure 5 is a breakdown of the island’s total area by type of land use. It can be seen that a significant portion (59.51%) of the developed land is classified as Exempt (public, conservation, or open space).

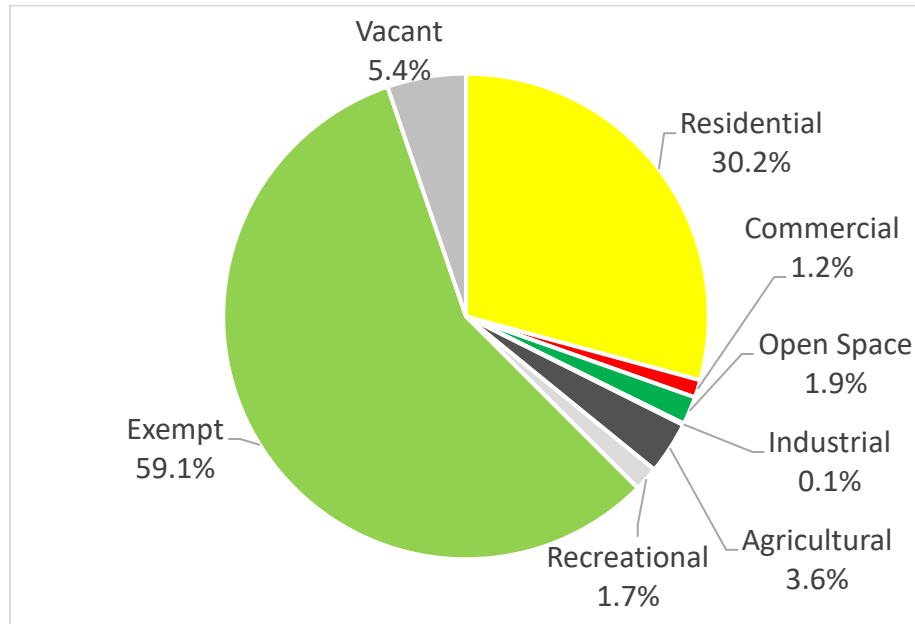


Figure 5 - Land Use Breakdown by Type

Figure 6 shows how much of the island is developed, vacant, or of tax-exempt status (public conservation, or open space). According to the Nantucket Town Assessor, over 33% of the island is developed and over 61% of the island’s area is in tax-exempt status (government, conservation, open space).

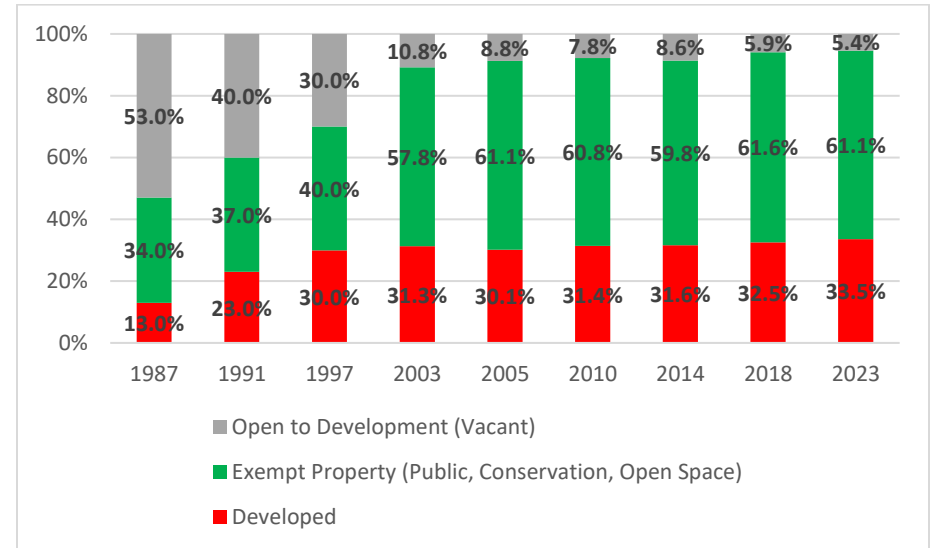
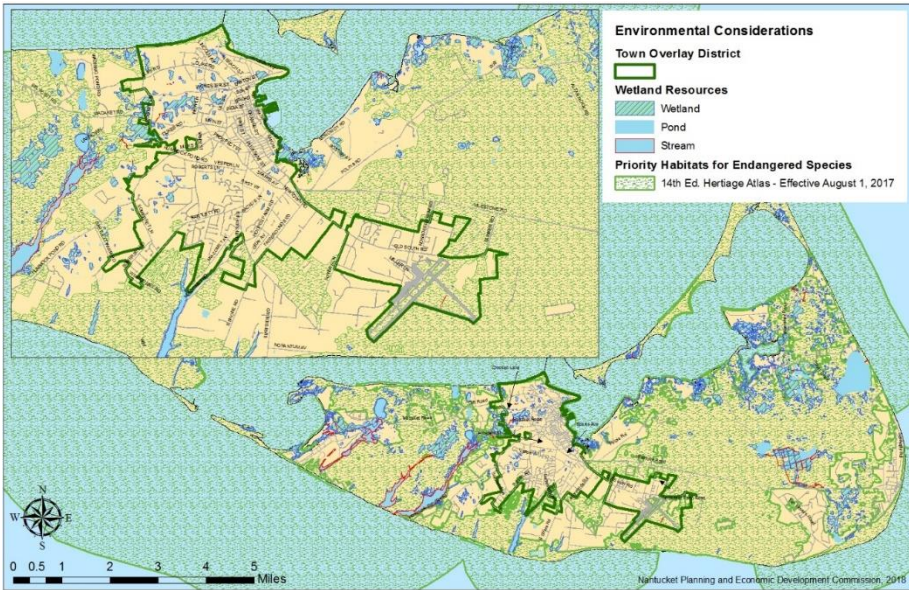


Figure 6 - Land Use Breakdown by Developed, Vacant, and Tax-Exempt Status

#### 4.6 NATURAL RESOURCES

The Nantucket community has also done an excellent job of acquiring land for conservation. More than 61% of the island is classified tax-exempt, which consists of some Town government uses, but is mostly conservation land and open space. Map 3 depicts the location of primary habitats for endangered species and various categories of wetlands on Nantucket. As specified in the Vision and Goals, investment in the transportation system should protect and enhance these resources, which is included in the scoring and project selection.



**Map 3 - Environmental Considerations**

## 5. CURRENT TRANSPORTATION SYSTEM

The regional transportation system is composed of roadways, transit operations, pedestrian/bicycle (or active transportation) facilities, freight-focused facilities, aviation, ferry operations, and parking facilities. This section will briefly describe these system assets along with identifying challenges and opportunities that this plan takes into consideration for the Action Plan. Based on public input, review of performance measures, and to achieve the Vision of this plan, challenges and opportunities focus on improving safety, congestion and reliability of the system, condition of facilities, accessibility and affordability of services, and sensitivity to the island.

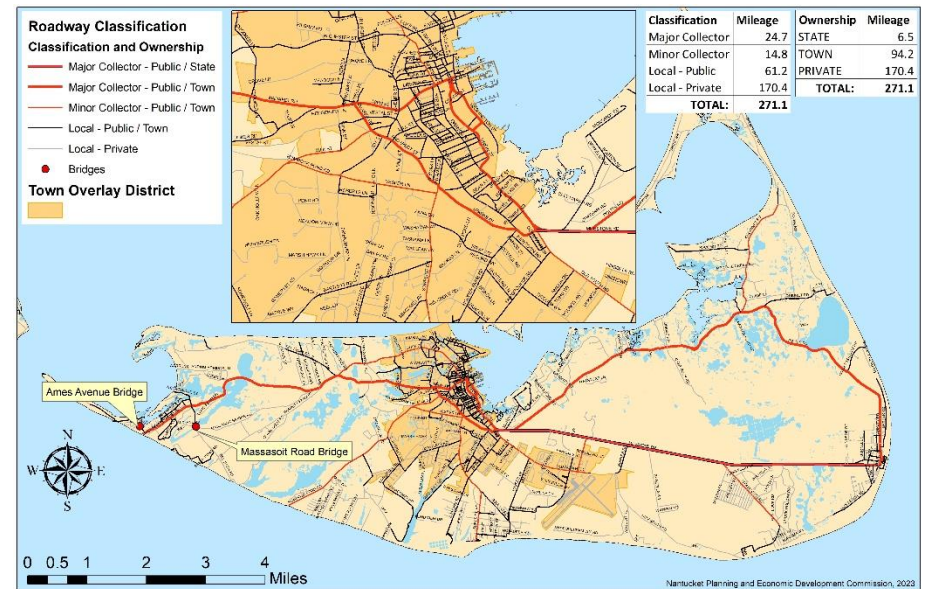
### 5.1 ROADWAYS

There are approximately 271.1 miles of roadway on the island. Of this total, 100.7 miles (37%) are public roads and 170.4 miles (63%) are private or with undetermined ownership. The Highway Functional Classification System is a management system utilized by the Federal Highway Administration to classify public roads by the service each road provides. Map 4 shows the location of major and minor collector roadways, and bridges. Federal funds are primarily invested in collector roadways and is used in the score and project selection process to prioritize investments.

#### 5.1.1 Bridges

There are two local bridges that are functionally classified as “rural local”: the Ames Avenue Hither Creek (a.k.a. Madaket Millie’s Bridge), which was originally built in 1946 and rebuilt in 1983, and the Massasoit Road Long Pond, which was built in 1981. Both bridges are in Madaket on the west end of the island. The American Association of State Highway and Transportation Officials (AASHTO) rating for the Ames Avenue Bridge is 34, and the Massasoit Road Bridge rating is 48.8. The Town is currently developing a design to replace both bridges to address the poor

condition of the wooden travel surface. It is too early in the process to estimate replacement costs.

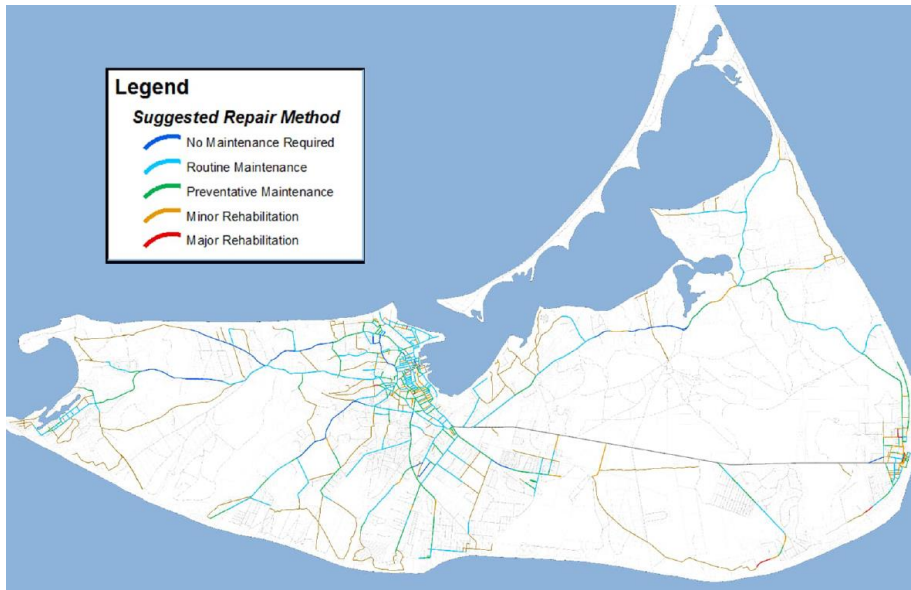


Map 4 - Road Classifications and Bridges

#### 5.1.2 Pavement Management

The condition of roadway pavement is one of the main concerns collected during outreach for this plan. Public roadways are inspected about every 5 years and the effort results in a prioritized list of maintenance improvements. Each road segment was given a Road Surface Rating (RSR) to describe condition with the overall RSR rating representing a benchmark for comparative performance measuring. The RSR is a range that includes a possible low value of 0 for a road with a high severity of distress, and a maximum value of 100 for a road with no visible defects. In 2023, the overall RSR of the network was 81.13. This is down from the 2018 inspections that resulted in an overall RSR of 87.16. The value of maintenance necessary has also increased significantly from about \$5.5 million in 2018 to about \$50 million in 2023. This is primarily due to increased unit costs, and about 35 additional miles of roadway now needing

some level of maintenance from what was identified in 2018. Additional information can be found in Appendix – Pavement Management.



Map 5 - Pavement Conditions in 2023 (BETA Group)

### 5.1.3 Challenges and Opportunities

#### *Congestion*

The Vision of this plan aspires to improve reliability of the transportation system with all assets operating as designed. Roadway congestion, or the delay experienced at major intersections, is the primary public concern collected during outreach for this plan. As described in the Town’s Master Plan and Strategic Plan, congestion is being addressed using three approaches:

- A Town and Country pattern of development that encourages more intense land uses and infrastructure investments within the Town Overlay District.

- Expansion of public transportation and active transportation facilities to be a more attractive alternative to driving alone.
- Utilize revenues from parking management and paid parking as a funding source for enhancing other modes of travel.

Plans and studies in the Appendix have used this approach to address congestion. This includes recommendations for a parking management system, expanded active transportation facilities, enhanced transit service, and more efficient and safer intersection operations. These improvements are included in the Action Plan, and specific projects are prioritized in the Appendix – Project List.

#### *Pavement and Bridge Conditions*

Per the Town’s Pavement Management Program, \$49.4 million is needed if the Town were to improve the overall Road Surface Rating by performing all required maintenance for the road network within the next year. This investment would address the public’s second greatest concern with the transportation system.

#### *Resiliency and Disaster Preparedness*

The Town completed a Coastal Resilience Plan in 2021, which suggests that by 2070 about 9 miles of Town-maintained roadways will flood with more than 6 inches of water at high tide, including Madaket Road and Polpis Road. Additionally, by 2030 roadways leading to the Steamboat Wharf could experience a frequent loss of service at mean monthly high water. Strategies to address these impacts include elevating the Steamboat Wharf above future mean monthly high water and elevating sections of Madaket Road and Polpis Road that includes replacing existing culverts with bridges to prolong service life and maintain access to these areas of the island.

#### *Small Improvements*

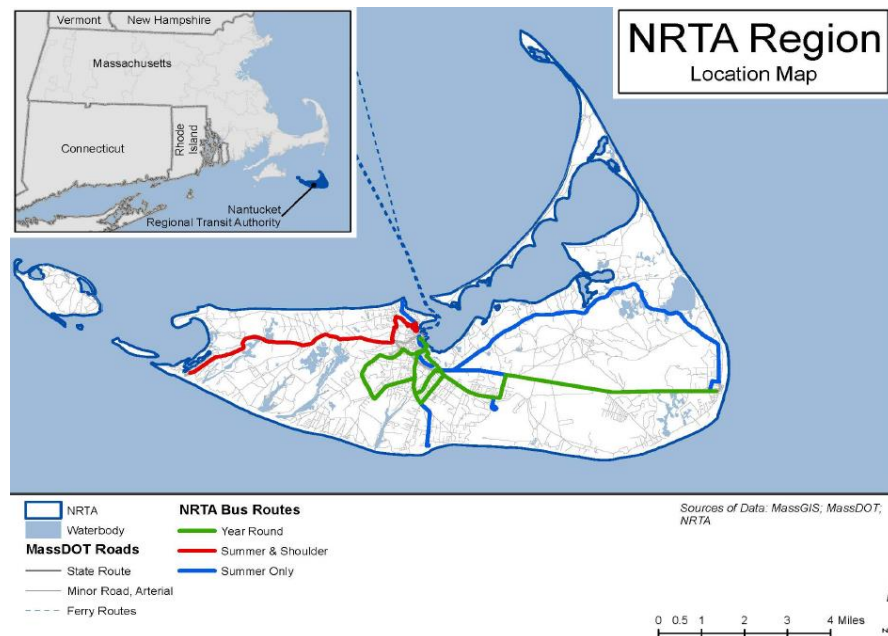
There are a variety of small scale and low-cost improvements to roadway facilities to improve safety, delays, and access. These include changes to pavement markings, signage, or small-scale paving

and construction. Improvements are identified and reviewed by local committees and implemented based on available funding and oversight capacities through the Department of Public Works.

## 5.2 PUBLIC TRANSPORTATION

### 5.2.1 Nantucket Regional Transit Authority (NRTA)

The NRTA began service in 1995 with two initial routes serving downtown and the mid-island area. Since that time service has been significantly expanded to six seasonal fixed routes and, as of 2018, three year-round fixed routes. The service carries approximately 295,000 passengers annually. To operate this service, the NRTA maintains 29 vehicles: 19 fixed route buses, 4 demand response vehicles, and 6 non-revenue support vehicles.



Map 6 - NRTA Bus Routes by Seasonality

Fixed route operations are primarily focused on serving the downtown area to provide an alternative to driving and parking. Since not all

residents and visitors have stops within proximity, Park and Ride lots located in the mid-island area provide an option to access service to and from downtown.

The NRTA also provides advanced reservation van service, or paratransit service, known as “Your Island Ride” for older adults and persons with disabilities. This service is provided Monday through Friday from 8AM to 4PM. Needs and strategies to improve this and other transit services are identified in a federally required Comprehensive Human Service Public Transportation Plan, located in the Appendix.

The Comprehensive Regional Transit Plan (CRTP), included in the Appendix, is updated about every 5 years and describes current operating performance, market conditions, operating costs, and capital funding for the system. The CRTP also identifies needs and recommendations to improve existing routes, vehicles and other equipment, paratransit, and overall operations.

The operating budget covers three general areas of expense: transit operations, maintenance, and administration. Funding sources are shown in the figure below and include local, state, and federal programs for operating assistance and capital funding. Local funding is assessed to the Town with funding increases capped at 2.5 percent each year, except for new service.

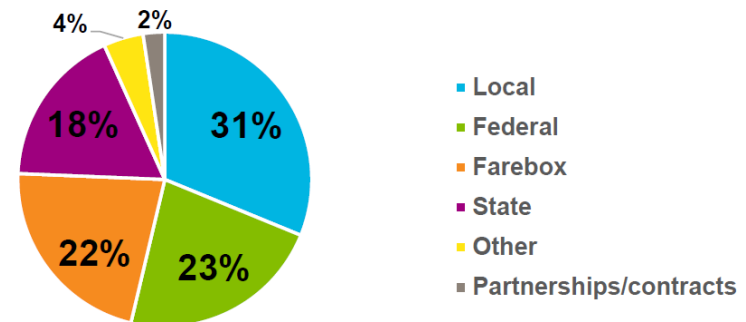


Figure 7 - NRTA Funding Sources in FY 2019

### 5.2.2 Taxis and Transportation Network Companies

Taxis and Transportation Network Companies (TNCs), such as Uber and Lyft, play an important role in Nantucket’s transportation options. Many visitors to the island do not bring a car and these options provide an important door-to-door service, complementing NRTA fixed-route service. Taxis and TNCs have dedicated spaces at the Airport, and taxis have dedicated spaces at the ferry terminals downtown.

TNC rides originating in Nantucket (and likely going to a Nantucket destination) totaled 281,611 in 2022. This is an increase from totals during the pandemic, but still below the 295,596 total in 2018. A state-required surcharge for rides provided the Town with over \$28,000 in revenue in 2022.

### 5.2.3 Challenges and Opportunities

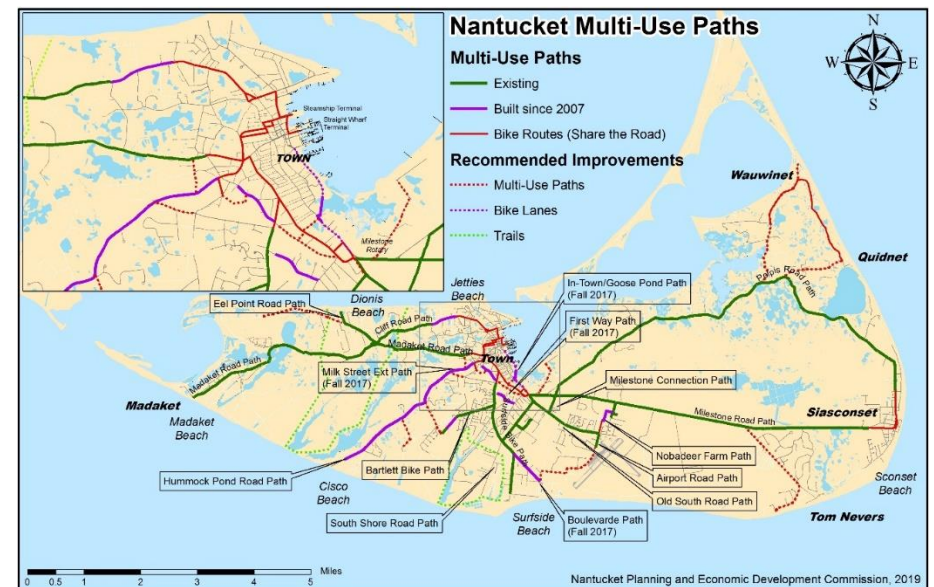
#### *NRTA Operations*

The CRTP recommends improved service between the Airport and downtown, which includes neighborhoods along Old South Road and the park and ride lot at 2 Fairgrounds Road, to better serve areas experiencing high growth and associated traffic congestion. Service is also recommended along Hummock Pond Road. Weekend and evening paratransit service is also an identified need in both the CRTP and Coordinated Human Services Public Transportation Plan.

The Vision and Goals of this plan include accessibility and sensitivity, which aligns with other CRTP recommendations to transition to an alternative fuel fleet, improve bus stop accessibility, and provide sufficient space for NRTA operations downtown by developing a downtown intermodal hub. As funding and increasing utilization of services is a challenge, additional recommendations include implementing a paid parking program with revenues to fund recommended service improvements and utilizing a data-informed approach and other technologies to improve the user experience.

## 5.3 ACTIVE TRANSPORTATION

Nantucket maintains a robust bicycle and pedestrian network that consists of about 35 miles of multi-use paths generally located outside of the downtown area. Sidewalks for pedestrian traffic are generally located in the downtown and mid-island commercial and residential areas. Nantucket’s Department of Culture and Tourism also maintains a system of suggested routes between paths and the downtown area with bicycle directional stickers supplemented by “sharrows”, or road markings used to indicate a shared lane for bicyclists and vehicles.



Map 7 - Existing and Proposed Multi-use Paths

Nantucket also has an extensive network of dirt roads that are frequently used for off-road bicycles and walking trails. These dirt roads and paths exist primarily on Town and Conservation properties and provide access to coastal and natural resources around the island.

Walking is a convenient and economical means of transportation on Nantucket. In fact, according to the American Community Survey and

the survey conducted as part of this plan’s development, walking is second to driving as the preferred mode of choice for travel and commuting on island. The congested traffic conditions during the peak summer months make walking a convenient alternative, especially for the visitors who arrive without cars. The island’s small size and relatively flat terrain make it possible to explore many tourist attractions by foot.



Map 8 - Strategic Plan's Goal 2 Corridor

### 5.3.1 Challenges and Opportunities

Although the sidewalk network and pedestrian environment downtown is well developed, there are maintenance needs along portions of the existing sidewalks, as well as gaps in the network. Substandard sidewalk widths impact walkability and detract from the pedestrian experience downtown, primarily around and between both ferry terminals. The Town has begun to address these issues with annual appropriations to reconstruct and connect downtown sidewalks.

The Town has used local, state, and federal funding to significantly expand the network of paths. The Town’s Strategic Plan Goal #2 aims to address significant gaps, specifically between downtown and mid-island, by prioritizing transportation investments along what is being termed the “Goal 2 Corridor”. As shown in Map 8, active transportation improvements are currently in design along sections of Pleasant Street, Sparks Avenue, and Newtown Road to achieve this goal. Other areas soon to be connected to the system of paths include Tom Nevers and Wauwinet.

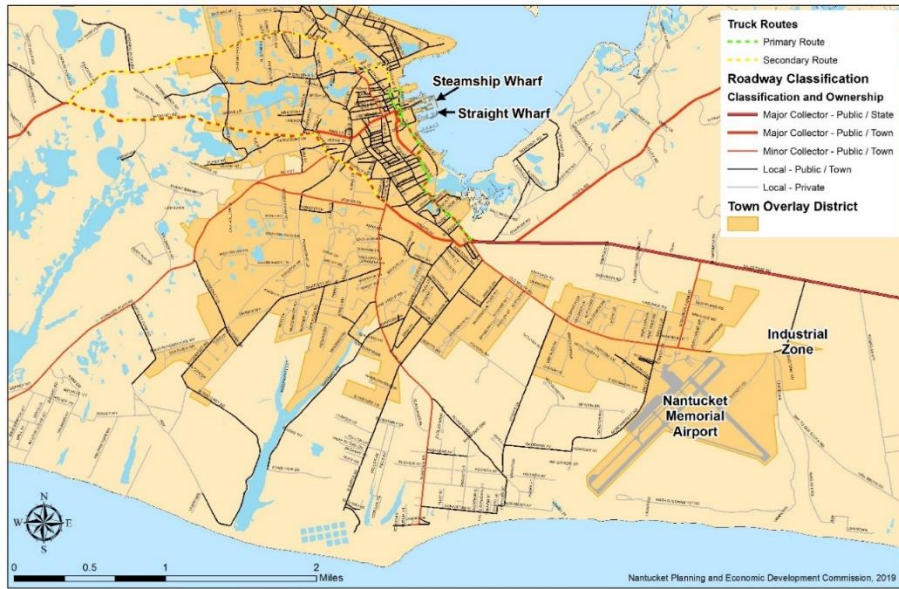
Safe and accessible crossings at intersection outside the downtown area is also being addressed through annual appropriations for multi-use path maintenance. As many of the paths were built decades ago, these paths do not meet current accessibility standards. Through the Department of Public Works, substandard markings, signage, and sight distances are addressed as part of an on-going maintenance program. The Town has inventoried the network and has documented recommended maintenance in the Bike Path Facilities Pavement Management Summary, located in the Appendix of this plan.

## 5.4 FREIGHT

Nantucket is served by an intermodal network of road, water, and air facilities through which imported goods are transported to the island. Freight is transported to Nantucket by barge, boat, and airplane. The SSA operates up to three scheduled round trips daily by the freight boat; this schedule includes trips designated as “Hazardous Material” trips. The hazardous material boat is prohibited from carrying automobiles or passengers, except for the driver and a helper for each truck, when transporting material classified by the United States Coast Guard as hazardous material. Non-Hazardous trucks may also be transported on the conventional service ferries.

Map 9 shows the truck route that is used to minimize the number of freight trucks on local streets. The route links the SSA docks with the Milestone Rotary. From the Milestone Rotary, large trucks are able to

access other areas of Nantucket, such as mid-island, Airport, ‘Sconset, and Madaket areas via the collector street system.



Map 9 - Designated Truck Route

#### 5.4.1 Challenges and Opportunities

The Town has invested in various improvements along the designated truck route, including intersection improvements near the downtown area to accommodate safer turning movements for trucks to avoid conflicts with opposing traffic flows. Additional improvements are necessary along Milestone Road. The substandard width and pavement condition, along with significant delay at the Milestone Rotary and Nobadeer Farm Road intersection warrant addition investment to improve freight movement. The NP&EDC has advanced these needs by requesting MassDOT designate this corridor as a Critical Urban Freight Corridor and initiate design of recommended intersection and roadway improvements along the corridor.

Freight accommodation in the downtown area is on-going through designation of new or modified loading zones. A review of these designations is necessary through local committees to balance impacts to on-street parking. Accommodating deliveries in designated spaces help reduce obstruction of streets and traffic flow in the core area.

## 5.5 AVIATION FACILITIES

Nantucket Memorial Airport (ACK) is operated by the Nantucket Memorial Airport Commission and is owned by the Town of Nantucket. The Airport Commission is appointed by the Nantucket Select Board and operates the Airport under its independent self-sustaining Enterprise Fund. The Airport is a major point of entrance and exit and is an economic engine for the community, generating more than \$328 million in economic output for the island (Massachusetts Statewide Airport Economic Impact Study 2019).

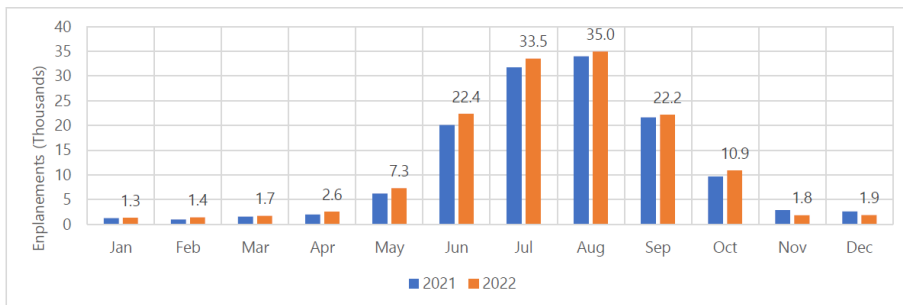
Each runway at ACK has unique operational characteristics which serve different needs and aircraft. Aircraft aprons range in size and weight bearing capacities from light single engine grass tiedowns to concrete hardstands capable for static loading of heavier aircraft. The Terminal Building was last renovated in 2008, and design efforts are underway to assess and optimize performance to meet modern aircraft fleet and passenger needs. The Airport currently operates a three-season, 3,700 ft<sup>2</sup> outdoor boarding tent located on the commercial ramp to accommodate TSA-screened passenger overflow. Other buildings include the Airport’s Rescue and Fire Fighting Station, a General Aviation and Administration Building, a Snow Removal Equipment Building, and several hangars. The Airport self-manages a 441-space surface parking lot for short and long-term parking.

Nantucket Memorial Airport provides an important link to the mainland. And due to the island’s popularity as a summer resort destination, the airport experiences significant seasonal changes in the fleet of visiting aircraft. There is a pronounced seasonal presence of

major airlines offering scheduled passenger service to major regional hubs. There is also a strong seasonal and holiday presence of corporate general aviation traffic to ACK. Year-round commuter air taxi service has declined drastically over the previous decade, and accounts for a declining percentage of air service. At the time of this LRTP update, ACK offers scheduled service on Cape Air, Tradewind Aviation, Jet Blue, Delta Airlines, American Airlines, and United Airlines to the following destinations:

- Boston, MA (BOS)
- Charlotte, NC (CLT)
- Chicago, IL (ORD)
- Hyannis MA (HYA)
- Martha’s Vineyard, MA (MVY)
- Newark, NJ (EWR)
- New Bedford, MA (EWB)
- New York City (LGA, JFK & HPN)
- Philadelphia, PA (PHL)
- Teterboro, NJ (TEB)
- Washington, DC (DCA)

**Figure 8 - Airport Passengers (thousands) by month, 2021-2022**



Note: Labels above bars show 2022 values.

Total annual airport operations have decreased by 64% from 170,367 in CY 2000 to 60,775 in CY2022. The continued decline of the traditional Part 135/Commuter Air Taxi market is the driving factor for

that decline. Passenger enplanements over the same period have fallen from 296,451 in CY 2000 to 135,526 in CY 2021. Excluding COVID, enplanements have been slowly increasing since ACK enplaned 120,937 passengers in 2017. The more recent increase is attributed to the increasing popularity of seasonal regional jet service. Freight is transported to Nantucket by several companies and existing commercial airline tenants, including Cape Air, Federal Express, United Parcel Service, Nantucket Allies, and Marine Home Center.

The Airport is served Year-Round by the island’s taxicab fleet. Transportation Network Companies are present, and Uber and Lyft (respectively) are assumed to be the two dominant operators. The NRTA provides year-round service between the Airport and downtown. Tour Bus, Livery, and Town Car services are also available. All providers operate from designated locations on the Airport curb and in the surface parking lot. The Airport is located on a multi-use bike path and provides no-charge bicycle racks for commuters. The surface parking lot contains two electric vehicle chargers. Continued coordination with the Town of Nantucket is required for coordinating and optimizing ground transportation.

### 5.5.1 Challenges and Opportunities

The Airport has completed a Master Plan and Sustainability Master Plan prior to identifying its future capital projects for safety, capacity, and efficiency improvements of its facilities. Funding these will be through the Airport or combination of Federal and State funding and will not affect the highway or transit funding for the Nantucket region.

Continued operation of the Airport will focus on ensuring safe aircraft operations, maintaining and developing sustainable air service, and providing an enjoyable passenger experience for residents and visitors to Nantucket Island. Challenges include aging facilities and the high cost of Island construction, continued evolution of commercial air services, and the declining purchasing power of the Airport and Airways Trust Fund.

## 5.6 FERRY OPERATIONS

Nantucket is served by four ferry providers that provide transport between the island and the mainland. Although all ferry providers accommodate passenger traffic, vehicle and freight accommodation are provided by the Woods Hole, Martha’s Vineyard, Nantucket Steamship Authority (SSA).

Figure 9 - Ferry Terminals



### 5.6.1 Passengers Service

The SSA operates both high speed and traditional ferry service to accommodate passengers between the mainland. Traditional ferry service is operated year-round and high-speed service operates in late March through the end of the year. Private ferry operators are licensed through the SSA, and includes Hy-line Cruises, which operates high speed service year-round and carries the most passengers annually of all ferry providers. Other private ferry operators are seasonal and include the Freedom, with service between Harwich, MA, and

Seastreak, with service between New Bedford. Seastreak service between New York City is not operating in 2023.

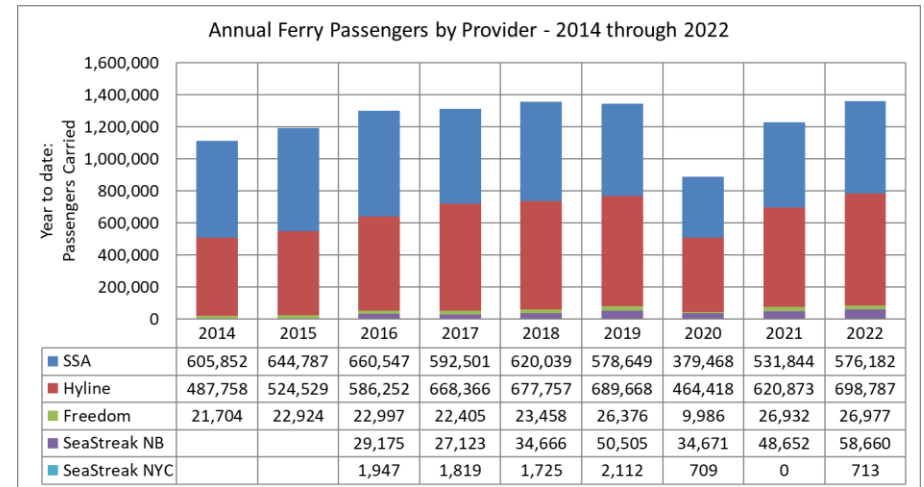


Table 9 - Annual Ferry Passengers, 2014 to 2022

### 5.6.2 Vehicle and Freight Service

The SSA also accommodates both vehicle ferries and freight ferries between the mainland. Up to three (3) scheduled round trips daily are operated by the freight boat, which includes trips designated as “Hazardous Material” trips. This is the maximum number of trips allowed under an agreement with the Town of Barnstable. The hazardous material boat is prohibited from carrying automobiles or passengers, except for the driver and a helper for each truck, when transporting material classified by the United States Coast Guard as hazardous material. Non-Hazardous trucks may also be transported on the conventional service ferries.

### 5.6.3 Private Boats

The marina, yacht clubs, boatyards, and commercial mooring operators service the boating community in Nantucket Harbor. Most of the marina clientele are large power vessels, in contrast to the commercial moorings that are most often used by sailboats. According to the Nantucket Marine Department there is a summertime

weekend turnover rate of approximately 100 boats per day in Nantucket Harbor.

The Town of Nantucket owns and operates a boat dock that can accommodate 100 boats with a maximum length of 40 feet. The Nantucket Boat Basin, managed by Island Resort, is a 240-slip marina / resort facility located off New Whale Street within the Nantucket Harbor. The basin facility consists of three solid fill wharves with adjacent pile-support piers: 1) Swain's Wharf (to the south); 2) Old South Wharf (in the center); 3) Straight Wharf (to the north). Madaket Harbor Inc. is a floating system that can accommodate approximately 64 boats at full capacity.

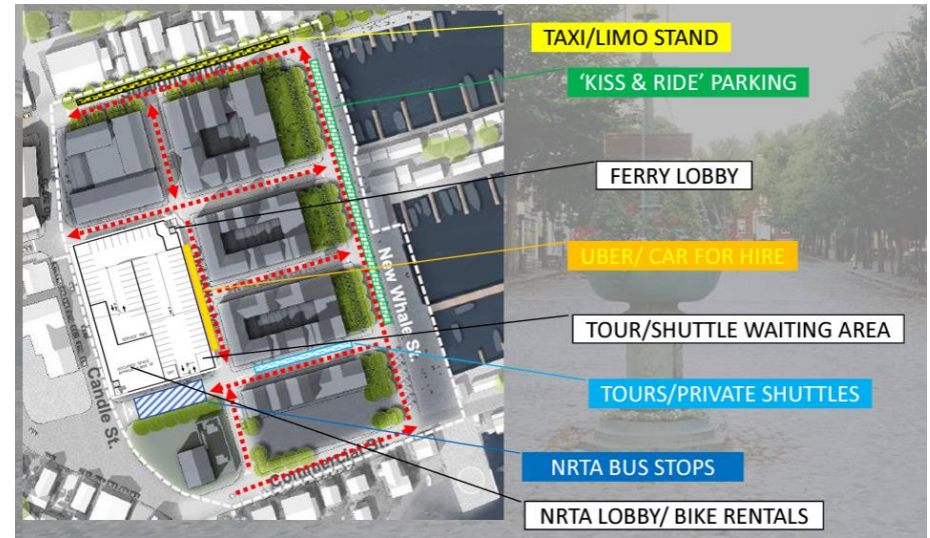
#### 5.6.4 Challenges and Opportunities

##### *Accommodating Year-round Residents*

Public input collected as part of this plan's development documented a need of residents to better access to the SSA's vehicle ferry. Concerns included limited ability to secure reservations and affordability of the service. These and other concerns are shared with SSA representatives as they complete development of a strategic plan for their operations.

##### *Intermodal Linkages*

Both public ferry wharves are in the central core waterfront and are within walking distance of rental bikes, rental mopeds, rental cars, taxis and private tour and shuttle buses. There have been various studies conducted in recent decades to improve access to the wharves, including the Downtown Circulation and Ferry Access Improvement Study (2008), Wilkes Square Redevelopment study (2010), and Harbor Place Intermodal Center Project study (2018). Recommendations from these efforts include new public and private uses, improved circulation for pedestrians and for pick up and drop off operations, and an intermodal hub to access transit, taxis/rideshare, tour shuttles, and additional public parking opportunities. The intermodal hub is in the Action Plan as an illustrative project, to be implemented as funding becomes available.



Map 10 - Harbor Place Intermodal Center Conceptual Plan (Desman, 2018)

## 5.7 PARKING FACILITIES

### 5.7.1 Downtown Core District

According to the *Downtown Parking Study* (2009), parking facilities in the downtown core district are very limited. This study demonstrated that there are not enough parking spaces (a deficit of approximately 374 spaces) for the demand during the summer season, particularly Friday and Saturday evenings. Public parking within walking distance of the downtown area includes about 750 short-term on-street parking spaces and about 100 spaces in the Town's Washington Street parking lot for longer-term parking with overnight restrictions.

The Core District is primarily restricted to one-hour parking in the summer and two-hour parking in the off-season. The area outside of the core district is referred to as the Residential Permit District and has a two-hour time limit for parking in the summer season. Resident

permits are available to individuals who show that they live in this district and exempt them from the restrictions.

### **5.7.2 Mid-Island Area**

The *Traffic Study and Strategy for the Mid-Island Area* (2005) analyzed off-street parking lots in the commercial area (Pleasant Street and ancillary roads) and determined that many of the parking lots are at or near capacity during peak periods (weekday evenings and mid-day weekends). To address this condition, the Town has added two-hour time restricted on-street parking along a section of Pleasant Street. Additional on-street parking is recommended as part of Complete Street improvements along the north side of Pleasant Street.

### **5.7.3 Challenges and Opportunities**

#### ***Parking Management***

The Town's Strategic Plan includes a recommendation for a Downtown Parking Management System based on demand management principles that achieves 85% occupancy of public parking spaces. A Parking Management District has been established for the downtown area and revenues generated from a paid parking system would be directed to improvements to public transportation and active transportation, as is required under Massachusetts General Law.

#### ***Increasing Parking Opportunities***

The Harbor Place Intermodal Center would expand public parking opportunities for the downtown area as part of a program that accommodated public transportation and improved circulation for all modes. A study of a parking garage component to the Harbor Place Intermodal Center showed that a 270 space paid-parking facility would provide net annual revenue of more than \$2 million for public transportation and active transportation improvements in the Parking Management District. This project would address a need for long-term parking in the vicinity of the ferry terminals and downtown area, and provide a revenue source for recommended NRTA services, sidewalk

improvements, and other improvements to discourage driving alone. As noted in other sections, the intermodal hub is in the Action Plan as an illustrative project, to be implemented as funding becomes available.

## 6. ACTION PLAN

### 6.1 FISCAL CONSTRAINT

This plan is financially constrained based on financial information provided by MassDOT for 2024 to 2044. The Federal Highway Administration funds and State Highway and Bridge funds were projected over 5-year blocks of time statewide for the following funding categories:

- Statewide Bridges
- Interstate Pavement
- Non-Interstate/NHS Pavement
- Remaining Statewide Programs
- Regional Discretionary Funding

Projected regional funding for bridge improvements and repairs is provided on a discretionary basis across the state based on bridge conditions. Nantucket is not eligible for funding in the Interstate Pavement or Non-Interstate/NHS Pavement categories since there are no Interstates or roadways on the National Highway System (NHS). Local aid funding sources, such as Chapter 90 and MassWorks Program, are not included in the MassDOT funding projections.

Based on these funding projections, a total of \$18,865,244 is anticipated to be available between FY 2024 and 2044 as the funding target for the Nantucket TIP’s Highway Program, which includes Complete Streets, Intersection, and Bicycle and Pedestrian projects.

#### 6.1.1 Regional Discretionary Funding

Funding is based on the regional share formula for the Statewide Highway Funds developed by the Massachusetts Association of Regional Planning Agencies (MARPA). Under the MARPA formula, Nantucket is allotted 0.22% of the federal funds set aside for MPO/TPO prioritization. The estimated available funding only

considers federal and state sources. The funding available to is split among each of the highway project types or “programs” – Intersections, Complete Streets, and Bicycle and Pedestrian.

**Table 10 - TIP Eligible Project Schedule**

Project Type	2024-28	2029-33	2034-38	2039-44
Intersection	\$1,190,522	\$1,421,774	\$1,571,369	\$2,104,747
Complete Streets	\$1,190,522	\$1,421,774	\$1,571,369	\$2,104,747
Bicycle and Pedestrian	\$1,190,522	\$1,421,774	\$1,571,369	\$2,104,747
<b>Total Programmed</b>	<b>\$3,571,566</b>	<b>\$4,265,322</b>	<b>\$4,714,107</b>	<b>\$6,314,241</b>
<b>Anticipated Funding</b>	<b>\$3,571,568</b>	<b>\$4,265,324</b>	<b>\$4,714,109</b>	<b>\$6,314,242</b>

#### 6.1.2 Funding Available for Transit

The Commonwealth has three Regional Transit Authorities (Franklin, Martha’s Vineyard and Nantucket) which do not receive 5307 Urban Formula funds and therefore rely on 5311 Rural Grant funds as their sole source of federal funding. The 5311 funds are distributed based on a state management plan established by the Commonwealth.

The Commonwealth, in consultation with the Regional Transit Authorities, is reviewing rural service provided in the different regions and is revising the distribution formula based on available 5311 funds and actual rural service provided. The regions have an expectation of receiving a reasonable distribution of 5311 funding based on this rural service-based formula. The state-wide funding totals for the 5311 program is provided in Table 10. Additional state funding for capital improvements is provided in Table 11 and represents what is included in the current FFY 2024 – 2028 Nantucket Transportation Improvement Program.

**Table 11 - Projected Available Federal Transit Funding**

Description	2024-28	2029-33	2034-38	2039-44
5311 Funding (Rural Transit)	\$46,463,052 (\$1,855,860 in Nantucket TIP)	TBD	TBD	TBD

**Table 12 - Projected Available State funding for Transit**

Description	2024-28	2029-33	2034-38	2039-44
Transit Capital	\$2,575,000	TBD	TBD	TBD

## 6.2 SUMMARY OF RECOMMENDATIONS

### 6.2.1 Roadways

The description of roadway improvements is provided in the Appendix and based on studies completed by the Town or the NP&EDC. Below is a summary of the project readiness and Planning Score.

**Table 13 - Roadway Priorities**

ID	Project	Type	Status	Planning Score
-	Four Corners	Intersection	D	13
-	Newtown Road Path/Traffic Calming	Complete Street	D	9
-	Pleasant Streetscape	Complete Street	D	8
-	Pleasant @ Williams	Complete Street	D	8
-	Lovers Okorwaw Monohansett	Complete Street	D	5
613129	Milestone at Polpis – Intersection realignment	Safety	D	9
-	Old South Road - Rotary to Amelia	Complete Street	F	15

-	Old South Road – Amelia to Nobadeer Farm Road	Complete Street	F	14
-	Fairgrounds @ Old South Rd	Intersection	F	13
-	Milestone Rotary	Intersection	F	12
-	OSR at Amelia - Mini Circle	Intersection	F	11
-	Surfside Fairgrounds S Shore	Intersection	F	11
608664	Surfside @ Bartlett	Intersection	F	10
-	Milestone @ Polpis - Roundabout	Intersection	F	9
-	Milestone at Nobadeer Farm Road	Intersection	F	7
-	Winn Street	Complete Street	F	6
-	Milestone Shoulder Reconstruction Phase 1	Complete Street	F	6
-	Friendship Lane	Complete Street	F	5
-	Surfside at Miacomet Rd	Intersection	F	TBD

### 6.2.2 Active Transportation

The description of bicycle and pedestrian improvements is provided in the Appendix and based on studies completed by the Town or the NP&EDC. Table 14 shows the project status and Planning Score.

**Table 14 - Bicycle and Pedestrian Priorities**

ID	Project	Type	Status	Planning Score
-	Mill Hill Path	Path	B	9
-	Sparks Ave Path	Path	D	11
-	Tom Nevers Road	Path	D	10
609208	Wauwinet Road	Path	D	8

-	Surfside School Crossing	SRTS	D	8
-	Milestone Road (northside)	Path	D	TBD
-	In-Town P2 (Orange)	Bike Lanes	E	13
-	In-Town P3 (Washington)	Bike Lanes	F	13
-	Bartlett Farm Road	Path	F	10
-	Somerset Lane	Path	F	10
-	Miller Lane	Path	F	10
-	Hummock Pond to Vesper	Path	F	9
-	Bear Street	Path	F	8
-	Quidnet Road	Path	F	8
-	Monomoy Road	Path	F	5
-	Eel Point Road Path Ext	Path	F	5

### 6.2.3 Public Transportation

The NRTA’s Comprehensive Regional Transit Plan (CRTP) identified needs and recommendations that are classified in to seven overarching categories – Existing Routes, Your Island Ride (paratransit), General, Capital, Technology, Policy, and Other. Recommendations include expanding service, adjusting service hours, utilizing a data driven (or data informed) approach, promoting service through technology, and procuring new technology to improve service provision, such as converting to an alternative fuel fleet.

To supplement funding, revenues from paid-parking are recommended for service enhancements and should be considered to replace farebox revenues to provide a free fare service to incentivize use of the service. Further recommendations include hiring additional staff to monitor and improve data analysis and measurement and enhancement of facilities. A description of recommendations is found in the CRTP.

### 6.2.4 Freight

The NP&EDC has provided comments to MassDOT’s Freight Plan that would improve movement of goods to the region and strengthen regional economic competitiveness.

#### *National Highway Freight Network (NHFN)*

MassDOT is requested to designate a route between the I-495/I-195 Interchange and the Steamship Authority Terminal in Hyannis as part of the National Highway Freight Network. This route would use a corridor along sections of Route 25, US-6, Route 132, and Willow Street. As this route contributes to the flow of goods to and from Nantucket, this designation could help justify funding necessary for the anticipated bridge replacements and related improvements to area roadways to improve safety, condition, reliability, and resiliency. The NP&EDC understands these designations are reviewed every five years, and requests that this corridor be considered for inclusion during the next updating cycle.

#### *Critical Urban Freight Corridors*

MassDOT is requested to designate a route along Milestone Road between the Milestone Rotary and Bunker Road as a Critical Urban Freight Corridor. This corridor is a state highway that serves as part of the local truck route connecting the Steamship Authority Nantucket Terminal with the various industrial uses along Milestone Road and Bunker Road. As this route is heavily utilized by freight and construction vehicles, and the condition and reliability of the route is critical for the local economy, this designation could help justify funding necessary for improvements to roadway safety, condition, reliability, and resiliency. The NP&EDC understands that these designations are limited to a certain budget of mileage that has been recently expanded as part of the Bipartisan Infrastructure Law, and request that this corridor be designated as a Critical Urban Freight Corridor using any additional mileage recently made available.

### ***Ports and Waterways***

We request consideration of designating both the Hyannis and Nantucket Steamship Authority Terminals as major seaports in Massachusetts. These ports are critical to the movement of goods between regions, and the condition and efficiency of these ports is critical for the local economies, these designations could help justify funding necessary for improvements to terminal and port safety, condition, reliability, and resiliency. The NP&EDC understands that there are certain thresholds of freight tonnage necessary to be a major seaport, and request that those be made clear in the plan and if the Hyannis and Nantucket ports do not meet those thresholds that they be included as part of an inventory of potentially underutilized ports that should be evaluated in the future.

### ***MassDOT Freight Plan Recommendations and Strategies***

The NP&EDC supports the Immediate, Robust, Hedging, and Shaping Strategies described in the draft plan. These strategies will help improve the safety, condition, reliability, and resiliency of assets on the freight network.

#### **6.2.5 Aviation Facilities**

As noted in the Aviation section, capital improvements are not funded through the regional LRTP or TIP and do not impact anticipated funding targets. Improvements currently identified in the Airport's 5-year Capital Improvement Plan are:

1. Relocate Stub Taxiways and Rehabilitate Runway 6-24
2. Decommission Runway 12-30 and Convert to Taxiway C (Completed)
3. Replace Airfield Lighting Home-Run Cables
4. Construct Runway 24 High-Speed Taxiway
5. Construct South Apron Expansion and Noise Berm
6. Relocate Taxiway G (In progress)
7. Relocate Perimeter Road and Fence

8. Construct Nobadeer Farm Crew Quarters
9. Construct Ground Service Equipment Building
10. Expand Marine Storage Facility (In progress)

#### **6.2.6 Ferry Operations**

The SSA is currently developing a strategic plan and discussions have included the need for a new terminal for Steamship Wharf. Elevating the terminal building and adjacent roadways is identified in the Town's Coastal Resilience Plan, and improved access for all users to the terminal is identified in other local studies. It should be noted that funding for such improvements does not affect the funding target for the Nantucket region and is made exclusively between the Steamship Authority and the Federal, State, and local agencies, and these improvements are not programmed in this plan. Improvements in the vicinity of Straight Wharf are discussed as part of the Harbor Place Intermodal Center.

#### **6.2.7 Parking**

##### ***Parking Management***

As previously noted, the Town's Strategic Plan recommends launching a parking management system that would charge for parking in the downtown area to achieve 85% utilization of spaces and direct revenues to public transportation and encourage use of modes other than driving alone.

##### ***Harbor Place Intermodal Center***

There is an opportunity to improve public parking opportunities in the downtown area as part of the proposed Harbor Place Development. Harbor Place is a proposed private development near the harbor front, but the Town is a stakeholder in the project with ownership of existing roadways and property in and around the site. A portion of this site would not only provide staging for tour vans and rideshare operations, accommodate bike storage and/or rentals, and provide a stable hub for the NRTA users and fleet, but would also add long term parking opportunities. The proposed facility would house up to 270 parking

spaces, which would provide a significant relief for long-term parking demand. The 2018 cost estimate of this facility was approximately \$20 million. Additional study is needed to refine design specifics and operational functions using the proposed new location.

### ***Mid-Island Parking Opportunities***

The recommended Complete Streets Improvements along Pleasant Street include additional on-street parking opportunities along Pleasant Street. Other areas of mid-island that could accommodate shared parking opportunities should be explored as an update to area plans and traffic studies previously completed in the area.

## **6.2.8 Emerging Transportation Technologies**

As the region's transportation system experiences new demands of more alternative fuel vehicles that enter the market, the region's transportation system must evolve as well. As previously noted in the Public Transportation section, the NRTA will seek to transition their fleet to low- or zero-emission vehicles, including electric.

The trend of electric and hybrid electric vehicles has also increased in recent years from 300 vehicles of this type in 2020 to 600 in 2023. In Massachusetts, the percentage of this vehicle type has increased from 2.6% in 2020 to 4.3% in 2023. The near- and long-term needs for electric vehicle charging corridors are discussed in MassDOT's National Electric Vehicle Infrastructure (NEVI) Plan. MassDOT's Alternative Fuel Corridor Network currently does not include Nantucket roadways, which could be expanded once the needs of the existing corridors have been served. Investments in this infrastructure on Nantucket could be made through local investments and use of Massachusetts electric vehicle charging rebates and incentive programs.

The emerging development of aircraft electrification and deployment of Advance Air Mobility (Unmanned Aerial Systems, Electric Vertical Takeoff and Landing (eVTOL), etc.) also provides an untapped

potential to regain decadal losses in Commuter Air Taxi operations and enplanements. Massachusetts is currently one of five locations chosen by NASA to participate in Advanced Air Mobility Community Planning and Integration Partnership Opportunity. This will ensure participation in development of best practices for early community demonstrations, policy solutions, and initial operations of eVTOL aircraft, which would operate essentially as Uber/Lyft-in-the-air.

## **7. AIR QUALITY AND CONFORMITY**

This section documents the latest air quality conformity determination for the 1997 ozone National Ambient Air Quality Standards (NAAQS) in the Nantucket 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 (NO<sub>x</sub>), 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 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 FFY 2024-2028 Transportation Improvement Program, and Massachusetts’ FFY 2024-

2028 STIP, as each is developed from the conforming 2024-2044 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 LRTPs 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 FFY 2024-2028 Transportation Improvement Program and 2024-2044 Long-Range Transportation Plans can be demonstrated by showing that remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA’s guidance and addressed below, include:

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

*Latest Planning Assumptions:*

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

*Consultation:*

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation. Interagency consultation was conducted with FHWA, FTA, US EPA Region 1, MassDEP, and the Massachusetts MPOs on March 6, 2019 to discuss the latest conformity-related court rulings and resulting federal guidance. Regular and recurring interagency consultations have been held since on an (at least) annual schedule, with the most recent conformity consultation held on 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. Title 23 CFR Section 450.324 and 310 CMR 60.03(6)(h) requires that the development of the TIP, LRTP, and related certification documents provide an adequate opportunity for

public review and comment. Section 450.316(b) also establishes the outline for MPO public participation programs. The NP&EDC's Public Participation Plan was formally adopted on March 20, 2017. The Public Participation Plan ensures that the public will have access to the TIP/LRTP and all supporting documentation, provides for public notification of the availability of the TIP/LRTP 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/LRTP and related certification documents.

The public comment period for this conformity determination commenced on July 21, 2023. During the 21-day public comment period, any comments received were incorporated into this Plan. This allowed ample opportunity for public comment and MPO review of the draft document. The public comment period closed on August 21, 2023, and subsequently, the NP&EDC approved this air quality conformity determination on August 22, 2023. 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 2024-2028 Transportation Improvement Program and 2024-2044 Long-Range Transportation Plan are fiscally constrained, as demonstrated in this document.

In summary and based upon the entire process described above, the NP&EDC 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 2024-2028 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 NP&EDC's FFY 2024-2028 Transportation Improvement Program and the 2024-2044 Long-Range Transportation Plan are consistent with the air quality goals of, and in conformity with, the Massachusetts State Implementation Plan.

## **8. LIST OF APPENDICES**

<b>Appendix</b>	<b>Description</b>
<b>Highway Project Descriptions</b>	<a href="#">Intersection Project Descriptions</a>
	<a href="#">Complete Streets (Roadway) Project Descriptions</a>
	<a href="#">Active Transportation Project Descriptions</a>
	<a href="#">Project Scoring - Highway Projects</a>
	<a href="#">Greenhouse Gas Analysis Report</a>
<b>Anticipated Available Federal Funding</b>	<a href="#">Federal Funding - Financial Guidance - 2024 RTP MassDOT</a>
	<a href="#">Federal-aid Programs and Special Funding</a>
<b>Public Outreach</b>	<a href="#">Outreach – NP&amp;EDC Meeting #1 slides</a>
	<a href="#">Outreach – NP&amp;EDC Meeting #2 slides</a>
	<a href="#">Outreach – NP&amp;EDC Meeting #3 slides</a>
	<a href="#">Outreach – NP&amp;EDC Meeting #4 slides</a>
	<a href="#">Outreach – NP&amp;EDC Meeting #5 slides</a>
	<a href="#">Visioning Survey Report</a>
	<a href="#">Prioritization Survey Report</a>
<b>Glossary of Acronyms</b>	<a href="#">Glossary of Acronyms</a>
<b>Federal and State Transportation Planning Policy and Requirements</b>	<a href="#">MassDOT 2024 RTP Narrative Guidance</a>
	<a href="#">Federal Requirements for a Regional Transportation Plan</a>
	<a href="#">US DOT Strategic Plan</a>
	<a href="#">Massachusetts 2050 Transportation Plan - Beyond Mobility</a>
<b>Performance Measures</b>	<a href="#">Performance Measures</a>
<b>Transportation Improvement Program</b>	<a href="#">FFY 2024 - 2028 Nantucket Transportation Improvement Program</a>
<b>Population and Jobs Projections</b>	<a href="#">Population and Employment Projections Summary</a>
	<a href="#">Population_Projections_Methodology_2022.12.15</a>
	<a href="#">Employment Projections Methods MassDOT</a>
	<a href="#">MassDOT EMP Projections Tables (Excel file)</a>
<b>Public Comments and Responses</b>	<a href="#">Public Comments and Responses</a>
<b>Coastal Resiliency Plan</b>	<a href="#">Coastal Resilience Plan</a>
<b>Environmental Justice, Title VI, and Equity Planning</b>	<a href="#">FY23 Comprehensive Title VI Plan Signed Draft</a>

<b>Transportation Planning Studies</b>	2001 Optimal Transportation Carrying Capacity
	2005 Traffic Study and Strategy for the Mid-Island Area
	2008 Downtown Circulation and Ferry Access Improvement Study
	2009 Wilkes Square Redevelopment
	2017 Milestone Road - Road Safety Audit
	2017 Old South Road Corridor Study
	2020 Harbor Place Transportation Solutions and Waterfront Redevelopment
<b>Pavement Management</b>	2023 Nantucket Pavement Management Report
<b>Public Transportation Planning</b>	2020 Comprehensive Regional Transit Plan
	NRTA Transit Asset Management Plan
<b>Coordinated Human Services Public Transportation Plan</b>	2020 Coordinated Human Services Public Transportation Plan
<b>Bicycle and Pedestrian Planning</b>	2005 Bicycle and Pedestrian Master Plan
	MassDOT Bicycle Transportation Plan
	MassDOT Pedestrian Transportation Plan
<b>Complete Streets Planning</b>	Complete Streets Prioritization Plan
<b>Freight Planning</b>	Massachusetts Freight Plan
<b>Aviation Planning</b>	Nantucket Memorial Airport Master Plan
	Airport Forecast
<b>Ferry Operations Planning</b>	The Steamship Authority Strategic Planning Project
<b>Parking Management Planning</b>	Downtown Parking Evaluation
	Nantucket Parking Management Plan
	Parking on Nantucket