

**NOTICE OF PUBLIC REVIEW PERIOD  
TRANSPORTATION IMPROVEMENT PROGRAM**

The Nantucket Planning and Economic Development Commission (NP&EDC) will initiate a 21-day public review of the draft FFY 2021-2025 Transportation Improvement Program (TIP) beginning May 8, 2020, and concluding on May 29, 2020. A public meeting to solicit comments will be held on **May 29, 2020, at 1:00PM remotely via Zoom and YouTube**. The TIP is a prioritized listing of federally funded highway, bridge, intermodal and transit projects expected to be undertaken by the Commonwealth during the above referenced 5-year time frame, and is submitted to the Massachusetts Department of Transportation for inclusion in the State TIP. All projects found herein are from a conforming Nantucket Regional Transportation Plan. The recommended NP&EDC 5-year schedule for the TIP is shown below:

**Highway projects:**

<b>Federal Fiscal Year</b>	<b>Highway Projects</b>	<b>Project ID</b>	<b>Funding Category</b>	<b>Regional Federal / State Funding Target</b>	<b>Estimated Construction Cost</b>
2021	No project programmed – See Supplemental List	n/a	n/a	\$535,331	n/a
2022	No project programmed – See Supplemental List	n/a	n/a	\$546,232	n/a
2023	No project programmed – See Supplemental List	n/a	n/a	\$558,162	n/a
2024	No project programmed – See Supplemental List	n/a	n/a	\$565,478	n/a
2025	No project programmed – See Supplemental List	n/a	n/a	\$552,276	n/a

\*Nantucket is not expending any regional funding target on highway projects. There is a Statewide project in FFY 2023 proposed to use Safe Routes to School Funds.

**Transit projects:**

<b>FFY</b>	<b>Transit Agency</b>	<b>Line Item</b>	<b>Transit Project</b>	<b>Carry Over</b>	<b>Federal Funds</b>	<b>SCA</b>	<b>LCL</b>	<b>Total</b>
						<b>(state aid)</b>	<b>(local aid)</b>	
<i>Current</i>	NRTA	300900	OPERATING ASSISTANCE		\$614,837	\$0	\$614,837	\$1,229,674
<b>2021</b>	NRTA	300900	OPERATING ASSISTANCE		\$629,837	TBD	\$629,837	\$1,259,674
<b>2022</b>	NRTA	300900	OPERATING ASSISTANCE		\$644,837	TBD	\$644,837	\$1,289,674
<b>2023</b>	NRTA	300900	OPERATING ASSISTANCE		\$659,837	TBD	\$659,837	\$1,319,674
<b>2024</b>	NRTA	300900	OPERATING ASSISTANCE		\$674,837	TBD	\$674,837	\$1,349,674
<b>2025</b>	NRTA	300900	OPERATING ASSISTANCE		\$689,837	TBD	\$689,837	\$1,379,674

For further information, or to make comment within the 21-day comment period, please contact NP&EDC Director of Planning, Andrew Vorce at (508) 325-7587, or email to [avorce@nantucket-ma.gov](mailto:avorce@nantucket-ma.gov). Written comments must be submitted by 12:00PM May 29, 2020 to be emailed to [avorce@nantucket-ma.gov](mailto:avorce@nantucket-ma.gov) or mailed to NP&EDC, 2 Fairgrounds Road, Nantucket, MA 02554. A copy of the draft is also available at the Nantucket PLUS office to be requested by appointment, and on-line at <http://www.nantucket-ma.gov/308/Public-Review-Documents>

Nathaniel Lowell, Chairman  
Nantucket Planning and Economic Development Commission

# **TRANSPORTATION IMPROVEMENT PROGRAM**

FOR THE  
NANTUCKET PLANNING & ECONOMIC DEVELOPMENT COMMISSION  
FOR THE PERIOD OCTOBER 1, 2021 TO SEPTEMBER 30, 2025

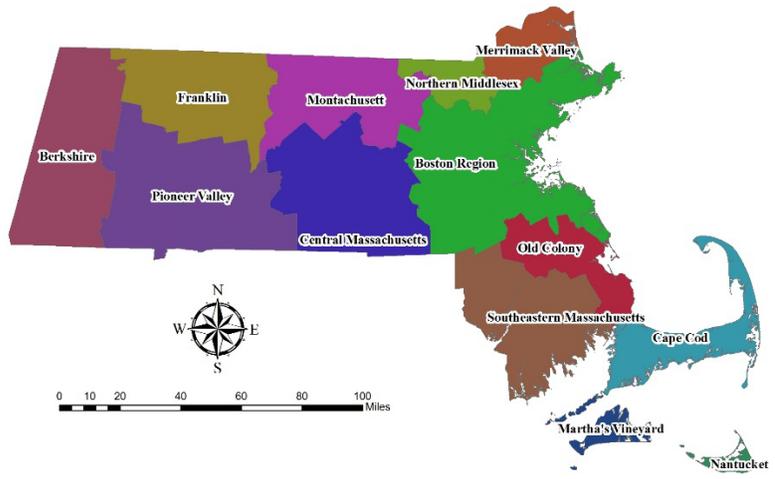
## **FFY 2021 - 2025**

**Nantucket Planning and Economic Development Commission  
Two Fairgrounds Road  
Nantucket, MA 02554  
(508) 325-7587**

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



## I. Introduction

### A: Nantucket Planning and Economic Development Commission (NP&EDC)

The Nantucket Planning and Economic Development Commission serves as one of the Commonwealth of Massachusetts' thirteen Regional Planning Agencies. Ten of these agencies are federally designated Metropolitan Planning Organizations (MPO). Federal regulations require that an MPO be formed in urbanized areas with a population of 50,000 or more. While the Nantucket region (as well as the Martha's Vineyard and Franklin regions) do not meet these criteria, the Massachusetts Department of Transportation (MassDOT) provides planning funds for transportation planning in these regions, essentially treating them as MPOs.

The Nantucket MPO consists of a Committee of Signatories including MassDOT and the Nantucket Planning and Economic Development Commission. For the purpose of this document, the Committee of Signatories will be referred to as the Nantucket MPO. In its role as an MPO member the Nantucket Planning and Economic Development Commission follows federal transportation planning regulations, including the participation of citizen advisory groups in transportation planning activities.

#### Nantucket Planning and Economic Development Commission Members

Nat Lowell, Chairman, Planning Board  
 Frederick "Fritz" McClure, Vice Chairman, Planning Board  
 Maureen Phillips, Conservation Commission  
 Dave Iverson, Planning Board  
 John Trudel III, Planning Board  
 Judith Wegner, Planning Board  
 Matt Fee, County Commissioners  
 Bertyl Johnson, Housing Authority  
 Charles "Jack" Gardner, At-Large  
 Wendy Hudson, At-Large  
 Leslie Johnson, At-Large

#### Non-voting Ex-Officio Members of the NP&EDC:

Jeffrey McEwen, FHWA, Mass Division's Division Administrator  
 Mary Beth Mello, FTA Regional Administrator  
 Derek Shooster, MassDOT Liaison

## **B: Transportation Improvement Program (TIP)**

The Nantucket Regional Transportation Improvement Program (TIP) for Federal Fiscal Years (FFY) –2021-2025 is a federally mandated transportation planning document, prepared by the Nantucket Planning and Economic Development Commission (NP&EDC) with assistance from MassDOT and the Federal Highway Department.

The regional TIP is submitted to the State for inclusion in the State Transportation Improvement Program (STIP). The STIP is a prioritized listing of those programmed highway, bridge, intermodal and transit projects expected to be undertaken by the Commonwealth during the above referenced 5-year time frame. The STIP is a compilation of those projects found in the thirteen regional Transportation Improvement Programs (TIPs). All projects found herein come from a conforming Nantucket Regional Transportation Plan.

If a project is to be funded with federal monies it must be listed in the TIP, and within the proper funding category. The TIP must be endorsed by a majority of the members of the Metropolitan Planning Organization (MPO) within each region before any of these projects can proceed to construction. The total cost for these projects must realistically reflect the amount of federal and state monies expected to be available during those years; thus unlike earlier STIPs, this document cannot program projects, the total dollar amount for which go beyond the anticipated funding levels. This document programs projects to a total dollar amount that is consistent with the anticipated funding levels.

Additionally, the regional TIPs and the State TIP include projects funded entirely with state monies, i.e., “NFA” projects, or non-federal aid—a recognition by the Commonwealth of their importance to the transportation system of the state, and to the municipalities in which these projects are located.

The TIP was developed in accordance with 23 CFR 450.316 (3) (b), and using the NP&EDC endorsed Public Participation Plan to ensure coordination with other agencies that would be affected by transportation improvement decision making.

## **C: Federal FAST ACT**

Each Regional Planning Agency (RPA) that receives federal funding must respond to the planning requirements of the Fixing America’s Surface Transportation (FAST) Act, which the President signed into law on December 4, 2015. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The FAST Act maintains a focus on safety, keeps intact the established structure of the various highway-related programs, continues efforts to streamline project delivery, and provides a dedicated source of federal dollars for freight projects. FAST also continues the use of performance targets as benchmarks for various performance measures. The targets and measures are determined by the NP&EDC with consultation from MassDOT and FHWA.

Under the FAST ACT, transportation investments must consider the following planning factors in the planning process:

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

9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhance travel and tourism.

## II. TIP Development Process

### A: Project Selection

Projects included in this TIP were identified and conceptually developed through planning studies or other planning tasks funded through the annual Unified Planning Work Program (UPWP) and then listed in the Long Range Transportation Plan (LRTP), as is required. Following an evaluation of all projects listed in the LRTP using NP&EDC approved criteria, projects funded under the Highway Program were prioritized based on both their status in the design process and their degree of condition, mobility (or congestion), safety, and sustainability improvements (consisting of factors such as environmental and economic development benefits) to the existing transportation system. A description of this evaluation is found in Appendix A, as well as in the Action Plan chapter of the LRTP.

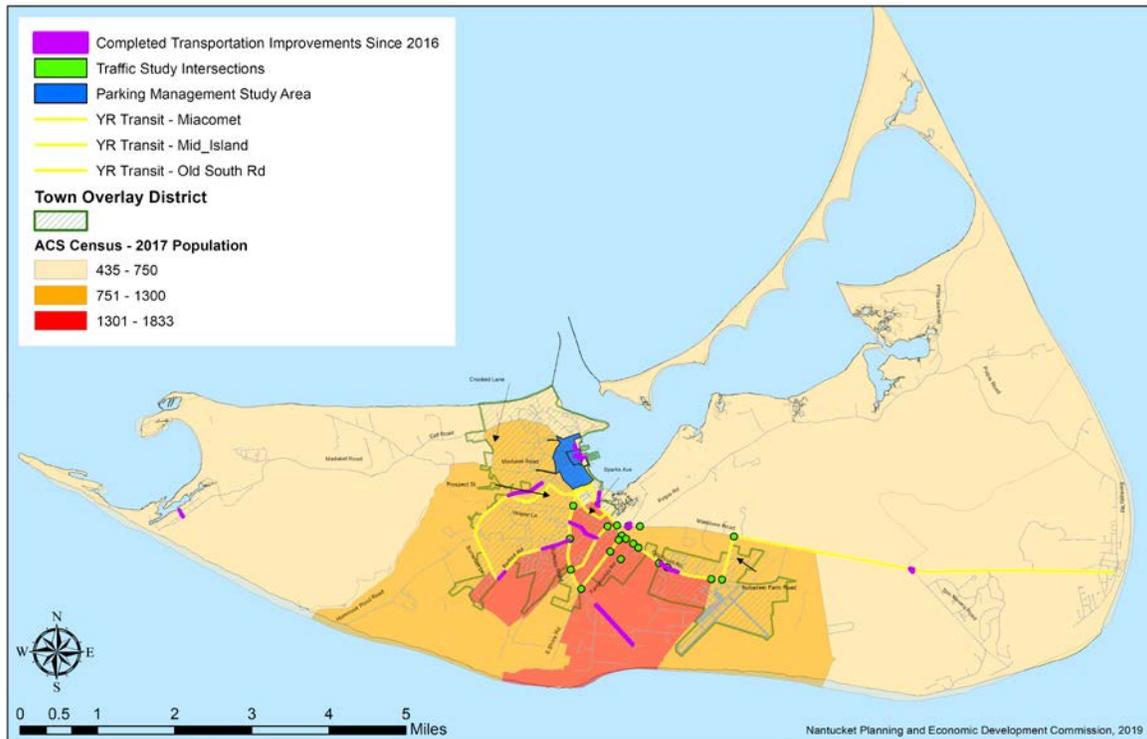
### B: Amendments and Adjustments

Following the endorsement of the TIP, there may arise an issue that will require that this document be changed. Amendments are changes, such as the addition or deletion of a project or program from the TIP, that are considered significant and require notification of a comment period and a public meeting prior to NP&EDC vote. Adjustments are changes, such as new funding amounts or new descriptive narratives, which are considered minor and do not add or delete a project or program from the TIP. Adjustments do require a public meeting prior to approval, but do not require notification of a public comment period.

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

### C: Equity Distribution of Previous Capital Projects and Studies

The map below shows transportation planning investments have been focused within the “Town Overlay District” where infrastructure investments on island are to be focused, per the Nantucket Master Plan. These efforts have been focused within the more densely settled areas of the island where commercial uses, housing, and utility infrastructure are located.



### D: Funding Categories

Funding categories administered by the Federal Highway Administration and Federal Transit Administration and included in the TIP are described below. The FAST ACT allows state and local governments to exercise considerable flexibility in transferring funds among categories. This affords them a variety of options in selecting how to spend federal dollars for transportation projects.

- **Advance Construction (AC)** - This is a mechanism for a State to start construction on a project by using non-federal funds. In the future, the state may convert the project to federal-aid funding and receive federal reimbursement for the project. To be eligible for conversion, the project must be determined to qualify for federal funds and identify what year the conversion to federal funds will take place.
- **Better Utilizing Investments to Leverage Development (BUILD)** – Replaces the TIGER program to provide funding for surface transportation projects that have a significant local/regional impact on safety economic competitiveness, quality of life, environmental protection, state of good repair, innovation, partnership, and additional non-federal revenue for future investments.
- **Congestion Mitigation and Air Quality Improvement (CMAQ) Program** - This program funds projects in air quality non-attainment areas and maintenance areas for ozone, carbon monoxide, and small particulate matter, with the goal of reducing transportation-related emissions and helping metropolitan areas comply with national ambient air quality standards.
- **Highway Bridge Program (BRIDG)** - This program provides funding to (1) replace or rehabilitate on-system bridges that have been classified as structurally deficient or functionally obsolete by federal standards and (2) do bridge painting, provide seismic retrofitting, install scour countermeasures, and do

systematic preventive maintenance for on system bridges regardless of whether or not the bridge is eligible for rehabilitation or replacement.

- **High Priority Projects or “earmarks” (HPP)** - This program consists of projects specifically designated in SAFETEA-LU or congressional appropriation bills as High Priority Projects. For the purpose of categorizing projects and funding sources in the TIP, this designation also refers to earmarked projects included in other legislation such as appropriation bills. Designated funds can only be used for the project as described in the law. Although earmarks are no longer inserted into laws, there are still projects remaining that have yet to be constructed.
- **Highway Safety Improvement Program (HSIP)** - The purpose of the HSIP is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The HSIP emphasizes a data-driven, strategic approach to improving highway safety that focuses on results.
- **Infrastructure for Rebuilding America (INFRA)** – A competitive discretionary program to fund freight and highway projects.
- **National Highway Freight Program (NHFP)** – Funding to provide for the efficient movement of freight on the National Highway Freight Network.
- **National Highway Performance Program (NHPP)** - The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the National Highway System.
- **Safe Routes to Schools (SRTSF)** - This Federal funding is intended to enable and encourage children, including those with disabilities, to walk and bicycle to school; to make walking and bicycling to school safe and more appealing; and to facilitate the planning, development and implementation of projects that will improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools. Funding is available for use within approximately two miles of a primary or middle school (K-8). This program was eliminated by MAP-21, but projects funded with SRTS will continue until prior years funding is expended.
- **Surface Transportation Program (STP)** - The Surface Transportation Program (STP) provides flexible funding for states and localities for improvements on public roads and bridges, transit capital projects, and improvements to transit terminals and facilities. A portion of a state’s STP funds must be spent in metropolitan areas with populations over 200,000.
- **Transportation Alternatives Program (TAP)** - The TAP replaces the funding from pre-MAP-21 programs including Transportation Enhancements, Recreational Trails, Safe Routes to School, and several other discretionary programs, wrapping them into a single funding source. An amount equal to 2% of the total amount authorized from the Highway Account of the Highway Trust Fund for Federal-aid highways each fiscal year (FY) is to be reserved for the TAP.

#### **E: Federal Transit Administration**

- **Section 5307 Urbanized Area Formula Grants** - This program provides grants to Urbanized Areas for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances for urban public transit services.
- **Section 5308 Clean Fuels Grant Program** - This program was developed to assist nonattainment and maintenance areas to achieve or maintain the National Ambient Air Quality Standards for ozone and carbon monoxide (CO) by supporting emerging clean fuel and advanced propulsion technologies for transit buses and markets for those technologies. This program was eliminated by MAP-21, but projects will continue until prior years funding is expended.
- **Section 5310 Program – Enhanced Mobility of Seniors and Individuals with Disabilities** - This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act complementary paratransit services.
- **Section 5311 Program** - This program provides capital and operating assistance for rural public transit services with funding levels determined by formula.
- **Section 5312 Program** – Provides funding to develop innovative services to better meet user needs.

- **Section 5337 – State of Good Repair Grants** - This program may be used for capital projects that maintain the system in a state of good repair, including projects to replace and rehabilitate: rolling stock; track; line equipment and structures; signals and communications; power equipment and substations; passenger stations and terminals; security equipment and systems; maintenance facilities and equipment; and operational support equipment, including computer hardware and software. Funds may also be used for Transit Asset Management Plan development and implementation.
- **Section 5339 – Bus and Bus Facilities** - This program provides capital funding to replace, rehabilitate and purchase buses and related equipment to construct bus-related facilities.

### III. Performance Based Planning & Measures

The FAST Act continues MAP-21’s overall performance management approach requiring critical changes to the planning process by mandating that investment priorities assist in meeting performance targets that would address key areas such as safety, infrastructure condition, congestion, system reliability, emissions and freight movement. This called for the integration of a performance-based approach to decision making in support of the national goals and a greater level of transparency and accountability. The goal is to improve project decision-making and assist in more efficient investments of Federal transportation funds.

Please see national goals listed below for additional details.

1. **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair.
3. **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System.
4. **System Reliability** - To improve the efficiency of the surface transportation system.
5. **Freight Movement and Economic Vitality** — To improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. **Reduced Project Delivery Delays** — To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies’ work practices.

In 2016, FHWA passed a rule establishing three performance measures (PM1, PM2, and PM3) that State DOTs and MPOs must track, as required by MAP-21 and the FAST Act. PM1 is improving safety, PM2 is maintaining pavement and bridge conditions and PM3 is improving efficiency of the system and freight movement, reducing traffic congestion and reducing emissions.

The Federal Transit Authority (FTA) requires any Regional Transit Agency (RTA) that owns, operates, or manages capital assets used to provide public transportation and receives federal financial assistance under 49 U.S.C. Chapter 53 to develop a transit asset management (TAM) plan. TAM Plans outline how people, processes, and tools come together to address asset management policy and goals, provide accountability and visibility for furthering understanding of leveraging asset management practices and support planning, budgeting, and communications to internal and external stakeholders.

These performance measures are discussed in detail below.

#### **A: Safety Performance Measures (PM1)**

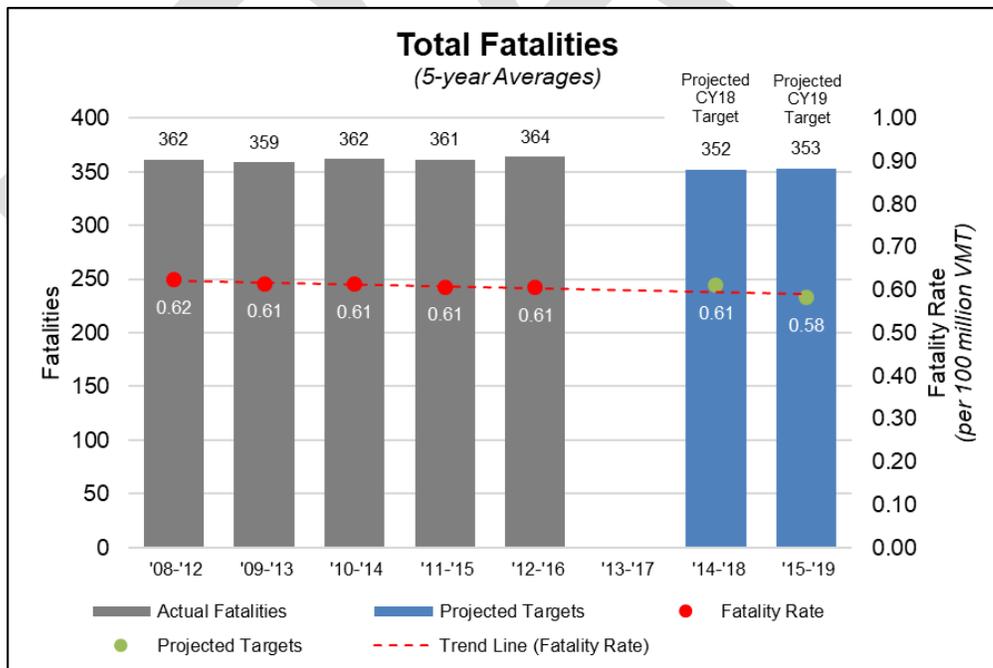
The NP&EDC has chosen to adopt the statewide safety performance measure targets set by MassDOT for Calendar Year (CY) 2019. In setting these targets, MassDOT has followed FHWA guidelines by using

statewide crash data and Highway Performance Monitoring System (HPMS) data for vehicle miles traveled (VMT) in order to calculate 5 year, rolling average trendlines for all FHWA defined safety measures. CY 2019 targets for four of the five safety measures—total number of fatalities, rate of fatalities per 100 million vehicle miles traveled, total number of serious injuries, and rate of serious injuries per 100 million VMT—were established by extending their respective trendlines into the 2015-2019 time period. All four of these measures reflect a decrease in statewide trends. The fifth safety measure, total number of combined serious injuries and fatalities for non-motorized modes, is the only safety measure for which the statewide trendline depicts an increase. MassDOT’s effort to increase the non-motorized mode share throughout the Commonwealth has posed a challenge to simultaneously reducing non-motorized injuries and fatalities. Rather than adopt a target that depicts an increase in the trendline, MassDOT has elected to establish a target of non-motorized fatalities and injuries in CY 2019 to remain constant from the rolling average for 2012-2016. In recent years, MassDOT and the NP&EDC have invested in “complete streets,” bicycle and pedestrian, intersection and safety improvements in both the Capital Investment Plan (CIP) and Statewide Transportation Improvement Program (STIP) that address increasing mode share and incorporate safety mitigation elements into projects. Moving forward, NP&EDC, alongside MassDOT, is actively seeking to improve data collection and methodology for bicycle and pedestrian VMT counts, and to continue analyzing crash clusters and crash counts that include both motorized and non-motorized modes to address safety issues at these locations.

In all safety categories, MassDOT has established a long-term target of “Toward Zero Deaths” through [MassDOT’s Performance Measures Tracker](#) and will be establishing safety targets for the MPO to consider for adoption each calendar year. While the MPO is not required by FHWA to report on annual safety performance targets, FHWA guidelines require MPOs to adopt MassDOT’s annual targets or perennially establish their own.

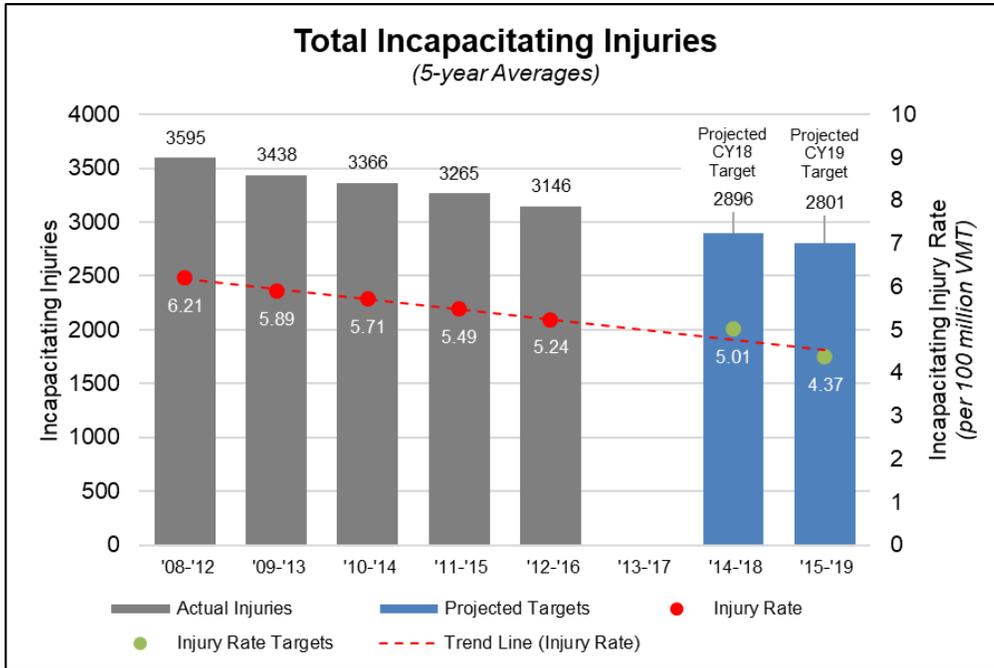
The safety measures MassDOT has established for CY 2019, which the NP&EDC has adopted, are as follows:

- 1) **Fatalities:** The target number of fatalities for CY 2019 is 353.

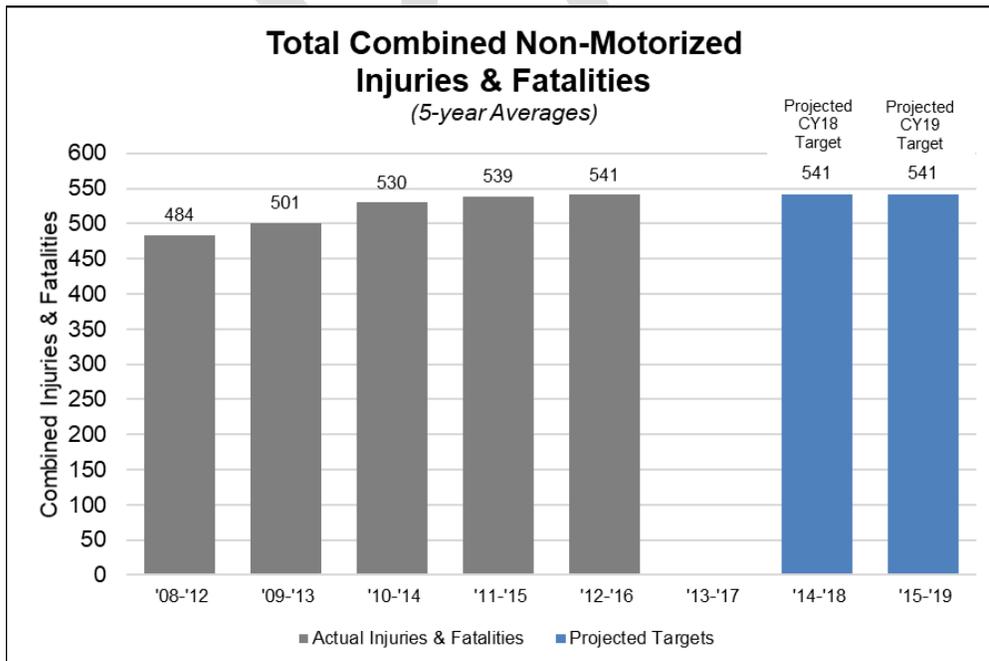


- 2) **Rate of Fatalities per 100 million VMT:** The target fatality rate for years CY 2019 is 0.58, down from a 0.61 average for years 2012–2016. [See Figure X for Our MPO vs. statewide comparison of the trend for this performance measure]

- 3) **Serious Injuries:** The target number of incapacitating injuries for CY2019 is 2801, down from the average of 3146 for years 2012–2016.  
[See Figure X for Our MPO vs. statewide comparison of the trend for this performance measure]
- 4) **Incapacitating Injuries:** The target number of incapacitating injuries for CY2019 is 2801.



- 5) **Total Number of Combined Serious Injuries and Fatalities for Non-Motorized Modes:** The CY2019 target number of fatalities and serious injuries for non-motorists is 541 per year.



## B: Bridge & Pavement Performance Measures (PM2)

Nantucket MPO has chosen to adopt the 2-year (2020) and 4-year (2022) statewide bridge and pavement performance measure targets set by MassDOT. MassDOT was required to adopt a statewide target by May 20<sup>th</sup>, 2018, with MPOs either adopting the statewide target or establishing their own by November 2018. In setting these targets, MassDOT has followed FHWA guidelines by measuring bridges and pavement condition using the 9-point National Bridge Inventory Standards (NBIS); the International Roughness Index (IRI); the presence of pavement rutting; and the presence of pavement cracking. 2-year and 4-year targets were set for six individual performance measures: percent of bridges in good condition; percent of bridges in poor condition; percent of Interstate pavement in good condition; percent of Interstate pavement in poor condition; percent of non-Interstate pavement in good condition; and percent of non-Interstate pavement in poor condition. All the above performance measures are tracked in greater detail in MassDOT's Transportation Asset Management Plan (TAMP), which is due to be finalized in July 2019.

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

Performance targets for pavement-related performance measures were based on a single year of data collection, and thus were set to remain steady under the guidance of FHWA. These measures are to be revisited at the 2-year mark (2020), once three years of data are available, for more informed target setting.

MassDOT continues to measure pavement quality and to set statewide short-term and long-term targets in the MassDOT Performance Management Tracker using the Pavement Serviceability Index (PSI), which differs from IRI. These measures and targets are used in conjunction with federal measures to inform program sizing and project selection.

Performance Measure	Current (2017)	2-year target (2020)	4-year target (2022)
Bridges in good condition	15.22%	15%	16%
Bridges in poor condition	12.37%	13%	12%
Interstate Pavement in good condition	74.2%	70%	70%
Interstate Pavement in poor condition	0.1%	4%	4%
Non-Interstate Pavement in good condition	32.9%	30%	30%
Non-Interstate Pavement in poor condition	31.4%	30%	30%

## C: Reliability, Congestion, & Emissions Performance Measures (PM3)

Nantucket MPO has chosen to adopt the 2-year (2020) and 4-year (2022) statewide reliability, congestion, and emissions performance measure targets set by MassDOT. MassDOT was required to adopt a statewide target by May 20<sup>th</sup>, 2018, with MPOs either adopting the statewide target or establishing their own by November 2018.

MassDOT followed FHWA regulation in measuring Level of Travel Time Reliability (LOTTR) on both the Interstate and non-Interstate NHS as well as Truck Travel Time Reliability (TTTR) on the Interstate system using the National Performance Management Research Dataset (NPMRDS) provided by FHWA. These performance measures aim to identify the predictability of travel times on the roadway network by comparing the average travel time along a given segment against longer travel times. For LOTTR, the performance of all segments of the Interstate and of the non-Interstate NHS are defined as either reliable or

unreliable based on a comparison between the 50<sup>th</sup> percentile travel time and the 80<sup>th</sup> percentile travel time, and the proportion of reliable segments is reported. For TTTR, the ratio between the 50<sup>th</sup> percentile travel time and the 90<sup>th</sup> percentile travel time for trucks only along the Interstate system is reported as a statewide measure. As this data set has but one year of consistent data, FHWA guidance has been to set conservative targets and to adjust future targets once more data becomes available. To that end, MassDOT’s reliability performance targets are set to remain the same.

#### **D: Transit Asset Management (TAM) Plan**

The Nantucket Regional Transit Authority (NRTA) operates under Massachusetts General Laws Chapter 161B, a body politic and a corporate subdivision of the Commonwealth of Massachusetts. Its member community is the Town of Nantucket. The NRTA has a general responsibility to develop, finance and contract for the operation of mass transportation facilities within its territory. The NRTA has developed a TAM Plan outlining a methodology for monitoring and improving the agency’s State of Good Repair (SOGR). This plan will be a living document and the NRTA may choose to update the plan based on future funding scenarios, unforeseen needs such as new regulations and by periodically updating the assets included in this document. Updates to this document shall be approved by the Accountable Executive and shall not require a subsequent Board action unless the methodology or conditions require one. The Nantucket Regional Transit Authority is required to update the TAM Plan in its entirety every four years with the initial TAM Plan being approved on or before October 1, 2018.

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

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

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

NRTA has identified targets for each asset class under its control. These targets shall be reviewed on an annual basis by NRTA and adjusted if necessary.

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

NRTA believes that with adequate financial support by its funding partners these targets are attainable on an on-going basis.

#### **IV. Project Review Committee Approved Transportation Projects**

<u>Name</u>	<u>Description of Work to be Completed</u>
Surfside Road at Bartlett Road Roundabout	25% Design has been submitted

## V. Public Participation Process

Public participation continues to be a vital element of the transportation planning process. The NP&EDC meets monthly on the third Monday, or as needed, to discuss long and short range planning issues of regional importance, which includes transportation. The Public Participation Plan has been updated to confirm with federal requirements for ensuring involvement of the public in the decision making activities.

The NP&EDC met on February 20, 2020 to review the initial budget and potential projects to be included in the TIP. The NP&EDC also met on April 28, 2020 to authorize a public review for the draft document.

The minimum 21 day public review of the TIP was initiated on May 8, 2020 and ended on May 29, 2020. The public meeting on May 29, 2020 to solicit comments prior to approval was noticed to the public through the Town of Nantucket's Public Outreach Coordinator and the NP&EDC's Transportation Stakeholders via email notification.

The notice of public review, the public meeting, and availability of the online draft document was published on the Town of Nantucket's website and sent to subscribers of the Town's News and Notices. A printed version of the draft document was available at the the Planning and Land Use Services office (2 Fairgrounds Road). A digital version of the document was also available on the NP&EDC website. Any written comments received during the public review period are available in Appendix I.

## VI. Compliance with the Americans with Disabilities Act

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

## VII. Federal Funding Summary

The financial plan contained herein is financially constrained and indicates that the Nantucket Regional Transportation Improvement Program (TIP) reflects the highway program emphasis on the maintenance and operation of the current road and bridge system with the ability to provide for additional capital improvements. Only projects for which funds can be expected have been included.

**Total Federal Funds Programmed**

<b>Fiscal Year</b>	<b>Highway</b>	<b>Transit</b>	<b>Total Programmed</b>
2021	\$535,331	\$629,837	\$1,165,168
2022	\$546,232	\$644,837	\$1,191,069
2023	\$558,162	\$6,559,837	\$7,117,999
2024	\$565,478	\$674,837	\$1,240,315
2025	\$552,276	\$689,837	\$1,242,113

### VIII. Certification of the 3C Planning Process

This will certify that the Comprehensive, Continuing, Cooperative Transportation Planning Process for Fiscal Year 2021 in the Nantucket Planning and Economic Development Commission is addressing major issues facing the region and is being conducted in accordance with the requirements of:

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

The currently endorsed Unified Planning Work Program, Regional Transportation Plan, and Transportation Improvement Program, together with any amendments, were developed in accordance with FHWA/FTA regulations governing the implementation of the FAST ACT, and EPA regulations governing the implementation of the Clean Air Act Amendments of 1990, and fully incorporate the applicable requirements of the 1964 Civil Rights Act and the Americans with Disabilities Act of 1990.

**Signatory Certification:**

_____ Stephanie Pollack, Secretary of Transportation Massachusetts Department of Transportation	_____ Date
_____ Jonathan Gulliver, Administrator Highway Division - Massachusetts Department of Transportation	_____ Date
_____ Nathaniel Lowell, Chairman Nantucket Planning and Economic Development Commission	_____ Date

**IX. 310 CMR 60.05: Global Warming Solutions Act Requirements for the Transportation Sector and the Massachusetts Department of Transportation**

*Self-Certification Compliance Statement for Metropolitan Planning Organizations*

This will certify that the FY2021-2025 Transportation Improvement Program for the Nantucket Planning and Economic Development Commission is in compliance with all applicable requirements in the State Regulation 310 CMR 60.05: Global Warming Solutions Act Requirements for the Transportation Sector and the Massachusetts Department of Transportation. The regulation requires the Metropolitan Planning Organizations (MPOs) to:

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

**Signatory Certification:**

Stephanie Pollack, Secretary of Transportation Massachusetts Department of Transportation	Date
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Jonathan Gulliver, Administrator Highway Division - Massachusetts Department of Transportation	Date
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Nathaniel Lowell, Chairman Nantucket Planning and Economic Development Commission	Date
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**X. Endorsement of the NP&EDC FFY 2021 - 2025 Transportation Improvement Program and Air Quality Conformity Determination**

In accordance with 23 CFR Part 450 Section 324 (Transportation Improvement Program: General) of the October 28, 1993 Final Rules for Statewide and Metropolitan Planning, the Committee of Signatories representing the Nantucket Metropolitan Planning Organization hereby endorses the Federal-Aid Component of the Nantucket Region 2021-2025 Transportation Improvement Program (TIP).

This FFY –2021-2025 TIP is financially constrained and consists entirely of projects that are either: A) exempt from an air quality conformity determination as specified in 40 CFR Parts 51 and 93; or B) have been previously analyzed in the Nantucket MPO’s conforming Transportation Plan. The projects in the TIP are of the same design and concept that were analyzed in the Regional Transportation Plan. Therefore, no new air quality analysis is required for the TIP. This TIP does not add or delete any regionally significant, non-exempt properties across analysis years.

In accordance with Section 176(c) (4) of the Clean Air Act as amended in 1990 [42 U.S.C. 7251 (a)], the Nantucket Metropolitan Planning Organization has completed its review and hereby certifies that the Nantucket Region FFY –2021-2025 Transportation Improvement Program has been developed from a conforming Transportation Plan and therefore conforms with 40 CFR parts 51 and 93 (August 15, 1997) and 310 CMR 60.03 (December 30, 1994).

Signatory Certification:

_____ Stephanie Pollack, Secretary of Transportation Massachusetts Department of Transportation	_____ Date
_____ Jonathan Gulliver, Administrator Highway Division - Massachusetts Department of Transportation	_____ Date
_____ Nathaniel Lowell, Chairman Nantucket Planning and Economic Development Commission	_____ Date

## 2020 Nantucket Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼	
<b>Section 1A / Regionally Prioritized Projects</b>												
<b>Regionally Prioritized Projects</b>												
			Nantucket					\$ -	\$ -	\$ -		
Regionally Prioritized Projects subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal	
<b>Section 1A / Fiscal Constraint Analysis</b>												
<b>Total Regional Federal Aid Funds Programmed ▶</b>								\$ -	\$ 524,711	◀ Total	\$ 524,711	Target Funds Available
STP programmed ▶								\$ -	\$ -	◀ STP		
HSIP programmed ▶								\$ -	\$ -	◀ HSIP		
CMAQ programmed ▶								\$ -	\$ -	◀ CMAQ		
TAP programmed ▶								\$ -	\$ -	◀ TAP		
<p><i>Section 1A Instructions:</i> MPO Template Name) Choose Regional Name from dropdown list to populate header and MPO column; Column C) Enter ID from ProjectInfo; Column E) Choose Municipality Name from dropdown list; Column H) Choose the Funding Source being used for the project - if multiple funding sources are being used enter multiple lines; Column I) Enter the total amount of funds being programmed in this fiscal year and for each funding source; Column J) Federal funds autocalculates. Please verify the amount and only change if needed for flex. Column K) Non-federal funds autocalculates. Please verify the split/match - if matching an FTA flex, coordinate with Rail &amp; Transit Division before programming; Column L) Enter Additional Information as described - please do not use any other format.</p>												
<b>Section 1B / Earmark or Discretionary Grant Funded Projects</b>												
<b>Other Federal Aid</b>												
			Nantucket		Other Federal Aid		HPP	\$ -	\$ -	\$ -		
Other Federal Aid subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source	
<b>Section 2A / State Prioritized Reliability Projects</b>												
<b>Bridge Program / Inspections</b>												
	Bridge Program		Nantucket		Bridge Inspection			\$ -	\$ -	\$ -		
Bridge Program / Inspections subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source	
<b>Bridge Program / Off-System</b>												
	Bridge Program		Nantucket		Bridge Program / Off-System			\$ -	\$ -	\$ -		
Bridge Program / Off-System subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal	
<b>Bridge Program / On-System (NHS)</b>												
	Bridge Program		Nantucket		Bridge Program / On-System (NHS)			\$ -	\$ -	\$ -		
Bridge Program / On-System (NHS) subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source	
<b>Bridge Program / On-System (Non-NHS)</b>												
	Bridge Program		Nantucket		Bridge Program / On-System (Non-NHS)			\$ -	\$ -	\$ -		
Bridge Program / On-System (Non-NHS) subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal	
<b>Bridge Program / Systematic Maintenance</b>												
	Bridge Program		Nantucket		Bridge Program / Systematic Maintenance			\$ -	\$ -	\$ -		
Bridge Program / Systematic Maintenance subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source	
<b>Interstate Pavement</b>												
	Interstate Pavement		Nantucket		Interstate Pavement			\$ -	\$ -	\$ -		
Interstate Pavement subtotal ▶								\$ -	\$ -	\$ -	◀ 90% Federal + 10% Non-Federal	
<b>Non-Interstate Pavement</b>												
	Non-Interstate Pavement		Nantucket		Non-Interstate Pavement			\$ -	\$ -	\$ -		
Non-Interstate Pavement subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal	
<b>Roadway Improvements</b>												
	Roadway Improvements		Nantucket		Roadway Improvements			\$ -	\$ -	\$ -		
Roadway Improvements subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal	
<b>Safety Improvements</b>												
	Safety Improvements		Nantucket		Safety Improvements			\$ -	\$ -	\$ -		
Safety Improvements subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source	

**Section 2B / State Prioritized Modernization Projects**

<b>ADA Retrofits</b>										
	ADA Retrofits		Nantucket		ADA Retrofits			\$ -	\$ -	\$ -
								ADA Retrofits subtotal ▶		\$ - \$ - \$ - ◀ 80% Federal + 20% Non-Federal

<b>Intersection Improvements</b>										
	Intersection Improvements		Nantucket		Intersection Improvements			\$ -	\$ -	\$ -
								Intersection Improvements subtotal ▶		\$ - \$ - \$ - ◀ Funding Split Varies by Funding Source

<b>Intelligent Transportation Systems</b>										
	Intelligent Transportation Systems		Nantucket		Intelligent Transportation Systems			\$ -	\$ -	\$ -
								Intelligent Transportation System subtotal ▶		\$ - \$ - \$ - ◀ 80% Federal + 20% Non-Federal

<b>Roadway Reconstruction</b>										
	Roadway Reconstruction		Nantucket		Roadway Reconstruction			\$ -	\$ -	\$ -
								Roadway Reconstruction subtotal ▶		\$ - \$ - \$ - ◀ Funding Split Varies by Funding Source

**Section 2C / State Prioritized Expansion Projects**

<b>Bicycles and Pedestrians</b>										
	Bicycles and Pedestrians		Nantucket		Bicycles and Pedestrians			\$ -	\$ -	\$ -
								Bicycles and Pedestrians subtotal ▶		\$ - \$ - \$ - ◀ 80% Federal + 20% Non-Federal

<b>Capacity</b>										
	Capacity		Nantucket		Capacity			\$ -	\$ -	\$ -
								Capacity subtotal ▶		\$ - \$ - \$ - ◀ Funding Split Varies by Funding Source

**Section 3 / Planning / Adjustments / Pass-throughs**

<b>Planning / Adjustments / Pass-throughs</b>										
			Nantucket		ABP GANS Repayment	Multiple		\$ -	\$ -	\$ -
			Nantucket		Award adjustments, change orders, etc.	Multiple		\$ -	\$ -	\$ -
			Nantucket		Metropolitan Planning	Multiple		\$ -	\$ -	\$ -
			Nantucket		State Planning and Research Work Program I, (SPR I), Planning	Multiple		\$ -	\$ -	\$ -
			Nantucket		State Planning and Research Work Program II, (SPR II), Research	Multiple		\$ -	\$ -	\$ -
			Nantucket		Railroad Crossings	Multiple		\$ -	\$ -	\$ -
			Nantucket		Recreational Trails	Multiple		\$ -	\$ -	\$ -
								Other Statewide Items subtotal ▶		\$ - \$ - \$ - ◀ Funding Split Varies by Funding Source

**Section 4 / Non-Federally Aided Projects**

<b>Non-Federally Aided Projects</b>										
	Non Federal Aid		Nantucket		Non-Federal Aid			\$ -	\$ -	\$ -
								Non-Federal Aid subtotal ▶		\$ - \$ - \$ - ◀ 100% Non-Federal

<b>2020 Summary</b>									
								TIP Section 1 - TIP Section 4: Total of All Projects ▼	
								3: ▼ ▼	
								Total ▶ \$ - \$ - \$ - ◀ Total Spending in Region	
								Federal Funds ▶ \$ - \$ - \$ - ◀ Total Federal Spending in Region	
								Non-Federal Funds ▶ \$ - \$ - \$ - ◀ Total Non-Federal Spending in Region	

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

## 2020 GHG Tracking for Nantucket Region Transportation Improvement Program

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO <sub>2</sub> Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼
▶ Section 1A / Regionally Prioritized Projects						
▶ Regionally Prioritized Projects						
0		\$ -		0		
			Quantified Impact ▶	0		
▶ Section 1B / Earmark or Discretionary Grant Funded Projects						
▶ Other Federal Aid						
0	Other Federal Aid	\$ -		0		
			Quantified Impact ▶	0		
▶ Section 2A / State Prioritized Reliability Projects						
▶ Bridge Program / Inspections						
0	Bridge Inspection	\$ -	Qualitative		No assumed impact/negligible impact on emissions	
			Quantified Impact ▶	0		
▶ Bridge Program / Off-System						
0	Bridge Program / Off-System	\$ -		0		
			Quantified Impact ▶	0		
▶ Bridge Program / On-System (NHS)						
0	Bridge Program / On-System (NHS)	\$ -		0		
			Quantified Impact ▶	0		
▶ Bridge Program / On-System (Non-NHS)						
0	Bridge Program / On-System (Non-NHS)	\$ -		0		
			Quantified Impact ▶	0		
▶ Bridge Program / Systematic Maintenance						
0	Bridge Program / Systematic Maintenance	\$ -	Qualitative		No assumed impact/negligible impact on emissions	
			Quantified Impact ▶	0		
▶ Interstate Pavement						
0	Interstate Pavement	\$ -	Qualitative		No assumed impact/negligible impact on emissions	
			Quantified Impact ▶	0		
▶ Non-Interstate Pavement						
0	Non-Interstate Pavement	\$ -		0		
			Quantified Impact ▶	0		
▶ Roadway Improvements						
0	Roadway Improvements	\$ -	Qualitative		No assumed impact/negligible impact on emissions	
			Quantified Impact ▶	0		
▶ Safety Improvements						
0	Safety Improvements	\$ -		0		
			Quantified Impact ▶	0		

**▶ Section 2B / State Prioritized Modernization Projects**

<b>▶ ADA Retrofits</b>				
0	ADA Retrofits	\$	-	
				Quantified Impact ▶ 0

<b>▶ Intersection Improvements</b>				
0	Intersection Improvements	\$	-	
				Quantified Impact ▶ 0

<b>▶ Intelligent Transportation Systems</b>				
0	Intelligent Transportation Systems	\$	-	Qualitative
				Qualitative Decrease in Emissions
				Quantified Impact ▶ 0

<b>▶ Roadway Reconstruction</b>				
0	Roadway Reconstruction	\$	-	
				Quantified Impact ▶ 0

**▶ Section 2C / State Prioritized Expansion Projects**

<b>▶ Bicycles and Pedestrians</b>				
0	Bicycles and Pedestrians	\$	-	
				Quantified Impact ▶ 0

<b>▶ Capacity</b>				
0	Capacity	\$	-	
				Quantified Impact ▶ 0

**▶ Section 3 / Planning / Adjustments / Pass-throughs**

<b>▶ Planning / Adjustments / Pass-throughs</b>				
0	ABP GANS Repayment	\$	-	
0	Award adjustments, change orders, etc.	\$	-	
0	Metropolitan Planning	\$	-	
0	State Planning and Research Work Program I, (SPR I), Planning	\$	-	
0	State Planning and Research Work Program II, (SPR II), Research	\$	-	
0	Railroad Crossings	\$	-	
0	Recreational Trails	\$	-	
				Quantified Impact ▶ 0

**▶ Section 2A / Non-Federal Projects**

<b>▶ Non-Federally Aided Projects</b>				
0	Non-Federal Aid	\$	-	
				Quantified Impact ▶ 0

<b>2020 X Region MPO GHG Tracking Summary</b>				<b>Total Quantified Impact ▼</b>
				Quantified Impact ▶ 0

# 2021 Nantucket Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable:</i> a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information
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## ▶ Section 1A / Regionally Prioritized Projects

### ▶ Regionally Prioritized Projects

			Nantucket					\$ -	\$ -	\$ -	
Regionally Prioritized Projects subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

## ▶ Section 1A / Fiscal Constraint Analysis

**Section 1A instructions:** MPO Template Name) Choose Regional Name from dropdown list to populate header and MPO column; **Column C)** Enter ID from ProjectInfo; **Column E)** Choose Municipality Name from dropdown list; **Column H)** Choose the Funding Source being used for the project - if multiple funding sources are being used enter multiple lines; **Column I)** Enter the total amount of funds being programmed in this fiscal year and for each funding source; **Column J)** Federal funds autocalculates. Please verify the amount and only change if needed for flex. **Column K)** Non-federal funds autocalculates. Please verify the split/match - if matching an FTA flex, coordinate with Rail & Transit Division before programming; **Column L)** Enter Additional Information as described - please do not use any other format.

<b>Total Regional Federal Aid Funds Programmed ▶</b>				\$ -	\$ 535,331	◀ Total	\$ 535,331	Target Funds Available
STP programmed ▶				\$ -	\$ -	◀ STP		
HSIP programmed ▶				\$ -	\$ -	◀ HSIP		
CMAQ programmed ▶				\$ -	\$ -	◀ CMAQ		
TAP programmed ▶				\$ -	\$ -	◀ TAP		

## ▶ Section 1B / Earmark or Discretionary Grant Funded Projects

### ▶ Other Federal Aid

			Nantucket		Other Federal Aid		HPP	\$ -	\$ -	\$ -	
Other Federal Aid subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

## ▶ Section 2A / State Prioritized Reliability Projects

### ▶ Bridge Program / Inspections

	Bridge Program		Nantucket		Bridge Inspection			\$ -	\$ -	\$ -	
Bridge Program / Inspections subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

### ▶ Bridge Program / Off-System

	Bridge Program		Nantucket		Bridge Program / Off-System			\$ -	\$ -	\$ -	
Bridge Program / Off-System subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

### ▶ Bridge Program / On-System (NHS)

	Bridge Program		Nantucket		Bridge Program / On-System (NHS)			\$ -	\$ -	\$ -	
Bridge Program / On-System (NHS) subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

### ▶ Bridge Program / On-System (Non-NHS)

	Bridge Program		Nantucket		Bridge Program / On-System (Non-NHS)			\$ -	\$ -	\$ -	
Bridge Program / On-System (Non-NHS) subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

### ▶ Bridge Program / Systematic Maintenance

	Bridge Program		Nantucket		Bridge Program / Systematic Maintenance			\$ -	\$ -	\$ -	
Bridge Program / Systematic Maintenance subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

### ▶ Interstate Pavement

	Interstate Pavement		Nantucket		Interstate Pavement			\$ -	\$ -	\$ -	
Interstate Pavement subtotal ▶								\$ -	\$ -	\$ -	◀ 90% Federal + 10% Non-Federal

### ▶ Non-Interstate Pavement

	Non-Interstate Pavement		Nantucket		Non-Interstate Pavement			\$ -	\$ -	\$ -	
Non-Interstate Pavement subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

### ▶ Roadway Improvements

	Roadway Improvements		Nantucket		Roadway Improvements			\$ -	\$ -	\$ -	
Roadway Improvements subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

### ▶ Safety Improvements

	Safety Improvements		Nantucket		Safety Improvements			\$ -	\$ -	\$ -	
Safety Improvements subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

**▶ Section 2B / State Prioritized Modernization Projects**

<b>▶ ADA Retrofits</b>						
	ADA Retrofits	Nantucket		ADA Retrofits		\$ - \$ - \$ -
						ADA Retrofits subtotal ▶ \$ - \$ - \$ - ◀ 80% Federal + 20% Non-Federal

<b>▶ Intersection Improvements</b>						
	Intersection Improvements	Nantucket		Intersection Improvements		\$ - \$ - \$ -
						Intersection Improvements subtotal ▶ \$ - \$ - \$ - ◀ Funding Split Varies by Funding Source

<b>▶ Intelligent Transportation Systems</b>						
	Intelligent Transportation Systems	Nantucket		Intelligent Transportation Systems		\$ - \$ - \$ -
						Intelligent Transportation System subtotal ▶ \$ - \$ - \$ - ◀ 80% Federal + 20% Non-Federal

<b>▶ Roadway Reconstruction</b>						
	Roadway Reconstruction	Nantucket		Roadway Reconstruction		\$ - \$ - \$ -
						Roadway Reconstruction subtotal ▶ \$ - \$ - \$ - ◀ Funding Split Varies by Funding Source

**▶ Section 2C / State Prioritized Expansion Projects**

<b>▶ Bicycles and Pedestrians</b>						
	Bicycles and Pedestrians	Nantucket		Bicycles and Pedestrians		\$ - \$ - \$ -
						Bicycles and Pedestrians subtotal ▶ \$ - \$ - \$ - ◀ 80% Federal + 20% Non-Federal

<b>▶ Capacity</b>						
	Capacity	Nantucket		Capacity		\$ - \$ - \$ -
						Capacity subtotal ▶ \$ - \$ - \$ - ◀ Funding Split Varies by Funding Source

**▶ Section 3 / Planning / Adjustments / Pass-throughs**

<b>▶ Planning / Adjustments / Pass-throughs</b>						
		Nantucket		ABP GANS Repayment	Multiple	\$ - \$ - \$ -
		Nantucket		Award adjustments, change orders, etc.	Multiple	\$ - \$ - \$ -
		Nantucket		Metropolitan Planning	Multiple	\$ - \$ - \$ -
		Nantucket		State Planning and Research Work Program I (SPR I), Planning	Multiple	\$ - \$ - \$ -
		Nantucket		State Planning and Research Work Program II, (SPR II), Research	Multiple	\$ - \$ - \$ -
		Nantucket		Railroad Crossings	Multiple	\$ - \$ - \$ -
		Nantucket		Recreational Trails	Multiple	\$ - \$ - \$ -
						Other Statewide Items subtotal ▶ \$ - \$ - \$ - ◀ Funding Split Varies by Funding Source

**▶ Section 4 / Non-Federally Aided Projects**

<b>▶ Non-Federally Aided Projects</b>						
	Non Federal Aid	Nantucket		Non-Federal Aid		\$ - \$ - \$ -
						Non-Federal Aid subtotal ▶ \$ - \$ - \$ - ◀ 100% Non-Federal

**2021 Summary**

		TIP Section 1 - 3: ▼	TIP Section 4: ▼	Total of All Projects ▼	
Total ▶	\$ -	\$ -	\$ -	\$ -	◀ Total Spending in Region
Federal Funds ▶	\$ -	\$ -	\$ -	\$ -	◀ Total Federal Spending in Region
Non-Federal Funds ▶	\$ -	\$ -	\$ -	\$ -	◀ Total Non-Federal Spending in Region

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

2021 GHG Tracking for Nantucket Region Transportation Improvement Program						
MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO <sub>2</sub> Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼
<b>▶ Section 1A / Regionally Prioritized Projects</b>						
<b>▶ Regionally Prioritized Projects</b>						
0		\$ -		0		
				Quantified Impact ▶	0	
<b>▶ Section 1B / Earmark or Discretionary Grant Funded Projects</b>						
<b>▶ Other Federal Aid</b>						
0	Other Federal Aid	\$ -		0		
				Quantified Impact ▶	0	
<b>▶ Section 2A / State Prioritized Reliability Projects</b>						
<b>▶ Bridge Program / Inspections</b>						
0	Bridge Inspection	\$ -	Qualitative	0	No assumed impact/negligible impact on emissions	
				Quantified Impact ▶	0	
<b>▶ Bridge Program / Off-System</b>						
0	Bridge Program / Off-System	\$ -		0		
				Quantified Impact ▶	0	
<b>▶ Bridge Program / On-System (NHS)</b>						
0	Bridge Program / On-System (NHS)	\$ -		0		
				Quantified Impact ▶	0	
<b>▶ Bridge Program / On-System (Non-NHS)</b>						
0	Bridge Program / On-System (Non-NHS)	\$ -		0		
				Quantified Impact ▶	0	
<b>▶ Bridge Program / Systematic Maintenance</b>						
0	Bridge Program / Systematic Maintenance	\$ -	Qualitative	0	No assumed impact/negligible impact on emissions	
				Quantified Impact ▶	0	
<b>▶ Interstate Pavement</b>						
0	Interstate Pavement	\$ -	Qualitative	0	No assumed impact/negligible impact on emissions	
				Quantified Impact ▶	0	
<b>▶ Non-Interstate Pavement</b>						
0	Non-Interstate Pavement	\$ -		0		
				Quantified Impact ▶	0	
<b>▶ Roadway Improvements</b>						
0	Roadway Improvements	\$ -	Qualitative	0	No assumed impact/negligible impact on emissions	
				Quantified Impact ▶	0	
<b>▶ Safety Improvements</b>						
0	Safety Improvements	\$ -		0		
				Quantified Impact ▶	0	

**▶ Section 2B / State Prioritized Modernization Projects**

<b>▶ ADA Retrofits</b>					
0	ADA Retrofits	\$	-		
				Quantified Impact ▶	0

<b>▶ Intersection Improvements</b>					
0	Intersection Improvements	\$	-		
				Quantified Impact ▶	0

<b>▶ Intelligent Transportation Systems</b>					
0	Intelligent Transportation Systems	\$	-	Qualitative	Qualitative Decrease in Emissions
				Quantified Impact ▶	0

<b>▶ Roadway Reconstruction</b>					
0	Roadway Reconstruction	\$	-		
				Quantified Impact ▶	0

**▶ Section 2C / State Prioritized Expansion Projects**

<b>▶ Bicycles and Pedestrians</b>					
0	Bicycles and Pedestrians	\$	-		
				Quantified Impact ▶	0

<b>▶ Capacity</b>					
0	Capacity	\$	-		
				Quantified Impact ▶	0

**▶ Section 3 / Planning / Adjustments / Pass-throughs**

<b>▶ Planning / Adjustments / Pass-throughs</b>					
0	ABP GANS Repayment	\$	-		
0	Award adjustments, change orders, etc.	\$	-		
0	Metropolitan Planning	\$	-		
0	State Planning and Research Work Program I, (SPR I), Planning	\$	-		
0	State Planning and Research Work Program II, (SPR II), Research	\$	-		
0	Railroad Crossings	\$	-		
0	Recreational Trails	\$	-		
				Quantified Impact ▶	0

**▶ Section 2A / Non-Federal Projects**

<b>▶ Non-Federally Aided Projects</b>					
0	Non-Federal Aid	\$	-		
				Quantified Impact ▶	0

<b>2021 X Region MPO GHG Tracking Summary</b>				<b>Total Quantified Impact ▼</b>	
				Quantified Impact ▶	0

# 2022 Nantucket Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable:</i> a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information
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## ▶ Section 1A / Regionally Prioritized Projects

▶ Regionally Prioritized Projects											
				Nantucket				\$ -	\$ -	\$ -	
Regionally Prioritized Projects subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

## ▶ Section 1A / Fiscal Constraint Analysis

**Section 1A Instructions:** MPO Template Name) Choose Regional Name from dropdown list to populate header and MPO column; Column C) Enter ID from ProjectInfo; Column E) Choose Municipality Name from dropdown list; Column H) Choose the Funding Source being used for the project - if multiple funding sources are being used enter multiple lines; Column I) Enter the total amount of funds being programmed in this fiscal year and for each funding source; Column J) Federal funds autocalculates. Please verify the amount and only change if needed for flex. Column K) Non-federal funds autocalculates. Please verify the split/match - if matching an FTA flex, coordinate with Rail & Transit Division before programming; Column L) Enter Additional Information as described - please do not use any other format.

<b>Total Regional Federal Aid Funds Programmed ▶</b>	\$ -	\$ 546,232	<b>◀ Total</b>	\$ 546,232	<b>Target Funds Available</b>
STP programmed ▶	\$ -	\$ -	<b>◀ STP</b>		
HSIP programmed ▶	\$ -	\$ -	<b>◀ HSIP</b>		
CMAQ programmed ▶	\$ -	\$ -	<b>◀ CMAQ</b>		
TAP programmed ▶	\$ -	\$ -	<b>◀ TAP</b>		

## ▶ Section 1B / Earmark or Discretionary Grant Funded Projects

▶ Other Federal Aid											
				Nantucket	Other Federal Aid		HPP	\$ -	\$ -	\$ -	
Other Federal Aid subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

## ▶ Section 2A / State Prioritized Reliability Projects

▶ Bridge Program / Inspections											
	Bridge Program			Nantucket	Bridge Inspection			\$ -	\$ -	\$ -	
Bridge Program / Inspections subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

▶ Bridge Program / Off-System											
	Bridge Program			Nantucket	Bridge Program / Off-System			\$ -	\$ -	\$ -	
Bridge Program / Off-System subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

▶ Bridge Program / On-System (NHS)											
	Bridge Program			Nantucket	Bridge Program / On-System (NHS)			\$ -	\$ -	\$ -	
Bridge Program / On-System (NHS) subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

▶ Bridge Program / On-System (Non-NHS)											
	Bridge Program			Nantucket	Bridge Program / On-System (Non-NHS)			\$ -	\$ -	\$ -	
Bridge Program / On-System (Non-NHS) subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

▶ Bridge Program / Systematic Maintenance											
	Bridge Program			Nantucket	Bridge Program / Systematic Maintenance			\$ -	\$ -	\$ -	
Bridge Program / Systematic Maintenance subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

▶ Interstate Pavement											
	Interstate Pavement			Nantucket	Interstate Pavement			\$ -	\$ -	\$ -	
Interstate Pavement subtotal ▶								\$ -	\$ -	\$ -	◀ 90% Federal + 10% Non-Federal

▶ Non-Interstate Pavement											
	Non-Interstate Pavement			Nantucket	Non-Interstate Pavement			\$ -	\$ -	\$ -	
Non-Interstate Pavement subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

▶ Roadway Improvements											
	Roadway Improvements			Nantucket	Roadway Improvements			\$ -	\$ -	\$ -	
Roadway Improvements subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

▶ Safety Improvements											
	Safety Improvements			Nantucket	Safety Improvements			\$ -	\$ -	\$ -	
Safety Improvements subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

**▶ Section 2B / State Prioritized Modernization Projects**

<b>▶ ADA Retrofits</b>							
ADA Retrofits	Nantucket	ADA Retrofits			\$ -	\$ -	\$ -
ADA Retrofits subtotal ▶					\$ -	\$ -	\$ -
◀ 80% Federal + 20% Non-Federal							

<b>▶ Intersection Improvements</b>							
Intersection Improvements	Nantucket	Intersection Improvements			\$ -	\$ -	\$ -
Intersection Improvements subtotal ▶					\$ -	\$ -	\$ -
◀ Funding Split Varies by Funding Source							

<b>▶ Intelligent Transportation Systems</b>							
Intelligent Transportation Systems	Nantucket	Intelligent Transportation Systems			\$ -	\$ -	\$ -
Intelligent Transportation System subtotal ▶					\$ -	\$ -	\$ -
◀ 80% Federal + 20% Non-Federal							

<b>▶ Roadway Reconstruction</b>							
Roadway Reconstruction	Nantucket	Roadway Reconstruction			\$ -	\$ -	\$ -
Roadway Reconstruction subtotal ▶					\$ -	\$ -	\$ -
◀ Funding Split Varies by Funding Source							

**▶ Section 2C / State Prioritized Expansion Projects**

<b>▶ Bicycles and Pedestrians</b>							
Bicycles and Pedestrians	Nantucket	Bicycles and Pedestrians			\$ -	\$ -	\$ -
Bicycles and Pedestrians subtotal ▶					\$ -	\$ -	\$ -
◀ 80% Federal + 20% Non-Federal							

<b>▶ Capacity</b>							
Capacity	Nantucket	Capacity			\$ -	\$ -	\$ -
Capacity subtotal ▶					\$ -	\$ -	\$ -
◀ Funding Split Varies by Funding Source							

**▶ Section 3 / Planning / Adjustments / Pass-throughs**

<b>▶ Planning / Adjustments / Pass-throughs</b>							
	Nantucket	ABP GANS Repayment	Multiple		\$ -	\$ -	\$ -
	Nantucket	Award adjustments, change orders, etc.	Multiple		\$ -	\$ -	\$ -
	Nantucket	Metropolitan Planning	Multiple		\$ -	\$ -	\$ -
	Nantucket	State Planning and Research Work Program I, (SPR I), Planning	Multiple		\$ -	\$ -	\$ -
	Nantucket	State Planning and Research Work Program II, (SPR II), Research	Multiple		\$ -	\$ -	\$ -
	Nantucket	Railroad Crossings	Multiple		\$ -	\$ -	\$ -
	Nantucket	Recreational Trails	Multiple		\$ -	\$ -	\$ -
Other Statewide Items subtotal ▶					\$ -	\$ -	\$ -
◀ Funding Split Varies by Funding Source							

**▶ Section 4 / Non-Federally Aided Projects**

<b>▶ Non-Federally Aided Projects</b>							
Non Federal Aid	Nantucket	Non-Federal Aid			\$ -	\$ -	\$ -
Non-Federally Aided Projects	Nantucket	Non-Federal Aid			\$ -	\$ -	\$ -
Non-Federal Aid subtotal ▶					\$ -	\$ -	\$ -
◀ 100% Non-Federal							

**2022 Summary**

	TIP Section 1 -	TIP Section 4:	Total of All	
	3: ▼	▼	Projects ▼	
Total ▶	\$ -	\$ -	\$ -	◀ Total Spending in Region
Federal Funds ▶	\$ -	\$ -	\$ -	◀ Total Federal Spending in Region
Non-Federal Funds ▶	\$ -	\$ -	\$ -	◀ Total Non-Federal Spending in Region

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

2022 GHG Tracking for Nantucket Region Transportation Improvement Program						
MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO <sub>2</sub> Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼
<b>▶ Section 1A / Regionally Prioritized Projects</b>						
<b>▶ Regionally Prioritized Projects</b>						
0		\$ -		0		
				Quantified Impact ▶	0	
<b>▶ Section 1B / Earmark or Discretionary Grant Funded Projects</b>						
<b>▶ Other Federal Aid</b>						
0	Other Federal Aid	\$ -		0		
				Quantified Impact ▶	0	
<b>▶ Section 2A / State Prioritized Reliability Projects</b>						
<b>▶ Bridge Program / Inspections</b>						
0	Bridge Inspection	\$ -	Qualitative		No assumed impact/negligible impact on emissions	
				Quantified Impact ▶	0	
<b>▶ Bridge Program / Off-System</b>						
0	Bridge Program / Off-System	\$ -		0		
				Quantified Impact ▶	0	
<b>▶ Bridge Program / On-System (NHS)</b>						
0	Bridge Program / On-System (NHS)	\$ -		0		
				Quantified Impact ▶	0	
<b>▶ Bridge Program / On-System (Non-NHS)</b>						
0	Bridge Program / On-System (Non-NHS)	\$ -		0		
				Quantified Impact ▶	0	
<b>▶ Bridge Program / Systematic Maintenance</b>						
0	Bridge Program / Systematic Maintenance	\$ -	Qualitative		No assumed impact/negligible impact on emissions	
				Quantified Impact ▶	0	
<b>▶ Interstate Pavement</b>						
0	Interstate Pavement	\$ -	Qualitative		No assumed impact/negligible impact on emissions	
				Quantified Impact ▶	0	
<b>▶ Non-Interstate Pavement</b>						
0	Non-Interstate Pavement	\$ -		0		
				Quantified Impact ▶	0	
<b>▶ Roadway Improvements</b>						
0	Roadway Improvements	\$ -	Qualitative		No assumed impact/negligible impact on emissions	
				Quantified Impact ▶	0	
<b>▶ Safety Improvements</b>						
0	Safety Improvements	\$ -		0		
				Quantified Impact ▶	0	

**► Section 2B / State Prioritized Modernization Projects**

<b>► ADA Retrofits</b>					
0	ADA Retrofits	\$	-		
				Quantified Impact ►	0
<b>► Intersection Improvements</b>					
0	Intersection Improvements	\$	-		
				Quantified Impact ►	0
<b>► Intelligent Transportation Systems</b>					
0	Intelligent Transportation Systems	\$	-	Qualitative	Qualitative Decrease in Emissions
				Quantified Impact ►	0
<b>► Roadway Reconstruction</b>					
0	Roadway Reconstruction	\$	-		
				Quantified Impact ►	0

**► Section 2C / State Prioritized Expansion Projects**

<b>► Bicycles and Pedestrians</b>					
0	Bicycles and Pedestrians	\$	-		
				Quantified Impact ►	0
<b>► Capacity</b>					
0	Capacity	\$	-		
				Quantified Impact ►	0

**► Section 3 / Planning / Adjustments / Pass-throughs**

<b>► Planning / Adjustments / Pass-throughs</b>					
0	ABP GANS Repayment	\$	-		
0	Award adjustments, change orders, etc.	\$	-		
0	Metropolitan Planning	\$	-		
0	State Planning and Research Work Program I, (SPR I), Planning	\$	-		
0	State Planning and Research Work Program II, (SPR II), Research	\$	-		
0	Railroad Crossings	\$	-		
0	Recreational Trails	\$	-		
				Quantified Impact ►	0

**► Section 2A / Non-Federal Projects**

<b>► Non-Federally Aided Projects</b>					
0	Non-Federal Aid	\$	-		
0	Non-Federal Aid	\$	-		
				Quantified Impact ►	0

**2022 X Region MPO GHG Tracking Summary** Total Quantified Impact ▼

Quantified Impact ► 0

## 2023 Nantucket Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
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**Present information as follows, if applicable:** a) Planning / Design / or Construction; b) total project cost; and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information

**▶ Section 1A / Regionally Prioritized Projects**

▶ Regionally Prioritized Projects											
			Nantucket					\$ -	\$ -	\$ -	
Regionally Prioritized Projects subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

**▶ Section 1A / Fiscal Constraint Analysis**

**Section 1A Instructions:** MPO Template Name) Choose Regional Name from dropdown list to populate header and MPO column; Column C) Enter ID from ProjectInfo; Column E) Choose Municipality Name from dropdown list; Column H) Choose the Funding Source being used for the project - if multiple funding sources are being used enter multiple lines; Column I) Enter the total amount of funds being programmed in this fiscal year and for each funding source; Column J) Federal funds autocalculates. Please verify the amount and only change if needed for flex; Column K) Non-federal funds autocalculates. Please verify the split/match - if matching an FTA flex, coordinate with Rail & Transit Division before programming; Column L) Enter Additional Information as described - please do not use any other format.

<b>Total Regional Federal Aid Funds Programmed ▶</b>	\$ -	\$ 558,162	<b>◀ Total</b>	\$ 558,162	<b>Target Funds Available</b>
STP programmed ▶	\$ -	\$ -	<b>◀ STP</b>		
HSIP programmed ▶	\$ -	\$ -	<b>◀ HSIP</b>		
CMAQ programmed ▶	\$ -	\$ -	<b>◀ CMAQ</b>		
TAP programmed ▶	\$ -	\$ -	<b>◀ TAP</b>		

**▶ Section 1B / Earmark or Discretionary Grant Funded Projects**

▶ Other Federal Aid											
			Nantucket		Other Federal Aid		HPP	\$ -	\$ -	\$ -	
Other Federal Aid subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

**▶ Section 2A / State Prioritized Reliability Projects**

▶ Bridge Program / Inspections											
	Bridge Program		Nantucket		Bridge Inspection			\$ -	\$ -	\$ -	
Bridge Program / Inspections subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

▶ Bridge Program / Off-System											
	Bridge Program		Nantucket		Bridge Program / Off-System			\$ -	\$ -	\$ -	
Bridge Program / Off-System subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

▶ Bridge Program / On-System (NHS)											
	Bridge Program		Nantucket		Bridge Program / On-System (NHS)			\$ -	\$ -	\$ -	
Bridge Program / On-System (NHS) subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

▶ Bridge Program / On-System (Non-NHS)											
	Bridge Program		Nantucket		Bridge Program / On-System (Non-NHS)			\$ -	\$ -	\$ -	
Bridge Program / On-System (Non-NHS) subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

▶ Bridge Program / Systematic Maintenance											
	Bridge Program		Nantucket		Bridge Program / Systematic Maintenance			\$ -	\$ -	\$ -	
Bridge Program / Systematic Maintenance subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

▶ Interstate Pavement											
	Interstate Pavement		Nantucket		Interstate Pavement			\$ -	\$ -	\$ -	
Interstate Pavement subtotal ▶								\$ -	\$ -	\$ -	◀ 90% Federal + 10% Non-Federal

▶ Non-Interstate Pavement											
	Non-Interstate Pavement		Nantucket		Non-Interstate Pavement			\$ -	\$ -	\$ -	
Non-Interstate Pavement subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

▶ Roadway Improvements											
	Roadway Improvements		Nantucket		Roadway Improvements			\$ -	\$ -	\$ -	
Roadway Improvements subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

▶ Safety Improvements											
	Safety Improvements		Nantucket		Safety Improvements			\$ -	\$ -	\$ -	
Safety Improvements subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

**► Section 2B / State Prioritized Modernization Projects**

<b>► ADA Retrofits</b>										
	ADA Retrofits		Nantucket		ADA Retrofits			\$ -	\$ -	\$ -
								ADA Retrofits subtotal ►		◀ 80% Federal + 20% Non-Federal

<b>► Intersection Improvements</b>										
	Intersection Improvements		Nantucket		Intersection Improvements			\$ -	\$ -	\$ -
								Intersection Improvements subtotal ►		◀ Funding Split Varies by Funding Source

<b>► Intelligent Transportation Systems</b>										
	Intelligent Transportation Systems		Nantucket		Intelligent Transportation Systems			\$ -	\$ -	\$ -
								Intelligent Transportation System subtotal ►		◀ 80% Federal + 20% Non-Federal

<b>► Roadway Reconstruction</b>										
	Roadway Reconstruction		Nantucket		Roadway Reconstruction			\$ -	\$ -	\$ -
								Roadway Reconstruction subtotal ►		◀ Funding Split Varies by Funding Source

**► Section 2C / State Prioritized Expansion Projects**

<b>► Bicycles and Pedestrians</b>										
	Bicycles and Pedestrians		Nantucket		Bicycles and Pedestrians			\$ -	\$ -	\$ -
								Bicycles and Pedestrians subtotal ►		◀ 80% Federal + 20% Non-Federal

<b>► Capacity</b>										
	Capacity		Nantucket		Capacity			\$ -	\$ -	\$ -
								Capacity subtotal ►		◀ Funding Split Varies by Funding Source

**► Section 3 / Planning / Adjustments / Pass-throughs**

<b>► Planning / Adjustments / Pass-throughs</b>										
			Nantucket		ABP GANS Repayment	Multiple		\$ -	\$ -	\$ -
			Nantucket		Award adjustments, change orders, etc.	Multiple		\$ -	\$ -	\$ -
			Nantucket		Metropolitan Planning	Multiple		\$ -	\$ -	\$ -
			Nantucket		State Planning and Research Work Program I, (SPR I), Planning	Multiple		\$ -	\$ -	\$ -
			Nantucket		State Planning and Research Work Program II, (SPR II), Research	Multiple		\$ -	\$ -	\$ -
			Nantucket		Railroad Crossings	Multiple		\$ -	\$ -	\$ -
			Nantucket		Recreational Trails	Multiple		\$ -	\$ -	\$ -
								Other Statewide Items subtotal ►		◀ Funding Split Varies by Funding Source

**► Section 4 / Non-Federally Aided Projects**

<b>► Non-Federally Aided Projects</b>										
	Non Federal Aid		Nantucket		Non-Federal Aid			\$ -	\$ -	\$ -
								Non-Federal Aid subtotal ►		◀ 100% Non-Federal

<b>2023 Summary</b>												
								TIP Section 1 - 3: ▼	TIP Section 4: ▼	Total of All Projects ▼		
								Total ►	\$ -	\$ -	\$ -	◀ Total Spending in Region
								Federal Funds ►	\$ -	\$ -	\$ -	◀ Total Federal Spending in Region
								Non-Federal Funds ►	\$ -	\$ -	\$ -	◀ Total Non-Federal Spending in Region

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

## 2023 GHG Tracking for Nantucket Region Transportation Improvement Program

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO <sub>2</sub> Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼
<b>▶ Section 1A / Regionally Prioritized Projects</b>						
<b>▶ Regionally Prioritized Projects</b>						
0		\$ -		0		
			Quantified Impact ▶			
<b>▶ Section 1B / Earmark or Discretionary Grant Funded Projects</b>						
<b>▶ Other Federal Aid</b>						
0	Other Federal Aid	\$ -		0		
			Quantified Impact ▶			
<b>▶ Section 2A / State Prioritized Reliability Projects</b>						
<b>▶ Bridge Program / Inspections</b>						
0	Bridge Inspection	\$ -	Qualitative		No assumed impact/negligible impact on emissions	
			Quantified Impact ▶	0		
<b>▶ Bridge Program / Off-System</b>						
0	Bridge Program / Off-System	\$ -		0		
			Quantified Impact ▶			
<b>▶ Bridge Program / On-System (NHS)</b>						
0	Bridge Program / On-System (NHS)	\$ -		0		
			Quantified Impact ▶			
<b>▶ Bridge Program / On-System (Non-NHS)</b>						
0	Bridge Program / On-System (Non-NHS)	\$ -		0		
			Quantified Impact ▶			
<b>▶ Bridge Program / Systematic Maintenance</b>						
0	Bridge Program / Systematic Maintenance	\$ -	Qualitative		No assumed impact/negligible impact on emissions	
			Quantified Impact ▶	0		
<b>▶ Interstate Pavement</b>						
0	Interstate Pavement	\$ -	Qualitative		No assumed impact/negligible impact on emissions	
			Quantified Impact ▶	0		
<b>▶ Non-Interstate Pavement</b>						
0	Non-Interstate Pavement	\$ -		0		
			Quantified Impact ▶			
<b>▶ Roadway Improvements</b>						
0	Roadway Improvements	\$ -	Qualitative		No assumed impact/negligible impact on emissions	
			Quantified Impact ▶	0		
<b>▶ Safety Improvements</b>						
0	Safety Improvements	\$ -		0		
			Quantified Impact ▶			

**► Section 2B / State Prioritized Modernization Projects**

<b>► ADA Retrofits</b>				
0	ADA Retrofits	\$	-	
				Quantified Impact ► 0

<b>► Intersection Improvements</b>				
0	Intersection Improvements	\$	-	
				Quantified Impact ► 0

<b>► Intelligent Transportation Systems</b>				
0	Intelligent Transportation Systems	\$	-	Qualitative
				Quantified Impact ► 0
Qualitative Decrease in Emissions				

<b>► Roadway Reconstruction</b>				
0	Roadway Reconstruction	\$	-	
				Quantified Impact ► 0

**► Section 2C / State Prioritized Expansion Projects**

<b>► Bicycles and Pedestrians</b>				
0	Bicycles and Pedestrians	\$	-	
				Quantified Impact ► 0

<b>► Capacity</b>				
0	Capacity	\$	-	
				Quantified Impact ► 0

**► Section 3 / Planning / Adjustments / Pass-throughs**

<b>► Planning / Adjustments / Pass-throughs</b>				
0	ABP GANS Repayment	\$	-	
0	Award adjustments, change orders, etc.	\$	-	
0	Metropolitan Planning	\$	-	
0	State Planning and Research Work Program I, (SPR I), Planning	\$	-	
0	State Planning and Research Work Program II, (SPR II), Research	\$	-	
0	Railroad Crossings	\$	-	
0	Recreational Trails	\$	-	
				Quantified Impact ► 0

**► Section 2A / Non-Federal Projects**

<b>► Non-Federally Aided Projects</b>				
0	Non-Federal Aid	\$	-	
				Quantified Impact ► 0

<b>2023 X Region MPO GHG Tracking Summary</b>				<b>Total Quantified Impact ▼</b>
				Quantified Impact ► 0

# 2023 Nantucket Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable:</i> a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information
<b>► Section 1A / Regionally Prioritized Projects</b>											
<b>► Regionally Prioritized Projects</b>											
			Nantucket					\$ -	\$ -	\$ -	
Regionally Prioritized Projects subtotal ►								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
<b>► Section 1A / Fiscal Constraint Analysis</b>											
<b>Total Regional Federal Aid Funds Programmed ►</b>								\$ -	\$ 656,478	◀ Total	\$ 656,478 Target Funds Available
STIP programmed ►								\$ -	\$ -	◀ STIP	
HSIP programmed ►								\$ -	\$ -	◀ HSIP	
CMAQ programmed ►								\$ -	\$ -	◀ CMAQ	
TAP programmed ►								\$ -	\$ -	◀ TAP	
<b>► Section 1B / Earmark or Discretionary Grant Funded Projects</b>											
<b>► Other Federal Aid</b>											
			Nantucket		Other Federal Aid		HPP	\$ -	\$ -	\$ -	
Other Federal Aid subtotal ►								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
<b>► Section 2A / State Prioritized Reliability Projects</b>											
<b>► Bridge Program / Inspections</b>											
	Bridge Program		Nantucket		Bridge Inspection			\$ -	\$ -	\$ -	
Bridge Program / Inspections subtotal ►								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
<b>► Bridge Program / Off-System</b>											
	Bridge Program		Nantucket		Bridge Program / Off-System			\$ -	\$ -	\$ -	
Bridge Program / Off-System subtotal ►								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
<b>► Bridge Program / On-System (NHS)</b>											
	Bridge Program		Nantucket		Bridge Program / On-System (NHS)			\$ -	\$ -	\$ -	
Bridge Program / On-System (NHS) subtotal ►								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
<b>► Bridge Program / On-System (Non-NHS)</b>											
	Bridge Program		Nantucket		Bridge Program / On-System (Non-NHS)			\$ -	\$ -	\$ -	
Bridge Program / On-System (Non-NHS) subtotal ►								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
<b>► Bridge Program / Systematic Maintenance</b>											
	Bridge Program		Nantucket		Bridge Program / Systematic Maintenance			\$ -	\$ -	\$ -	
Bridge Program / Systematic Maintenance subtotal ►								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
<b>► Interstate Pavement</b>											
	Interstate Pavement		Nantucket		Interstate Pavement			\$ -	\$ -	\$ -	
Interstate Pavement subtotal ►								\$ -	\$ -	\$ -	◀ 90% Federal + 10% Non-Federal
<b>► Non-Interstate Pavement</b>											
	Non-Interstate Pavement		Nantucket		Non-Interstate Pavement			\$ -	\$ -	\$ -	
Non-Interstate Pavement subtotal ►								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
<b>► Roadway Improvements</b>											
	Roadway Improvements		Nantucket		Roadway Improvements			\$ -	\$ -	\$ -	
Roadway Improvements subtotal ►								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
<b>► Safety Improvements</b>											
	Safety Improvements		Nantucket		Safety Improvements			\$ -	\$ -	\$ -	
Safety Improvements subtotal ►								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

**► Section 2B / State Prioritized Modernization Projects**

<b>► ADA Retrofits</b>										
	ADA Retrofits		Nantucket		ADA Retrofits			\$ -	\$ -	\$ -
								ADA Retrofits subtotal ►		\$ - \$ - \$ - ◀ 80% Federal + 20% Non-Federal

<b>► Intersection Improvements</b>										
	Intersection Improvements		Nantucket		Intersection Improvements			\$ -	\$ -	\$ -
								Intersection Improvements subtotal ►		\$ - \$ - \$ - ◀ Funding Split Varies by Funding Source

<b>► Intelligent Transportation Systems</b>										
	Intelligent Transportation Systems		Nantucket		Intelligent Transportation Systems			\$ -	\$ -	\$ -
								Intelligent Transportation System subtotal ►		\$ - \$ - \$ - ◀ 80% Federal + 20% Non-Federal

<b>► Roadway Reconstruction</b>										
	Roadway Reconstruction		Nantucket		Roadway Reconstruction			\$ -	\$ -	\$ -
								Roadway Reconstruction subtotal ►		\$ - \$ - \$ - ◀ Funding Split Varies by Funding Source

**► Section 2C / State Prioritized Expansion Projects**

<b>► Bicycles and Pedestrians</b>										
	Bicycles and Pedestrians		Nantucket		Bicycles and Pedestrians			\$ -	\$ -	\$ -
								Bicycles and Pedestrians subtotal ►		\$ - \$ - \$ - ◀ 80% Federal + 20% Non-Federal

<b>► Capacity</b>										
	Capacity		Nantucket		Capacity			\$ -	\$ -	\$ -
								Capacity subtotal ►		\$ - \$ - \$ - ◀ Funding Split Varies by Funding Source

**► Section 3 / Planning / Adjustments / Pass-throughs**

<b>► Planning / Adjustments / Pass-throughs</b>										
			Nantucket		ABP GANS Repayment	Multiple		\$ -	\$ -	\$ -
			Nantucket		Award adjustments, change orders, etc.	Multiple		\$ -	\$ -	\$ -
			Nantucket		Metropolitan Planning	Multiple		\$ -	\$ -	\$ -
			Nantucket		State Planning and Research Work Program I, (SPR I), Planning	Multiple		\$ -	\$ -	\$ -
			Nantucket		State Planning and Research Work Program II, (SPR II), Research	Multiple		\$ -	\$ -	\$ -
			Nantucket		Railroad Crossings	Multiple		\$ -	\$ -	\$ -
			Nantucket		Recreational Trails	Multiple		\$ -	\$ -	\$ -
								Other Statewide Items subtotal ►		\$ - \$ - \$ - ◀ Funding Split Varies by Funding Source

**► Section 4 / Non-Federally Aided Projects**

<b>► Non-Federally Aided Projects</b>										
	Non Federal Aid		Nantucket		Non-Federal Aid			\$ -	\$ -	\$ -
								Non-Federal Aid subtotal ►		\$ - \$ - \$ - ◀ 100% Non-Federal

**2023 Summary**

					TIP Section 1 -	TIP Section 4:	Total of All
					3: ▼	▼	Projects ▼
Total ►	\$ -	\$ -	\$ -	\$ -			◀ Total Spending in Region
Federal Funds ►	\$ -	\$ -	\$ -	\$ -			◀ Total Federal Spending in Region
Non-Federal Funds ►	\$ -	\$ -	\$ -	\$ -			◀ Total Non-Federal Spending in Region

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

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO <sub>2</sub> Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼
<b>▶ Section 1A / Regionally Prioritized Projects</b>						
<b>▶ Regionally Prioritized Projects</b>						
0		\$ -		0		
				Quantified Impact ▶	0	
<b>▶ Section 1B / Earmark or Discretionary Grant Funded Projects</b>						
<b>▶ Other Federal Aid</b>						
0	Other Federal Aid	\$ -		0		
				Quantified Impact ▶	0	
<b>▶ Section 2A / State Prioritized Reliability Projects</b>						
<b>▶ Bridge Program / Inspections</b>						
0	Bridge Inspection	\$ -	Qualitative	0	No assumed impact/negligible impact on emissions	
				Quantified Impact ▶	0	
<b>▶ Bridge Program / Off-System</b>						
0	Bridge Program / Off-System	\$ -		0		
				Quantified Impact ▶	0	
<b>▶ Bridge Program / On-System (NHS)</b>						
0	Bridge Program / On-System (NHS)	\$ -		0		
				Quantified Impact ▶	0	
<b>▶ Bridge Program / On-System (Non-NHS)</b>						
0	Bridge Program / On-System (Non-NHS)	\$ -		0		
				Quantified Impact ▶	0	
<b>▶ Bridge Program / Systematic Maintenance</b>						
0	Bridge Program / Systematic Maintenance	\$ -	Qualitative	0	No assumed impact/negligible impact on emissions	
				Quantified Impact ▶	0	
<b>▶ Interstate Pavement</b>						
0	Interstate Pavement	\$ -	Qualitative	0	No assumed impact/negligible impact on emissions	
				Quantified Impact ▶	0	
<b>▶ Non-Interstate Pavement</b>						
0	Non-Interstate Pavement	\$ -		0		
				Quantified Impact ▶	0	
<b>▶ Roadway Improvements</b>						
0	Roadway Improvements	\$ -	Qualitative	0	No assumed impact/negligible impact on emissions	
				Quantified Impact ▶	0	
<b>▶ Safety Improvements</b>						
0	Safety Improvements	\$ -		0		
				Quantified Impact ▶	0	

**► Section 2B / State Prioritized Modernization Projects**

<b>► ADA Retrofits</b>					
0	ADA Retrofits	\$	-		
					Quantified Impact ► 0

<b>► Intersection Improvements</b>					
0	Intersection Improvements	\$	-		
					Quantified Impact ► 0

<b>► Intelligent Transportation Systems</b>					
0	Intelligent Transportation Systems	\$	-	Qualitative	Qualitative Decrease in Emissions
					Quantified Impact ► 0

<b>► Roadway Reconstruction</b>					
0	Roadway Reconstruction	\$	-		
					Quantified Impact ► 0

**► Section 2C / State Prioritized Expansion Projects**

<b>► Bicycles and Pedestrians</b>					
0	Bicycles and Pedestrians	\$	-		
					Quantified Impact ► 0

<b>► Capacity</b>					
0	Capacity	\$	-		
					Quantified Impact ► 0

**► Section 3 / Planning / Adjustments / Pass-throughs**

<b>► Planning / Adjustments / Pass-throughs</b>					
0	ABP GANS Repayment	\$	-		
0	Award adjustments, change orders, etc.	\$	-		
0	Metropolitan Planning	\$	-		
0	State Planning and Research Work Program I, (SPR I), Planning	\$	-		
0	State Planning and Research Work Program II, (SPR II), Research	\$	-		
0	Railroad Crossings	\$	-		
0	Recreational Trails	\$	-		
					Quantified Impact ► 0

**► Section 2A / Non-Federal Projects**

<b>► Non-Federally Aided Projects</b>					
0	Non-Federal Aid	\$	-		
					Quantified Impact ► 0

<b>2023 X Region MPO GHG Tracking Summary</b>					<b>Total Quantified Impact ▼</b>
					Quantified Impact ► 0

## Nantucket Region Completed Highway Projects GHG

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO <sub>2</sub> Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼	Fiscal Year of Contract Award (2015 and forward) ▼
	No projects programmed						

DRAFT

## XII. Transit Program Projects



TIP 2020 - 2024  
2021

5311

Project Number	Agency	Line Item	Project Description	Carry Over	Federal Funds	State Funds	TDC	Local Funds	Total
RTD0007725	NRTA	300900	Rural Operating Assistance		\$593,550	\$0	\$0	\$593,550	\$1,187,100
					\$593,550	\$0	\$0	\$593,550	\$1,187,100

**Other NonFederal**

Project Number	Agency	Line Item	Project Description	Carry Over	Federal Funds	State Funds	TDC	Local Funds	Total
RTD0007705	NRTA	114420	REHAB/RENOVATE - MISC SUPPORT EQUIPMENT		\$0	\$60,000	\$0	\$0	\$60,000
RTD0007706	NRTA	111204	BUY REPLACEMENT <30 FT BUS		\$0	\$920,000	\$0	\$0	\$920,000
RTD0007707	NRTA	1000002	PREVENTIVE MAINTENANCE		\$0	\$25,000	\$0	\$0	\$25,000
RTD0007708	NRTA	116403	REHAB/RENOV RADIOS		\$0	\$5,000	\$0	\$0	\$5,000
RTD0007711	NRTA	995000	TRAVELER INFORMATION		\$0	\$51,200	\$0	\$0	\$51,200
RTD0007716	NRTA	114407	REHAB/RENOVATE - ADP HARDWARE		\$0	\$15,000	\$0	\$0	\$15,000
RTD0008028	NRTA	114306	CONSTRUCT - SHOP EQUIPMENT		\$0	\$10,000	\$0	\$0	\$10,000
					\$0	\$1,086,200	\$0	\$0	\$1,086,200
					593,550	1,086,200	0	593,550	2,273,300

1

4/21/2019

### 2021 Nantucket Region Transit GHGs

MassDOT/FTA Project ID	MassDOT/FTA Project Description	Total Programmed Funds	GHG Analysis Type	GHG CO <sub>2</sub> Impact (kg/yr)	GHG Impact Description	Total Cost	Additional Information	Fiscal Year of Contract Award (2015 and forward)
RTD0007706	BUY REPLACEMENT <30 FT BUS (3)	\$ 920,000	Quantified	7183.839	Quantified Decrease in Emissions from Bus Replacement	\$ 920,000		



TIP 2021 - 2025  
2022

5311

Project Number	Agency	Line Item	Project Description	Carry Over	Federal Funds	State Funds	TDC	Local Funds	Total
RTD0008632	NRTA	300900	Rural Operating Assistance		\$805,955	\$0	\$0	\$805,955	\$1,211,910
					\$805,955	\$0	\$0	\$805,955	\$1,211,910
<b>Other NonFederal</b>									
Project Number	Agency	Line Item	Project Description	Carry Over	Federal Funds	State Funds	TDC	Local Funds	Total
RTD0008621	NRTA	111204	BUY REPLACEMENT <30 FT BUS		\$0	\$470,000	\$0	\$0	\$470,000
RTD0008622	NRTA	995000	TRAVELER INFORMATION		\$0	\$72,000	\$0	\$0	\$72,000
RTD0008623	NRTA	119308	CONSTRUCT SIGNAGE		\$0	\$3,000	\$0	\$0	\$3,000
RTD0008625	NRTA	1000002	PREVENTIVE MAINTENANCE		\$0	\$75,000	\$0	\$0	\$75,000
RTD0008970	NRTA	114410	REHAB/RENOVATE - MOBILE FARE COLL EQUIP		\$0	\$20,000	\$0	\$0	\$20,000
RTD0008635	NRTA	114306	CONSTRUCT - SHOP EQUIPMENT	2021 - \$15,000	\$0	\$30,000	\$0	\$0	\$30,000
					\$0	\$670,000	\$0	\$0	\$670,000
					805,955	670,000	0	805,955	1,881,910

1

4/28/2020

## 2022 Nantucket Region Transit GHGs

MassDOT/FTA Project ID	MassDOT/FTA Project Description	Total Programmed Funds	GHG Analysis Type	GHG CO <sub>2</sub> Impact (kg/yr)	GHG Impact Description	Total Cost	Additional Information	Fiscal Year of Contract Award (2015 and forward)
RTD0006813	BUY REPLACEMENT <30 FT BUS (2)	\$ 470,000	Quantified	4671.674044	Quantified Decrease in Emissions from Bus Replacement	\$ 470,000		



TIP 2021 - 2025  
2023

5311

Project Number	Agency	Line Item	Project Description	Carry Over	Federal Funds	State Funds	TDC	Local Funds	Total
RTD0008633	NRTA	300800	Rural Operating Assistance		\$618,620	\$0	\$0	\$618,620	\$1,237,240
					\$618,620	\$0	\$0	\$618,620	\$1,237,240

Other NonFederal

Project Number	Agency	Line Item	Project Description	Carry Over	Federal Funds	State Funds	TDC	Local Funds	Total
RTD0008627	NRTA	111204	BUY REPLACEMENT <30 FT BUS		\$0	\$1,500,000	\$0	\$0	\$1,500,000
RTD0008628	NRTA	995000	TRAVELER INFORMATION		\$0	\$75,000	\$0	\$0	\$75,000
RTD0008629	NRTA	1000002	PREVENTIVE MAINTENANCE		\$0	\$75,000	\$0	\$0	\$75,000
RTD0008630	NRTA	114306	CONSTRUCT - SHOP EQUIPMENT		\$0	\$25,000	\$0	\$0	\$25,000
RTD0008971	NRTA	114410	REHAB/RENOVATE - MOBILE FARE COLL EQUIP		\$0	\$20,000	\$0	\$0	\$20,000
RTD0009046	NRTA	114409	REHAB/RENOVATE - MOBILE SURVEILL/SECURITY EQUIP		\$0	\$5,000	\$0	\$0	\$5,000
					\$0	\$1,700,000	\$0	\$0	\$1,700,000
					618,620	1,700,000	0	618,620	2,937,240

1

4/28/2020

## 2023 Nantucket Region Transit GHGs

MassDOT/FTA Project ID	MassDOT/FTA Project Description	Total Programmed Funds	GHG Analysis Type	GHG CO <sub>2</sub> Impact (kg/yr)	GHG Impact Description	Total Cost	Additional Information	Fiscal Year of Contract Award (2015 and forward)
RTD0007720	BUY REPLACEMENT <30 FT BUS (4)	\$ 1,500,000	Quantified	9578.452589	Quantified Decrease in Emissions from Bus Replacement	\$ 1,500,000		



TIP 2021 - 2025  
2024

Other NonFederal

Project Number	Agency	Line Item	Project Description	Carry Over	Federal Funds	State Funds	TDC	Local Funds	Total
RTD0008637	NRTA	1000002	PREVENTIVE MAINTENANCE		\$0	\$75,000	\$0	\$0	\$75,000
RTD0008638	NRTA	995000	TRAVELER INFORMATION		\$0	\$75,000	\$0	\$0	\$75,000
RTD0009044	NRTA	114410	REHAB/RENOVATE - MOBILE FARE COLL EQUIP		\$0	\$20,000	\$0	\$0	\$20,000
					\$0	\$170,000	\$0	\$0	\$170,000
					0	170,000	0	0	170,000

1

4/28/2020

## 2024 Nantucket Region Transit GHGs

MassDOT/FTA Project ID	MassDOT/FTA Project Description	Total Programmed Funds	GHG Analysis Type	GHG CO <sub>2</sub> Impact (kg/yr)	GHG Impact Description	Total Cost	Additional Information	Fiscal Year of Contract Award (2015 and forward)
RTD0008030	BUY REPLACEMENT <30 FT BUS (3)	\$ 900,000	Quantified		Quantified Decrease in Emissions from Bus Replacement	\$ 900,000		



TIP 2021 - 2025  
2025

Other NonFederal

Project Number	Agency	Line Item	Project Description	Carry Over	Federal Funds	State Funds	TDC	Local Funds	Total
RTD0008972	NRTA	995000	TRAVELER INFORMATION		\$0	\$75,000	\$0	\$0	\$75,000
RTD0008973	NRTA	1000002	PREVENTIVE MAINTENANCE		\$0	\$75,000	\$0	\$0	\$75,000
RTD0008974	NRTA	114410	REHAB/RENOVATE - MOBILE FARE COLL EQUIP		\$0	\$20,000	\$0	\$0	\$20,000
RTD0008975	NRTA	111204	BUY REPLACEMENT <30 FT BUS		\$0	\$750,000	\$0	\$0	\$750,000
RTD0008945	NRTA	114411	REHAB/RENOVATE - SUPPORT VEHICLES		\$0	\$60,000	\$0	\$0	\$60,000
					\$0	\$980,000	\$0	\$0	\$980,000
					0	980,000	0	0	980,000

1

4/28/2020

## 2025 Transit Project GHG Impacts

MassDOT/FTA Project ID ▼	MassDOT/FTA Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO <sub>2</sub> Impact (kg/yr) ▼	GHG Impact Description ▼	Total Cost ▼	Additional Information ▼	Fiscal Year of Contract Award (2015 and forward) ▼

# **Air Quality Conformity Determination Nantucket Planning and Economic Development Commission FFY 2021-2025 Transportation Improvement Program and 2021-2025 Regional Transportation Plan**

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

## **Introduction**

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

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

## **Legislative and Regulatory Background**

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

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

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

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. These 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 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, because 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, this conformity determination is being made for the 1997 ozone NAAQS on the NP&EDC FFY 2021-2025 Transportation Improvement Program and 2021-2025 Regional Transportation Plan.

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

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

Therefore, transportation conformity for the 1997 ozone NAAQS for the NP&EDC FFY 2021-2025 Transportation Improvement Program and 2020-2040 Regional Transportation Plan 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 other Massachusetts MPOs, with the most recent conformity consultation meeting held on March 6, 2019 (this most recent meeting focused on understanding the latest conformity-related court rulings and resulting federal guidance). 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 by and between Massachusetts Department of Environmental Protection, Massachusetts Executive Office of Transportation and Construction, Massachusetts Metropolitan Planning Organizations concerning the conduct of transportation-air quality planning in the development and implementation of the state implementation plan" (note: this MOU is currently being updated)

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

Title 23 CFR Section 450.324 and 310 CMR 60.03(6)(h) requires that the development of the TIP, RTP, and related certification documents provide an adequate opportunity for public review and comment. Section 450.316(b) also establishes the outline for MPO public participation programs. The NP&EDC's Public Participation Plan was formally adopted March 20, 2017. The Public Participation Plan ensures that the public will have access to the TIP and all supporting documentation, provides for public notification of the availability of the TIP and the public's right to review the document and comment thereon, and provides a 21-day public review and comment period prior to the adoption of the TIP and related certification documents.

The public comment period for this conformity determination commenced on May 8, 2020. During the 21-day public comment period, any comments received were incorporated into this Plan. This allowed ample

opportunity for public comment and MPO review of the draft document. The public comment period will close on May 29, 2020 and subsequently, this air quality conformity determination before May 29, 2020. 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 the projects have been included in the Region's Transportation Plan (present of past) as recommended projects or projects requiring further study.

DEP submitted to EPA its strategy of programs to show Reasonable Further Progress of a 15% reduction of VOCs in 1996 and the further 9% reduction of NOx toward attainment of the National Ambient Air Quality Standards (NAAQS) for ozone in 1999. Within that strategy there are no specific TCM projects. The strategy does call for traffic flow improvements to reduce congestion and, therefore, improve air quality. Other transportation-related projects that have been included in the SIP control strategy are listed below:

- *Enhanced Inspection and Maintenance Program*
- *California Low Emission Vehicle Program*
- *Reformulated Gasoline for On- and Off-Road Vehicles*
- *Stage II Vapor Recovery at Gasoline Refueling Stations*
- *Tier I Federal Vehicle Standards*

*Fiscal Constraint:*

Transportation conformity requirements in 40 CFR 93.108 state that TIPs and transportation plans must be fiscally constrained consistent with DOT's metropolitan planning regulations at 23 CFR part 450. The NP&EDC 2021-2025 Transportation Improvement Program and 2020-2040 Regional Transportation Plan are fiscally constrained, as demonstrated in Section VI.

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 2020-2024 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 2020-2024 Transportation Improvement Program and the 2020-2040 Regional Transportation Plan are consistent with the air quality goals of, and in conformity with, the Massachusetts State Implementation Plan.

### **XIII. Appendix**

- A: Transportation Project Evaluation Criteria**
- B: Regional Targets**
- C: Written Comments during Public Review Period**

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**Appendix A:**  
**Transportation Project Evaluation Criteria**

Priority	Project	Type	Design	Construction	Status	Planning Evaluation Score	Public Survey Score	Included in FFY 2020 - 2024 TIP
1	Mill Hill Path	Path	\$15,000	\$212,170	B	9		NO
2	Surfside @ Bartlett	Intersection	\$216,000	\$3,562,685	C	10	3.3	NO
3	Washington @ Francis	Intersection	\$50,000	\$350,000	D	5	3.3	NO
4	Lovers Okorwaw Monohansett	Complete Street	\$828,822	\$6,000,000	D	5	3.3	NO
5	In-Town P2 (Orange)	Bike Lanes	\$418,000	\$2,090,000	E	12	4.5	NO
6	Four Corners	Intersection	\$280,200	\$3,500,000	E	12	3.7	NO
7	Fairgrounds @ OSR	Intersection	\$150,000	\$2,000,000	E	12	3.6	NO
8	Sparks Ave Path	Path	\$230,000	\$850,000	E	10	3.8	NO
9	Tom Nevers	Path	\$331,487	\$2,210,852	E	10	3.8	NO
10	Wauwinet	Path	\$354,000	\$2,361,000	E	8	3.5	NO
11	Surfside School Crossing	SRTS	\$200,000	\$800,000	E	8		NO
12	Pleasant Streetscape	Complete Street	\$197,000	\$985,000	E	7	3.6	NO
13	Pleasant @ Williams	Complete Street	\$99,000	\$495,000	E	7		NO
14	Winn St	Complete Street	\$250,000	\$1,250,000	E	6		NO
15	OSR Path/Pulloffs btw Rotary/Amelia	Complete Street	\$54,080	\$233,972	F	14	3.7	NO
16	OSR Path/Pulloffs btw Amelia/NFR	Complete Street	\$245,156	\$1,019,847	F	14	3.7	NO
17	In-Town P3 (Washington)	Bike Lanes	\$400,000	\$2,000,000	F	12		NO
18	OSR at Amelia - 3 - Mini Circle	Intersection	\$54,080	\$233,972	F	11	3.7	NO
19	Milestone Rotary	Intersection	\$676,000	\$2,924,646	F	11	3.7	NO
20	Surfside Fairgrounds S Shore	Intersection	\$150,000	\$2,000,000	F	11		NO
21	Bartlett Farm	Path	\$100,000	\$654,000	F	10	3.7	NO
22	Somerset Ln	Path	\$111,000	\$739,000	F	10	3.5	NO
23	Milestone @ Polpis - Roundabout	Intersection	\$691,181	\$2,764,722	F	9		NO
24	Hummock Pond to Vesper	Path	\$100,000	\$500,000	F	9		NO
25	Newtown Road Path/Traffic Calming	Complete Street	\$144,746	\$964,970	F	8	3.3	NO
26	Bear	Path	\$80,000	\$400,000	F	8		NO
27	Quidnet	Path	\$189,000	\$1,715,000	F	8		NO
28	Milestone at NFR - Roundabout	Intersection	\$569,394	\$2,277,574	F	7	2.9	NO
29	Milestone Shoulder Reconstruction P1	Roadway	\$1,469,781	\$6,358,861	F	6	3.3	NO
30	Monomoy Rd	Path	\$140,000	\$700,000	F	5	3.4	NO
31	Eel Point Path Ext	Path	\$325,400	\$1,627,000	F	5		NO
32	Friendship Lane	Complete Street	\$84,000	\$420,000	F	5		NO
33	Industry & Shadbush Rds	Complete Street	\$126,000	\$630,000	F	5		NO

**Description of Project Status**

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 MassHighway
E	Project funded, design to be initiated
F	Project is unfunded

**Appendix B:**  
**Regional Targets**

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**FFY 2021–2025 STIP  
2021–2025 Regional Target BUDGETs (DRAFT)**

	<i>2021 Current Obligation authority (federal aid only)</i>	<b>2021 Proposed Obligation authority (91%)*</b>	<i>2022 Current Obligation authority (federal aid only)</i>	<b>2022 Proposed Obligation authority (91%)*</b>	<i>2023 Current Obligation authority (federal aid only)</i>	<b>2023 Proposed Obligation authority (91%)*</b>	<i>2024 Current Obligation authority (federal aid only)</i>	<b>2024 Proposed Obligation authority (91%)*</b>
Base obligation authority	\$ 641,988,270.00	\$ 621,541,829.00	\$ 658,744,163.00	\$ 634,503,827.00	\$ 676,662,004.60	\$ 647,736,142.00	\$ 689,684,332.90	\$ 661,244,412.00
Planned redistribution request	\$ 50,000,000.00	\$ 50,000,000.00	\$ 50,000,000.00	\$ 50,000,000.00	\$ 50,000,000.00	\$ 50,000,000.00	\$ 50,000,000.00	\$ 50,000,000.00
<b>Total estimated funding available</b>	<b>\$ 691,988,270.00</b>	<b>\$ 671,541,829.00</b>	<b>\$ 708,744,163.00</b>	<b>\$ 684,503,827.00</b>	<b>\$ 726,662,004.60</b>	<b>\$ 697,736,142.00</b>	<b>\$ 739,684,332.90</b>	<b>\$ 711,244,412.00</b>
ABP GANS Repayment	\$ (85,190,000.00)	\$ (82,375,000.00)	\$ (89,590,000.00)	\$ (86,470,000.00)	\$ (93,985,000.00)	\$ (89,510,000.00)	\$ (98,715,000.00)	\$ (93,985,000.00)
<b>Total non-earmarked funding available</b>	<b>\$ 606,798,270.00</b>	<b>\$ 589,166,829.00</b>	<b>\$ 619,154,163.00</b>	<b>\$ 598,033,827.00</b>	<b>\$ 632,677,004.60</b>	<b>\$ 608,226,142.00</b>	<b>\$ 640,969,332.90</b>	<b>\$ 617,259,412.00</b>
Funding for Regional Priorities**	\$ 194,665,923.26	\$ 194,665,923.26	\$ 198,629,796.33	\$ 198,629,796.33	\$ 202,968,036.19	\$ 202,968,036.19	\$ 205,628,283.96	\$ 205,628,283.96
Highway Division Programs***	\$ 412,132,346.74	\$ 394,500,905.74	\$ 420,524,366.80	\$ 399,404,030.67	\$ 429,708,968.41	\$ 405,258,105.81	\$ 435,341,048.94	\$ 411,631,128.04

	<b>2025 Proposed Obligation authority (91%)*</b>
Base obligation authority	\$ 675,034,391
Planned redistribution request	\$ 50,000,000
<b>Total estimated funding available</b>	<b>\$ 725,034,391</b>
ABP GANS Repayment	\$ (122,185,000)
<b>Total non-earmarked funding available regional share %</b>	<b>\$ 602,849,391.00</b>
	<b>MPO</b>
3.5596%	<b>Berkshire</b> \$ 7,148,668
42.9671%	<b>Boston</b> \$ 86,289,907
4.5851%	<b>Cape Cod</b> \$ 9,208,158
8.6901%	<b>Central Mass</b> \$ 17,452,142
2.5397%	<b>Franklin</b> \$ 5,100,425
0.3100%	<b>Martha's Vineyard</b> \$ 622,566
4.4296%	<b>Merrimack Valley</b> \$ 8,895,871
4.4596%	<b>Montachusett</b> \$ 8,956,119
0.2200%	<b>Nantucket</b> \$ 441,821
3.9096%	<b>Northern Middlesex</b> \$ 7,851,566
4.5595%	<b>Old Colony</b> \$ 9,156,746
10.8099%	<b>Pioneer Valley</b> \$ 21,709,291
8.9601%	<b>Southeastern Mass</b> \$ 17,994,377
	<b>Funding for Regional Priorities</b> \$ 200,827,858.35
	<b>Highway Division Programs</b> \$ 402,021,532.65

\*Base Obligation Authority based on 2.1% growth rate from actual FFY 2020 apportionment and average of Fast Act Obligation Authority (91%) through FFY 2020  
 \*\*MPO TIP targets will be held harmless from the change in proposed Obligation Authority  
 \*\*\*MassDOT Highway Division programs are being revised based on new ABP GANS schedule and proposed Obligation Authority

**Appendix C:**

**Written Comments Received During Public Review Period**

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