

TRANSPORTATION IMPROVEMENT PROGRAM

FOR THE
NANTUCKET PLANNING & ECONOMIC DEVELOPMENT COMMISSION

FFY 2016 - 2019

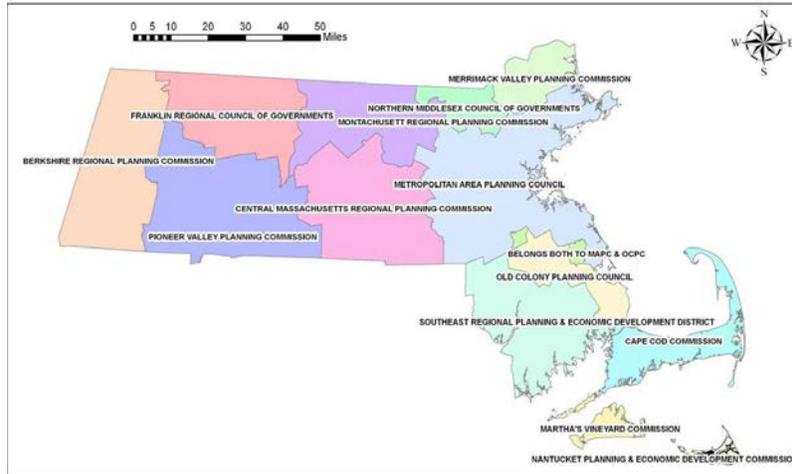
FOR THE PERIOD OCTOBER 1, 2015 TO SEPTEMBER 30, 2019

Nantucket Planning and Economic Development Commission
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**Transportation Improvement Program (TIP)
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I. Introduction

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
 Andrew Bennett, Vice Chairman, Conservation Commission
 Sylvia Howard, Planning Board
 John McLaughlin, Planning Board
 Barry G. Rector, Planning Board
 Linda Williams, Planning Board
 Dawn Hill Holdgate, County Commissioners
 Bertyl Johnson, Housing Authority
 Kara Buzanoski, DPW
 Charles "Jack" Gardner, At-Large
 Wendy Hudson, At-Large
 Leslie Johnson, At-Large

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

Pamela S. Stephenson, FHWA, Mass Division's Division Administrator
 Mary Beth Mello, FTA Regional Administrator
 Bryan Pounds, MassDOT Liaison

Transportation Improvement Program (TIP)

The Nantucket Regional Transportation Improvement Program (TIP) for the federal fiscal years of FFY 2016 - 2019 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 4-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.

MAP-21

Each Regional Planning Agency (RPA) that receives federal funding must respond to the planning requirements of the Moving Ahead for Progress in the 21st Century (MAP-21), which the President signed into law on July 6, 2012. By transforming the policy and programmatic framework for investments to guide the system’s growth and development, MAP-21 creates a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.

Under MAP-21, the SAFETEA-LU planning factors remain unchanged. The following list identifies those planning factors that must be considered in the metropolitan 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.

MAP-21 also calls for the establishments of performance targets that address performance measures. These targets are to be developed by the States in cooperation with the MPOs.

GreenDOT

In June 2010, MassDOT issued a sustainability initiative known as GreenDOT intended to promote sustainable economic development, protect the natural environment, and enhance the quality of life for all of the Commonwealth's residents and visitors. This will enable MassDOT to use resources in a manner that serves its existing customers while preserving our resources for future generations. The specific goals of the initiative are as follows:

- Reduce greenhouse gas (GHG) emissions
- Promote the healthy transportation modes of walking, bicycling, and public transit
- Support smart growth development

This TIP includes bike path and transit projects that achieve similar goals as described in the GreenDOT initiative, such as significant investment in the construction of the In-Town Bike Path, as well as provision of island wide public transportation.

Project Selection Process

Projects included in this TIP are listed in the 2012 Regional Transportation Plan (RTP), as is required. Following an evaluation of all projects listed in the RTP using NP&EDC approved criteria, projects 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 RTP.

II. Funding Categories

MAP-21 streamlined the structure of federal funding programs authorized through SAFETEA-LU for transportation projects and programs of all kinds. Several funding categories were either eliminated or merged. Funding categories administered by the Federal Highway Administration and Federal Transit Administration and included in the TIP are described below. One feature of MAP-21 is that it 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.

- **American Recovery and Reinvestment Act (ARRA)** - This program consists of projects specifically receiving federal funds provided through the American Recovery and Reinvestment Act of 2009 (ARRA). Funding was provided through the Federal Highway Administration and Federal Transit Administration. Agencies with projects funded through ARRA are required to provide reports to the Office of Management of Budget in order to show accountability and transparency of the use of funds to Congress and the taxpayers.
- **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.
- **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.
- **Public Lands Highways Discretionary (PLHD) Program** - This program provides funding for transportation research and engineering and construction of highways, roads, parkways, and transit facilities located on public lands, and national parks and are available for any eligible transportation project that is within or adjacent to, or that provides access to, the areas served by a public lands highway. This program was eliminated by MAP-21, but projects will continue until prior years funding is expended.
- **Safe Routes to Schools (SRTS)** - This program 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.
- **State Advance Construction (STAC)** - 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.
- **Scenic Byways (BYWAY)** - Scenic Byways funding is intended for use along designated scenic byways recognized by the Secretary of Transportation and are distributed at a statewide level. Eligible projects include: making safety improvements to a highway designated as a scenic byway; construction of facilities along such a highway for use of pedestrians and bicyclists, such as rest area turnouts, overlooks, and interpretive facilities; improvements to the highway to improve access to recreational purposes; protecting historical and cultural resources along the highway; tourist information and scenic byways marketing plans and programs. This program was eliminated by MAP-21, but projects funded with BYWAY 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.
- **Transportation, Community, And System Preservation Program (TCSP)** - This program is intended to facilitate the planning, development, and implementation of strategies to integrate transportation, community, and system preservation plans and practices. Funding can be used for improving the efficiency of the transportation system, reduce impacts of transportation on the environment, and provide efficient access to jobs, services and centers of trade. This program was eliminated by MAP-21, but projects will continue until prior years funding is expended.

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 5309 Capital Assistance Program** - This program provides a federal share of up to 80% for capital construction and equipment purchases. These funds are distributed on a discretionary basis by the U.S. Department of Transportation. 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 5316 – Job Access / Reverse Commute (JARC) Program** - This competitive grant program provides funding for (1) Job Access projects targeted at developing new or expanded transportation services for welfare recipients and low-income persons and (2) Reverse commute projects targeted at providing transportation services to suburban employment centers from urban, rural, and other suburban locations. This program was consolidated into Section 5307, however, some projects are still funded with this category.
- **Section 5317 – New Freedom Program** - This competitive grant program provides capital and operating assistance to encourage services and facility improvements to address the transportation needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act. This program was consolidated into Section 5310, however, some projects are still funded with this category.
- **Section 5320 – Paul S. Sarbanes Transit in Parks Program** - This program provides funds to support public transportation projects in parks and public lands. This program was eliminated by MAP-21, but projects will continue until prior years funding is expended.
- **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 – Alternatives Analysis (SAFETEA-LU)** - This program assists in financing the evaluation of reasonable alternatives and general options in a particular, broadly-defined travel corridor. Section 5339 was redefined, however, older projects remain until prior years funds are expended.
- **Section 5339 – Bus and Bus Facilities (MAP-21)** - This program provides capital funding to replace, rehabilitate and purchase buses and related equipment to construct bus-related facilities.

III. Project Review Committee Approved Transportation Projects

<u>Name</u>	<u>Description of Work to be Completed</u>
In-Town Bike Path, Phase 1	PS&E submitted

IV. Public Participation Process

Public participation continues to be a vital element of the transportation planning process. The NP&EDC meets every other month on the first Monday, or as needed, to discuss long and short range planning issues of regional importance, which includes transportation. A Public Participation Plan was endorsed in June 2007 as a means to better involve the public in the decision making activities.

The NP&EDC met on April 27, 2015 to review potential projects to be included in the draft TIP. The NP&EDC also met on May 18, 2015 to review these projects, and again on June 1, 2015 to approve a public review schedule for the draft document.

The public review of the TIP was initiated from June 11, 2015 to July 20, 2015. A public hearing to receive public comment will be held on June 22, 2015.

The legal notices of this public review and the public hearing were published in each edition of the Nantucket *Inquirer & Mirror* from June 11, 2015 to July 16, 2015. A printed version of the draft document was available at the Nantucket Atheneum (public library), the Town Building (16 Broad Street), and the Planning and Land Use Services office (2 Fairgrounds Road). A digital version of the document was also available on the NP&EDC website. Written comments received during the public review period are available in Appendix J.

During the course of the fiscal year this TIP may be adjusted to add or reduce funding totals for a particular project or combination of projects, at which time the NP&EDC will provide a 2 week notice of the adjustment to the public prior to it becoming affective. More significant changes that add or remove entire projects from the TIP are referred to as amendments. A change of this magnitude will require a 30 day noticing period and a public hearing prior to approval of the amendment.

V. Compliance with the Americans with Disabilities Act

The NP&EDC is working to increase handicapped accessibility to transportation facilities in Nantucket. The NP&EDC has approved a policy whereby all projects included in the 2016 - 2019 TIP must include improvement measures to remove barriers to the handicapped and increase accessibility. All of the equipment utilized by the Nantucket Regional Transit Authority (NRTA) for its seasonal shuttle system is in full compliance with the Americans with Disabilities Act.

VI. Federal Funding Summary

Fiscal Years 2016 - 2019 Nantucket Regional Transportation Improvement Program (FHWA related categories, only)

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

Fiscal Year	Highway	Transit	Total Programmed
2016	\$362,029	\$537,588	\$899,617
2017	\$0	\$543,287	\$543,287
2018	\$0	\$549,043	\$549,043
2019	\$0	\$554,856	\$554,856

In addition to the Highway and Transit funding above, the following Federal and Non-Federal operating and maintenance expenditures are provided. The estimated expenditures are additional funds available to maintain transportation infrastructure.

	Estimated 2013 Expenditures	Estimated 2014 Expenditures	Current 2015 Expenditures
Federal Maintenance	\$0	\$409,878	\$3,813
Non-Federal Maintenance	\$0	\$0	\$0
Federal Operating	\$0	\$0	\$0
Non-Federal Operating	\$0	\$0	\$0

VII. Certification of the 3C Planning Process

This will certify that the Comprehensive, Continuing, Cooperative Transportation Planning Process for Fiscal Year 2015 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 MAP-21, 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

Thomas Tinlin, Acting Administrator
Highway Division - Massachusetts Department of Transportation

Date



Nathaniel Lowell, Chairman
Nantucket Planning and Economic Development Commission



Date

VIII. 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 FY 2016-2019 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.

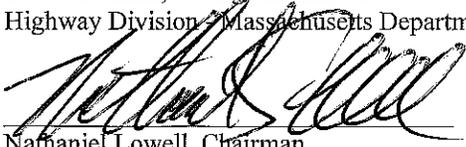
Signatory Certification:

Stephanie Pollack, Secretary of Transportation
Massachusetts Department of Transportation

Date

Thomas Tinlin, Acting Administrator
Highway Division - Massachusetts Department of Transportation

Date


Nathaniel Lowell, Chairman
Nantucket Planning and Economic Development Commission


Date

IX. Endorsement of the NP&EDC FFY 2016 - 2019 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 2016 - 2019 Transportation Improvement Program (TIP).

This FFY 2016 - 2019 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 2016 - 2019 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).

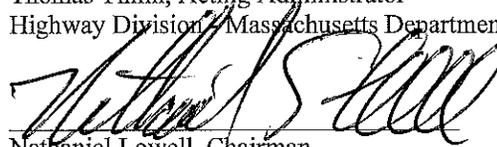
Signatory Certification:

Stephanie Pollack, Secretary of Transportation
Massachusetts Department of Transportation

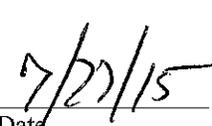
Date

Thomas Tinlin, Acting Administrator
Highway Division, Massachusetts Department of Transportation

Date



Nathaniel Lowell, Chairman
Nantucket Planning and Economic Development Commission



Date

X. Highway Program Projects

2016 Nantucket Transportation Improvement Program							06/11/2015 Draft Released 07/20/2015 Endorsed			
Amendment/Adjustment Type	MassDOT Project ID	MPO	Municipality Name	MassDOT Project Description	MassDOT District	Funding Source	Total Programmed Funds	Federal Funds	Non-Federal Funds	Additional Information
Section 1A / Federal Aid Target Projects										
HSIP - Highway Safety Improvement Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
				HSIP Subtotal			\$ -	\$ -	\$ -	◀ 90% Federal + 10% Non-Federal
CMAQ - Congestion Mitigation and Air Quality Improvement Program										
	606433	Nantucket	Nantucket	NANTUCKET- MULTI-USE PATH CONSTRUCTION FROM WASHINGTON STREET TO ORANGE STREET	5	CMAQ	\$ 68,743	\$ 54,994	\$ 13,749	AC Yr 2 of 2 Total in FFY 2016 (STP + CMAQ) = \$362,029. Estimated Total Construction Cost = \$1,274,882.55. AC Yr 1 of 2 Total in FFY 2015 (STP + CMAQ + statewide CMAQ) = \$924,832.
							\$ -	\$ -	\$ -	
				CMAQ Subtotal			\$ 68,743	\$ 54,994	\$ 13,749	◀ 80% Federal + 20% Non-Federal
TAP - Transportation Alternatives Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
				TAP Subtotal			\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
Non-CMAQ/HSIP/TAP (Other)										
	606433	Nantucket	Nantucket	NANTUCKET- MULTI-USE PATH CONSTRUCTION FROM WASHINGTON STREET TO ORANGE STREET	5	STP	\$ 293,286	\$ 234,629	\$ 58,657	AC Yr 2 of 2 Total in FFY 2016 (STP + CMAQ) = \$362,029. Estimated Total Construction Cost = \$1,274,882.55. AC Yr 1 of 2 Total in FFY 2015 (STP + CMAQ + statewide CMAQ) = \$924,832.
							\$ -	\$ -	\$ -	
				Non-CMAQ/HSIP/TAP (Other) Subtotal			\$ 293,286	\$ 234,629	\$ 58,657	◀ 80% Federal + 20% Non-Federal
Section 1A / Fiscal Constraint Analysis										
Total Federal Aid Target Funds Programmed							\$ 362,029	\$ 384,027	\$ 21,998	Target Funds Available
Total Non-CMAQ/HSIP/TAP (Other) Programmed							\$ 293,286	\$ 293,286	\$ -	Non-CMAQ/HSIP/TAP (Other) Available
Total HSIP Programmed							\$ -	\$ 21,998	\$ -	HSIP Minimum Met
Total CMAQ Programmed							\$ 68,743	\$ 68,743	\$ -	CMAQ Minimum Met
Total TAP Programmed							\$ -	\$ -	\$ -	TAP Minimum Met
Remaining HSIP, CMAQ, and TAP Funds							\$ 21,998	\$ -	\$ -	
Section 1B / Federal Aid Bridge Projects										
Statewide Bridge Maintenance Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
				Statewide Bridge Maintenance Program Subtotal			\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
On System										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
				On System Subtotal			\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
Off-System										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
				Off-System Subtotal			\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
Statewide Bridge Inspection Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
				Statewide Bridge Inspection Program Subtotal			\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
Section 1C / Federal Aid Non-Target Projects										
Other Federal Aid										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
				Other Federal Aid Subtotal			\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

Section 1D / Federal Aid Major & State Category Projects									
▶ Statewide Infrastructure Program									
			No Projects Programmed		\$				
			No Projects Programmed		\$				
			Statewide Infrastructure Program Subtotal ▶		\$	\$	\$	\$	◀ 80% Federal + 20% Non-Federal
▶ Statewide HSIP Program									
			No Projects Programmed		\$				
			No Projects Programmed		\$				
			Statewide HSIP Program Subtotal ▶		\$	\$	\$	\$	◀ 90% Federal + 10% Non-Federal
▶ Statewide Safe Routes to Schools Program									
			No Projects Programmed		\$				Funding Split Varies by Funding Source
			No Projects Programmed		\$				Funding Split Varies by Funding Source
			Statewide Safe Routes to Schools Program Subtotal ▶		\$	\$	\$	\$	◀ Funding Split Varies by Funding Source
▶ Statewide CMAQ									
			No Projects Programmed		\$				
			No Projects Programmed		\$				
			Statewide CMAQ ▶		\$	\$	\$	\$	◀ 80% Federal + 20% Non-Federal
▶ Statewide Transportation Enhancements									
			No Projects Programmed		\$				
			No Projects Programmed		\$				
			Statewide Transportation Enhancements Subtotal ▶		\$	\$	\$	\$	◀ 80% Federal + 20% Non-Federal
▶ Statewide ITS									
			No Projects Programmed		\$				
			No Projects Programmed		\$				
			Statewide ITS Subtotal ▶		\$	\$	\$	\$	◀ 80% Federal + 20% Non-Federal
▶ Statewide Interstate Maintenance Program									
			No Projects Programmed		\$				
			No Projects Programmed		\$				
			Statewide Interstate Maintenance Program Subtotal ▶		\$	\$	\$	\$	◀ 90% Federal + 10% Non-Federal
▶ Statewide NHS Preservation Program*									
			No Projects Programmed		\$				
			No Projects Programmed		\$				
			Statewide NHS Preservation Program Subtotal ▶		\$	\$	\$	\$	◀ 80% Federal + 20% Non-Federal
▶ Statewide RR Grade Crossings									
			No Projects Programmed		\$				
			No Projects Programmed		\$				
			Statewide RR Grade Crossings Subtotal ▶		\$	\$	\$	\$	◀ 80% Federal + 20% Non-Federal
▶ Statewide Stormwater Retrofits									
			No Projects Programmed		\$				
			No Projects Programmed		\$				
			Statewide Stormwater Retrofits Subtotal ▶		\$	\$	\$	\$	◀ 80% Federal + 20% Non-Federal
▶ Statewide ADA Implementation Plan									
			No Projects Programmed		\$				
			No Projects Programmed		\$				
			Statewide ADA Implementation Plan Subtotal ▶		\$	\$	\$	\$	◀ 80% Federal + 20% Non-Federal
▶ Other Statewide Items									
			ABP GAINS Repayment		\$				
			Award Adjustments		\$				
			Change Orders, Project Value Changes, Etc.		\$				
			DBEs, FAPO, Pavement Programs		\$				
			Lab Retrofits, and Misc. Programs		\$				
			Planning		\$				
			Statewide Design and Right of Way		\$				
			Statewide Recreational Trails		\$				
			Other Statewide Items Subtotal ▶		\$	\$	\$	\$	◀ Funding Split Varies by Funding Source
▶ Section 2A / Non-Federal Projects									
▶ Non Federal Aid									
			No Projects Programmed		\$				
			No Projects Programmed		\$				
			Non-Federal Aid Subtotal ▶		\$	\$	\$	\$	◀ 100% Non-Federal
▶ Section 2B / Non-Federal Bridge Projects									
▶ Section 2B / Non-Federal Bridge Projects									
			No Projects Programmed		\$				
			No Projects Programmed		\$				
			Section 2B / Non-Federal Bridge Projects Subtotal ▶		\$	\$	\$	\$	◀ 100% Non-Federal
2016 Nantucket TIP Summary					TIP Section 1: ▼		TIP Section 2: ▼		Total of All Projects ▼
			Total ▶		\$	362,029	\$	\$	362,029
			Federal Funds ▶		\$	289,623	\$	\$	289,623
			Non-Federal Funds ▶		\$	72,406	\$	\$	72,406

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

2016 Nantucket TIP GHG Tracking

MassDOT Project ID	MassDOT Project Description	Funding Source	Total Programmed Funds	GHG Analysis Type	GHG Impact by the Numbers (kg/year)	GHG Impact Description	Additional Description
► Section 1A / Federal Aid Target Projects							
► HSIP - Highway Safety Improvement Program							
0	No Projects Programmed		\$ -	N/A	0	N/A	
0	No Projects Programmed		\$ -	N/A	0	N/A	
				Quantified Impact ►	0		
► CMAQ - Congestion Mitigation and Air Quality Improvement Program							
606433	NANTUCKET- MULTI-USE PATH CONSTRUCTION, FROM WASHINGTON STREET TO ORANGE STREET		\$ 68,743	Quantified	0	Assumed Nominal Decrease in Emissions from Bicycle and Sidewalk Improvements	GHG kg/year Analysis completed in FFY 2015 (AC Yr 1 of 2).
0		0	\$ -	N/A	0	N/A	
				Quantified Impact ►	0		
► TAP - Transportation Alternatives Program							
0	No Projects Programmed		\$ -	N/A	0	N/A	
0	No Projects Programmed		\$ -	N/A	0	N/A	
				Quantified Impact ►	0		
► Non-CMAQ/HSIP/TAP (Other)							
606433	NANTUCKET- MULTI-USE PATH CONSTRUCTION, FROM WASHINGTON STREET TO ORANGE STREET		\$ 293,286	Quantified	0	Assumed Nominal Decrease in Emissions from Bicycle and Sidewalk Improvements	GHG kg/year Analysis completed in FFY 2015 (AC Yr 1 of 2).
0		0	\$ -	N/A	0	N/A	
				Quantified Impact ►	0		
► Section 1B / Federal Aid Bridge Projects							
► Statewide Bridge Maintenance Program							
0	No Projects Programmed		\$ -	N/A	0	N/A	
0	No Projects Programmed		\$ -	N/A	0	N/A	
				Quantified Impact ►	0		
► On System							
0	No Projects Programmed		\$ -	N/A	0	N/A	
0	No Projects Programmed		\$ -	N/A	0	N/A	
				Quantified Impact ►	0		
► Off-System							
0	No Projects Programmed		\$ -	N/A	0	N/A	
0	No Projects Programmed		\$ -	N/A	0	N/A	
				Quantified Impact ►	0		
► Statewide Bridge Inspection Program							
0	No Projects Programmed		\$ -	N/A	0	N/A	
0	No Projects Programmed		\$ -	N/A	0	N/A	
				Quantified Impact ►	0		
► Section 1C / Federal Aid Non-Target Projects							
► Other Federal Aid							
0	No Projects Programmed		\$ -	N/A	0	N/A	
0	No Projects Programmed		\$ -	N/A	0	N/A	
				Quantified Impact ►	0		

Section 1D / Federal Aid Major & State Category Projects						
Statewide Infrastructure Program						
0	No Projects Programmed	0	\$	-	N/A	0
0	No Projects Programmed	0	\$	-	N/A	0
Quantified Impact ▶						0
Statewide HSIP Program						
0	No Projects Programmed	0	\$	-	N/A	0
0	No Projects Programmed	0	\$	-	N/A	0
Quantified Impact ▶						0
Statewide Safe Routes to Schools Program						
0	No Projects Programmed	0	\$	-	N/A	0
0	No Projects Programmed	0	\$	-	N/A	0
Quantified Impact ▶						0
Statewide CMAQ						
0	No Projects Programmed	0	\$	-	N/A	0
0	No Projects Programmed	0	\$	-	N/A	0
Quantified Impact ▶						0
Statewide Transportation Enhancements						
0	No Projects Programmed		\$	-	N/A	0
0	No Projects Programmed		\$	-	N/A	0
Quantified Impact ▶						0
Statewide ITS						
0	No Projects Programmed		\$	-	N/A	0
0	No Projects Programmed		\$	-	N/A	0
Quantified Impact ▶						0
Statewide Interstate Maintenance Program						
0	No Projects Programmed		\$	-	N/A	0
0	No Projects Programmed		\$	-	N/A	0
Quantified Impact ▶						0
Statewide NHS Preservation Program*						
0	No Projects Programmed		\$	-	N/A	0
0	No Projects Programmed		\$	-	N/A	0
Quantified Impact ▶						0
Statewide RR Grade Crossings						
0	No Projects Programmed		\$	-	N/A	0
0	No Projects Programmed		\$	-	N/A	0
Quantified Impact ▶						0
Statewide Stormwater Retrofits						
0	No Projects Programmed		\$	-	N/A	0
0	No Projects Programmed		\$	-	N/A	0
Quantified Impact ▶						0
Statewide ADA Implementation Plan						
0	No Projects Programmed		\$	-	N/A	0
0	No Projects Programmed		\$	-	N/A	0
Quantified Impact ▶						0
Other Statewide Items						
0	ABP GANS Repayment		\$	-	N/A	0
0	Award Adjustments, Change Orders, Project Value Changes, Etc.		\$	-	N/A	0
0	DBEs, FAPO, Pavement Lab Retrofits, and Misc. Programs		\$	-	N/A	0
0	Planning		\$	-	N/A	0
0	Statewide Design and Right of Way		\$	-	N/A	0
0	Statewide Recreational Trails		\$	-	N/A	0
Quantified Impact ▶						0
Section 2A / Non-Federal Projects						
Non Federal Aid						
0	No Projects Programmed		\$	-	N/A	0
0	No Projects Programmed		\$	-	N/A	0
Quantified Impact ▶						0
Section 2B / Non-Federal Bridge Projects						
Section 2B / Non-Federal Bridge Projects						
0	No Projects Programmed		\$	-	N/A	0
0	No Projects Programmed		\$	-	N/A	0
Quantified Impact ▶						0
2016 Nantucket TIP GHG Tracking Summary						Total Quantified Impact ▼
Quantified Impact ▶						0

2017 Nantucket Transportation Improvement Program

06/11/2015 Draft Released
07/20/2015 Endorsed

Amendment/Adjustment Type	MassDOT Project ID	MPO	Municipality Name	MassDOT Project Description	MassDOT District	Funding Source	Total Programmed Funds	Federal Funds	Non-Federal Funds	Additional Information
Section 1A / Federal Aid Target Projects										
HSIP - Highway Safety Improvement Program										
				No Projects Programmed			\$	\$	\$	
				No Projects Programmed			\$	\$	\$	
				HSIP Subtotal			\$	\$	\$	◀ 90% Federal + 10% Non-Federal
CMAQ - Congestion Mitigation and Air Quality Improvement Program										
				No Projects Programmed			\$	\$	\$	
				No Projects Programmed			\$	\$	\$	
				CMAQ Subtotal			\$	\$	\$	◀ 80% Federal + 20% Non-Federal
TAP - Transportation Alternatives Program										
				No Projects Programmed			\$	\$	\$	
				No Projects Programmed			\$	\$	\$	
				TAP Subtotal			\$	\$	\$	◀ 80% Federal + 20% Non-Federal
Non-CMAQ/HSIP/TAP (Other)										
				No Projects Programmed			\$	\$	\$	
				No Projects Programmed			\$	\$	\$	
				Non-CMAQ/HSIP/TAP (Other) Subtotal			\$	\$	\$	◀ 80% Federal + 20% Non-Federal
Section 1A / Fiscal Constraint Analysis										
				Total Federal Aid Target Funds Programmed			\$	\$ 454,420	\$	◀ Total Target \$ 454,420 Target Funds Available
				Total Non-CMAQ/HSIP/TAP (Other) Programmed			\$	\$ 363,679	\$	◀ Max. Non-CMAQ/HSIP/TAP \$ 363,679 Non-CMAQ/HSIP/TAP (Other) Avail
				Total HSIP Programmed			\$	\$ 21,998	\$	◀ Min. HSIP \$ 21,998 HSIP Minimum Not Met
				Total CMAQ Programmed			\$	\$ 68,743	\$	◀ Min. CMAQ \$ 68,743 CMAQ Minimum Not Met
				Total TAP Programmed			\$	\$	\$	◀ Min. TAP \$ TAP Minimum Met
				Remaining HSIP, CMAQ, and TAP Funds			\$	\$ 90,741	\$	
Section 1B / Federal Aid Bridge Projects										
Statewide Bridge Maintenance Program										
				No Projects Programmed			\$	\$	\$	
				No Projects Programmed			\$	\$	\$	
				Statewide Bridge Maintenance Program Subtotal			\$	\$	\$	◀ 80% Federal + 20% Non-Federal
On System										
				No Projects Programmed			\$	\$	\$	
				No Projects Programmed			\$	\$	\$	
				On System Subtotal			\$	\$	\$	◀ 80% Federal + 20% Non-Federal
Off-System										
				No Projects Programmed			\$	\$	\$	
				No Projects Programmed			\$	\$	\$	
				Off-System Subtotal			\$	\$	\$	◀ 80% Federal + 20% Non-Federal
Statewide Bridge Inspection Program										
				No Projects Programmed			\$	\$	\$	
				No Projects Programmed			\$	\$	\$	
				Statewide Bridge Inspection Program Subtotal			\$	\$	\$	◀ 80% Federal + 20% Non-Federal
Section 1C / Federal Aid Non-Target Projects										
Other Federal Aid										
				No Projects Programmed			\$	\$	\$	
				No Projects Programmed			\$	\$	\$	
				Other Federal Aid Subtotal			\$	\$	\$	◀ Funding Split Varies by Funding Source

Section 1D / Federal Aid Major & State Category Projects									
▶ Statewide Infrastructure Program									
			No Projects Programmed		\$				
			No Projects Programmed		\$				
			Statewide Infrastructure Program Subtotal ▶		\$				◀ 80% Federal + 20% Non-Federal
▶ Statewide HSIP Program									
			No Projects Programmed		\$				
			No Projects Programmed		\$				
			Statewide HSIP Program Subtotal ▶		\$				◀ 90% Federal + 10% Non-Federal
▶ Statewide Safe Routes to Schools Program									
			No Projects Programmed		\$				
			No Projects Programmed		\$				
			Statewide Safe Routes to Schools Program Subtotal ▶		\$				Funding Split Varies by Funding Source ◀ Funding Split Varies by Funding Source
▶ Statewide CMAQ									
			No Projects Programmed		\$				
			No Projects Programmed		\$				
			Statewide CMAQ ▶		\$				◀ 80% Federal + 20% Non-Federal
▶ Statewide Transportation Enhancements									
			No Projects Programmed		\$				
			No Projects Programmed		\$				
			Statewide Transportation Enhancements Subtotal ▶		\$				◀ 80% Federal + 20% Non-Federal
▶ Statewide ITS									
			No Projects Programmed		\$				
			No Projects Programmed		\$				
			Statewide ITS Subtotal ▶		\$				◀ 80% Federal + 20% Non-Federal
▶ Statewide Interstate Maintenance Program									
			No Projects Programmed		\$				
			No Projects Programmed		\$				
			Statewide Interstate Maintenance Program Subtotal ▶		\$				◀ 90% Federal + 10% Non-Federal
▶ Statewide NHS Preservation Program*									
			No Projects Programmed		\$				
			No Projects Programmed		\$				
			Statewide NHS Preservation Program Subtotal ▶		\$				◀ 80% Federal + 20% Non-Federal
▶ Statewide RR Grade Crossings									
			No Projects Programmed		\$				
			No Projects Programmed		\$				
			Statewide RR Grade Crossings Subtotal ▶		\$				◀ 80% Federal + 20% Non-Federal
▶ Statewide Stormwater Retrofits									
			No Projects Programmed		\$				
			No Projects Programmed		\$				
			Statewide Stormwater Retrofits Subtotal ▶		\$				◀ 80% Federal + 20% Non-Federal
▶ Statewide ADA Implementation Plan									
			No Projects Programmed		\$				
			No Projects Programmed		\$				
			Statewide ADA Implementation Plan Subtotal ▶		\$				◀ 80% Federal + 20% Non-Federal
▶ Other Statewide Items									
			ABP GANS Reopment		\$				
			Award Adjustments,		\$				
			Change Orders, Project		\$				
			Value Changes, Etc.		\$				
			DBEs, FAPO, Pavement		\$				
			Lab Retrofits, and Misc.		\$				
			Programs		\$				
			Planning		\$				
			Statewide Design and		\$				
			Right of Way		\$				
			Statewide Recreational		\$				
			Trails		\$				
			Other Statewide Items Subtotal ▶		\$				◀ Funding Split Varies by Funding Source
▶ Section 2A / Non-Federal Projects									
▶ Non Federal Aid									
			No Projects Programmed		\$				
			No Projects Programmed		\$				
			NFA		\$				
			NFA		\$				
			Non-Federal Aid Subtotal ▶		\$				◀ 100% Non-Federal
▶ Section 2B / Non-Federal Bridge Projects									
▶ Section 2B / Non-Federal Bridge Projects									
			No Projects Programmed		\$				
			No Projects Programmed		\$				
			NFA		\$				
			NFA		\$				
			Section 2B / Non-Federal Bridge Projects Subtotal ▶		\$				◀ 100% Non-Federal
2017 Nantucket TIP Summary									
						TIP Section 1: ▼	TIP Section 2: ▼	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
<small>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/FlaggersMain.aspx</small>									

2017 Nantucket TIP GHG Tracking

MassDOT Project ID ▼	MassDOT Project Description ▼	Funding Source ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG Impact by the Numbers (kg/year) ▼	GHG Impact Description ▼	Additional Description ▼
► Section 1A / Federal Aid Target Projects							
► HSIP - Highway Safety Improvement Program							
0	No Projects Programmed		\$ -	N/A	0	N/A	
0	No Projects Programmed		\$ -	N/A	0	N/A	
				Quantified Impact ►	0		
► CMAQ - Congestion Mitigation and Air Quality Improvement Program							
0	No Projects Programmed		\$ -	N/A	0	N/A	
0	No Projects Programmed		\$ -	N/A	0	N/A	
				Quantified Impact ►	0		
► TAP - Transportation Alternatives Program							
0	No Projects Programmed		\$ -	N/A	0	N/A	
0	No Projects Programmed		\$ -	N/A	0	N/A	
				Quantified Impact ►	0		
► Non-CMAQ/HSIP/TAP (Other)							
0	No Projects Programmed		\$ -	N/A	0	N/A	
0	No Projects Programmed		\$ -	N/A	0	N/A	
				Quantified Impact ►	0		
► Section 1B / Federal Aid Bridge Projects							
► Statewide Bridge Maintenance Program							
0	No Projects Programmed		\$ -	N/A	0	N/A	
0	No Projects Programmed		\$ -	N/A	0	N/A	
				Quantified Impact ►	0		
► On System							
0	No Projects Programmed		\$ -	N/A	0	N/A	
0	No Projects Programmed		\$ -	N/A	0	N/A	
				Quantified Impact ►	0		
► Off-System							
0	No Projects Programmed		\$ -	N/A	0	N/A	
0	No Projects Programmed		\$ -	N/A	0	N/A	
				Quantified Impact ►	0		
► Statewide Bridge Inspection Program							
0	No Projects Programmed		\$ -	N/A	0	N/A	
0	No Projects Programmed		\$ -	N/A	0	N/A	
				Quantified Impact ►	0		
► Section 1C / Federal Aid Non-Target Projects							
► Other Federal Aid							
0	No Projects Programmed		\$ -	N/A	0	N/A	
0	No Projects Programmed		\$ -	N/A	0	N/A	
				Quantified Impact ►	0		

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Section 1D / Federal Aid Major & State Category Projects						
Statewide Infrastructure Program						
0	No Projects Programmed	0	\$	-	N/A	0
0	No Projects Programmed	0	\$	-	N/A	0
Quantified Impact ▶						0
Statewide HSIP Program						
0	No Projects Programmed	0	\$	-	N/A	0
0	No Projects Programmed	0	\$	-	N/A	0
Quantified Impact ▶						0
Statewide Safe Routes to Schools Program						
0	No Projects Programmed	0	\$	-	N/A	0
0	No Projects Programmed	0	\$	-	N/A	0
Quantified Impact ▶						0
Statewide CMAQ						
0	No Projects Programmed	0	\$	-	N/A	0
0	No Projects Programmed	0	\$	-	N/A	0
Quantified Impact ▶						0
Statewide Transportation Enhancements						
0	No Projects Programmed		\$	-	N/A	0
0	No Projects Programmed		\$	-	N/A	0
Quantified Impact ▶						0
Statewide ITS						
0	No Projects Programmed		\$	-	N/A	0
0	No Projects Programmed		\$	-	N/A	0
Quantified Impact ▶						0
Statewide Interstate Maintenance Program						
0	No Projects Programmed		\$	-	N/A	0
0	No Projects Programmed		\$	-	N/A	0
Quantified Impact ▶						0
Statewide NHS Preservation Program*						
0	No Projects Programmed		\$	-	N/A	0
0	No Projects Programmed		\$	-	N/A	0
Quantified Impact ▶						0
Statewide RR Grade Crossings						
0	No Projects Programmed		\$	-	N/A	0
0	No Projects Programmed		\$	-	N/A	0
Quantified Impact ▶						0
Statewide Stormwater Retrofits						
0	No Projects Programmed		\$	-	N/A	0
0	No Projects Programmed		\$	-	N/A	0
Quantified Impact ▶						0
Statewide ADA Implementation Plan						
0	No Projects Programmed		\$	-	N/A	0
0	No Projects Programmed		\$	-	N/A	0
Quantified Impact ▶						0
Other Statewide Items						
0	ABP GANS Repayment		\$	-	N/A	0
0	Award Adjustments, Change Orders, Project Value Changes, Etc.		\$	-	N/A	0
0	DBEs, FAPO, Pavement Lab Retrofits, and Misc. Programs		\$	-	N/A	0
0	Planning		\$	-	N/A	0
0	Statewide Design and Right of Way		\$	-	N/A	0
0	Statewide Recreational Trails		\$	-	N/A	0
Quantified Impact ▶						0
Section 2A / Non-Federal Projects						
Non Federal Aid						
0	No Projects Programmed		\$	-	N/A	0
0	No Projects Programmed		\$	-	N/A	0
Quantified Impact ▶						0
Section 2B / Non-Federal Bridge Projects						
Section 2B / Non-Federal Bridge Projects						
0	No Projects Programmed		\$	-	N/A	0
0	No Projects Programmed		\$	-	N/A	0
Quantified Impact ▶						0
2017 Nantucket TIP GHG Tracking Summary						Total Quantified Impact ▼
Quantified Impact ▶						0

2018 Nantucket Transportation Improvement Program

06/11/2015 Draft Released
07/20/2015 Endorsed

Amendment/Adjustment Type	MassDOT Project ID	MPO	Municipality Name	MassDOT Project Description	MassDOT District	Funding Source	Total Programmed Funds	Federal Funds	Non-Federal Funds	Additional Information
Section 1A / Federal Aid Target Projects										
HSIP - Highway Safety Improvement Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
				HSIP Subtotal			\$ -	\$ -	\$ -	◀ 90% Federal + 10% Non-Federal
CMAQ - Congestion Mitigation and Air Quality Improvement Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
				CMAQ Subtotal			\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
TAP - Transportation Alternatives Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
				TAP Subtotal			\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
Non-CMAQ/HSIP/TAP (Other)										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
				Non-CMAQ/HSIP/TAP (Other) Subtotal			\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
Section 1A / Fiscal Constraint Analysis										
				Total Federal Aid Target Funds Programmed			\$ -	\$ 474,218	\$ -	◀ Total Target \$ 474,218
				Total Non-CMAQ/HSIP/TAP (Other) Programmed			\$ -	\$ 383,477	\$ -	◀ Max. Non-CMAQ/HSIP/TAP \$ 383,477
				Total HSIP Programmed			\$ -	\$ 21,998	\$ -	◀ Min. HSIP \$ 21,998 HSIP Minimum Not Met
				Total CMAQ Programmed			\$ -	\$ 68,743	\$ -	◀ Min. CMAQ \$ 68,743 CMAQ Minimum Not Met
				Total TAP Programmed			\$ -	\$ -	\$ -	◀ Min. TAP \$ - TAP Minimum Met
				Remaining HSIP, CMAQ, and TAP Funds			\$ -	\$ 90,741	\$ -	
Section 1B / Federal Aid Bridge Projects										
Statewide Bridge Maintenance Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
				Statewide Bridge Maintenance Program Subtotal			\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
On System										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
				On System Subtotal			\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
Off-System										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
				Off-System Subtotal			\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
Statewide Bridge Inspection Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
				Statewide Bridge Inspection Program Subtotal			\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
Section 1C / Federal Aid Non-Target Projects										
Other Federal Aid										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
				Other Federal Aid Subtotal			\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

Section 1D / Federal Aid Major & State Category Projects									
▶ Statewide Infrastructure Program									
			No Projects Programmed		\$	\$	\$		
			No Projects Programmed		\$	\$	\$		
			Statewide Infrastructure Program Subtotal ▶		\$	\$	\$		◀ 80% Federal + 20% Non-Federal
▶ Statewide HSIP Program									
			No Projects Programmed		\$	\$	\$		
			No Projects Programmed		\$	\$	\$		
			Statewide HSIP Program Subtotal ▶		\$	\$	\$		◀ 90% Federal + 10% Non-Federal
▶ Statewide Safe Routes to Schools Program									
			No Projects Programmed		\$	\$	\$		Funding Split Varies by Funding Source
			No Projects Programmed		\$	\$	\$		Funding Split Varies by Funding Source
			Statewide Safe Routes to Schools Program Subtotal ▶		\$	\$	\$		◀ Funding Split Varies by Funding Source
▶ Statewide CMAQ									
			No Projects Programmed		\$	\$	\$		
			No Projects Programmed		\$	\$	\$		
			Statewide CMAQ ▶		\$	\$	\$		◀ 80% Federal + 20% Non-Federal
▶ Statewide Transportation Enhancements									
			No Projects Programmed		\$	\$	\$		
			No Projects Programmed		\$	\$	\$		
			Statewide Transportation Enhancements Subtotal ▶		\$	\$	\$		◀ 80% Federal + 20% Non-Federal
▶ Statewide ITS									
			No Projects Programmed		\$	\$	\$		
			No Projects Programmed		\$	\$	\$		
			Statewide ITS Subtotal ▶		\$	\$	\$		◀ 80% Federal + 20% Non-Federal
▶ Statewide Interstate Maintenance Program									
			No Projects Programmed		\$	\$	\$		
			No Projects Programmed		\$	\$	\$		
			Statewide Interstate Maintenance Program Subtotal ▶		\$	\$	\$		◀ 90% Federal + 10% Non-Federal
▶ Statewide NHS Preservation Program*									
			No Projects Programmed		\$	\$	\$		
			No Projects Programmed		\$	\$	\$		
			Statewide NHS Preservation Program Subtotal ▶		\$	\$	\$		◀ 80% Federal + 20% Non-Federal
▶ Statewide RR Grade Crossings									
			No Projects Programmed		\$	\$	\$		
			No Projects Programmed		\$	\$	\$		
			Statewide RR Grade Crossings Subtotal ▶		\$	\$	\$		◀ 80% Federal + 20% Non-Federal
▶ Statewide Stormwater Retrofits									
			No Projects Programmed		\$	\$	\$		
			No Projects Programmed		\$	\$	\$		
			Statewide Stormwater Retrofits Subtotal ▶		\$	\$	\$		◀ 80% Federal + 20% Non-Federal
▶ Statewide ADA Implementation Plan									
			No Projects Programmed		\$	\$	\$		
			No Projects Programmed		\$	\$	\$		
			Statewide ADA Implementation Plan Subtotal ▶		\$	\$	\$		◀ 80% Federal + 20% Non-Federal
▶ Other Statewide Items									
			ABP GANS Repayment		\$	\$	\$		
			Award Adjustments,		\$	\$	\$		
			Change Orders, Project		\$	\$	\$		
			Value Changes, Etc.		\$	\$	\$		
			DBEs, FAPO, Pavement		\$	\$	\$		
			Lab Retrofits, and Misc.		\$	\$	\$		
			Programs		\$	\$	\$		
			Planning		\$	\$	\$		
			Statewide Design and		\$	\$	\$		
			Right of Way		\$	\$	\$		
			Statewide Recreational		\$	\$	\$		
			Trails		\$	\$	\$		
			Other Statewide Items Subtotal ▶		\$	\$	\$		◀ Funding Split Varies by Funding Source
▶ Section 2A / Non-Federal Projects									
▶ Non Federal Aid									
			No Projects Programmed		\$	\$	\$		
			No Projects Programmed		\$	\$	\$		
			Non-Federal Aid Subtotal ▶		\$	\$	\$		◀ 100% Non-Federal
▶ Section 2B / Non-Federal Bridge Projects									
▶ Section 2B / Non-Federal Bridge Projects									
			No Projects Programmed		\$	\$	\$		
			No Projects Programmed		\$	\$	\$		
			Section 2B / Non-Federal Bridge Projects Subtotal ▶		\$	\$	\$		◀ 100% Non-Federal
2018 Nantucket TIP Summary					TIP Section 1: ▼		TIP Section 2: ▼		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
<small>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</small>									

2018 Nantucket TIP GHG Tracking

MassDOT Project ID ▼	MassDOT Project Description ▼	Funding Source ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG Impact by the Numbers (kg/year) ▼	GHG Impact Description ▼	Additional Description ▼
► Section 1A / Federal Aid Target Projects							
► HSIP - Highway Safety Improvement Program							
0	No Projects Programmed		\$ -	N/A	0	N/A	
0	No Projects Programmed		\$ -	N/A	0	N/A	
				Quantified Impact ►	0		
► CMAQ - Congestion Mitigation and Air Quality Improvement Program							
0	No Projects Programmed		\$ -	N/A	0	N/A	
0	No Projects Programmed		\$ -	N/A	0	N/A	
				Quantified Impact ►	0		
► TAP - Transportation Alternatives Program							
0	No Projects Programmed		\$ -	N/A	0	N/A	
0	No Projects Programmed		\$ -	N/A	0	N/A	
				Quantified Impact ►	0		
► Non-CMAQ/HSIP/TAP (Other)							
0	No Projects Programmed		\$ -	N/A	0	N/A	
0	No Projects Programmed		\$ -	N/A	0	N/A	
				Quantified Impact ►	0		
► Section 1B / Federal Aid Bridge Projects							
► Statewide Bridge Maintenance Program							
0	No Projects Programmed		\$ -	N/A	0	N/A	
0	No Projects Programmed		\$ -	N/A	0	N/A	
				Quantified Impact ►	0		
► On System							
0	No Projects Programmed		\$ -	N/A	0	N/A	
0	No Projects Programmed		\$ -	N/A	0	N/A	
				Quantified Impact ►	0		
► Off-System							
0	No Projects Programmed		\$ -	N/A	0	N/A	
0	No Projects Programmed		\$ -	N/A	0	N/A	
				Quantified Impact ►	0		
► Statewide Bridge Inspection Program							
0	No Projects Programmed		\$ -	N/A	0	N/A	
0	No Projects Programmed		\$ -	N/A	0	N/A	
				Quantified Impact ►	0		
► Section 1C / Federal Aid Non-Target Projects							
► Other Federal Aid							
0	No Projects Programmed		\$ -	N/A	0	N/A	
0	No Projects Programmed		\$ -	N/A	0	N/A	
				Quantified Impact ►	0		

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

► Statewide Infrastructure Program

0	No Projects Programmed	0	\$	-	N/A	0	N/A
0	No Projects Programmed	0	\$	-	N/A	0	N/A
							Quantified Impact ►
							0

► Statewide HSIP Program

0	No Projects Programmed	0	\$	-	N/A	0	N/A
0	No Projects Programmed	0	\$	-	N/A	0	N/A
							Quantified Impact ►
							0

► Statewide Safe Routes to Schools Program

0	No Projects Programmed	0	\$	-	N/A	0	N/A
0	No Projects Programmed	0	\$	-	N/A	0	N/A
							Quantified Impact ►
							0

► Statewide CMAQ

0	No Projects Programmed	0	\$	-	N/A	0	N/A
0	No Projects Programmed	0	\$	-	N/A	0	N/A
							Quantified Impact ►
							0

► Statewide Transportation Enhancements

0	No Projects Programmed		\$	-	N/A	0	N/A
0	No Projects Programmed		\$	-	N/A	0	N/A
							Quantified Impact ►
							0

► Statewide ITS

0	No Projects Programmed		\$	-	N/A	0	N/A
0	No Projects Programmed		\$	-	N/A	0	N/A
							Quantified Impact ►
							0

► Statewide Interstate Maintenance Program

0	No Projects Programmed		\$	-	N/A	0	N/A
0	No Projects Programmed		\$	-	N/A	0	N/A
							Quantified Impact ►
							0

► Statewide NHS Preservation Program+

0	No Projects Programmed		\$	-	N/A	0	N/A
0	No Projects Programmed		\$	-	N/A	0	N/A
							Quantified Impact ►
							0

► Statewide RR Grade Crossings

0	No Projects Programmed		\$	-	N/A	0	N/A
0	No Projects Programmed		\$	-	N/A	0	N/A
							Quantified Impact ►
							0

► Statewide Stormwater Retrofits

0	No Projects Programmed		\$	-	N/A	0	N/A
0	No Projects Programmed		\$	-	N/A	0	N/A
							Quantified Impact ►
							0

► Statewide ADA Implementation Plan

0	No Projects Programmed		\$	-	N/A	0	N/A
0	No Projects Programmed		\$	-	N/A	0	N/A
							Quantified Impact ►
							0

► Other Statewide Items

0	ABP GANS Repayment		\$	-	N/A	0	N/A
0	Award Adjustments, Change Orders, Project Value Changes, Etc.		\$	-	N/A	0	N/A
0	DBEs, FAPO, Pavement Lab Retrofits, and Misc. Programs		\$	-	N/A	0	N/A
0	Planning		\$	-	N/A	0	N/A
0	Statewide Design and Right of Way		\$	-	N/A	0	N/A
0	Statewide Recreational Trails		\$	-	N/A	0	N/A
							Quantified Impact ►
							0

► Section 2A / Non-Federal Projects

► Non Federal Aid

0	No Projects Programmed		\$	-	N/A	0	N/A
0	No Projects Programmed		\$	-	N/A	0	N/A
							Quantified Impact ►
							0

► Section 2B / Non-Federal Bridge Projects

► Section 2B / Non-Federal Bridge Projects

0	No Projects Programmed		\$	-	N/A	0	N/A
0	No Projects Programmed		\$	-	N/A	0	N/A
							Quantified Impact ►
							0

2018 Nantucket TIP GHG Tracking Summary

Total Quantified Impact ▼

Quantified Impact ► 0

2019 Nantucket Transportation Improvement Program

06/11/2015 Draft Released
07/20/2015 Endorsed

Amendment/Adjustment Type	MassDOT Project ID	MPO	Municipality Name	MassDOT Project Description	MassDOT District	Funding Source	Total Programmed Funds	Federal Funds	Non-Federal Funds	Additional Information
► Section 1A / Federal Aid Target Projects										
► HSIP - Highway Safety Improvement Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
				HSIP Subtotal ►			\$ -	\$ -	\$ -	◄ 90% Federal + 10% Non-Federal
► CMAQ - Congestion Mitigation and Air Quality Improvement Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
				CMAQ Subtotal ►			\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
► TAP - Transportation Alternatives Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
				TAP Subtotal ►			\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
► Non-CMAQ/HSIP/TAP (Other)										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
				Non-CMAQ/HSIP/TAP (Other) Subtotal ►			\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
► Section 1A / Fiscal Constraint Analysis										
				Total Federal Aid Target Funds Programmed ►			\$ -	\$ 474,218	\$ -	◄ Total Target \$ 474,218
				Total Non-CMAQ/HSIP/TAP (Other) Programmed ►			\$ -	\$ 383,477	\$ -	◄ Max. Non-CMAQ/HSIP/TAP \$ 383,477
				Total HSIP Programmed ►			\$ -	\$ 21,998	\$ -	◄ Min. HSIP \$ 21,998 HSIP Minimum Not Met
				Total CMAQ Programmed ►			\$ -	\$ 68,743	\$ -	◄ Min. CMAQ \$ 68,743 CMAQ Minimum Not Met
				Total TAP Programmed ►			\$ -	\$ -	\$ -	◄ Min. TAP \$ - TAP Minimum Met
				Remaining HSIP, CMAQ, and TAP Funds			\$ 90,741			
► Section 1B / Federal Aid Bridge Projects										
► Statewide Bridge Maintenance Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
				Statewide Bridge Maintenance Program Subtotal ►			\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
► On System										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
				On System Subtotal ►			\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
► Off-System										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
				Off-System Subtotal ►			\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
► Statewide Bridge Inspection Program										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
				Statewide Bridge Inspection Program Subtotal ►			\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal
► Section 1C / Federal Aid Non-Target Projects										
► Other Federal Aid										
				No Projects Programmed			\$ -	\$ -	\$ -	
				No Projects Programmed			\$ -	\$ -	\$ -	
				Other Federal Aid Subtotal ►			\$ -	\$ -	\$ -	◄ Funding Split Varies by Funding Source

Section 1D / Federal Aid Major & State Category Projects									
▶ Statewide Infrastructure Program									
			No Projects Programmed		\$				
			No Projects Programmed		\$				
			Statewide Infrastructure Program Subtotal ▶		\$	\$	\$	\$	◀ 80% Federal + 20% Non-Federal
▶ Statewide HSIP Program									
			No Projects Programmed		\$				
			No Projects Programmed		\$				
			Statewide HSIP Program Subtotal ▶		\$	\$	\$	\$	◀ 90% Federal + 10% Non-Federal
▶ Statewide Safe Routes to Schools Program									
			No Projects Programmed		\$				Funding Split Varies by Funding Source
			No Projects Programmed		\$				Funding Split Varies by Funding Source
			Statewide Safe Routes to Schools Program Subtotal ▶		\$	\$	\$	\$	◀ Funding Split Varies by Funding Source
▶ Statewide CMAQ									
			No Projects Programmed		\$				
			No Projects Programmed		\$				
			Statewide CMAQ ▶		\$	\$	\$	\$	◀ 80% Federal + 20% Non-Federal
▶ Statewide Transportation Enhancements									
			No Projects Programmed		\$				
			No Projects Programmed		\$				
			Statewide Transportation Enhancements Subtotal ▶		\$	\$	\$	\$	◀ 80% Federal + 20% Non-Federal
▶ Statewide ITS									
			No Projects Programmed		\$				
			No Projects Programmed		\$				
			Statewide ITS Subtotal ▶		\$	\$	\$	\$	◀ 80% Federal + 20% Non-Federal
▶ Statewide Interstate Maintenance Program									
			No Projects Programmed		\$				
			No Projects Programmed		\$				
			Statewide Interstate Maintenance Program Subtotal ▶		\$	\$	\$	\$	◀ 90% Federal + 10% Non-Federal
▶ Statewide NHS Preservation Program*									
			No Projects Programmed		\$				
			No Projects Programmed		\$				
			Statewide NHS Preservation Program Subtotal ▶		\$	\$	\$	\$	◀ 80% Federal + 20% Non-Federal
▶ Statewide RR Grade Crossings									
			No Projects Programmed		\$				
			No Projects Programmed		\$				
			Statewide RR Grade Crossings Subtotal ▶		\$	\$	\$	\$	◀ 80% Federal + 20% Non-Federal
▶ Statewide Stormwater Retrofits									
			No Projects Programmed		\$				
			No Projects Programmed		\$				
			Statewide Stormwater Retrofits Subtotal ▶		\$	\$	\$	\$	◀ 80% Federal + 20% Non-Federal
▶ Statewide ADA Implementation Plan									
			No Projects Programmed		\$				
			No Projects Programmed		\$				
			Statewide ADA Implementation Plan Subtotal ▶		\$	\$	\$	\$	◀ 80% Federal + 20% Non-Federal
▶ Other Statewide Items									
			ABP GAINS Repayment		\$				
			Award Adjustments		\$				
			Change Orders, Project Value Changes, Etc.		\$				
			DBEs, FAPO, Pavement Programs		\$				
			Lab Retrofits, and Misc. Programs		\$				
			Planning		\$				
			Statewide Design and Right of Way		\$				
			Statewide Recreational Trails		\$				
			Other Statewide Items Subtotal ▶		\$	\$	\$	\$	◀ Funding Split Varies by Funding Source
▶ Section 2A / Non-Federal Projects									
▶ Non Federal Aid									
			No Projects Programmed		\$				
			No Projects Programmed		\$				
			Non-Federal Aid Subtotal ▶		\$	\$	\$	\$	◀ 100% Non-Federal
▶ Section 2B / Non-Federal Bridge Projects									
▶ Section 2B / Non-Federal Bridge Projects									
			No Projects Programmed		\$				
			No Projects Programmed		\$				
			Section 2B / Non-Federal Bridge Projects Subtotal ▶		\$	\$	\$	\$	◀ 100% Non-Federal
2019 Nantucket TIP Summary									
						TIP Section 1: ▼	TIP Section 2: ▼	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
<small>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/HighwayFlaggers/main.aspx</small>									

2019 Nantucket TIP GHG Tracking

MassDOT Project ID ▼	MassDOT Project Description ▼	Funding Source ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG Impact by the Numbers (kg/year) ▼	GHG Impact Description ▼	Additional Description ▼
► Section 1A / Federal Aid Target Projects							
► HSIP - Highway Safety Improvement Program							
0	No Projects Programmed		\$ -	N/A	0	N/A	
0	No Projects Programmed		\$ -	N/A	0	N/A	
				Quantified Impact ►	0		
► CMAQ - Congestion Mitigation and Air Quality Improvement Program							
0	No Projects Programmed		\$ -	N/A	0	N/A	
0	No Projects Programmed		\$ -	N/A	0	N/A	
				Quantified Impact ►	0		
► TAP - Transportation Alternatives Program							
0	No Projects Programmed		\$ -	N/A	0	N/A	
0	No Projects Programmed		\$ -	N/A	0	N/A	
				Quantified Impact ►	0		
► Non-CMAQ/HSIP/TAP (Other)							
0	No Projects Programmed		\$ -	N/A	0	N/A	
0	No Projects Programmed		\$ -	N/A	0	N/A	
				Quantified Impact ►	0		
► Section 1B / Federal Aid Bridge Projects							
► Statewide Bridge Maintenance Program							
0	No Projects Programmed		\$ -	N/A	0	N/A	
0	No Projects Programmed		\$ -	N/A	0	N/A	
				Quantified Impact ►	0		
► On System							
0	No Projects Programmed		\$ -	N/A	0	N/A	
0	No Projects Programmed		\$ -	N/A	0	N/A	
				Quantified Impact ►	0		
► Off-System							
0	No Projects Programmed		\$ -	N/A	0	N/A	
0	No Projects Programmed		\$ -	N/A	0	N/A	
				Quantified Impact ►	0		
► Statewide Bridge Inspection Program							
0	No Projects Programmed		\$ -	N/A	0	N/A	
0	No Projects Programmed		\$ -	N/A	0	N/A	
				Quantified Impact ►	0		
► Section 1C / Federal Aid Non-Target Projects							
► Other Federal Aid							
0	No Projects Programmed		\$ -	N/A	0	N/A	
0	No Projects Programmed		\$ -	N/A	0	N/A	
				Quantified Impact ►	0		

ilable

Section 1D / Federal Aid Major & State Category Projects						
Statewide Infrastructure Program						
0	No Projects Programmed	0	\$	-	N/A	0
0	No Projects Programmed	0	\$	-	N/A	0
Quantified Impact ▶						0
Statewide HSIP Program						
0	No Projects Programmed	0	\$	-	N/A	0
0	No Projects Programmed	0	\$	-	N/A	0
Quantified Impact ▶						0
Statewide Safe Routes to Schools Program						
0	No Projects Programmed	0	\$	-	N/A	0
0	No Projects Programmed	0	\$	-	N/A	0
Quantified Impact ▶						0
Statewide CMAQ						
0	No Projects Programmed	0	\$	-	N/A	0
0	No Projects Programmed	0	\$	-	N/A	0
Quantified Impact ▶						0
Statewide Transportation Enhancements						
0	No Projects Programmed		\$	-	N/A	0
0	No Projects Programmed		\$	-	N/A	0
Quantified Impact ▶						0
Statewide ITS						
0	No Projects Programmed		\$	-	N/A	0
0	No Projects Programmed		\$	-	N/A	0
Quantified Impact ▶						0
Statewide Interstate Maintenance Program						
0	No Projects Programmed		\$	-	N/A	0
0	No Projects Programmed		\$	-	N/A	0
Quantified Impact ▶						0
Statewide NHS Preservation Program+						
0	No Projects Programmed		\$	-	N/A	0
0	No Projects Programmed		\$	-	N/A	0
Quantified Impact ▶						0
Statewide RR Grade Crossings						
0	No Projects Programmed		\$	-	N/A	0
0	No Projects Programmed		\$	-	N/A	0
Quantified Impact ▶						0
Statewide Stormwater Retrofits						
0	No Projects Programmed		\$	-	N/A	0
0	No Projects Programmed		\$	-	N/A	0
Quantified Impact ▶						0
Statewide ADA Implementation Plan						
0	No Projects Programmed		\$	-	N/A	0
0	No Projects Programmed		\$	-	N/A	0
Quantified Impact ▶						0
Other Statewide Items						
0	ABP GANS Repayment		\$	-	N/A	0
0	Award Adjustments, Change Orders, Project Value Changes, Etc.		\$	-	N/A	0
0	DBEs, FAPO, Pavement Lab Retrofits, and Misc. Programs		\$	-	N/A	0
0	Planning		\$	-	N/A	0
0	Statewide Design and Right of Way		\$	-	N/A	0
0	Statewide Recreational Trails		\$	-	N/A	0
Quantified Impact ▶						0
Section 2A / Non-Federal Projects						
Non Federal Aid						
0	No Projects Programmed		\$	-	N/A	0
0	No Projects Programmed		\$	-	N/A	0
Quantified Impact ▶						0
Section 2B / Non-Federal Bridge Projects						
Section 2B / Non-Federal Bridge Projects						
0	No Projects Programmed		\$	-	N/A	0
0	No Projects Programmed		\$	-	N/A	0
Quantified Impact ▶						0
2019 Nantucket TIP GHG Tracking Summary						Total Quantified Impact ▼
Quantified Impact ▶						0

XI. Transit Program Projects

Transportation Improvement Program (TIP)

Project List (FY2016)

FTA Program	Transit Agency	FTA Activity Line Item	Project Description	Carryover or Earmark Detail	Federal Funds	RTACAP
5307						
				Subtotal	\$0	\$0
5309						
				Subtotal	\$0	\$0
5310						
				Subtotal	\$0	\$0
5311						
	5311 Nantucket Regional Transit Authority	300900 OPERATING ASSISTANCE			\$537,588	\$0
				Subtotal	\$537,588	\$0
5337						
				Subtotal	\$0	\$0
5339						
				Subtotal	\$0	\$0
5320						
				Subtotal	\$0	\$0
Other Federal						
				Subtotal	\$0	\$0
Other Non-Federal						
Other Non-Federal	Nantucket Regional Transit Authority	111203 BUY REPLACEMENT 30-FT BUS (2) ACQUIRE - MOBILE SURV/SECURITY			\$0	\$460,000
Other Non-Federal	Nantucket Regional Transit Authority	114209 EQUIP			\$0	\$75,000
Other Non-Federal	Nantucket Regional Transit Authority	1000002 PREVENTIVE MAINTENANCE REHAB/RENOVATE BUS SUPPORT			\$0	\$7,500
Other Non-Federal	Nantucket Regional Transit Authority	114400 FACIL/EQUIP REHAB/RENOVATE - MAINTENANCE			\$0	\$15,000
Other Non-Federal	Nantucket Regional Transit Authority	114402 FACILITY			\$0	\$120,000
				Subtotal	\$0	\$677,500
				Total	\$537,588	\$677,500

Transportation Improvement Program (TIP)
Project List (FY2017)

FTA Program	Transit Agency	FTA Activity Line Item	Project Description	Carryover or Earmark Detail	Federal Funds	RTACAP	MAP	ICB	TDC	SCA	LocalFunds	Total Cost
5307												
					Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5309												
					Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5310												
					Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5311	5311 Nantucket Regional Transit Authority	300900 OPERATING ASSISTANCE		2016	\$543,287	\$0	\$0	\$0	\$0	\$394,651	\$148,636	\$1,086,574
					Subtotal	\$543,287	\$0	\$0	\$0	\$394,651	\$148,636	\$1,086,574
5337												
					Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5339												
					Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5320												
					Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Federal												
					Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Non-Federal												
Other Non-Federal	Nantucket Regional Transit Authority	111303 BUY 30-FT BUS FOR EXPANSION (3)			\$0	\$780,000	\$0	\$0	\$0	\$0	\$0	\$780,000
Other Non-Federal	Nantucket Regional Transit Authority	114207 ACQUIRE - ADP HARDWARE			\$0	\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000
		REHAB/RENOVATE - BUS PASSENGER										
Other Non-Federal	Nantucket Regional Transit Authority	113410 SHELTERS			\$0	\$5,000	\$0	\$0	\$0	\$0	\$0	\$5,000
Other Non-Federal	Nantucket Regional Transit Authority	1000002 PREVENTIVE MAINTENANCE			\$0	\$7,500	\$0	\$0	\$0	\$0	\$0	\$7,500
Other Non-Federal	Nantucket Regional Transit Authority	111203 BUY REPLACEMENT 30-FT BUS (3)			\$0	\$780,000	\$0	\$0	\$0	\$0	\$0	\$780,000
Other Non-Federal	Nantucket Regional Transit Authority	114306 CONSTRUCT - SHOP EQUIPMENT			\$0	\$15,000	\$0	\$0	\$0	\$0	\$0	\$15,000
					Subtotal	\$0	\$1,607,500	\$0	\$0	\$0	\$0	\$1,607,500
					Total	\$543,287	\$1,607,500	\$0	\$0	\$394,651	\$148,636	\$2,694,074

Transportation Improvement Program (TIP)

Project List (FY2018)

FTA Program	Transit Agency	FTA Activity Line Item	Project Description	Carryover or Earmark Detail	Federal Funds	RTACAP	MAP	ICB	TDC	SCA	LocalFunds	Total Cost
5307												
				Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5309												
				Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5310												
				Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5311	5311 Nantucket Regional Transit Authority	300900	OPERATING ASSISTANCE	2017	\$549,043	\$0	\$0	\$0	\$0	\$394,651	\$154,392	\$1,098,086
				Subtotal	\$549,043	\$0	\$0	\$0	\$0	\$394,651	\$154,392	\$1,098,086
5337												
				Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5339												
				Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5320												
				Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Federal												
				Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Non-Federal												
Other Non-Federal	Nantucket Regional Transit Authority	111204	BUY REPLACEMENT <30 FT BUS		\$0	\$270,000	\$0	\$0	\$0	\$0	\$0	\$270,000
Other Non-Federal	Nantucket Regional Transit Authority	116403	REHAB/RENOV RADIOS		\$0	\$25,000	\$0	\$0	\$0	\$0	\$0	\$25,000
Other Non-Federal	Nantucket Regional Transit Authority	114406	REHAB/RENOVATE - SHOP EQUIPMENT		\$0	\$30,000	\$0	\$0	\$0	\$0	\$0	\$30,000
Other Non-Federal	Nantucket Regional Transit Authority	114320	CONSTRUCT - MISC. EQUIPMENT		\$0	\$40,000	\$0	\$0	\$0	\$0	\$0	\$40,000
Other Non-Federal	Nantucket Regional Transit Authority	114306	CONSTRUCT - SHOP EQUIPMENT		\$0	\$15,000	\$0	\$0	\$0	\$0	\$0	\$15,000
Other Non-Federal	Nantucket Regional Transit Authority	1000002	PREVENTIVE MAINTENANCE		\$0	\$7,500	\$0	\$0	\$0	\$0	\$0	\$7,500
				Subtotal	\$0	\$387,500	\$0	\$0	\$0	\$0	\$0	\$387,500
				Total	\$549,043	\$387,500	\$0	\$0	\$0	\$394,651	\$154,392	\$1,485,586

Transportation Improvement Program (TIP)

Project List (FY2019)

FTA Program	Transit Agency	FTA Activity Line Item	Project Description	Carryover or Earmark Detail	Federal Funds	RTACAP	MAP	ICB	TDC	SCA	LocalFunds	Total Cost
5307												
				Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5309												
				Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5310												
				Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5311	5311 Nantucket Regional Transit Authority	300900 Rural Operating Assistance										
				2018	\$554,856	\$0	\$0	\$0	\$0	\$0	\$554,856	\$1,109,712
				Subtotal	\$554,856	\$0	\$0	\$0	\$0	\$0	\$554,856	\$1,109,712
5337												
				Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5339												
				Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5320												
				Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Federal												
				Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Non-Federal												
Other Non-Federal	Nantucket Regional Transit Authority	111204 BUY REPLACEMENT <30 FT BUS (5)			\$0	\$1,400,000	\$0	\$0	\$0	\$0	\$0	\$1,400,000
Other Non-Federal	Nantucket Regional Transit Authority	114406 REHAB/RENOVATE - SHOP EQUIPMENT			\$0	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000
Other Non-Federal	Nantucket Regional Transit Authority	1000002 PREVENTIVE MAINTENANCE			\$0	\$7,500	\$0	\$0	\$0	\$0	\$0	\$7,500
Other Non-Federal	Nantucket Regional Transit Authority	114211 ACQUIRE - SUPPORT VEHICLES			\$0	\$80,000	\$0	\$0	\$0	\$0	\$0	\$80,000
				Subtotal	\$0	\$1,497,500	\$0	\$0	\$0	\$0	\$0	\$1,497,500
				Total	\$554,856	\$1,497,500	\$0	\$0	\$0	\$0	\$554,856	\$2,607,212

XII. Air Quality Analysis

Nantucket Planning and Economic Development Commission

FFY 2016 - 2019 Transportation Improvement Program

Since most all of Massachusetts (with limited exceptions) was designated on 5/21/12 by the United States Environmental Protection Agency as “unclassifiable/attainment” for the latest ozone standard, a conformity determination for the NP&EDC’s 2014-17 TIP is not required. Further details and background information are provided below:

Introduction

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

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

Legislative and Regulatory Background

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

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

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

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

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

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

Therefore, conformity for ozone in the NP&EDC is required until July 20, 2013 for only the 1997 ozone standard. Since this 2014-17 TIP will not complete its collective development, review, and approval by the Federal Highway Administration until after July 20, 2013 – when this standard will be revoked, and since the latest area designations do not require conformity under the current 2008 standard, the MPO does not need to perform a conformity determination for ozone on the program.

XIII. Appendix

- A: Transportation Project Evaluation Criteria
- B: Regional Targets
- C: Greenhouse Gas Impact Narrative and Analysis
- D: Statewide Project Listings
- E: Nantucket O&M Expenditures
- F: State O&M Expenditures
- G: Legal Ad for Public Hearing
- H: Compliance with Disabilities Act
- I: Supplemental Transit Section
- J: Written Comments during Public Review Period

Appendix A:

Transportation Project Evaluation Criteria

FY 2016 – 2019
NANTUCKET REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (TIP):
Evaluation of Recommended Projects

Summary Table:

Proposed TIP Year	Project Location and Type	<i>Condition (1 to -1)</i>	<i>Mobility (1 to -1)</i>	<i>Safety (1 to -1)</i>	<i>Sustainability (1 to -1)</i>	Avg. Score	Total Score	Status*	Description
FFY 2016	NANTUCKET-MULTI-USE PATH CONSTRUCTION, FROM WASHINGTON STREET TO ORANGE STREET	1.0	0.8	0.5	0.07	0.38	8 of 23	B	PS&E submitted

*Rating based on the existing stage of development:
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

FY 2016:

NANTUCKET- MULTI-USE PATH CONSTRUCTION, FROM WASHINGTON STREET TO ORANGE STREET



The so-called In-town Bike Path would provide a safe connection for bicyclist and pedestrians from the ferry terminals in the Downtown Core District to the Milestone Rotary, which is the link to the Milestone, Sparks, and Old South Bike Paths. The recommended strategy for this project includes a shared use path along the railroad right of way, and a system of 5 foot wide sidewalks and 4 foot wide bike lanes along Washington Street and Orange Street. Due to the cost of reconstructing Washington and Orange Streets, the project will need to be phased and implemented as funding becomes available. The initial phase would be the shared use path along the railroad right of way.

Roadway Project Criteria	Factor	Measure	Score +1 = Positive Impact 0 = No Impact -1 = Negative Impact	Surfside @ Bartlett	Fairgrounds @ OSR	First Way	Four Corners	Milestone Rotary	Milestone @ Poppis	Milestone @ Monomoy	Washington @ Francis	Pleasant @ Williams	Winn St	Friendship Lane	Industry & Sheabush Rd	Boulevard to Airport Rd
Condition:	Magnitude of Pavement Improvement	Extent of Pavement Improvement (+1 to -1)		0	0	1	1	0	0	0	1	1	1	1	1	1
	Magnitude of Other Infrastructure Improvements	Improvements to Municipal Utilities, Drainage, Sidewalks, Traffic Control Devices (+1 to -1)		1	1	1	1	0	1	1	0	0	1	1	1	1
	Average Condition Score:			0.5	0.5	1	1	0	0.5	0.5	0.5	0.5	1	1	1	1
Mobility:	Capacity	Improvement in Volume to Capacity (V/C) Ratio (+1 to -1)		1	1	0	1	1	0	0	0	0	0	0	0	0
		Improvement in Intersection Level of Service (+1 to -1)		1	1	0	1	1	0	0	0	0	0	0	0	0
	Travel Time, Connectivity, and Access	Improvement in travel time, connectivity, and/or access? (+1 to -1)		1	1	1	1	1	0	0	1	0	1	1	0	1
	Intermodal	Will project improve bike and pedestrian access? (+1 to -1)		0	0	1	0	1	0	0	0	0	1	1	0	1
	Regional and Local Traffic	Improvement to Collector Street System (+1 to -1)		1	1	0	1	1	1	1	1	0	0	0	0	0
Average Mobility Score:			0.8	0.8	0.4	0.8	1	0.2	0.2	0.4	0	0.4	0.4	0	0.4	
Safety:	Crash Rate	Improvement to Documented Safety Problem (+1 to -1)		1	1	1	1	1	0	1	1	1	1	0	0	1
	Bicycle and Pedestrian Safety	Improvement to Bicycle and Pedestrian Infrastructure (+1 to -1)		1	1	1	1	1	0	0	0	0	1	0	0	0
Average Safety Score:			1	1	1	1	1	0.5	0	0.5	0.5	1	0	0	0.5	
Sustainability:	Residential Effects	Extent of Right-of-Way Acquisition (+1 to -1)		0	0	0	-1	-1	0	0	-1	0	0	-1	0	-1
		Extent of Noise Impacts (+1 to -1)		0	0	-1	0	0	0	0	0	0	-1	-1	0	-1
		Extent of Decreased Cut-Through Traffic (+1 to -1)		1	1	-1	1	1	0	0	0	0	-1	-1	0	-1
	Environmental Justice Effects	Located Near Affordable Housing (+1 to -1)		0	0	0	0	0	0	0	0	0	0	0	0	0
	Public Support	Listed in an NP&EDC Study or Plan (+1 to -1)		1	1	1	1	1	1	1	1	1	1	1	0	0
	Development/Redevelopment of Housing Stock	Located Near Housing Development or Redevelopment? (+1 to -1)		0	0	0	0	0	0	0	0	0	0	0	0	0
	Business Effects	Extent of Access Improvement (+1 to -1)		0	0	0	0	0	0	0	0	0	0	0	1	0
		Reduction in Parking Need (+1 to -1)		0	0	0	0	0	0	0	0	0	0	0	0	0
		Extent of Improved Freight / Delivery Access (+1 to -1)		1	1	1	1	0	0	0	1	0	1	1	1	1
	Environmental Effects	Extent of Air Quality and Climate Improvement (+1 to -1)		1	1	0	1	1	0	0	0	0	0	0	0	0
		Affect on Water Quality (+1 to -1)		0	0	0	0	0	0	0	0	0	0	0	0	0
		Affect on Wetlands (+1 to -1)		0	0	0	0	0	0	0	0	0	0	0	0	0
		Affect on Priority Habitats of Endangered Species (+1 to -1)		0	0	0	0	0	0	0	0	0	0	0	-1	0
Historical and Cultural Effects	Affect on Historic and Cultural Resources (+1 to -1)		0	0	0	0	0	0	0	0	0	0	0	0	0	
Average Sustainability Score:			0.29	0.29	0.00	0.21	0.14	0.07	0.07	0.07	0.07	0.07	0.00	-0.07	0.07	-0.14
Total Score:				11	11	6	11	9	4	3	5	3	6	3	3	3
Total Average Score:				0.48	0.48	0.26	0.48	0.39	0.17	0.13	0.22	0.13	0.26	0.13	0.13	0.13

Bike and Pedestrian Criteria			Score +1 = Positive Impact 0 = No Impact -1 = Negative Impact																	
			Factor	Measure	Will Hill Path	Milk St Ext	In-Town P1	In-Town P2 (Orange)	In-Town P3 (Washington)	Sparks Ave	First Way	Tom News	Barlett Farm	Somerset Ln	Wauwinket	Quabnet	Monroey Rd	Roulevarde	Hummock Pond to Vesper	OSR - South link
Condition:	Magnitude of Pavement Improvement	Extent of Pavement Improvement (+1 to -1)	1	1	1	1	1	0	1	1	1	1	1	1	1	1	1	0	1	
	Magnitude of Other Infrastructure Improvements	Improvements to Municipal Utilities, Drainage, Sidewalks, Traffic Control Devices (+1 to -1)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Average Condition Score:			1	1	1	1	1	0.5	1	1	1	1	1	1	1	1	1	0.5	1
Mobility:	Capacity	Improvement in Volume to Capacity (V/C) Ratio (+1 to -1)	1	1	1	1	1	0	1	0	1	1	1	1	1	1	1	0	1	
		Improvement in Intersection Level of Service (+1 to -1)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Travel Time, Connectivity, and Access	Improvement in travel time, connectivity, and/or access? (+1 to -1)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	1	
	Intermodal	Will project improve bike and pedestrian access? (+1 to -1)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	1
	Regional and Local Traffic	Improvement to Collector Street System (+1 to -1)	1	1	1	1	1	1	0	1	0	0	0	1	1	0	0	1	1	0
Average Mobility Score:			0.8	0.8	0.8	0.8	0.8	0.6	0.6	0.6	0.6	0.6	0.8	0.8	0.6	0.6	0.8	0.2	0.6	
Safety:	Crash Rate	Improvement to Documented Safety Problem (+1 to -1)	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	
	Bicycle and Pedestrian Safety	Improvement to Bicycle and Pedestrian Infrastructure (+1 to -1)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
	Average Safety Score:			0.5	0.5	0.5	0.5	0.5	1	0.5	0.5	0.5	0.5	1	0.5	0.5	0.5	0.5	0.5	0.5
Sustainability:	Residential Effects	Extent of Right-of-Way Acquisition (+1 to -1)	0	-1	-1	-1	-1	0	0	0	-1	-1	-1	-1	-1	-1	-1	0	-1	
		Extent of Noise Impacts (+1 to -1)	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Extent of Decreased Cut-Through Traffic (+1 to -1)	-1	0	-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Environmental Justice Effects	Located Near Affordable Housing (+1 to -1)	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	
	Public Support	Listed in an NP&EDC Study or Plan (+1 to -1)	1	1	1	1	1	1	1	1	0	0	1	1	0	0	1	1	1	
	Development/ Redevelopment or Housing Stock	Located Near Housing Development or Redevelopment? (+1 to -1)	1	1	1	1	1	1	1	1	1	1	1	0	0	1	1	1	0	
	Business Effects	Extent of Access Improvement (+1 to -1)	0	1	1	0	1	0	1	1	1	1	1	1	1	1	1	0	1	
		Reduction in Parking Need (+1 to -1)	0	0	0	0	1	1	1	0	1	0	0	0	0	0	0	0	0	
		Extent of Improved Freight / Delivery Access (+1 to -1)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Environmental Effects	Extent of Air Quality and Climate Improvement (+1 to -1)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
		Affect on Water Quality (+1 to -1)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Affect on Wetlands (+1 to -1)	0	0	0	0	0	0	0	0	-1	0	-1	-1	-1	0	0	0	-1	
		Affect on Priority Habitats of Endangered Species (+1 to -1)	0	0	0	0	0	0	0	-1	-1	-1	-1	-1	-1	-1	0	0	-1	
Historical and Cultural Effects	Affect on Historic and Cultural Resources (+1 to -1)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Average Sustainability Score:			0.07	0.21	0.07	0.14	0.29	0.36	0.43	0.21	0.07	0.14	0.00	0.00	0.00	0.07	0.21	0.21	0.00	
Total Score:			8	10	8	9	11	11	12	9	7	8	8	7	6	7	10	6	6	
Total Average Score:			0.38	0.46	0.38	0.42	0.50	0.48	0.54	0.42	0.33	0.38	0.38	0.33	0.29	0.33	0.46	0.27	0.29	

Appendix B:
Regional Targets

TITLE 23 - TRANSPORTATION FUNDING

FEDERAL FISCAL YEAR 2016
FEDERAL REGIONAL TARGETS
May 15, 2015 Final

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.
Base Obligation AFthority	\$550,000,000		
Redistribution, as Estimated by FHWA	\$50,000,000		
Total Estimated Obligation AFthority Available:	\$600,000,000		
ABP GANS Repayment	44,440,000		
Total Non-Earmarked Available Statewide - (Including State Match)	555,560,000	124,678,739	680,238,739
Statewide Infrastructure Items:			
Statewide Infrastructure Program	\$14,000,000	\$3,500,000	\$17,500,000
Statewide HSIP Program	\$27,500,000	\$3,055,556	\$30,555,556
Statewide Safe Routes to Schools Program	\$6,052,578	\$1,513,145	\$7,565,723
Statewide CMAQ	\$29,844,908	\$7,461,227	\$37,306,135
Statewide Transportation Enhancements	\$4,647,954	\$1,161,988	\$5,809,942
Statewide ITS	\$10,480,000	\$2,620,000	\$13,100,000
Statewide Interstate Maintenance Program	\$68,340,860	\$7,593,429	\$75,934,289
Statewide NHS Preservation Program	\$21,360,000	\$5,340,000	\$26,700,000
Statewide RR Grade Crossings	\$6,800,000	\$1,700,000	\$8,500,000
Statewide Stormwater Retrofits	\$6,075,000	\$1,518,750	\$7,593,750
Statewide ADA Implementation Plan	\$3,200,000	\$800,000	\$4,000,000
Subtotal Statewide Infrastructure Items:	\$198,301,300	\$36,464,094	\$235,565,394
Other Statewide Items:			
AWARD ADJUSTMENTS, CHANGE ORDERS, ETC	\$12,219,721	\$3,054,930	\$15,274,651
Planning	\$16,800,000	\$4,200,000	\$21,000,000
Recreational Trails	\$800,000	\$200,000	\$1,000,000
DBEs, FAPO, Misc Programs	\$800,000	\$200,000	\$1,000,000
Design and Right of Way	\$0	\$0	\$0
Subtotal Other Statewide Items:	\$30,619,721	\$7,654,930	\$38,274,651
Regional Major Infrastructure Projects:	\$67,595,000	\$16,898,750	\$84,493,750
Bridge Program:			
Statewide Bridge Maintenance Program	\$8,000,000	\$2,000,000	\$10,000,000
Statewide Bridge Repl. / Rehab Program	\$105,983,859	\$26,495,965	\$132,479,824
Statewide Bridge Inspection Program	\$5,000,000	\$1,250,000	\$6,250,000
Subtotal Federal Aid Bridge Program:	\$118,983,859	\$29,745,965	\$148,729,824
Total Regional Targets:			
CMAQ - Congestion Mitigation and Air Quality Improvement Prog	\$25,000,000	\$6,250,000	\$31,250,000
HSIP - Highway Safety Improvement Program	\$9,000,000	\$1,000,000	\$10,000,000
TAP - Transportation Alternatives Program	\$7,970,006	\$1,992,501	\$9,962,507
Regional Maximum Non-CMAQ / HSIP Component:	\$98,689,994	\$24,672,498	\$123,362,492
Total Regional Target	\$140,660,000	\$33,915,000	\$174,575,000

Region	Regional Minimum HSIP Component With State Match	Regional Minimum CMAQ Component With State Match	Regional TAP Component With State Match	Total Regional Target With State Match	NonCMAQ/ HSIP/TAP with State Match
Berkshire Region	\$355,964	\$1,112,389	\$0	\$6,214,248	\$4,745,895
Boston Region	\$4,296,710	\$13,427,220	\$5,097,438	\$75,009,821	\$52,188,452
Cape Cod	\$458,514	\$1,432,857	\$357,528	\$8,004,511	\$5,755,612
Central Mass	\$869,013	\$2,715,666	\$852,078	\$15,170,796	\$10,734,039
Franklin Region	\$253,975	\$793,671	\$0	\$4,433,762	\$3,386,116
Martha's Vineyard	\$30,997	\$96,865	\$0	\$541,128	\$413,266
Merrimack Valley	\$442,956	\$1,384,237	\$610,846	\$7,732,899	\$5,294,861
Montachusett	\$445,955	\$1,393,611	\$149,980	\$7,785,266	\$5,795,721
Nantucket	\$21,998	\$68,743	\$0	\$384,027	\$293,286
Northern Middlesex	\$390,961	\$1,221,753	\$490,607	\$6,825,200	\$4,721,879
Old Colony	\$455,954	\$1,424,858	\$600,019	\$7,959,824	\$5,478,993
Pioneer Valley	\$1,080,992	\$3,378,100	\$947,878	\$18,871,416	\$13,464,447
Southeastern Mass	\$896,010	\$2,800,033	\$856,134	\$15,642,102	\$11,089,925
Total:	\$10,000,000	\$31,250,000	\$9,962,507	\$174,575,000	\$123,362,492

TITLE 23 - TRANSPORTATION FUNDING

FEDERAL FISCAL YEAR 2017
FEDERAL REGIONAL TARGETS
May 15, 2015 Final

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.
Base Obligation Authority	\$550,000,000		
Redistribution, as Estimated by FHWA	\$50,000,000		
Total Estimated Obligation Authority Available:	\$600,000,000		
ABP GANS Repayment	59,150,000		
Total Non-Earmarked Available Statewide - (Including State Match)	540,850,000	122,288,943	663,138,943
Statewide Infrastructure Items:			
Statewide Infrastructure Program	\$5,600,000	\$1,400,000	\$7,000,000
Statewide HSIP Program	\$22,000,000	\$2,444,444	\$24,444,444
Statewide Safe Routes to Schools Program	\$5,000,000	\$1,250,000	\$6,250,000
Statewide CMAQ	\$35,030,000	\$8,757,500	\$43,787,500
Statewide Transportation Enhancements	\$0	\$0	\$0
Statewide ITS	\$14,400,000	\$3,600,000	\$18,000,000
Statewide Interstate Maintenance Program	\$63,489,614	\$7,054,402	\$70,544,016
Statewide NHS Preservation Program	\$34,932,000	\$8,733,000	\$43,665,000
Statewide RR Grade Crossings	\$8,000,000	\$2,000,000	\$10,000,000
Statewide Stormwater Retrofits	\$4,500,000	\$1,125,000	\$5,625,000
Statewide ADA Implementation Plan	\$2,700,000	\$675,000	\$3,375,000
Subtotal Statewide Infrastructure Items:	\$195,651,614	\$37,239,346	\$233,690,960
Other Statewide Items:			
AWARD ADJUSTMENTS, CHANGE ORDERS, ETC	\$25,000,000	\$6,250,000	\$31,250,000
Planning	\$25,800,000	\$6,450,000	\$32,250,000
Recreational Trails	\$800,000	\$200,000	\$1,000,000
DBEs, FAPO, Misc Programs	\$800,000	\$200,000	\$1,000,000
Design and Right of Way	\$0	\$0	\$0
Subtotal Other Statewide Items:	\$52,400,000	\$13,100,000	\$65,500,000
Regional Major Infrastructure Projects:	\$7,200,000	\$1,800,000	\$9,000,000
Bridge Program:			
Statewide Bridge Maintenance Program	\$8,000,000	\$2,000,000	\$10,000,000
Statewide Bridge Repl. / Rehab Program	\$106,338,386	\$26,584,597	\$132,922,983
Statewide Bridge Inspection Program	\$5,000,000	\$1,250,000	\$6,250,000
Subtotal Federal Aid Bridge Program:	\$119,338,386	\$29,834,597	\$149,172,983
Total Regional Targets:			
CMAQ - Congestion Mitigation and Air Quality Improvement Prog	\$25,000,000	\$6,250,000	\$31,250,000
HSIP - Highway Safety Improvement Program	\$9,000,000	\$1,000,000	\$10,000,000
TAP - Transportation Alternatives Program	\$7,970,006	\$1,992,501	\$9,962,507
Regional Maximum Non-CMAQ / HSIP Component:	\$124,289,994	\$31,072,499	\$155,362,493
Total Regional Target	\$166,260,000	\$40,315,000	\$206,575,000

Region	Regional Minimum HSIP Component With State Match	Regional Minimum CMAQ Component With State Match	Regional TAP Component With State Match	Total Regional Target With State Match	NonCMAQ/ HSIP/TAP with State Match
Berkshire Region	\$355,964	\$1,112,389	\$0	\$7,353,335	\$5,884,981
Boston Region	\$4,296,710	\$13,427,220	\$3,312,089	\$88,759,294	\$67,723,275
Cape Cod	\$458,514	\$1,432,857	\$232,306	\$9,471,756	\$7,348,079
Central Mass	\$869,013	\$2,715,666	\$553,642	\$17,951,638	\$13,813,317
Franklin Region	\$253,975	\$793,671	\$0	\$5,246,480	\$4,198,835
Martha's Vineyard	\$30,997	\$96,865	\$0	\$640,318	\$512,456
Merrimack Valley	\$442,956	\$1,384,237	\$396,901	\$9,150,357	\$6,926,265
Montachusett	\$445,955	\$1,393,611	\$97,450	\$9,212,324	\$7,275,308
Nantucket	\$21,998	\$68,743	\$0	\$454,420	\$363,679
Northern Middlesex	\$390,961	\$1,221,753	\$318,775	\$8,076,275	\$6,144,787
Old Colony	\$455,954	\$1,424,858	\$389,865	\$9,418,878	\$7,148,201
Pioneer Valley	\$1,080,992	\$3,378,100	\$615,889	\$22,330,590	\$17,255,610
Southeastern Mass	\$896,010	\$2,800,033	\$556,278	\$18,509,335	\$14,257,014
Total:	\$10,000,000	\$31,250,000	\$9,962,507	\$206,575,000	\$158,851,806

TITLE 23 - TRANSPORTATION FUNDING

FEDERAL FISCAL YEAR 2018
FEDERAL REGIONAL TARGETS
May 15, 2015 Final

	Obligation Authority	Obl. Auth. Matching	Total Funding Based On
	State Funds	Obl. Auth.	
Base Obligation Authority	\$550,000,000		
Redistribution, as Estimated by FHWA	\$50,000,000		
Total Estimated Obligation Authority Available:	\$600,000,000		
ABP GANS Repayment	68,463,700		
Total Non-Earmarked Available Statewide - (Including State Match)	531,536,300	120,126,726	651,663,026
Statewide Infrastructure Items:			
Statewide Infrastructure Program	\$5,600,000	\$1,400,000	\$7,000,000
Statewide HSIP Program	\$24,000,000	\$2,666,667	\$26,666,667
Statewide Safe Routes to Schools Program	\$5,000,000	\$1,250,000	\$6,250,000
Statewide CMAQ	\$38,400,000	\$9,600,000	\$48,000,000
Statewide Transportation Enhancements	\$0	\$0	\$0
Statewide ITS	\$11,920,000	\$2,980,000	\$14,900,000
Statewide Interstate Maintenance Program	\$60,292,914	\$6,699,213	\$66,992,127
Statewide NHS Preservation Program	\$31,000,000	\$7,750,000	\$38,750,000
Statewide RR Grade Crossings	\$4,800,000	\$1,200,000	\$6,000,000
Statewide Stormwater Retrofits	\$5,650,000	\$1,412,500	\$7,062,500
Statewide ADA Implementation Plan	\$1,550,000	\$387,500	\$1,937,500
Subtotal Statewide Infrastructure Items:	\$188,212,914	\$35,545,879	\$224,558,793
Other Statewide Items:			
AWARD ADJUSTMENTS, CHANGE ORDERS, ETC	\$25,000,000	\$6,250,000	\$31,250,000
Planning	\$24,800,000	\$6,200,000	\$31,000,000
Recreational Trails	\$800,000	\$200,000	\$1,000,000
DBEs, FAPO, Misc Programs	\$800,000	\$200,000	\$1,000,000
Design and Right of Way	\$0	\$0	\$0
Subtotal Other Statewide Items:	\$51,400,000	\$12,850,000	\$64,250,000
Regional Major Infrastructure Projects:	\$0	\$0	\$0
Bridge Program:			
Statewide Bridge Maintenance Program	\$8,000,000	\$2,000,000	\$10,000,000
Statewide Bridge Repl. / Rehab Program	\$105,463,386	\$26,365,847	\$131,829,233
Statewide Bridge Inspection Program	\$5,000,000	\$1,250,000	\$6,250,000
Subtotal Federal Aid Bridge Program:	\$118,463,386	\$29,615,847	\$148,079,233
Total Regional Targets:			
CMAQ - Congestion Mitigation and Air Quality Improvement Progr:	\$25,000,000	\$6,250,000	\$31,250,000
HSIP - Highway Safety Improvement Program	\$9,000,000	\$1,000,000	\$10,000,000
TAP - Transportation Alternatives Program	\$7,970,006	\$1,992,501	\$9,962,507
Regional Maximum Non-CMAQ / HSIP Component:	\$131,489,994	\$32,872,499	\$164,362,493
Total Regional Target	\$173,460,000	\$42,115,000	\$215,575,000

Region	Regional Minimum HSIP Component With State Match	Regional Minimum CMAQ Component With State Match	Regional TAP Component With State Match	Total Regional Target With State Match	NonCMAQ/ HSIP/TAP with State Match
Berkshire Region	\$355,964	\$1,112,389	\$0	\$7,673,703	\$6,205,349
Boston Region	\$4,296,710	\$13,427,220	\$3,312,089	\$92,626,333	\$71,590,315
Cape Cod	\$458,514	\$1,432,857	\$232,306	\$9,884,419	\$7,760,742
Central Mass	\$869,013	\$2,715,666	\$553,642	\$18,733,750	\$14,595,428
Franklin Region	\$253,975	\$793,671	\$0	\$5,475,057	\$4,427,412
Martha's Vineyard	\$30,997	\$96,865	\$0	\$668,216	\$540,353
Merrimack Valley	\$442,956	\$1,384,237	\$396,901	\$9,549,017	\$7,324,925
Montachusett	\$445,955	\$1,393,611	\$97,450	\$9,613,684	\$7,676,667
Nantucket	\$21,998	\$68,743	\$0	\$474,218	\$383,477
Northern Middlesex	\$390,961	\$1,221,753	\$318,775	\$8,428,140	\$6,496,651
Old Colony	\$455,954	\$1,424,858	\$389,865	\$9,829,237	\$7,558,560
Pioneer Valley	\$1,080,992	\$3,378,100	\$615,889	\$23,303,483	\$18,228,502
Southeastern Mass	\$896,010	\$2,800,033	\$556,278	\$19,315,744	\$15,063,424
Total:	\$10,000,000	\$31,250,000	\$9,962,507	\$215,575,000	\$167,851,806

TITLE 23 - TRANSPORTATION FUNDING

FEDERAL FISCAL YEAR 2019

FEDERAL REGIONAL TARGETS

May 15, 2015 Final

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.
Base Obligation Authority	\$550,000,000		
Redistribution, as Estimated by FHWA	\$50,000,000		
Total Estimated Obligation Authority Available:	\$600,000,000		
ABP GANS Repayment	73,525,150		
Total Non-Earmarked Available Statewide - (Including State Match)	526,474,850	130,368,713	656,843,563
Statewide Infrastructure Items:			
Statewide Infrastructure Program	\$2,960,000	\$740,000	\$3,700,000
Statewide HSIP Program	\$24,000,000	\$2,666,667	\$26,666,667
Statewide Safe Routes to Schools Program	\$5,000,000	\$1,250,000	\$6,250,000
Statewide CMAQ	\$44,363,162	\$11,090,791	\$55,453,953
Statewide Transportation Enhancements	\$0	\$0	\$0
Statewide ITS	\$20,000,000	\$5,000,000	\$25,000,000
Statewide Interstate Maintenance Program	\$57,646,464	\$14,411,616	\$72,058,080
Statewide NHS Preservation Program	\$28,000,000	\$7,000,000	\$35,000,000
Statewide RR Grade Crossings	\$3,800,000	\$950,000	\$4,750,000
Statewide Stormwater Retrofits	\$1,800,000	\$450,000	\$2,250,000
Statewide ADA Implementation Plan	\$1,200,000	\$300,000	\$1,500,000
Subtotal Statewide Infrastructure Items:	\$188,769,626	\$47,192,407	\$235,962,033
Other Statewide Items:			
AWARD ADJUSTMENTS, CHANGE ORDERS, ETC	\$22,040,000	\$5,510,000	\$27,550,000
Planning	\$23,800,000	\$5,950,000	\$29,750,000
Recreational Trails	\$800,000	\$200,000	\$1,000,000
DBEs, FAPO, Misc Programs	\$800,000	\$200,000	\$1,000,000
Design and Right of Way	\$0	\$0	\$0
Subtotal Other Statewide Items:	\$47,440,000	\$11,860,000	\$59,300,000
Regional Major Infrastructure Projects:	\$0	\$0	\$0
Bridge Program:			
Statewide Bridge Maintenance Program	\$8,000,000	\$2,000,000	\$10,000,000
Statewide Bridge Repl. / Rehab Program	\$103,805,224	\$25,951,306	\$129,756,530
Statewide Bridge Inspection Program	\$5,000,000	\$1,250,000	\$6,250,000
Subtotal Federal Aid Bridge Program:	\$116,805,224	\$29,201,306	\$146,006,530
Total Regional Targets:			
CMAQ - Congestion Mitigation and Air Quality Improvement Program	\$25,000,000	\$6,250,000	\$31,250,000
HSIP - Highway Safety Improvement Program	\$9,000,000	\$1,000,000	\$10,000,000
TAP - Transportation Alternatives Program	\$5,278,555	\$1,319,639	\$6,598,194
Regional Maximum Non-CMAQ / HSIP Component:	\$134,181,445	\$33,545,361	\$167,726,806
Total Regional Target	\$173,460,000	\$42,115,000	\$215,575,000

Region	Regional Minimum HSIP Component With State Match	Regional Minimum CMAQ Component With State Match	Regional TAP Component With State Match	Total Regional Target With State Match	NonCMAQ/HSIP/TAP with State Match
Berkshire Region	\$355,964	\$1,112,389	\$0	\$7,673,703	\$6,205,349
Boston Region	\$4,296,710	\$13,427,220	\$2,548,719	\$92,626,333	\$72,353,684
Cape Cod	\$458,514	\$1,432,857	\$178,764	\$9,884,419	\$7,814,284
Central Mass	\$869,013	\$2,715,666	\$426,039	\$18,733,750	\$14,723,032
Franklin Region	\$253,975	\$793,671	\$0	\$5,475,057	\$4,427,412
Martha's Vineyard	\$30,997	\$96,865	\$0	\$668,216	\$540,353
Merrimack Valley	\$442,956	\$1,384,237	\$305,423	\$9,549,018	\$7,416,402
Montachusett	\$445,955	\$1,393,611	\$74,990	\$9,613,684	\$7,699,128
Nantucket	\$21,998	\$68,743	\$0	\$474,218	\$383,477
Northern Middlesex	\$390,961	\$1,221,753	\$245,303	\$8,428,140	\$6,570,122
Old Colony	\$455,954	\$1,424,858	\$300,009	\$9,829,237	\$7,648,416
Pioneer Valley	\$1,080,992	\$3,378,100	\$473,939	\$23,303,483	\$18,370,452
Southeastern Mass	\$896,010	\$2,800,033	\$428,067	\$19,315,744	\$15,191,634
Total:	\$10,000,000	\$31,250,000	\$6,598,194	\$215,575,000	\$169,343,747

Appendix C:
Greenhouse Gas Impact Analysis

2016-2019 Transportation Improvement Program Greenhouse Gas Monitoring and Evaluation

Introduction

This section summarizes the greenhouse gas (GHG) impacts that are anticipated to result from the projects that are included in this FFY 2016 – 2019 Transportation Improvement Program (TIP). It includes a summary of the state laws and policies that call for reducing greenhouse gas in order to mitigate global climate change, actions that are being to respond to these state laws and policies, the role of regional planning and TIP development in reducing GHG emission and tracking these reductions, and the projected GHG emission impacts from the projects programmed in the TIP.

State Policy Context

The Global Warming Solutions Act (GWSA), which was signed into law in August 2008, makes Massachusetts a leader in setting aggressive and enforceable GHG reduction targets, and implementing policies and initiatives to achieve these targets. In keeping with the law, on December 29, 2010 the Massachusetts Executive Office of Energy and Environmental Affairs (EOEEA), in consultation with other state agencies and the public, released the Massachusetts *Clean Energy and Climate Plan for 2020*. In December 2014 the Department of Environmental Protection issued new regulations that require Metropolitan Planning Organizations to quantify impacts from project investments, track progress towards reductions, and consider impacts in the prioritization of GHG impacts from project investments. The targets for overall statewide GHG emissions are:



GreenDOT Policy

The transportation sector is the single largest emitter of greenhouse gases, accounting for over a third of GHG emissions, and therefore the transportation sector is a key focus of the *Clean Energy and Climate Plan*. MassDOT's approach to supporting the implementation of the plan is set forth in its GreenDOT Policy Directive, a comprehensive sustainability initiative that sets three principal objectives:





Reduce greenhouse gas (GHG) emissions. MassDOT will achieve this by taking GHG emissions into account in all of its responsibilities, from strategic planning to project design and construction and system operations.



Promote the healthy transportation modes of walking, bicycling, and public transit. MassDOT will achieve this by pursuing multi-modal, “complete streets” design standards; providing choice in transportation services; and by working with MPOs and other partners to prioritize and program a balance of projects that serve drivers, pedestrians, bicyclists, and public transit riders.



To support smart growth development. MassDOT will achieve this by working with MPOs and other partners to make transportation investments that enable denser, smart growth development patterns that support reduced GHG emissions.

GreenDOT Policy and Metropolitan Planning Organizations

The Commonwealth’s thirteen metropolitan planning organizations (MPOs) are integrally involved in helping to achieve the GreenDOT goals and supporting the GHG reductions mandated under the GWSA. The MPOs are most directly involved in helping to achieve the GHG emissions reductions under the second goal – to promote healthy transportation modes through prioritizing and programming an appropriate balance of roadway, transit, bicycle and pedestrian investments – and assist in the third goal by supporting smart growth development patterns through the creation of a balanced multi-modal transportation system. This will be realized through the transportation goals and policies espoused in the 2016 Regional Transportation Plans (RTPs), the major projects planned in the RTPs, and the mix of new transportation projects that are programmed and implemented through the TIPs. The GHG tracking and evaluation processes enable the MPOs to identify the anticipated GHG impacts of the planned and programmed projects, and also to use GHG impacts as a criterion in prioritizing transportation projects.

Regional GHG Tracking and Evaluation in RTPs

MassDOT coordinated with MPOs and regional planning agency (RPA) staffs on the implementation of GHG tracking and evaluation in development of each MPO’s 2035 RTPs, which were adopted in September 2011. This collaboration has continued for the MPO’s 2040 RTPs and 2016-19 TIPs.

Working together, MassDOT and the MPOs have attained the following milestones:

- Modeling and long-range statewide projections for GHG emissions resulting from the transportation sector. Using the Boston MPO’s regional model and the statewide travel demand model for the remainder of the state, GHG emissions were projected for 2020 no-build and build conditions, and for 2040 no-build and build conditions.



- All of the MPOs included these GHG emission projections in their RTPs, along with a discussion of climate change and a statement of MPO support for reducing GHG emissions as a regional goal.

Project-Level GHG Tracking and Evaluation in the Transportation Improvement Program

It is also important to monitor and evaluate the GHG impacts of the transportation projects that are programmed in the MPO Transportation Improvement Programs (TIP). The TIP includes both the larger, regionally-significant projects from the RTPs, which have already had their aggregate GHG impacts calculated and reported in the RTP, as well as smaller projects that are not included in the RTP but that may nevertheless have impacts on GHG emissions. The principal objective of this tracking is to enable the MPOs to evaluate expected GHG impacts of different projects and to use this information as a criterion for prioritizing and programming projects in future TIPs.

In order to monitor and evaluate the GHG impacts of TIP projects, MassDOT and the MPOs have developed the following approach for identifying anticipated GHG impacts and quantifying GHG impacts of projects, when appropriate, through the TIP. Different types of projects will have different anticipated GHG emissions impacts. The different project categories are outlined on the next two pages with this region's project tracking sheet on the third page.

Calculation of GHG Impacts for TIP Projects

The Office of Transportation Planning at MassDOT provided the spreadsheets that are used for determining Congestion Management and Air Quality Improvement (CMAQ) eligibility. These spreadsheets require the same inputs as the CMAQ calculations, and have been adapted to provide CO₂ impacts. The data and analysis required for these calculations is available from functional design reports that should be submitted for projects that would produce a measurable GHG impact.



Projects
with
Quantified
Impacts

RTP Projects - Major capacity expansion projects would be expected to have a significant impact on GHG emissions. However, these projects are included in the RTPs and analyzed using the statewide model or Boston regional model, which would reflect their GHG impacts. Therefore, no independent TIP calculations are required.

Quantified Decrease in Emissions - Projects that would be expected to produce a measurable decrease in emissions. The approach for calculating these impacts is described below. These projects should be categorized in the following manner:

- **Quantified Decrease in Emissions from Traffic Operational Improvement** - An intersection reconstruction or signalization project that is projected to reduce delay and congestion.
- **Quantified Decrease in Emissions from Pedestrian and Bicycle Infrastructure** - A shared-use path that would enable increased walking and biking and decreased vehicle-miles traveled (VMT).
- **Quantified Decrease in Emissions from New/Additional Transit Service** - A bus or shuttle service that would enable increased transit ridership and decreased VMT
- **Quantified Decrease in Emissions from a Park and Ride Lot** - A park-and-ride lot that would enable increased transit ridership/ increased ridesharing and decreased VMT
- **Quantified Decrease in Emissions from Bus Replacement** - A bus replacement that would directly reduce GHG emissions generated by that bus service.
- **Quantified Decrease in Emissions from Complete Streets Improvements** - Improvements to roadway networks that include the addition of bicycle and pedestrian accommodations where none were present before.
- **Quantified Decrease in Emissions from Other Improvement**

Quantified Increase in Emissions - Projects that would be expected to produce a measurable increase in emissions.

Projects
with
Assumed
Impacts

No Assumed Impact/Negligible Impact on Emission - Projects that do not change the capacity or use of a facility (e.g. a resurfacing project that restores a roadway to its previous condition, or a bridge rehabilitation/replacement that restores the bridge to its previous condition) would be assumed to have no GHG impact.

Assumed Nominal Decrease in Emissions - Projects that would be expected to produce a minor decrease in emissions that cannot be calculated with any precision. Examples of such projects include roadway repaving or reconstruction projects that add a new sidewalk or new bike lanes. Such a project would enable increased travel by walking or bicycling, but there may be not data or analysis to support any projections of GHG impacts. These projects should be categorized in the following manner:

- **Assumed Nominal Decrease in Emissions from Sidewalk Infrastructure**
- **Assumed Nominal Decrease in Emissions from Bicycle Infrastructure**
- **Assumed Nominal Decrease in Emissions from Sidewalk and Bicycle Infrastructure**
- **Assumed Nominal Decrease in Emissions from Intelligent Transportation Systems (ITS) and/or Traffic Operational Improvements**
- **Assumed Nominal Decrease in Emissions from Other Improvements**

Assumed Nominal Increase in Emissions - Projects that would be expected to produce a minor increase in emissions that cannot be calculated with any precision.

Regional Greenhouse Gas Impact Summary Tables for FFY 2016 – 2019 TIP

The following tables summarize the calculated quantitative and assumed qualitative impacts of the projects included in the regional FFY 2016 – 2019 TIP.



Appendix D:
Statewide Project Listings

Appendix E:
Nantucket O&M Expenditures

Massachusetts Department of Transportation - Highway Division
 Summary of Operating and Maintenance Expenditures
 Nantucket - Part 1: Non-Federal Aid
 as of 3/30/2015

Section I - Non Federal Aid Maintenance Projects - State Bondfunds

Program Group/Sub Group	Estimated SFY 2013 Expenditures	Estimated SFY 2014 Expenditures	Current SFY 2015 Expenditures to Date
01 - Bridge Repair & Replacement			
New Bridge (Excluded)	n/a	n/a	n/a
Bridge Replacement (Excluded)	n/a	n/a	n/a
Bridge Reconstruction/Rehab	\$0	\$0	\$0
Drawbridge Maintenance	\$0	\$0	\$0
Structures Maintenance	\$0	\$0	\$0
02 - Bridge Painting			
Painting - Structural	\$0	\$0	\$0
03 - Roadway Reconstruction			
Hwy Relocation (Excluded)	n/a	n/a	n/a
Hwy Recon. - Added Capacity (Excluded)	n/a	n/a	n/a
New Construction (Excluded)	n/a	n/a	n/a
Hwy Reconstr - Restr and Rehab	\$0	\$0	\$0
Hwy Reconstr - No Added Capacity	\$0	\$0	\$0
Hwy Reconstr - Minor Widening	\$0	\$0	\$0
Hwy Reconstr - Major Widening	\$0	\$0	\$0
04 - Roadway Resurfacing			
Resurfacing	\$0	\$0	\$0
05 - Intersection & Safety			
Impact Attenuators	\$0	\$0	\$0
Safety Improvements	\$0	\$0	\$0
Traffic Signals	\$0	\$0	\$0
06 - Signs & Lighting			
Electrical	\$0	\$0	\$0
Sign Installation / Upgrading	\$0	\$0	\$0
Structural Signing	\$0	\$0	\$0
07 - Guardrail			
Guard Rail and Fencing	\$0	\$0	\$0
08 - Maintenance			
Catch Basin Cleaning	\$0	\$0	\$0
Crack Sealing	\$0	\$0	\$0
Landscaping	\$0	\$0	\$0
Mowing and Spraying	\$0	\$0	\$0
Pavement Marking	\$0	\$0	\$0
Sewer and Water	\$0	\$0	\$0
Process/Recycle/Trnsprt Soils	\$0	\$0	\$0
Contract Hwy Maint.	\$0	\$0	\$0
09 - Facilities			
Chemical Storage Sheds	\$0	\$0	\$0
Vertical Construction	\$0	\$0	\$0
10 - Bikeways (Excluded)	n/a	n/a	n/a
11 - Other			
Demolition	\$0	\$0	\$0
Drilling & Boring	\$0	\$0	\$0
Highway Sweeping	\$0	\$0	\$0
Intelligent Transportation System	\$0	\$0	\$0
Marine Construction	\$0	\$0	\$0
Miscellaneous / No prequal	\$0	\$0	\$0
Reclamation	\$0	\$0	\$0
Underground Tank Removal Replace	\$0	\$0	\$0
Unknown	\$0	\$0	\$0
Section I Total:	\$0	\$0	\$0

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

12 - Snow and Ice Operations & Materials	n/a	n/a	n/a
13 - District Maintenance Payroll (Mowing, Litter Management, Sight Distance Clearing, Etc.)	n/a	n/a	n/a
Section II Total:	\$0	\$0	\$0
Grand Total NFA:	\$0	\$0	\$0

Massachusetts Department of Transportation - Highway Division
 Summary of Operating and Maintenance Expenditures
 Nantucket - Part 2: Federal Aid
 as of 3/30/2015

Section I - Federal Aid Maintenance Projects

Program Group/Sub Group	Estimated SFY 2013 Expenditures	Estimated SFY 2014 Expenditures	Current SFY 2015 Expenditures to Date
01 - Bridge Repair & Replacement			
New Bridge (Excluded)	n/a	n/a	n/a
Bridge Replacement (Excluded)	n/a	n/a	n/a
Bridge Reconstruction/Rehab	\$0	\$0	\$0
Drawbridge Maintenance	\$0	\$0	\$0
Structures Maintenance	\$0	\$0	\$0
02 - Bridge Painting			
Painting - Structural	\$0	\$0	\$0
03 - Roadway Reconstruction			
Hwy Relocation (Excluded)	n/a	n/a	n/a
Hwy Recon. - Added Capacity (Excluded)	n/a	n/a	n/a
New Construction (Excluded)	n/a	n/a	n/a
Hwy Reconstr - Restr and Rehab	\$0	\$0	\$0
Hwy Reconstr - No Added Capacity	\$0	\$0	\$0
Hwy Reconstr - Minor Widening	\$0	\$0	\$0
Hwy Reconstr - Major Widening	\$0	\$0	\$0
04 - Roadway Resurfacing			
Resurfacing	\$0	\$409,878	\$3,813
05 - Intersection & Safety			
Impact Attenuators	\$0	\$0	\$0
Safety Improvements	\$0	\$0	\$0
Traffic Signals	\$0	\$0	\$0
06 - Signs & Lighting			
Electrical	\$0	\$0	\$0
Sign Installation / Upgrading	\$0	\$0	\$0
Structural Signing	\$0	\$0	\$0
07 - Guardrail			
Guard Rail and Fencing	\$0	\$0	\$0
08 - Maintenance			
Catch Basin Cleaning	\$0	\$0	\$0
Contract Highway Maintenance	\$0	\$0	\$0
Crack Sealing	\$0	\$0	\$0
Landscaping	\$0	\$0	\$0
Mowing and Spraying	\$0	\$0	\$0
Pavement Marking	\$0	\$0	\$0
Process/Recycle/Transport Soils	\$0	\$0	\$0
Sewer and Water	\$0	\$0	\$0
09 - Facilities			
Chemical Storage Sheds	\$0	\$0	\$0
Vertical Construction	\$0	\$0	\$0
10 - Bikeways (Excluded)	n/a	n/a	n/a
11 - Other			
Demolition	\$0	\$0	\$0
Drilling & Boring	\$0	\$0	\$0
Highway Sweeping	\$0	\$0	\$0
Intelligent Transportation System	\$0	\$0	\$0
Marine Construction	\$0	\$0	\$0
Miscellaneous / No prequal	\$0	\$0	\$0
Reclamation	\$0	\$0	\$0
Underground Tank Removal Replace	\$0	\$0	\$0
Unknown	\$0	\$0	\$0
Section I Total:	\$0	\$409,878	\$3,813
Section II - Federal Aid Highway Operations			
ITS Operations - I-93 HOV Lane Operation and Towing	n/a	n/a	n/a
ITS Operations - Traffic Operations Center (South Boston)	n/a	n/a	n/a
Section II Total	\$0	\$0	\$0
Grand Total Federal Aid:	\$0	\$409,878	\$3,813

Appendix G:
Legal Ad for Public Review

NOTICE OF PUBLIC HEARING AND REVIEW PERIOD

TRANSPORTATION IMPROVEMENT PROGRAM

The Nantucket Planning and Economic Development Commission (NP&EDC) will initiate a 30-day public review of the draft FFY 2016-2019 Transportation Improvement Program (TIP) beginning June 11, 2015 and concluding on July 20, 2015. A rescheduled public hearing to solicit public comments will be held on June 29, 2015 at 6:00PM in the 4 Fairgrounds Road Training Room. The TIP is a prioritized listing of highway, bridge, intermodal and transit projects expected to be undertaken by the Commonwealth during the above referenced 4-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 4-year schedule for the TIP is shown below:

Highway projects:

FFY	Highway Projects	Project ID	Funding Category	Total Funding (80% Federal + 20% State Match)
2016	Multi-use path from Washington St to Orange St (a.k.a., In-Town Bike Path, Phase 1) (AC-2)	606433	STP*	\$293,286
			CMAQ**	\$68,743
	Projects to be determined	TBD	HSIP***	\$21,998
2017	Projects to be determined	TBD	STP*	\$363,679
			CMAQ**	\$68,743
			HSIP***	\$21,998
2018	Projects to be determined	TBD	STP*	\$383,477
			CMAQ**	\$68,743
			HSIP***	\$21,998
2019	Projects to be determined	TBD	STP*	\$383,477
			CMAQ**	\$68,743
			HSIP***	\$21,998

* - Surface Transportation Program; ** - Congestion Management and Air Quality Program;

*** - Highway Safety Improvement Program

Transit projects:

FFY	Transit Agency	Line Item	Transit Project	Carry Over	Federal Funds	SCA (state aid)	LCL (local aid)	Total
2016	NRTA	300900	OPERATING ASSISTANCE		\$537,588	\$394,651	\$142,937	\$1,075,176
2017	NRTA	300900	OPERATING ASSISTANCE	2016	\$543,287	\$394,651	\$148,636	\$1,086,574
2018	NRTA	300900	OPERATING ASSISTANCE	2017	\$549,043	\$394,651	\$154,392	\$1,098,086
2019	NRTA	300900	OPERATING ASSISTANCE	2018	\$554,856	\$0	\$554,856	\$1,109,712

All persons interested in transportation projects that might be considered for inclusion in the Nantucket TIP are encouraged to review this draft document. For further information, or to make comment within the 30-day comment period, please contact NP&EDC Transportation Planner Mike Burns at (508) 228-7238, or email to mburns@nantucket-ma.gov. Written comments may also be submitted by 4:00PM July 20, 2015 to: NP&EDC, 2 Fairgrounds Road, Nantucket, MA 02554. A copy of the draft is also available at the Nantucket Atheneum, the Selectmen's Office, the PLUS office, and on-line at <http://www.nantucket-ma.gov>



The Inquirer and Mirror

THE MILESTONE - BOX 1198
NANTUCKET, MASSACHUSETTS 02554

PHONE NUMBER: 508-228-0001

FAX NUMBER: 508-325-5089

FAX TRANSMITTAL FORM

DATE: June 23, 2015

TO: NANTUCKET PLANNING BOARD

ATTENTION: T. Michael Burns

FROM: Lora Kebbati - Advertising Dept.

PAGES: 2 Including cover sheet

SUBJECT: Your Legal Notice Ad Proof

**This corrected version running for
the dates noted in red below:**

*Attached is a proof of your legal notice.
Publication dates and associated costs
are outlined to the right.
Please indicate your approval below
or make note of any necessary revisions.
Thank you.*

PROOF

Okay to print as is.

Okay to print with changes.

Make changes and send another proof.

Signature

Date

INSERTION:

I&M Ref: **G24**

Your Ref: **NPEDC - TIP 16**

Insertion(s) **6**

Date(s): **06/11/15** **06/18/15**

06/25/15 **07/02/15**

07/09/15 **07/16/15**

On ACK.net: **6/25 - 7/2/15**

If there is a problem with this transmission or if you have any questions,
please call (508) 228-0001 x38 or email advertising@inkym.com

Appendix I:

Written Comments Received During Public Review Period

FHWA – Massachusetts Division
Nantucket TIP Comments
July 17, 2015

- The TIP should include a financial plan that demonstrates how the TIP can be implemented. Additional detail is needed for how funding is cooperatively developed between the State, MPO and public transit providers.
- The TIP financial plan must include an inflation rate to reflect “year of expenditure” based on reasonable financial principles and information. Based on federal and state guidance the approved rate is 4%
- The financial plan should show how revenue available aligns with programmed commitments. If there are any outstanding commitments or revenues available the plan should clearly illustrate this information. It was noted that for FY 2017-2019 there are no highway projects programmed. It would be useful to include a statement about the region’s needs and priorities and how this aligns with funding decisions.
- For the purposes of transportation operations and maintenance, the financial plan shall contain system level estimates of cost and revenues sources that are reasonably expected to be available to adequately operate and maintain the Federal-aid Highway and public transportation systems. Please be sure to identify these cost estimates for the current years of the TIP FY 2016-2019. (23 CFR 450.324(7)(h))
- The Air Quality chapter should be updated to reference the current proposed TIP FY 2016-2019
- The FY 2016-2019 TIP needs to list projects from previous that’s that were implemented or delayed (23 CFR 450.324(l)(2))



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO



July 14, 2015

Andrew Vorce, Planning Director
Nantucket Planning and Economic Development Commission
2 Fairgrounds Road
Nantucket, MA 02554

Dear Mr. Vorce:

The Massachusetts Department of Transportation (MassDOT) Office of Transportation Planning (OTP) has reviewed the draft 2016 Transportation Improvement Program (TIP) released by the Nantucket Planning and Economic Development Commission (NPEDC) on June 11, 2015. The following MassDOT comments include both general guidance and specific comments on the MPO's 3C planning process with regard to the content of this document as released for public review.

Please note the following comments specific to the information contained in the MPO's draft 2016 TIP.

- Please ensure that the document is in an accessible format.
- Blank (page v) – Insert the MPO's Self Certification document into the endorsed version of the TIP.
- Table of Contents (page vii) – Revise 2015-2018 to "2016-2019"
- Funding Categories (page 4) – Remove the "American Recovery and Reinvestment Act" (ARRA).
- Public Participation Process (pages 6-7) – Describe the public outreach process more thoroughly and include adjustment/amendment procedures.
- Self-Certification Compliance Statement (page 10) – Fill in the blanks for "TIP Name" and "MPO Name."
- Highway Program Projects (pages 12-27) – Regarding unprogrammed funds, the NPEDC should work with local officials and MassDOT District 5 to ensure that projects are being generated and progressing for design and construction.
- Appendix A – Transportation Evaluation Criteria
 - Please include a table of all applicable projects that were evaluated along with scores and potential programming years.
 - Consider using available CMAQ funding for projects that would close gaps in sidewalk networks:

Ten Park Plaza, Suite 4160, Boston, MA 02116
Tel: 857-368-4636, TTY: 857-368-0655
www.mass.gov/massdot

Please contact me at (857) 368-8865 or Bryan Pounds at (857) 368-8860 if you have any questions.

Sincerely,



David J. Mohler
Executive Director
Office of Transportation Planning

Cc: Pamela Stephenson, Division Administrator, Federal Highway Administration
Mary Beth Mello, Regional Administrator, Federal Transit Administration
Mary-Joe Perry, Highway Director, MassDOT District 5
Steve Woelfel, Director of Strategic Planning
Trey Wadsworth, Manager of MPO Activities
Bryan Pounds, MPO Liaison
Tom Schiavone, Rail and Transit Division