

NP&EDC

PACKET

MAY 29, 2020



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MEETING POSTING

TOWN OF NANTUCKET
 Pursuant to MGL Chapter 30A, § 18-25
 All meeting **notices and agenda** must be filed and time stamped with the Town Clerk's Office and posted at least 48 hours prior to the meeting (excluding Saturdays, Sundays and Holidays)

Committee/Board/s	Nantucket Planning & Economic Development Commission
Day, Date, and Time	Friday, May 29, 2020, at 1:00 pm
Location / Address	REMOTE PARTICIPATION VIA ZOOM & YouTube Pursuant to Governor Baker's March 12, 2020, Order Regarding Open Meeting Law (Attached) INFORMATION on viewing the meeting can be found at https://www.nantucket-ma.gov/138/Boards-Commissions-Committees
Signature of Chair or Authorized Person	Andrew Vorce, Director of Planning Eleanor Antonietti, Zoning Administrator

WARNING: IF THERE IS NO QUORUM OF MEMBERS PRESENT, OR IF MEETING POSTING IS NOT IN COMPLIANCE WITH THE OML STATUTE, NO MEETING MAY BE HELD!

NP&EDC

AGENDA

www.nantucket-ma.gov

YouTube Link:

<https://youtu.be/ayFLcUp51I8>

PLEASE LIST BELOW THE TOPICS THE CHAIR REASONABLY ANTICIPATES WILL BE DISCUSSED AT THE MEETING.

- I. Call to Order:
- II. Establishment of Quorum:
- III. Approval of Agenda:

IV. Approval of Minutes:

Pages 8-11 • April 28, 2020

V. Public Comments:

VI. Action / Discussion Items:

A. 3C Transportation Program:

Pages 13 - 40

1. FFY 2021 UPWP – authorize release for public review

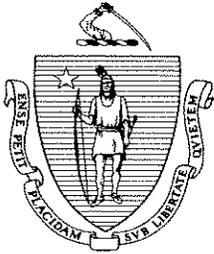
**Pages 41 to
END**

2. FFY 2021-2025 Transportation Improvement Program – close public review period and approval

VII. Other Committee Reports

VIII. Other Business

IX. Adjournment



OFFICE OF THE GOVERNOR
COMMONWEALTH OF MASSACHUSETTS
STATE HOUSE • BOSTON, MA 02133
(617) 725-4000

CHARLES D. BAKER
GOVERNOR

KARYN E. POLITO
LIEUTENANT GOVERNOR

**ORDER SUSPENDING CERTAIN PROVISIONS
OF THE OPEN MEETING LAW, G. L. c. 30A, § 20**

WHEREAS, on March 10, 2020, I, Charles D. Baker, Governor of the Commonwealth of Massachusetts, acting pursuant to the powers provided by Chapter 639 of the Acts of 1950 and Section 2A of Chapter 17 of the General Laws, declared that there now exists in the Commonwealth of Massachusetts a state of emergency due to the outbreak of the 2019 novel Coronavirus (“COVID-19”); and

WHEREAS, many important functions of State and Local Government are executed by “public bodies,” as that term is defined in G. L. c. 30A, § 18, in meetings that are open to the public, consistent with the requirements of law and sound public policy and in order to ensure active public engagement with, contribution to, and oversight of the functions of government; and

WHEREAS, both the Federal Centers for Disease Control and Prevention (“CDC”) and the Massachusetts Department of Public Health (“DPH”) have advised residents to take extra measures to put distance between themselves and other people to further reduce the risk of being exposed to COVID-19. Additionally, the CDC and DPH have advised high-risk individuals, including people over the age of 60, anyone with underlying health conditions or a weakened immune system, and pregnant women, to avoid large gatherings.

WHEREAS, sections 7, 8, and 8A of Chapter 639 of the Acts of 1950 authorize the Governor, during the effective period of a declared emergency, to exercise authority over public assemblages as necessary to protect the health and safety of persons; and

WHEREAS, low-cost telephone, social media, and other internet-based technologies are currently available that will permit the convening of a public body through virtual means and allow real-time public access to the activities of the public body; and

WHEREAS section 20 of chapter 30A and implementing regulations issued by the Attorney General currently authorize remote participation by members of a public body, subject to certain limitations;

NOW THEREFORE, I hereby order the following:

(1) A public body, as defined in section 18 of chapter 30A of the General Laws, is hereby relieved from the requirement of section 20 of chapter 30A that it conduct its meetings in a public place that is open and physically accessible to the public, provided that the public body makes provision to ensure public access to the deliberations of the public body for interested members of the public through adequate, alternative means.

Adequate, alternative means of public access shall mean measures that provide transparency and permit timely and effective public access to the deliberations of the public body. Such means may include, without limitation, providing public access through telephone, internet, or satellite enabled audio or video conferencing or any other technology that enables the public to clearly follow the proceedings of the public body while those activities are occurring. Where allowance for active, real-time participation by members of the public is a specific requirement of a general or special law or regulation, or a local ordinance or by-law, pursuant to which the proceeding is conducted, any alternative means of public access must provide for such participation.

A municipal public body that for reasons of economic hardship and despite best efforts is unable to provide alternative means of public access that will enable the public to follow the proceedings of the municipal public body as those activities are occurring in real time may instead post on its municipal website a full and complete transcript, recording, or other comprehensive record of the proceedings as soon as practicable upon conclusion of the proceedings. This paragraph shall not apply to proceedings that are conducted pursuant to a general or special law or regulation, or a local ordinance or by-law, that requires allowance for active participation by members of the public.

A public body must offer its selected alternative means of access to its proceedings without subscription, toll, or similar charge to the public.

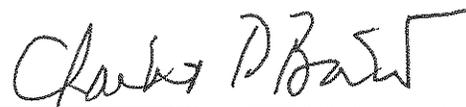
(2) Public bodies are hereby authorized to allow remote participation by all members in any meeting of the public body. The requirement that a quorum of the body and the chair be physically present at a specified meeting location, as provided in G. L. c. 30A, § 20(d) and in 940 CMR 29.10(4)(b), is hereby suspended.

(3) A public body that elects to conduct its proceedings under the relief provided in sections (1) or (2) above shall ensure that any party entitled or required to appear before it shall be able to do so through remote means, as if the party were a member of the public body and participating remotely as provided in section (2).

(4) All other provisions of sections 18 to 25 of chapter 30A and the Attorney General's implementing regulations shall otherwise remain unchanged and fully applicable to the activities of public bodies.

This Order is effective immediately and shall remain in effect until rescinded or until the State of Emergency is terminated, whichever happens first.

Given in Boston at 6:40 PM this 12th day of
March, two thousand and twenty.

A handwritten signature in black ink, reading "Charles D. Baker". The signature is written in a cursive style with a prominent horizontal line at the end of the last name.

CHARLES D. BAKER
GOVERNOR
Commonwealth of Massachusetts

NP&EDC MEETING

5/29/2020

AGENDA ITEM IV.

MINUTES for April 28, 2020



COMMISSIONERS: Nat Lowell (Chair), Fritz McClure (Vice Chair), Matt Fee, Jack Gardner, Wendy Hudson, David Iverson, Bert Johnson, Leslie B. Johnson, John Trudel, Maureen Phillips, and Judith Wegner

MINUTES

Tuesday, April 28, 2020

Remote Meeting *via* Zoom and YouTube – 4:00 p.m.

Purpose: Regular Meeting:

STAFF IN ATTENDANCE: Andrew Vorce, Director of Planning; Eleanor W. Antonietti, Land Use Specialist

ATTENDING MEMBERS: Nat Lowell, Fritz McClure, Judith Wegner, John Trudel, David Iverson, Bert Johnson, Maureen Phillips, and Wendy Hudson

LATE ARRIVALS: Bert Johnson

ABSENT: Matt Fee, Jack Gardner, Leslie Johnson

OTHER: Derek Shooster, MassDOT

I. Call to Order:

4:05 p.m.

II. Establishment of Quorum:

LOWELL announced that this Open Meeting of the Nantucket Planning and Economic Development Commission is being conducted remotely *via* Zoom and YouTube, consistent with Governor Baker’s Executive Order of March 12, 2020, due to the current State of Emergency in the Commonwealth due to the outbreak of the “COVID-19 Virus.”

III. Approval of Agenda:

ROLL CALL of those participating:

1. Nat Lowell Aye
2. John Trudel Aye
3. Fritz McClure Aye
4. Judith Wegner Aye
5. Dave Iverson Aye
6. Maureen Phillips Aye
7. Bert Johnson Aye
8. Wendy Hudson Aye

Agenda adopted by **UNANIMOUS** consent.

IV. Approval of Minutes:

- February 20, 2020

NP&EDC Minutes April 28, 2020

The **MOTION** was made by Fritz McClure and seconded that the NP&EDC does hereby vote to approve the NP&EDC minutes for February 20, 2020.

ROLL CALL VOTE:

1. Nat Lowell Aye
2. John Trudel Aye
3. Fritz McClure Aye
4. Judith Wegner Aye
5. Dave Iverson Aye
6. Maureen Phillips Aye
7. Bert Johnson Aye
8. Wendy Hudson Aye

Minutes adopted by **UNANIMOUS** consent.

V. Public Comments:

NONE

VI. Action / Discussion Items:

A. 3C Programming Documents:

1. FFY 2021-2025 Transportation Improvement Program – authorize release for public review

SHOOSTER explains the TIP program. Federal requirement that the document be released for public review. This reflects all transportation projects receiving federal funding. NP&EDC has a regional target that it receives to fund transportation projects based on MARPA (Massachusetts Regional Planning Agencies) formula. That amounts to a little of over 1/2 million dollars per year. There is a Statewide projects component as well. These all have to be reflected in regional TIP. Anything receiving transit funding for NRTA is also reflected along with any other federal documentation required (greenhouse gasses, performance safety project). Last year, Nantucket did not actually have any projects that it was using regional funds to program. There were no statewide projects last year programmed in the TIP. For 2021-2025, there continue to be no projects receiving regional target funding, but there has been funding earmarked for Safe Routes to School (“SRTS”).

Sharing and referring to document on screen – Nantucket Region Program showing what Nantucket region’s proposed program is for 2021-2025 TIP. MassDOT Project ID #610533 is for Nantucket middle and high school complex improvements funded through SRTS, using just under \$1,000,000 of TAP (Transportation Alternatives Program) funding. That is the lone highway project that proposed action for JTC (Joint Transportation Committee) body is to release for public review and comment. Along with that are transit projects by year for NRTA. Sharing and referring to document on screen – showing what is reflected for 5311 funds – rural operating assistance and other non-federal sources. The tables will also be reflected in the DRAFT TIP document.

Normally this document would have been prepared in advance, but with no one filling Mike Burn’s position yet, he has been working with Director Vorce and other staff to help move this along.

IVERSON asks if we have this 5311 document in packet.

SHOOSTER explains that last year’s is in the packet, and the numbers may not have changed except for 2025 which generates new data that would be reflected. If there had been any changes to TIP funding amounts, those would be reflected as well in DRAFT TIP.

LOWELL asks if TIP money not spent last year would carry over, i.e. do we accrue unused funds?

NP&EDC Minutes April 28, 2020

SHOOSTER MassDOT launched eSTIP so all Regional Transportation Managers can see in real time what they have built into their TIP. For Nantucket, the only project we have reflected here is the statewide prioritized project. It is a use it or lose it program. Program has to be project ready and deliverable.

VORCE asks about Project ID #608664 – Surfside Road and Bartlett Road.

SHOOSTER It comes down to funding and will of JTC to program it. Unfortunately, a project like this at \$3.3 million exceeds regional program target for any given year. You could AC (advanced construction) the project which means pay for it over span of 2 or more years, but you cannot AC a project for more years than it takes to construct.

WEGNER asks what is impact if we need to put money into COVID recovery and asks him to keep us posted if more information comes along about prioritizing in terms of budget crises caused by COVID – unemployment, health care costs. If gas tax revenue will not be there, that could matter. Wants to stay on top of it. Thinking about Steamship Authority which is island’s lifeline. Operating costs could be a target if we moved money from one place to another.

SHOOSTER apples and oranges. The funds from FAST (Fixing America’s Surface Transportation) Act are already identified to be spent for next 5 years. No reason that MassDOT is concerned about deliverability and funding for highway and transit projects. The Steamship (“SSA”) has come up with Cape Cod Commission and Martha’s Vineyard. SSA is not particularly communicative with development of these projects. Mike Burns was present at MRPA annual meeting. Thinks he may have included some SSA numbers. Currently, we don’t have any concerns for the funding piece for any of the projects that have been identified as fiscally constrained for regional and statewide TIP. We would not propose the SRTS project if we did not have the money that was awarded for that project. It needs to be endorsed in May by your region.

LOWELL asks Derek what he needs from us.

SHOOSTER explains that they do not have the physical document in hand but he will work with Andrew and Staff on the document. DRAFT content will reflect the SRTS and the transit projects just mentioned. The safety performance targets that you endorsed at your February meeting would be captured as well.

The **MOTION** was made by Bert Johnson and seconded that the NP&EDC does hereby vote to authorize to release the Draft 2021-2025 TIP for a 21 day public review period.

The vote was **UNANIMOUS**.

ROLL CALL of those participating:

1. Nat Lowell Aye
2. John Trudel Aye
3. Fritz McClure Aye
4. Judith Wegner Aye
5. Dave Iverson Aye
6. Maureen Phillips Aye
7. Bert Johnson Aye
8. Wendy Hudson Aye

Agenda adopted by **UNANIMOUS** consent.

VII. Other Committee Reports

LOWELL thanks Derek

NP&EDC Minutes April 28, 2020

HUDSON has just been appointed to governor's Economic Recovery Advisory Board, through Retailers Assn. of Mass. This is a small group. Current restrictions are extended to May 18th. Going to be a long haul. Maybe we can ramp up our role here.

McCLURE Coastal Resiliency has not been meeting

LOWELL we had a quick CapCom meeting recently to work on Article 10. ATM will probably be reschedule for the fall. There may be a truncated version this summer.

HUDSON Janet Schulte told her that Regional Planning Agencies are providing some modest fiscal relief. Maybe we could look into that.

SHOOSTER clarifies that anything from RPAs would go to Exec. Directors, thus in our case to Andrew.

LOWELL asks Andrew to look into that by contacting Janet Schulte.

PHILLIPS ConCom has been meeting as usual. Had a 4 ½ hour meeting last week. Trying to approve things so that things can go back to normal when we do approve. It has worked quite well. Took a little longer going through all of those application materials.

WEGNER Planning Board will be meeting on 5/21.

VIII. Other Business

NONE

IX. Adjournment

Bert Johnson moved to adjourn the meeting at 4:50 p.m.; Fritz McClure seconded. So voted by Roll Call Vote.

1. Nat Lowell Aye
2. John Trudel Aye
3. Fritz McClure Aye
4. Judith Wegner Aye
5. Dave Iverson Aye
6. Maureen Phillips Aye
7. Bert Johnson Aye
8. Wendy Hudson Aye

Meeting adjourned by **UNANIMOUS** consent.

Submitted by:
Eleanor W. Antonietti

NPEDC MEETING

5/29/2020

AGENDA ITEMS VI.A

3C TRANSPORTATION PROGRAM:

- FFY 2021 DRAFT UPWP
- FFY 2021-2025 TIP

**UNIFIED PLANNING
WORK PROGRAM**
FOR TRANSPORTATION PLANNING ACTIVITIES

FFY 2021

For the period October 1, 2020 to September 30, 2021

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

**NANTUCKET PLANNING & ECONOMIC
DEVELOPMENT COMMISSION**

**UNIFIED PLANNING WORK PROGRAM
FOR
TRANSPORTATION PLANNING ACTIVITIES**

Prepared in cooperation with the Massachusetts Department of Transportation – Highway Division, Federal Highway Administration, and Federal Transit Administration under contract number 101723.

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

Nantucket Planning and Economic Development Commission's Planning Office Staff

Andrew V. Vorce, AICP, Planning Director (20%)
William Saad, Administrative Specialist (15%)
Eleanor Antonietti, Land Use Specialist (10%)

Nantucket Planning and Economic Development Commission Members

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

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

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

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INTRODUCTION

Nantucket Planning and Economic Development Commission (NP&EDC)

The NP&EDC serves as one of the Commonwealth of Massachusetts' thirteen Regional Planning Agencies (RPAs). 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, Martha's Vineyard, and Franklin regions do not meet these criteria, the Massachusetts Department of Transportation (MassDOT) – Highway Division provides planning funds for transportation planning in these regions, essentially treating them as MPOs.

The Nantucket MPO consists of a decision making body that includes MassDOT and the NP&EDC. For the purpose of this document, the decision making body will be referred to as the Nantucket MPO.

In its role as an RPA member, the NP&EDC provides staff support and follows federal transportation planning regulations, including the participation of citizen advisory groups in transportation planning activities.

Federal FAST ACT

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

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

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

Unified Planning Work Program (UPWP)

The UPWP is a federally required certification document, which must be prepared and endorsed annually by the NP&EDC. It has been developed to reflect state and federal requirements, as well as local priorities and needs. The document describes the scope of work and estimates costs for the transportation planning activities of the NP&EDC from October 1, 2020 to September 30, 2021, which conform to long and short-range transportation planning objectives described in the 2021 Long Range Transportation Plan (LRTP).

Tasks within this UPWP build on previous work of and input from the NP&EDC. Each task includes the anticipated accomplishments (products), as well as staff time, task budget, and sources of funding.

The UPWP is divided into four sections:

1. “Management and Support of the Planning Process and Certification Activities” – includes management and monitoring of the 3C contract, the development of the Transportation Improvement Program and preparation of the next year’s UPWP.
2. “Data Collection and Analysis Activities” – includes traffic counting activities, bicycle and pedestrian facility inventories, and maintenance and continued development of the geographic information system.
3. “Short Range and Long Range Transportation Planning Activities” – includes an identification of the transportation planning studies that will be accomplished in this UPWP.
4. “Other Transportation Activities” – includes support for implementation activities.

This document a budgeting tool used by the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and MassDOT as the scope of services for the contract for planning, and can be amended or adjusted during the program year with the approval of all parties to the contract. At least one third of the funding in the UPWP results in tangible products, such as reports, charts, maps, and even built improvements and amenities. For instance, Task 4.1 devotes 21% of the budget to implementing approved recommendations, and 10% of the budget is dedicated to the data collection, mapping, and monitoring that lead to recommendations. The balance of the work program results in required reporting and other studies to evaluate transportation alternatives.

This UPWP must also consider the FAST ACT’s planning factors. These planning factors - and this plan’s consideration of these factors - are as follows:

	1	2	3	4	5	6	7	8	9	10
1.1 - 3C Program Support	X	X	X	X	X	X	X	X		
1.2 - Inter-Regional Transportation Planning Coordination	X									X
1.3 - Transportation Improvement Program	X	X	X	X	X	X	X	X		
1.4 - Unified Work Program	X	X	X	X	X	X	X	X		
1.5 - Public Participation	X			X		X				
1.6 - Title VI and EJ										
2.1 - Data Collection: Traffic, Congestion, Freight, and Pavement Management		X		X		X	X		X	X
2.2 - Geographic Information Systems	X	X	X	X	X	X	X	X		
2.3 - Performance Measures and Monitoring		X		X		X	X	X		
3.1 - Livable / Sustainable / Complete Streets Planning	X	X		X	X		X	X	X	X
3.2 - Parking Management Strategies	X			X			X	X		X
3.3 - Bicycle and Pedestrian Planning	X	X	X	X	X		X	X		X
3.4 - Special Transportation Planning Studies	X	X	X	X	X	X	X	X		
4.1 - Implement Approved Planning Recommendations	X	X	X	X	X	X	X	X	X	X
4.2 - Special Transportation Planning Assistance	X	X	X	X	X	X		X		
4.3 - Intelligent Transportation Systems	X						X			

UPWP Amendments and Adjustments

During the fiscal year it may become necessary to make changes to the approved UPWP. There are two types of changes, depending on the significance of the change, which require different procedures prior to the change being approved by the NP&EDC and MassDOT.

- Amendments – these are changes to the UPWP that add a new or delete an existing task. Prior to this change becoming affective, the NP&EDC will conduct a 21 day public review period to solicit comments on the change.
- Adjustments – these are changes to the UPWP that modify the budget or scope of an existing task. These changes do not require a public review period and will become affective following a vote to approve by the NP&EDC and sign-off from MassDOT.

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 UPWP includes tasks that achieve similar goals as described in the GreenDOT initiative, such as Tasks 2.1 and 2.3, which commits time for GHG data collection and analysis, and Tasks 3.1 and 3.2 dealing with livability, complete streets, and parking management strategies that discourage the use of the automobile and help reduce congestion. Task 3.3 specifically allocates time to planning activities that facilitate walking and biking.

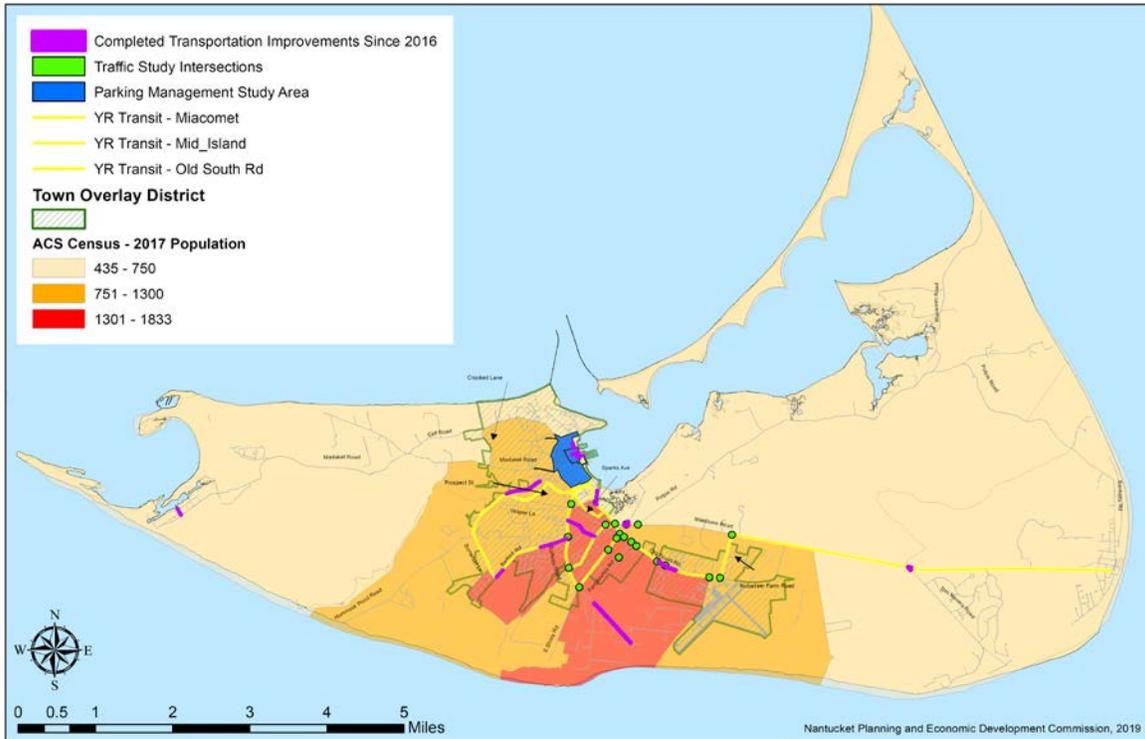
Aligning Transportation Planning Activities with Long Rang Transportation Plan

Nantucket’s transportation vision for the next twenty years is to equitably and legally limit vehicles on Nantucket while providing a transportation system that is safe, economical, accessible for all users, and sensitive to the character of the island. To realize this vision in the coming year, the planning activities of this UPWP will focus on mechanisms outlined in the Nantucket Long Range Transportation Plan. These include consideration of all modes, safety, and historic integrity as key factors in planning, improving information on all transportation facilities, and creating options and alternatives for managed parking.

Planning activities related to these mechanisms will build on the efforts of accepted traffic studies and will initiate development of a multi-modal transportation model (Task 3.1), evaluate and refine parking management strategies leading up to deployment of a program by summer 2020 (Task 3.2), and evaluating the bikeability of various public ways (Task 3.3). Implementing infrastructure improvements (Task 4.1) will require staff to use programmed time to evaluate and help advance sidewalk, multi-use path, and intersection improvements that accommodate all transportation modes and improve safety and congestion, per the Town’s Complete Streets policy.

Equity Distribution of Previous UPWP Tasks

Map 1 below shows transportation planning investments have been focused within the “Town Overlay District” where infrastructure investments on island are to be focused, per the Nantucket Master Plan. These efforts have been focused within the more densely settled areas of the island where commercial uses, housing, and utility infrastructure are located.



Map 1. Map of UPWP Distribution of Tasks

Public Participation

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

The NP&EDC met on May 29, 2020 to authorize a public review for the FFY 2021 UPWP document. The minimum 21 day public review of the UPWP was initiated on May 29, 2020 and ended on June 19, 2020.

The notice of public review, the public meeting, and availability of the online draft document was published on the Town of Nantucket's website and sent to subscribers of the Town's News and Notices. A printed version of the draft document was available at the 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. Any written comments received during the public review period are available in Appendix A.

NP&EDC

UPWP: PROGRAM BUDGET BY TASK: FFY 2021

DRAFT - FFY 2021 Unified Planning Work Program Budget								
Task		Number of Weeks	Percent of Time	Direct Salary	Overhead (92.043%)	Direct Costs Budget	Total Budget	Percent of Budget
1.0	Management and Support	20	38.46%	\$17,615.38	\$16,213.73	\$3,200.00	\$37,029.11	19.77%
1.1	3C Program Support	13	25.00%	\$11,450.00	\$10,538.92	\$0.00	\$21,988.92	11.74%
1.2	Inter-Regional Transportation Planning Coordination	4	7.69%	\$3,523.08	\$3,242.75	\$3,000.00	\$9,765.82	5.21%
1.3	Transportation Improvement Program	1	1.92%	\$880.77	\$810.69	\$100.00	\$1,791.46	0.96%
1.4	Unified Work Program	1	1.92%	\$880.77	\$810.69	\$100.00	\$1,791.46	0.96%
1.5	Public Participation	0.5	0.96%	\$440.38	\$405.34	\$0.00	\$845.73	0.45%
1.6	Title VI and Environmental Justice	0.5	0.96%	\$440.38	\$405.34	\$0.00	\$845.73	0.45%
2.0	Data Collection and Analysis	5	9.62%	\$4,403.85	\$4,053.43	\$0.00	\$8,457.28	4.52%
2.1	Data Collection: Traffic, Congestion, Freight, and Pavement Management	0	0.00%	\$0.00	\$0.00	\$0.00	\$0.00	0.00%
2.2	Geographic Information Systems (GIS)	5	9.62%	\$4,403.85	\$4,053.43	\$0.00	\$8,457.28	4.52%
2.3	Performance Measures and Monitoring	0	0.00%	\$0.00	\$0.00	\$0.00	\$0.00	0.00%
3.0	Short Range and Long Range Transportation Planning	14	26.92%	\$12,330.77	\$11,349.61	\$0.00	\$23,680.38	12.64%
3.1	Livable / Sustainable / Complete Streets Planning	7	13.46%	\$6,165.38	\$5,674.80	\$0.00	\$11,840.19	6.32%
3.2	Parking Management Strategies	3	5.77%	\$2,642.31	\$2,432.06	\$0.00	\$5,074.37	2.71%
3.3	Bicycle and Pedestrian Planning	3	5.77%	\$2,642.31	\$2,432.06	\$0.00	\$5,074.37	2.71%
3.4	Special Transportation Planning Studies	1	1.92%	\$880.77	\$810.69	\$0.00	\$1,691.46	0.90%
4.0	Other Transportation Activities	13	25.00%	\$11,450.00	\$10,538.92	\$0.00	\$21,988.92	11.74%
4.1	Implement Approved Planning Recommendations	11	21.15%	\$9,688.46	\$8,917.55	\$0.00	\$18,606.01	9.94%
4.2	Special Transportation Planning Assistance	2	3.85%	\$1,761.54	\$1,621.37	\$0.00	\$3,382.91	1.81%
4.3	Intelligent Transportation Systems (ITS)	0	0.00%	\$0.00	\$0.00	\$0.00	\$0.00	0.00%
	Direct Salary Budget -			\$45,800.00				
	Overhead Budget -				\$42,155.69			
	Direct Cost Budget -					\$3,200.00		
	Total Budget for FFY 2020 -	52	100.00%	\$45,800.00	\$42,155.69	\$3,200.00	\$91,155.69	48.67%
	Time = 52 weeks (46 weeks, plus 4 weeks vacation, 12 holidays, and 2 personal days - listed in Task 1.1)							

SCHEDULE: TRANSPORTATION PLANNING ACTIVITIES

		2020			2021								
		Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	July	Aug	Sept
Program Management													
1.1	3C Program Support	Monthly NP&EDC meetings and 3C reporting											
1.2	Inter-Regional Transportation Planning Coordination	Attend TMG, MARPA, and other meetings and workshops as necessary											
1.3	Transportation Improvement Program						Initial Draft	Final Approval					
1.4	Unified Work Program						Initial Draft	Final Approval					
1.5	Public Participation Plan	Review Public Participation Plan for updates											
1.6	Title VI and EJ	Complete Title VI reporting as required											
Data Collection													
2.1	Data Collection: Traffic, Congestion, Freight, and Pavement Management	Fall Traffic Counts			(No Winter Counts Required)				Spring Traffic Counts		Summer Traffic Counts		
		Collection and evaluation of Freight and Pavement Management Data as necessary											
2.2	Geographic Information Systems (GIS)	Utilize and maintain GIS data as necessary											
2.3	Performance Measures	Review measures in the LRTP to evaluate progress and review innovative ways of collecting performan											
Planning Activities													
3.1	Livable / Sustainable / Complete Streets Planning	Traffic Safety, NRTA, and NP&EDC											
		Traffic Modeling and Performance Evaluations						Develop scope and solicit proposals for traffic modeling assistance					
		Transportation Asset Evaluations						recommendations for roadway, bike and pedestrian, and transit assest					
3.2	Parking Management Strategies	Review and evaluate parking management strategies using the Town's Traffic Rules and Regs											
		Traffic Safety Requests						Review request and attend Traffic Safety meetings monthly					
		Parking Management Strategies											
		Coordinate meetings to develop and review options as requested by the Town Manager and Board of Sel											
3.3	Bicycle and Pedestrian Planning												
		BPAC Planning											
		Coordinate planning efforts through monthly BPAC meetings											
3.4	Special Transportation Planning Studies	Undertake studies as needed											
Other Activities													
4.1	Implement Approved Planning Recommendations	Various tasks – on-going											
4.2	Special Transportation Planning Assistance	Various tasks – on-going											
		Worcester Polytech Institute Coordination											
		October to December											
4.3	Intelligent Transportation Systems (ITS)	Assist with program activities as needed											
		Transportation Website Updates											
		On-going											

1.0 MANAGEMENT AND SUPPORT ACTIVITIES

1.1 3C Program Support

Objectives:

- 1) To maintain an open, Comprehensive, Cooperative, and Continuing (3C) transportation planning process involving the local, regional, state, and federal levels of government in conformance with applicable federal and state requirements and guidelines.

Previous Work:

- 1) Maintained 3C Process (annual).
- 2) Supported local agencies (annual).
- 3) Prepared transportation program monthly progress reports (annual).

Tasks (and schedule):

- 1) Provide administrative and technical support to the following public entities in transportation planning activities (as needed):
 - o Nantucket Planning and Economic Development Commission,
 - o Nantucket Planning Board,
 - o Nantucket County Commissioners / Nantucket Board of Selectmen,
 - o Nantucket Regional Transit Authority
- 2) Review federal and state transportation programs and related documents (as needed).
- 3) Participate in programs related to handicap accessibility and environmental impact (as needed).
- 4) Manage and present transportation plans and programs developed through the public participation process to the Committee of Signatories for appropriate action (as needed).
- 5) Coordinate transportation planning activities with other programs and activities (as needed).
- 6) Organize public participation meetings to ensure early and continuing involvement of the public in the development of plans and implementation of transportation projects (as needed).

Products:

- 1) Viable 3C Process.
- 2) Monthly invoices and progress reports.
- 3) Transportation annual report (by October for Annual Town Meeting).
- 4) Service to local Boards, Commissions and staffs on transportation planning activities.
- 5) Regulations and bylaws, as applicable.

Funding:

Funding Source:	Staff Weeks:	Percent of Total Time:
80% FHWA:	13	25%
20% MassDOT:	\$4,397.78	

Estimated Expenditures	Sub-Total	Total
Direct Salaries:		\$11,450.00
Overhead: (Overhead rate: 92.043% of Direct Salaries)		\$10,538.92
Direct Costs:		
Travel:	\$0	
Software, equipment, etc.:	\$0	
Printing, supplies, misc.:	\$0	
Consulting Services:	\$0	\$0.00
Total Expenditure for Task:		\$21,988.92

1.2 Inter-Regional Transportation Planning Coordination

Objectives:

- 1) To coordinate transportation planning activities with other regions and agencies in an open process.

Previous Work:

- 1) Coordination with the Transportation Planning Managers Group and Massachusetts Association of Regional Planning Agencies, which is composed of the Transportation Managers and Planning Directors of each of the Commonwealth's 13 Regional Planning Agencies.
- 2) Coordination with the Steamship Authority, Martha's Vineyard Commission, and Cape Cod Commission on public transportation issues on the Cape and Islands.
- 3) Attendance at seminars, conferences, and other educational opportunities as part of professional development.

Tasks (and schedule):

- 1) Review transportation reports and plans as appropriate (as needed).
- 2) Attend meetings of regional importance (as needed).
- 3) Recommend and undertake further studies (as needed).
- 4) Participate as the NP&EDC representative with the Transportation Managers Group (monthly).
- 5) Participate as the NP&EDC representative with other inter-regional groups (as needed).

Products:

Written and oral staff reviews of transportation projects of regional importance.

Funding:

Funding Source:	Staff Weeks:	Percent of Total Time:
80% FHWA:	\$7,812.66	4
20% MassDOT:	\$1,953.17	8%

Estimated Expenditures	Sub-Total	Total
Direct Salaries:		\$3,523.08
Overhead: (Overhead rate: 91.82% of Direct Salaries)		\$3,242.75
Direct Costs:	Travel: \$3,000.00	
	Software, equipment, etc.: \$0.00	
	Printing, supplies, misc.: \$0.00	
	Consulting Services: \$0.00	\$3,000.00
Total Expenditure for Task:		\$9,765.83

1.3 Transportation Improvement Program (TIP)

Objectives:

- 1) Develop a multi-year program of transportation projects that are consistent with the goals and objectives set forth in 2021 Long Range Transportation Plan.
- 2) Produce a TIP that is in compliance with the State Transportation Improvement Program.
- 3) The TIP will be financially constrained and developed through an open and fair public participation process, which has been endorsed by the Nantucket MPO.
- 4) Ensure coordination with the identified transportation stakeholders, including the disabled, elderly, low-income, and low English speaking proficiency communities are met.
- 5) Ensure consistency of the TIP with federal and state transportation policies, including the Federal Clean Air Act standards, the Americans with Disabilities Act (ADA).
- 6) The TIP will incorporate new provisions within the FAST Act legislation.
- 7) Provide assistance to town officials in developing and prioritizing projects.

Previous Work: FFY 2021-2024 TIP.

Tasks (and schedule):

- 1) Meet with the MassDOT District 5 Project engineers, the Federal Aid administrator, local officials and private consultants in developing project information (as necessary).
- 2) Work with the appropriate officials and interest groups to assure that Enhancement project proposals conform to state and federal criteria (as necessary).
- 3) Apply approved Evaluation Criteria to all projects included in the TIP (March).
- 4) Develop initial draft TIP (April).
- 5) Develop final TIP for endorsement by the Nantucket MPO (May).
- 6) Develop amended or adjusted versions of the TIP (as needed).

Products:

- 1) List of prioritized roadway and intersection improvements.
- 2) Evaluation of projects considered for inclusion in the TIP.
- 3) Endorsed TIP.

Funding:

Funding Source:	Staff Weeks:	Percent of Total Time:
80% FHWA:	\$1,433.17	1
20% MassDOT:	\$358.29	2%
Estimated Expenditures		Sub-Total
Direct Salaries:		\$880.77
Overhead: (Overhead rate: 91.82% of Direct Salaries)		\$810.69
Direct Costs:		Travel:
	Software, equipment, etc.:	
	Printing, supplies, misc.:	\$100.00
	Consulting Services:	
Total Expenditure for Task:		\$1,791.46

1.4 Unified Planning Work Program (UPWP)

Objectives:

- 1) To develop a Unified Planning Work Program (UPWP) that describes the transportation planning activities to be undertaken for the fiscal year.

Previous Work:

- 1) Prepared all UPWPs which have been endorsed annually.

Tasks (and schedule):

- 1) Prepare initial draft of UPWP for review by Nantucket MPO (May).
- 2) Prepare final UPWP for endorsement by the Nantucket MPO, which describes anticipated transportation-related planning activities within the region during a one-year period regardless of funding source (June).
- 3) Prepare amendments and adjustments based on quarterly reporting (as needed).

Products:

- 1) FFY 2022 UPWP

Funding:

Funding Source:	Staff Weeks:	Percent of Total Time:
80% FHWA:	\$1,433.17	1
20% MassDOT:	\$358.29	2%

Estimated Expenditures	Sub-Total	Total
Direct Salaries:		\$880.77
Overhead: (Overhead rate: 91.82% of Direct Salaries)		\$810.69
Direct Costs:	Travel:	
	Software, equipment, etc.:	
	Printing, supplies, misc.:	\$100.00
	Consulting Services:	
Total Expenditure for Task:		\$1,791.46

1.5 Public Participation

Objectives:

- 1) To provide a public participation process that includes complete information, timely notice, full public access to key decisions, and supports early and continuing involvement of the public in accordance with the provisions of FAST Act and Title VI.
- 2) Outreach will follow process outlined in the endorsed Public Participation Plan, including the notification of identified stakeholders, as well as agencies and committees with oversight of low-income, Limited English Proficiency (LEP), and disabled populations.

Previous Work:

- 1) Public Participation Plan endorsed by NP&EDC

Tasks (and schedule):

- 1) Review the Public Participation Plan for updates (as needed).
- 2) Provide for an open review of the public participation process, which will include a 21-day public comment period with notice through the Town's Public Outreach Coordinator and to the Transportation Stakeholders (as needed).
- 3) Encourage and support public participation in transportation planning (as needed).
- 4) Implement official Public Participation Process during the development of the TIP and UPWP (as needed).
- 5) Coordinate with Commission on Disabilities, Council on Aging, and Health and Human Services staff to identify ways to ensure participation from local low-income and low English speaking proficiency communities (on-going).

Products:

- 1) Maintenance and administration of the public participation process throughout UPWP period.

Funding:

Funding Source:	Staff Weeks:	Percent of Total Time:
80% FHWA:	\$676.58	0.5
20% MassDOT:	\$169.14	1%

Estimated Expenditures	Sub-Total	Total
Direct Salaries:		\$440.38
Overhead: (Overhead rate: 91.82% of Direct Salaries)		\$405.34
Direct Costs:	Travel:	
	Software, equipment, etc.:	
	Printing, supplies, misc.:	
	Consulting Services:	
Total Expenditure for Task:		\$845.72

1.6 Title VI and Environmental Justice

Objectives:

- 1) To integrate the principles of Title VI and Environmental Justice into the 3C Transportation Planning Process.
- 2) To develop and maintain a Title VI Civil Rights program for the NP&EDC.

Previous Work:

- 1) 2018 Title VI Report summarizing efforts to coordinate with stakeholder groups and location of transportation investments that represent the elderly, disabled, and low income residents.
- 2) The Long Range Transportation Plan was updated in 2020 to include the latest available data for mapping elderly, disabled, low income, and limited English proficiency populations to ensure transportation investments are made in these areas.

Tasks (and schedule):

- 1) Coordinate with NRTA and MassDOT Office of Civil Rights (as needed).
- 2) Prepare required Title VI reporting (as needed)
- 3) Continue coordinating with stakeholder groups that represent the elderly, disabled, and low income residents.

Products:

- 1) Title VI Reporting as required.
- 2) Utilize latest available data to update community profile and population characteristics.

Funding:

Funding Source:	Staff Weeks:	Percent of Total Time:
80% FHWA:	\$676.58	0.5
20% MassDOT:	\$169.14	1%

Estimated Expenditures	Sub-Total	Total
Direct Salaries:		\$440.38
Overhead: (Overhead rate: 91.82% of Direct Salaries)		\$405.34
Direct Costs:	Travel:	
	Software, equipment, etc.:	
	Printing, supplies, misc.:	
	Consulting Services:	
	Total Expenditure for Task:	\$845.72

2.0 DATA COLLECTION AND ANALYSIS ACTIVITIES

2.1 Traffic, Congestion, Freight, and Pavement Management Data

Objectives:

- 1) Maintain a database of community demographics and automobile, ferry / freight, airport, bicycle / pedestrian, and pavement management data.
- 2) Conduct GHG analysis of regionally significant transportation projects as required by MassDOT.
- 3) Collected and maintain other data necessary for other tasks.

Previous Work:

- 1) Conducted annual automobile traffic counts.
- 2) Submitted annual testing of traffic counters to MassDOT.
- 3) Collected monthly records of travel to and from Nantucket via ferry and airport services.
- 4) Collect annual records from MassDOT of vehicle, bike and pedestrian geocoded crashes.

Tasks (and schedule):

Products:

Funding:

Funding Source:	Staff Weeks:	Percent of Total Time:
80% FHWA:	\$0.00	0
20% MassDOT:	\$0.00	0%

Estimated Expenditures	Sub-Total	Total
Direct Salaries:		\$0.00
Overhead: (Overhead rate: 91.82% of Direct Salaries)		\$0.00
Direct Costs:		
Travel:	0.00	
Software, equipment, etc.:	0.00	
Printing, supplies, misc.:	0.00	
Consulting Services:	0.00	
Total Expenditure for Task:		\$0.00

2.2 Geographic Information System (GIS)

Objective:

- 1) To develop and maintain an accurate GIS database of roadway, bicycle, and pedestrian facilities to assist with transportation planning analysis.
- 2) Develop maps for use by other tasks in this UPWP.

Previous Work:

- 1) Reviewed MassHighway's GIS Roadway Inventory.
- 2) Coordinated with National Grid to acquire GIS data on utility poles and overhead street lighting.
- 3) Created GIS layers using sidewalk condition surveys prepared by the Roads and Right of Way Committee.

Tasks (and schedule):

- 1) Update and maintain GIS database of automobile, freight, transit, bicycle, and pedestrian facilities (on-going coordination with Nantucket GIS Coordinator).
- 2) Update GIS database of roadway inventory as required by MassDOT (following receipt of data from MassDOT).
- 3) Collect data pertinent to accessibility and mobility from home and work (on-going and based on release of new data).
- 4) Collect available data pertinent to Environmental Justice and Title VI populations to assist with decision making and improvements to Nantucket's Transportation System (on-going).

Products:

- 1) GIS database of bus, bike, and pedestrian facilities, volumes, and conditions.
- 2) Data pertinent to accessibility and mobility from home and work.

Funding:

Funding Source:	Staff Weeks:	Percent of Total Time:
80% FHWA:	\$6,765.82	4
20% MassDOT:	\$1,691.46	8%

Estimated Expenditures	Sub-Total	Total
Direct Salaries:		\$4,403.85
Overhead: (Overhead rate: 91.82% of Direct Salaries)		\$4,053.43
Direct Costs:	Travel:	\$0
	Software, equipment, etc.:	\$0
	Printing, supplies, misc.:	\$0
	Consulting Services:	\$0
		\$0.00
Total Expenditure for Task:		\$8,457.28

2.3 Performance Measures and Monitoring

Objective:

- 1) Develop and monitor a set of benchmarks in conformation with NP&EDC goals and federal performance measurement requirements that will serve to measure the progress on priority activities. These are primarily in the areas of safety, congestion, mobility, maintenance, and economic vitality of the community's transportation system.

Previous Work:

- 1) *Nantucket Long Range Transportation Plan, 2020*
- 2) *Regional Transit Plan, 2016*

Tasks (and schedule):

- 1) Coordinate with MassDOT and the Bicycle and Pedestrian Advisory Committee on scoring or indexing the quality of service of public ways for bikeability.
- 2) Evaluate the measurable goals of the region's transportation system based in part on those listed in the Long Range Transportation Plan.
- 3) Coordinate on the potential adoption of performance monitoring that is aligned with MassDOT and FHWA requirements.

Products:

- 1) Recommended performance measures and monitoring strategy that conforms with MassDOT and FHWA requirements.

Funding:

Funding Source:	Staff Weeks:	Percent of Total Time:
80% FHWA:	\$0.00	0
20% MassDOT:	\$0.00	0%

Estimated Expenditures	Sub-Total	Total
Direct Salaries:		\$0.00
Overhead: (Overhead rate: 91.82% of Direct Salaries)		\$0.00
Direct Costs:		
Travel:	\$0	
Software, equipment, etc.:	\$0	
Printing, supplies, misc.:	\$0	
Consulting Services:	\$0	\$0.00
Total Expenditure for Task:		\$0.00

3.0 TRANSPORTATION PLANNING ACTIVITIES

3.1 Livable / Sustainable / Complete Streets Planning

Objective:

- 1) Assist with the development of planning documents that recommend tangible transportation improvements that represent the goals of the Town’s Complete Streets Policy, Strategic Plan, the LRTP, and the goals of MassDOT’s GreenDOT policy. These goals include projects and programs that promote walking, bicycling, and public transit, support economic development through use of smart growth principles, and ensuring consideration to accommodate of all users and modes for all ages and abilities.

Previous Work:

- 1) Coordination with the Traffic Safety Work Group to recommend improvements within the public way to improve the convenience, safety, accessibility, and reduce congestions for all users.
- 2) *Old South Road Corridor Study, 2017*
- 3) Complete Streets Policy, 2016
- 4) *Nantucket Regional Transportation Plan, 2016*
- 5) Planning work to implement NRTA park and ride at 2 Fairgrounds Road, FFY 2014 UPWP
- 6) *Wilkes Square Redevelopment Study, 2010*

Tasks (and schedule):

- 1) Continue further study related to recommendations of the Old South Road Area Plan Study Area (as requested by the NP&EDC).
- 2) Continue with any study and review related to the Intermodal Transportation Center and other transportation elements of the Harbor Place development (as requested by the NP&EDC).

Products:

- 1) Refined strategy for improving congestion, safety, and accessibility in the Old South Road study area.
- 2) Recommendations related to parking and circulation within the Harbor Place development.

Funding:

Estimated Expenditures	Sub-Total	Total
Direct Salaries:		\$6,165.38
Overhead: (Overhead rate: 91.82% of Direct Salaries)		\$5,674.80
Direct Costs:		
Travel:	\$0	
Software, equipment, etc.:	\$0	
Printing, supplies, misc.:	\$0	
Consulting Services:	\$0	
Total Expenditure for Task:		\$11,840.18

3.2 Parking Management Strategies

Objective:

- 1) Improve parking utilization and capacity for all vehicles, including bicycles, in the downtown area through development of recommendations to the parking regulations, zoning regulations, and public infrastructure.

Previous Work:

- 1) *Select Board Strategic Plan*, prepared by Novak Consulting, 2018
- 2) *Improving Nantucket's Parking*, by WPI, 2018
- 3) *Novel Approaches to Parking Management on Nantucket*, by WPI, 2017
- 4) Review and suggest changes to the Town's Traffic Rules and Regulations that govern parking.
- 5) Review and suggest improvements to the NRTA's Park and Ride system.
- 6) *Parking Management Study (by Nelson/Nygaard for ReMain Nantucket)*, 2010
- 7) *Downtown Parking Evaluation*, 2009
- 8) *Downtown Circulation and Ferry Access Improvement Study*, 2008

Tasks (and schedule):

- 1) Assist Police and Town Administration with any administrative, operational, and management of the Select Board's Strategic Goal to institute paid parking in the downtown area (spring/summer 2020).
- 2) Review the Traffic Rules and Recommendations, and the recommendations of the Downtown Parking Study and the Parking Management Study, with the Town and NP&EDC for possible measures to be implemented for the summer season (on-going).
- 3) Develop and review improvements for bicycle parking (on-going).
- 4) Develop and review improvements for park and ride facilities operated by the NRTA (on-going).

Products:

- 1) Modifications to the Traffic Rules and Recommendations.

Funding:

Funding Source:	Staff Weeks:	Percent of Total Time:
80% FHWA:	\$4,059.50	3
20% MassDOT:	\$1,014.87	6%

Estimated Expenditures	Sub-Total	Total
Direct Salaries:		\$2,642.31
Overhead: (Overhead rate: 91.82% of Direct Salaries)		\$2,432.06
Direct Costs:		
Travel:	\$0	
Software, equipment, etc.:	\$0	
Printing, supplies, misc.:	\$0	
Consulting Services:	\$0	\$0.00
Total Expenditure for Task:		\$5,074.37

3.3 Bicycle and Pedestrian Planning

Objective:

- 1) Identify conflicts and areas of concern that discourage biking and walking as healthy travel modes.
- 2) Identify programs and projects that would address conflicts in the downtown and mid-island areas.

Previous Work:

- 1) *Nantucket Regional Transportation Plan, 2016*
- 2) *Bicycle and Pedestrian Master Plan Update, 2005*

Tasks (and schedule):

- 1) Coordinate with the Bicycle and Pedestrian Advisory Committee, Traffic Safety Work Group, Commission on Disability, and NP&EDC to discuss areas of concern for bicyclists and pedestrians. (on-going)
- 2) Coordinated with same groups to identify programs and projects to address concerns. (on-going)
- 3) Coordinate with MassDOT on efforts to implement the statewide bicycle/pedestrian plan. (on-going)
- 4) Utilize and update the bicycle parking condition survey developed by ReMain Nantucket to expand parking opportunities in the downtown area. (on-going)

Products:

- 1) Recommendations for bicycle and pedestrian safety and accommodation improvements that will be included in the Town's Capital Improvement Program.

Funding:

Funding Source:		Staff Weeks:	Percent of Total Time:
80% FHWA:	\$4,059.5	3	6%
20% MassDOT:	\$1,014.9		

Estimated Expenditures	Sub-Total	Total
Direct Salaries:		\$2,642.31
Overhead: (Overhead rate: 91.82% of Direct Salaries)		\$6.00
Direct Costs:	Travel:	\$0
	Software, equipment, etc.:	\$0
	Printing, supplies, misc.:	\$0
	Consulting Services:	\$0
	Total Expenditure for Task:	\$5,074.37

3.4 Special Transportation Planning Studies

Objective:

- 1) To undertake additional transportation planning studies that may become necessary during the course of the UPWP.

Previous Work:

- 1) Participation in the development of the Select Board’s Strategic Plan (2018)
- 2) Assisted with development and review of the NRTA’s Year Round Transit Feasibility Study (2016)
- 3) Assisted with the development of the Regional Transit Plan for the NRTA (2015)
- 4) Developed the Coordinated Human Services / Public Transportation Plan (2015)

Tasks (and schedule):

- 1) Undertake small scale transportation planning studies or conduct transportation planning related tasks as recommended by the MassDOT, NP&EDC, Planning Board, Board of Selectmen, and Transportation Safety Work Group (as requested).
- 2) Review the requirements for developing an ADA Transition Plan as described in 28 CFR §35.150(d).
- 3) Coordinate with Transportation Stakeholders on identifying and assessing the vulnerability of the transportation infrastructure to Climate Change, as defined in the Regional Transportation Plan.

Products:

- 1) Report of the findings of the transportation planning studies.

Funding:

Funding Source:	Staff Weeks:	Percent of Total Time:
80% FHWA:	\$1,353.17	1
20% MassDOT:	\$338.29	2%

Estimated Expenditures	Sub-Total	Total
Direct Salaries:		\$880.77
Overhead: (Overhead rate: 91.82% of Direct Salaries)		\$810.69
Direct Costs:		
Travel:	\$0	
Software, equipment, etc.:	\$0	
Printing, supplies, misc.:	\$0	
Consulting Services:	\$0	\$0.00
Total Expenditure for Task:		\$1,691.46

4.0 OTHER TRANSPORTATION ACTIVITIES

4.1 Implement Approved Planning Recommendations

Objectives:

- 1) Facilitate the implementation of the *Nantucket Master Plan*, *Nantucket Regional Transportation Plan*, and *Nantucket Bicycle and Pedestrian Master Plan*.

Previous Work:

- 1) *Nantucket Regional Transportation Plan*, 2016.
- 2) 3 Roundabout Projects (2018); Milk Street (2018) and In-Town (2017) bike paths.

Tasks (and schedule):

- 1) Coordinate the advancement of projects towards construction programmed in the Town’s Capital Improvement Program and *Regional Transportation Plan*.
- 2) Develop local annual capital projects plan to include recommendations of the *Regional Transportation Plan*, *Circulation and Ferry Access Improvement Plan* and the *Traffic Study and Strategy for the Mid-Island Area*.

Products:

- 1) Program to monitor, make recommendations on, and implement improvements for the transport of people, vehicles, and goods to the island.

Funding:

Funding Source:	Staff Weeks:	Percent of Total Time:
80% FHWA:	\$14,884.81	11
20% MassDOT:	\$3,721.20	21%

Estimated Expenditures	Sub-Total	Total
Direct Salaries:		\$9,688.46
Overhead: (Overhead rate: 91.82% of Direct Salaries)		\$8,917.55
Direct Costs:		
Travel:	\$0	
Software, equipment, etc.:	\$0	
Printing, supplies, misc.:	\$0	
Consulting Services:	\$0	\$0.00
Total Expenditure for Task:		\$18,606.01

4.2 Special Transportation Planning Assistance

Objective:

- 1) To provide support and facilitate the implementation of strategies that are recommended to minimize future automobile dependence on Nantucket's road network.

Previous Work:

- 1) Participated in transportation and parking related projects with the Worcester Polytechnic Institute.
- 2) Reviewed and developed recommendations for the Nantucket Planning Board and Zoning Board of Appeals on various major commercial and residential developments.
- 3) Assist ReMain Nantucket with projects and programs to improve downtown circulation.

Tasks (and schedule):

- 1) Coordination with the Worcester Polytechnic Institute on a student project (if necessary).
- 2) Assist as necessary in advancing the recommendations of the Long Range Transportation Plan and Nantucket Master Plan related to developments proposed at the Nantucket Planning Board and Zoning Board of Appeals (as necessary).

Products:

- 1) Recommendations for improved transportation services.
- 2) Recommendations for improvements in the integration of alternative modes.

Funding:

Funding Source:	Staff Weeks:	Percent of Total Time:
80% FHWA:	\$2,706.33	2
20% MassDOT:	\$676.58	4%

Estimated Expenditures	Sub-Total	Total
Direct Salaries:		\$1,761.54
Overhead: (Overhead rate: 91.82% of Direct Salaries)		\$1,621.37
Direct Costs:		
Travel:	\$0	
Software, equipment, etc.:	\$0	
Printing, supplies, misc.:	\$0	
Consulting Services:	\$0	\$0.00
Total Expenditure for Task:		\$3,382.91

4.3 Intelligent Transportation Systems (ITS)

Objective:

- 1) To work to develop intelligent transportation system initiatives to reduce traffic congestion on Nantucket by encouraging visitors to arrive without their automobiles, and provide easy access to information that will allow visitors to understand how to obtain a safe, efficient, and convenient transportation options on Nantucket in accordance with approved ITS architecture.

Previous Work:

- 1) On-going updating the Town of Nantucket website for parking and various capital projects.

Tasks (and schedule):

- 1) Continue to work with the updating of the transportation web site in order to provide the most current information of safe, efficient, and convenient transportation opportunities (on-going).
- 2) Work with Southeastern Massachusetts ITS Committee to develop other ITS programs that will aid with access to information on transportation options (as needed).

Products:

- 1) Updated web site with the latest information of safe, efficient, and convenient transportation opportunities.
- 2) Participation with Southeastern Massachusetts ITS Advisory Committee.

Funding:

Funding Source:	Staff Weeks:	Percent of Total Time:
80% FHWA:	\$0.00	0%
20% MassDOT:	\$0.00	

Estimated Expenditures	Sub-Total	Total
Direct Salaries:		\$0.00
Overhead: (Overhead rate: 91.82% of Direct Salaries)		\$0.00
Direct Costs:		
Travel:	\$0	
Software, equipment, etc.:	\$0	
Printing, supplies, misc.:	\$0	
Consulting Services:	\$0	\$0.00
Total Expenditure for Task:		\$0.00

NP&EDC

ENDORSEMENT

FEDERAL FISCAL YEAR 2021 UNIFIED PLANNING WORK PROGRAM FOR TRANSPORTATION PLANNING ACTIVITIES

Stephanie Pollack, Secretary of Transportation

Date

Jonathan Gulliver, Administrator

Date

Nathaniel Lowell, Chairman

Date

APPENDIX A:

Written Comments Received During Public Review Period

DRAFT

TRANSPORTATION IMPROVEMENT PROGRAM

FOR THE
NANTUCKET PLANNING & ECONOMIC DEVELOPMENT COMMISSION
FOR THE PERIOD OCTOBER 1, 2020 TO SEPTEMBER 30, 2025

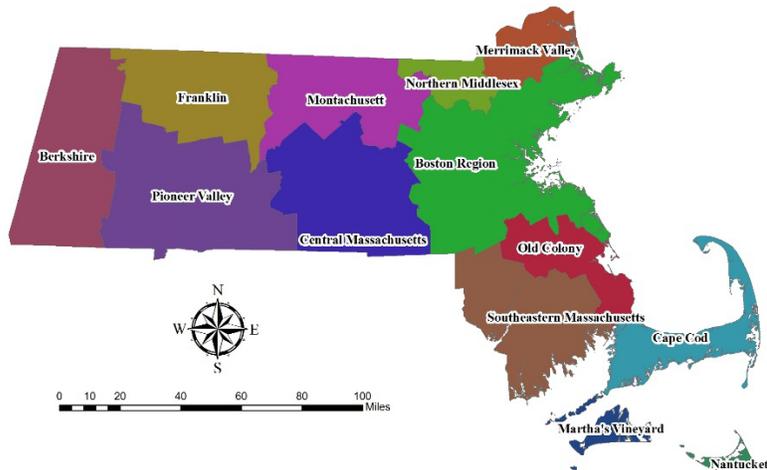
FFY 2021 - 2025

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

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



I. Introduction

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

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

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

Nantucket Planning and Economic Development Commission Members

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

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

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

B: Transportation Improvement Program (TIP)

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

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

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

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

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

C: Federal FAST ACT

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

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

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

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

II. TIP Development Process

A: Project Selection

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

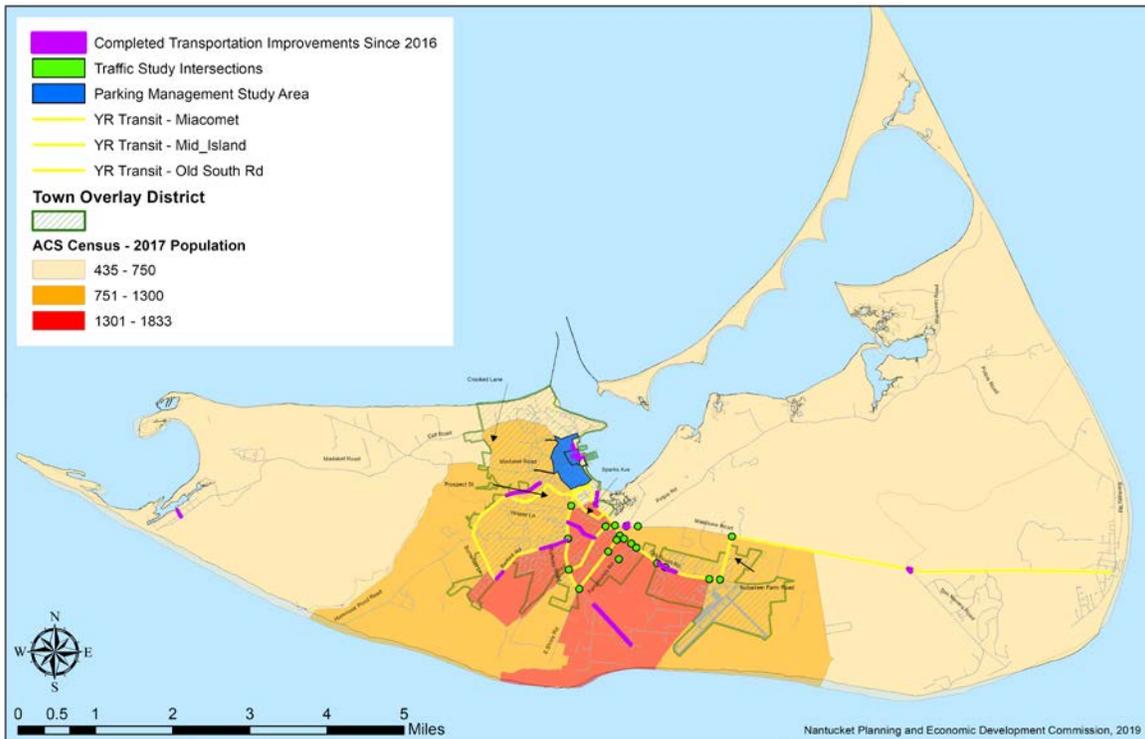
B: Amendments and Adjustments

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

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

C: Equity Distribution of Previous Capital Projects and Studies

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



D: Funding Categories

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

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

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

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

E: Federal Transit Administration

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

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

III. Performance Based Planning & Measures

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

Please see national goals listed below for additional details.

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

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

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

These performance measures are discussed in detail below.

A: Safety Performance Measures (PM1)

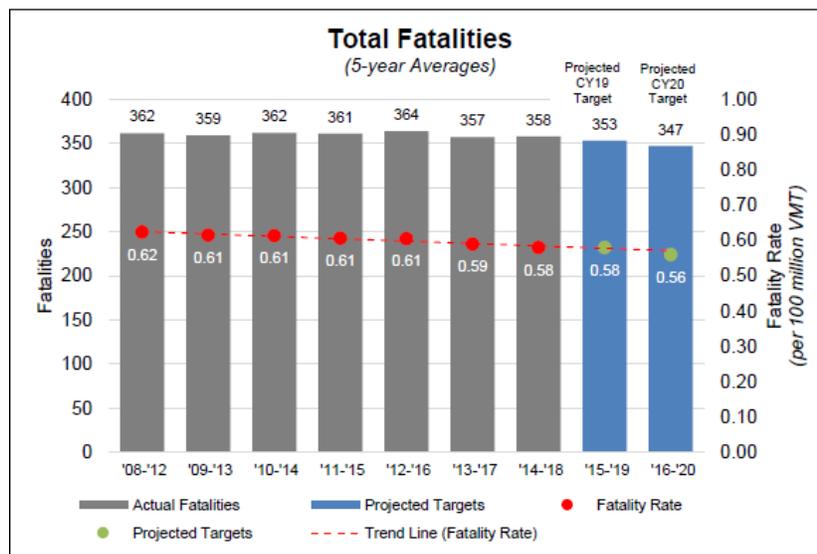
The NP&EDC has chosen to adopt the statewide safety performance measure targets set by MassDOT for Calendar Year (CY) 2020. In setting these targets, MassDOT has followed FHWA guidelines by using

statewide crash data and Highway Performance Monitoring System (HPMS) data for vehicle miles traveled (VMT) in order to calculate 5 year, rolling average trendlines for all FHWA defined safety measures. CY 2020 targets for four of the five safety measures—total number of fatalities, rate of fatalities per 100 million vehicle miles traveled, total number of serious injuries, and rate of serious injuries per 100 million VMT—were established by extending their respective trendlines into the 2015-2019 time period. All four of these measures reflect a decrease in statewide trends. The fifth safety measure, total number of combined serious injuries and fatalities for non-motorized modes, is the only safety measure for which the statewide trendline depicts an increase. MassDOT’s effort to increase the non-motorized mode share throughout the Commonwealth has posed a challenge to simultaneously reducing non-motorized injuries and fatalities. Rather than adopt a target that depicts an increase in the trendline, MassDOT has elected to establish a target of non-motorized fatalities and injuries in CY 2020 to remain constant from the rolling average for 2012-2016. In recent years, MassDOT and the NP&EDC have invested in “complete streets,” bicycle and pedestrian, intersection and safety improvements in both the Capital Investment Plan (CIP) and Statewide Transportation Improvement Program (STIP) that address increasing mode share and incorporate safety mitigation elements into projects. Moving forward, NP&EDC, alongside MassDOT, is actively seeking to improve data collection and methodology for bicycle and pedestrian VMT counts, and to continue analyzing crash clusters and crash counts that include both motorized and non-motorized modes to address safety issues at these locations.

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

The safety measures MassDOT has established for CY 2020, which the NP&EDC has adopted, are as follows:

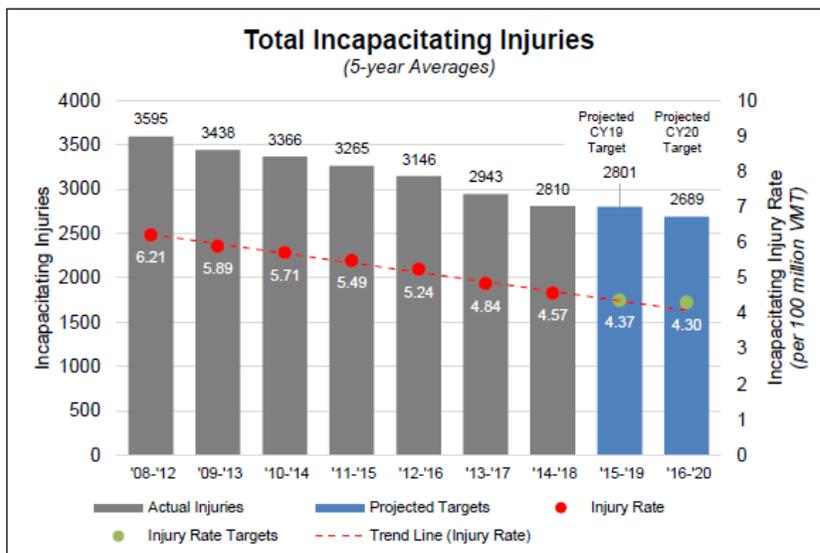
- 1) **Total Fatalities:** The target number of fatalities for CY 2020 is 347. Over the last seven years, the number of fatalities in Massachusetts has been relatively stable, fluctuating less than 1 percent with the exception of 2016, when the 5 year average reached 364. That said, the most recent data shows that the five-year average for fatalities in 2018, 358, is the second lowest it has been since the 2008- 2012 five-year average. The calendar year (CY) 2020 target of 347 was set to reflect an anticipated decrease in fatalities due to data enhancements, safety projects, and strategies and legislative proposals that were part of the 2018 Strategic Highway Safety Plan (SHSP), such as the primary seat belt and hands-free driving laws. It should be noted that MassDOT’s overarching goal is toward zero deaths, which will be pursued through the continued implementation of SHSP strategies.



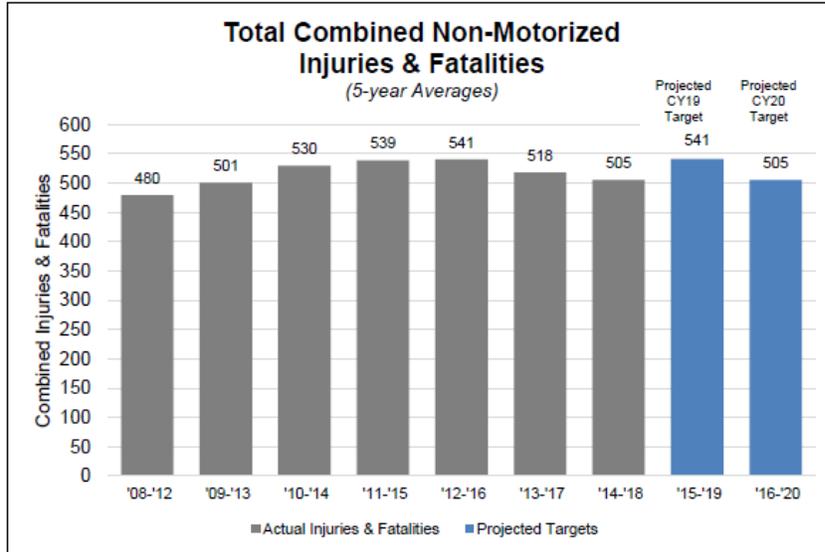
- 2) **Rate of Fatalities per 100 million VMT:** Partly due to a 0.3% annual increase in VMT and an overarching downward trend in the fatality rate, it is anticipated that the fatality rate from 2013-2017 of 0.59 fatalities per 100 million vehicle miles traveled will drop to 0.56 fatalities per 100 million vehicle miles traveled between 2016-2020. (*Note: Statewide VMTs used to calculate the Projected CY20 Target Fatality Rate were adjusted after state adoption of the 0.56 per 100 million VMT target.*)

- 3) **Total Incapacitating Injuries:** Although this measure is particularly prone to contextual factors, it is anticipated that there will be an overall decrease in the number of incapacitating injuries due to a continual downward trend line as well as the implementation of countermeasures that are being developed as part of the 2018 Strategic Highway Safety Plan.

- 4) **Incapacitating Injuries Rate:** The target number of incapacitating injuries for CY2020 is 2689. Similar to the fatality rate, it is anticipated that the increase in VMT and a downward trend line will result in a drop in the rate of incapacitating injuries from 4.84 per 100 million VMT between 2013–2017 to 4.30 between 2016–2020. (*Note: Statewide VMTs used to calculate the Projected CY20 Target Incapacitating Injury Rate were adjusted after state adoption of the 4.30 per 100 million VMT target.*)



- 5) **Total Number of Combined Serious Injuries and Fatalities for Non-Motorized Modes:** The CY2020 target number of fatalities and serious injuries for non-motorists is 505 per year. The most recent data for non-motorized fatalities and incapacitating injuries indicates that the previously increasing trend decreased in 2017. The CY 2020 target of 505 has been set to reflect continued projected reductions in non-motorized fatalities and injuries due to a number of implementation strategies contained within the Statewide Bike Plan, Statewide Pedestrian Plan, and Strategic Highway Safety Plan.



B: Bridge & Pavement Performance Measures (PM2)

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

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

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

MassDOT continues to measure pavement quality and to set statewide short-term and long-term targets in the MassDOT Performance Management Tracker using the Pavement Serviceability Index (PSI), which

differs from IRI. These measures and targets are used in conjunction with federal measures to inform program sizing and project selection.

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

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

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

MassDOT followed FHWA regulation in measuring Level of Travel Time Reliability (LOTTR) on both the Interstate and non-Interstate NHS as well as Truck Travel Time Reliability (TTTR) on the Interstate system using the National Performance Management Research Dataset (NPMRDS) provided by FHWA. These performance measures aim to identify the predictability of travel times on the roadway network by comparing the average travel time along a given segment against longer travel times. For LOTTR, the performance of all segments of the Interstate and of the non-Interstate NHS are defined as either reliable or unreliable based on a comparison between the 50th percentile travel time and the 80th percentile travel time, and the proportion of reliable segments is reported. For TTTR, the ratio between the 50th percentile travel time and the 90th percentile travel time for trucks only along the Interstate system is reported as a statewide measure. As this data set has but one year of consistent data, FHWA guidance has been to set conservative targets and to adjust future targets once more data becomes available. To that end, MassDOT’s reliability performance targets are set to remain the same.

D: Transit Asset Management (TAM) Plan

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

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

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

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

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

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

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

IV. Project Review Committee Approved Transportation Projects

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

V. Public Participation Process

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

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

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

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

VI. Compliance with the Americans with Disabilities Act

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

VII. Federal Funding Summary

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

Total Federal Funds Programmed

Fiscal Year	Highway	Transit	Total Programmed
2021	\$535,331	\$629,837	\$1,165,168
2022	\$546,232	\$644,837	\$1,191,069
2023	\$558,162	\$659,837	\$1,217,999
2024	\$565,478	\$674,837	\$1,240,315
2025	\$552,276	\$689,837	\$1,242,113

VIII. Certification of the 3C Planning Process

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

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

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

Signatory Certification:

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

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

Self-Certification Compliance Statement for Metropolitan Planning Organizations

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

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

Signatory Certification:

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

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

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

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

Signatory Certification:

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

XI. Highway Program Projects



Nantucket Region Program

STIP: 2021 - 2025 (D)									
Program	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Total Programmed Funds	Federal Funds	Non-Federal Funds
Federal Fiscal Year 2023									
Section 2B / State Prioritized Modernization Projects							\$993,816	\$795,053	\$198,763
Roadway Reconstruction	610533	Nantucket	Nantucket	NANTUCKET- NANTUCKET MIDDLE SCHOOL/HIGH SCHOOL COMPLEX IMPROVEMENTS (SRTS)	5	TAP	\$993,816	\$795,053	\$198,763
Nantucket Region Total Program Summary							\$993,816	\$795,053	\$198,763

XII. Transit Program Projects



TIP 2021 - 2025
2021

5311

Project Number	Agency	Line Item	Project Description	Carry Over	Federal Funds	State Funds	TDC	Local Funds	Total
RTD0008631	NRTA	300900	Rural Operating Assistance		\$593,550	\$0	\$0	\$593,550	\$1,187,100
					\$593,550	\$0	\$0	\$593,550	\$1,187,100

Other NonFederal

Project Number	Agency	Line Item	Project Description	Carry Over	Federal Funds	State Funds	TDC	Local Funds	Total
RTD0008634	NRTA	114306	CONSTRUCT - SHOP EQUIPMENT		\$0	\$10,000	\$0	\$0	\$10,000
RTD0008620	NRTA	995000	TRAVELER INFORMATION		\$0	\$71,570	\$0	\$0	\$71,570
RTD0008617	NRTA	111204	BUY REPLACEMENT <30 FT BUS		\$0	\$920,000	\$0	\$0	\$920,000
RTD0008968	NRTA	113208	ACQUIRE - FURN/GRAPHICS		\$0	\$15,000	\$0	\$0	\$15,000
RTD0008618	NRTA	1000002	PREVENTIVE MAINTENANCE		\$0	\$75,000	\$0	\$0	\$75,000
RTD0008619	NRTA	116403	REHAB/RENOV RADIOS		\$0	\$5,000	\$0	\$0	\$5,000
RTD0008969	NRTA	114410	REHAB/RENOVATE - MOBILE FARE COLL EQUIP		\$0	\$20,000	\$0	\$0	\$20,000
					\$0	\$1,116,570	\$0	\$0	\$1,116,570
					593,550	1,116,570	0	593,550	2,303,670



TIP 2021 - 2025
2022

5311

Project Number	Agency	Line Item	Project Description	Carry Over	Federal Funds	State Funds	TDC	Local Funds	Total
RTD0008632	NRTA	300900	Rural Operating Assistance		\$805,955	\$0	\$0	\$805,955	\$1,211,910
					\$805,955	\$0	\$0	\$805,955	\$1,211,910

Other NonFederal

Project Number	Agency	Line Item	Project Description	Carry Over	Federal Funds	State Funds	TDC	Local Funds	Total
RTD0008621	NRTA	111204	BUY REPLACEMENT <30 FT BUS		\$0	\$470,000	\$0	\$0	\$470,000
RTD0008622	NRTA	995000	TRAVELER INFORMATION		\$0	\$72,000	\$0	\$0	\$72,000
RTD0008623	NRTA	119308	CONSTRUCT SIGNAGE		\$0	\$3,000	\$0	\$0	\$3,000
RTD0008625	NRTA	1000002	PREVENTIVE MAINTENANCE		\$0	\$75,000	\$0	\$0	\$75,000
RTD0008970	NRTA	114410	REHAB/RENOVATE - MOBILE FARE COLL EQUIP		\$0	\$20,000	\$0	\$0	\$20,000
RTD0008635	NRTA	114308	CONSTRUCT - SHOP EQUIPMENT	2021 - \$15,000	\$0	\$30,000	\$0	\$0	\$30,000
					\$0	\$670,000	\$0	\$0	\$670,000
					805,955	870,000	0	805,955	1,881,910



TIP 2021 - 2025
2023

5311

Project Number	Agency	Line Item	Project Description	Carry Over	Federal Funds	State Funds	TDC	Local Funds	Total
RTD0008633	NRTA	300600	Rural Operating Assistance		\$618,620	\$0	\$0	\$618,620	\$1,237,240
					\$618,620	\$0	\$0	\$618,620	\$1,237,240

Other NonFederal

Project Number	Agency	Line Item	Project Description	Carry Over	Federal Funds	State Funds	TDC	Local Funds	Total
RTD0008627	NRTA	111204	BUY REPLACEMENT <30 FT BUS		\$0	\$1,500,000	\$0	\$0	\$1,500,000
RTD0008628	NRTA	995000	TRAVELER INFORMATION		\$0	\$75,000	\$0	\$0	\$75,000
RTD0008629	NRTA	1000002	PREVENTIVE MAINTENANCE		\$0	\$75,000	\$0	\$0	\$75,000
RTD0008630	NRTA	114306	CONSTRUCT - SHOP EQUIPMENT		\$0	\$25,000	\$0	\$0	\$25,000
RTD0008671	NRTA	114410	REHAB/RENOVATE - MOBILE FARE COLL EQUIP		\$0	\$20,000	\$0	\$0	\$20,000
RTD0009046	NRTA	114409	REHAB/RENOVATE - MOBILE SURVEILL/SECURITY EQUIP		\$0	\$5,000	\$0	\$0	\$5,000
					\$0	\$1,700,000	\$0	\$0	\$1,700,000
					618,620	1,700,000	0	618,620	2,937,240



TIP 2021 - 2025
2024

Other NonFederal

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



TIP 2021 - 2025
2025

Other NonFederal

Project Number	Agency	Line Item	Project Description	Carry Over	Federal Funds	State Funds	TDC	Local Funds	Total
RTD0008972	NRTA	995000	TRAVELER INFORMATION		\$0	\$75,000	\$0	\$0	\$75,000
RTD0008973	NRTA	1000002	PREVENTIVE MAINTENANCE		\$0	\$75,000	\$0	\$0	\$75,000
RTD0008974	NRTA	114410	REHAB/RENOVATE - MOBILE FARE COLL EQUIP		\$0	\$20,000	\$0	\$0	\$20,000
RTD0008975	NRTA	111204	BUY REPLACEMENT <30 FT BUS		\$0	\$750,000	\$0	\$0	\$750,000
RTD0009045	NRTA	114411	REHAB/RENOVATE - SUPPORT VEHICLES		\$0	\$80,000	\$0	\$0	\$80,000
					\$0	\$980,000	\$0	\$0	\$980,000
					0	980,000	0	0	980,000

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

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

Introduction

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

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

Legislative and Regulatory Background

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

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

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

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

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

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

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

However, on February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* (“*South Coast II*,” 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone NAAQS and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. These conformity determinations are required in these areas after February 16, 2019. On November 29, 2018, EPA issued *Transportation Conformity Guidance for the South Coast II Court Decision* (EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations can be made in areas. According to the guidance, both Eastern and Western Massachusetts, along with several other areas across the country, are now defined as “orphan nonattainment areas” – areas that were designated as nonattainment for the 1997 ozone NAAQS at the time of its revocation (80 FR 12264, March 6, 2015) and were designated attainment for the 2008 ozone NAAQS in EPA’s original designations rule for this NAAQS (77 FR 30160, May 21, 2012).

Current Conformity Determination

After 2/16/19, because of the court ruling and the subsequent federal guidance, transportation conformity for the 1997 NAAQS – intended as an “anti-backsliding” measure – now applies to both of Massachusetts’ orphan areas. Therefore, this conformity determination is being made for the 1997 ozone NAAQS on the NP&EDC FFY 2021-2025 Transportation Improvement Program and 2021-2025 Regional Transportation Plan.

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

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

Therefore, transportation conformity for the 1997 ozone NAAQS for the NP&EDC FFY 2021-2025 Transportation Improvement Program and 2020-2040 Regional Transportation Plan can be demonstrated by showing that remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA's guidance and addressed below, include:

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

Latest Planning Assumptions:

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

Consultation:

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation. Interagency consultation was conducted with FHWA, FTA, US EPA Region 1, MassDEP, and the other Massachusetts MPOs, with the most recent conformity consultation meeting held on March 6, 2019 (this most recent meeting focused on understanding the latest conformity-related court rulings and resulting federal guidance). This ongoing consultation is conducted in accordance with the following:

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

The Commonwealth of Massachusetts Memorandum of Understanding by and between Massachusetts Department of Environmental Protection, Massachusetts Executive Office of Transportation and Construction, Massachusetts Metropolitan Planning Organizations concerning the conduct of transportation-air quality planning in the development and implementation of the state implementation plan" (note: this MOU is currently being updated)

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

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

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

opportunity for public comment and MPO review of the draft document. The public comment period will close on May 29, 2020 and subsequently, this air quality conformity determination before May 29, 2020. These procedures comply with the associated federal requirements.

Timely Implementation of Transportation Control Measures:

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

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

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

Fiscal Constraint:

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

In summary and based upon the entire process described above, the NP&EDC has prepared this conformity determination for the 1997 Ozone NAAQS in accordance with EPA's and Massachusetts' latest conformity regulations and guidance. This conformity determination process demonstrates that the FFY 2021-2025 Transportation Improvement Program and the 2020-2040 Regional Transportation Plan meet the Clean Air Act and Transportation Conformity Rule requirements for the 1997 Ozone NAAQS and have been prepared following all the guidelines and requirements of these rules during this time period.

Therefore, the implementation of the NP&EDC's FFY 2021-2025 Transportation Improvement Program and the 2020-2040 Regional Transportation Plan are consistent with the air quality goals of, and in conformity with, the Massachusetts State Implementation Plan.

XIII. Appendix

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

Appendix A:
Transportation Project Evaluation Criteria

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

Description of Project Status

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

Appendix B:
Regional Targets

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

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

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

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

Appendix C:

Written Comments Received During Public Review Period

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

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

Highway projects:

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

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

Transit projects:

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

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

Nathaniel Lowell, Chairman
Nantucket Planning and Economic Development Commission

Below is a table summarizing comments, as well as a few other notes for your edits.

Federal Fiscal Year (FFY) 2021 to 2025 is from October 1, 2020 to September 30, 2025. Please make sure to update this on the cover page and throughout the document as necessary.

- Attached is a document with the latest Safety Performance Measures for Calendar Year (CY) 2020. Please replace the charts in Section 3A with these (and any narrative updates as needed, i.e. 'CY 2020', etc.). Do not change anything to Section 3B.
- Please delete the "XI. Highway Program Projects" section content (~Pages 18-37 from Draft - Section XI) and delete the "XII. Transit Program Projects" section content . Please replace them with the 2 documents I previously shared with you that reflect current programming for highway 2021-2025 and Transit TIP 2021-2025 (1 and 5 pages, respectively, all attached).

Please contact me if you wish to discuss further. Thank you.

MPO Liaison TIP Review Checklist			
Completeness			
ID	Review Item	Comments	Reference
A1	X * Table of Contents is accurate and internally-linked.		
A2	* Document has no broken links.	Please remove dead hyperlink on p. 8 (***)MassDOT	
A3	* Document has no text or image placeholders.	Please remove the Public Notice from the 1st page of the Final document. You may include it as an appendix attachment for public record.	
A4	X * Charts, tables, and maps are legible and properly annotated.		
A5	X * Document passes an accessible check.		
A6	X * Document is available in relevant languages per the MPO's Title VI Plan.		
A7	X * List of MPO members is current.	Please confirm NPEDC member list in section 1A is current	
A8	X * Signatory sheet is included and accurate.		
A9	- * Acronyms and partner agency lists are up to date.		
A10	* Dates listed w/in TIP reflect FFY 2021–2025.	FFY 2021 - 2025 is October 1, 2020 to September 30, 2025. Please update this on cover page and throughout document	
Narrative			
ID	Review Item		
B1	X * TIP outlines MPO institutional organization.		
B2	X * TIP links back to national planning factors.		

B3	X	* TIP references the RTP and the UPWP.		
B4	X	* TIP narrative is concise and reader-friendly.		
B5	X	* TIP discusses evaluation scoring.		
B6	X	* TIP includes project scoring table.		
B7	X	* TIP describes public participation process.		
B8	X	* TIP includes procedures for adjustments and amendments, including any deviations from MassDOT guidelines.		
B9	X	* TIP describes funding sources accurately.		https://www.fhwa.dot.gov/specialfunding/

Performance Measurement

ID	Review Item			
C1	X	* TIP includes discussion of target-setting process.		
C2	X	* TIP references relevant Transit Asset Management Plans.		
C3	X	* TIP references relevant TAM Plan(s).		
C4	X	* TIP includes current adopted performance targets.		PM1, PM2, PM3, TAM, and any regionally-derived targets
C5	X	* TIP discusses relationship between performance targets and project selection.		
C6	X	Discussion on performance measures compares regional data to statewide data where available.		

Project Listing

ID	Review Item			
D1	X	* Financial projections align with MassDOT guidance.		
D2	X	* TIP template is formatted correctly.		
D3	X	* Projects use MassDOT ProjectInfo TFPCs.		
D4	X	* Out year expenditures have the appropriate inflation assumptions.		2022: 4%; 2023: 8%; 2024: 12%; 2025: 16%
D5	X	* Projects use MassDOT ProjectInfo description.		
D6	X	* Additional comment field contains all necessary info.		Total cost, AC, Year-of-expenditure, TEC scores
D7	X	* MassDOT projects are (accurately) included into regional template.		
D8	X	* Regional target projects adhere to Readiness Days feedback.		
D9	X	* List includes all projects, including FLAP, FLTP, and Tribal projects.		
D10	X	* Transit TIP is formatted properly.		Should be unchanged from GrantsPlus

Impact Analysis

ID	Review Item			
E1	X	* TIP includes GHG certification.		
E2	X	* GHG analysis is available for all (and only) funded projects.		

E3	X	* All projects are appropriately labeled as qualitative or quantitative.		
E4	X	* Transit projects have been analyzed for GHG.		
E5	X	* Past and current TIP projects have been analyzed for geographic equity, including a relevant table of programming by municipality.		
E6	X	* Past and current TIP projects have been analyzed for social equity.		
E7	X	* Social equity analysis considers Title VI / language access.		
E8	X	* Social equity analysis considers EJ populations, including both federal and state definitions.		
E9	X	* Equity analysis includes a narrative to accompany any figures.		

Derek Shooster

**Regional Planning Coordinator | [FLAP](#) Coordinator | [Scenic Byways](#) Coordinator
MassDOT | Office of Transportation Planning**

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Phone: (857) 368-8842

Email: derek.shooster@state.ma.us

HILLARY HEDGES RAYPORT
89 MAIN STREET
NANTUCKET, MA 02554

May 27, 2020

Chairman Nathaniel Lowell
Via email

Dear Chairman Lowell:

I'm writing in response to the call for public feedback regarding Nantucket's Transportation Improvement Plan. I know the public process is continuous and the planning is responsive, so I hope my comments may be part of an ongoing conversation.

I appreciate the detailed planning work done by Andrew Vorce and his staff at PLUS, with the oversight of the NP&EDC. Nantucket is a unique and special place, with a rare opportunity to maintain an exemplary community transportation system. We have the resources, the control, and, as an island-wide National Historic Landmark and international tourist destination, the incentive to be ambitious and singular in our achievement.

My five comments and questions for the Commission's consideration are:

1. The TIP shows that none of the \$55 million worth of road improvement projects identified in the LRTP are programmed, despite some of the projects being quite modest. **Will the \$2.8 million of "use it or lose it" federal and state highway funds be drawn down and employed on Nantucket? Could the NP&EDC explain how?** I know PLUS is short staffed, having lost its Senior Transportation Planner. But in this time of fiscal contraction, use of available State funds is ever more important.
2. I am grateful for the NP&EDCs recent renewed interest in redesigning the Milestone Road Rotary (MRR). Converting the MRR to an all-yield "modern" roundabout will reduce the back-ups at Hooper Farm Road, and will decrease the crash hot-spots that occur at West Creek and Gold Star. Yet the LRTP still shows this project priority #28, while the over-engineered, too-large, and politically radioactive \$3.5 million intersection at Surfside and Bartlett road is priority #2. **Is Nantucket still spending good money after bad to design the Bartlett Rd roundabout? How much?** Isn't it time to follow the lead of the Select Board and re-prioritize? Bartlett Rd roundabout construction funds were set aside from the state CMAQ program. **Can we go back to the state committee that awards CMAQ funds and ask to redirect these funds to the emissions-clogged MRR/HRF intersection?** Do the crash rates make the project eligible for HSIP funds as well?
3. Further to the MRR redesign, The attached diagram from the 2006 Ourston Roundabout Engineering report shows modest takings west of Orange and attractive frontage added to the public restaurant at the rotary. I'd like to hear how the current contemplated work relates to the 2006 design proposal. Are we building on this design or starting from scratch? **I hope there can be public input from the very beginning of the Milestone rotary/roundabout project.**
4. In the 2020 Long Range Transportation Plan, the criteria and ranking of projects is evident on page 157. **Every project is considered "neutral" in its effect on historic assets.** While I am

writing as an individual, and not in my role as chair of the Nantucket Historical Commission, I encourage the Planning Commission to revisit this assessment. Since the LRTP was finalized in 2019, Nantucket has hired a Preservation Planner, and appointed an active Historical Commission. **The people appointed to look after Nantucket’s historic assets should be asked to rate these projects, and formally capture their input in the plan.**

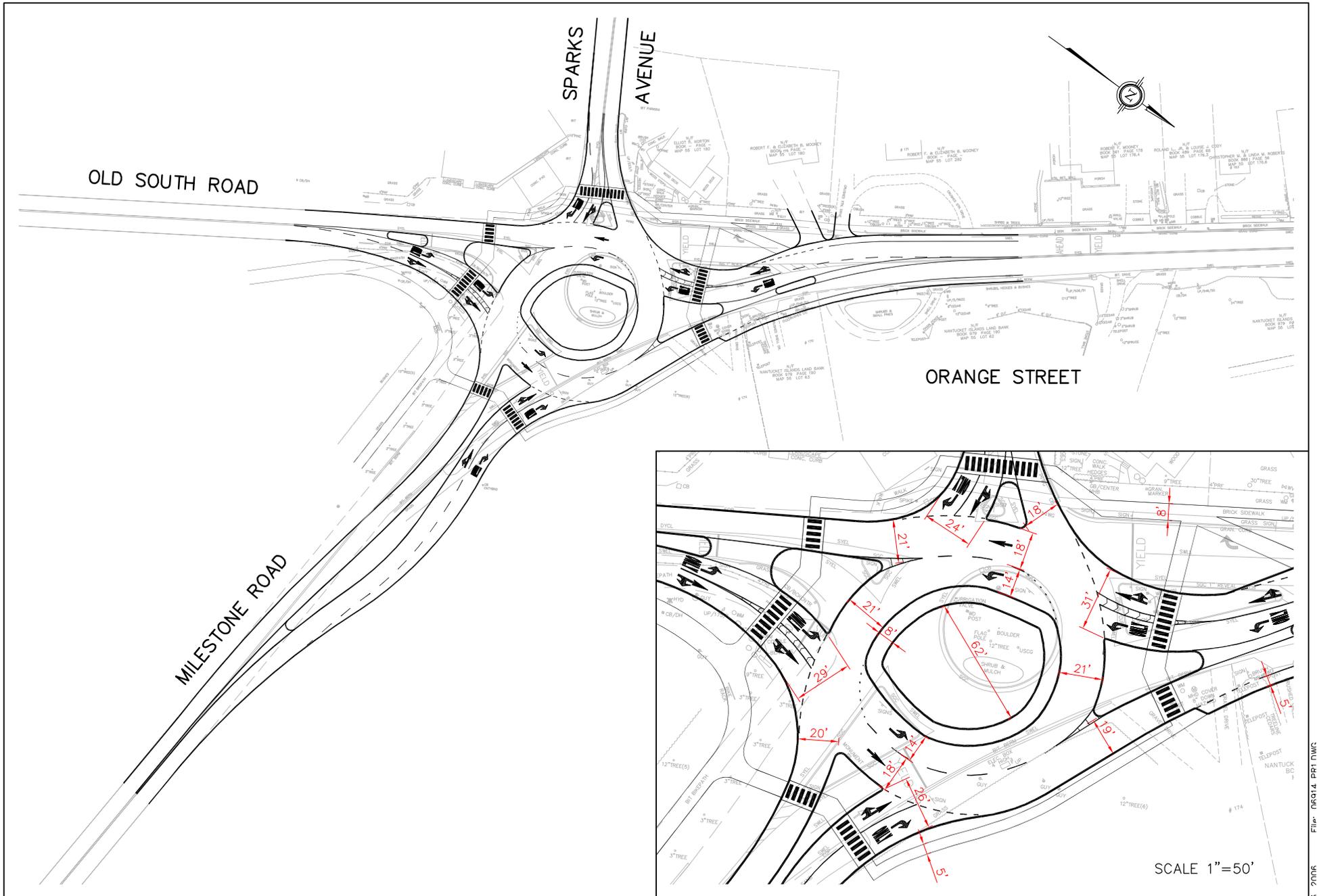
5. Finally, under your leadership, could the Commission consider reviewing public outreach? I know demands on staff have been extreme, and work and life completely disrupted. Meetings have been cancelled due to COVID. But thinking broadly and over the long term, is the NP&EDC satisfied with the level of public participation it has? Were the PPP and UPWP review periods advertised in the paper or pushed out on the “New & Noteworthy” list? On 12/4/19, I made a formal request that the NHC be notified of all public information sessions pertaining to public projects; in my role as Chair, I’ve received no direct notice, and the NHC has still not been added as a “stakeholder” on the PPP. **I would be grateful for the Commission’s evaluation of public input and engagement, and ideas for effective outreach.**

Thank you Nat, for your consideration, for your leadership and your volunteerism. I look forward to continuing the conversation.

Kind Regards,

A handwritten signature in black ink that reads "Hillary Rayport". The signature is written in a cursive, flowing style.

Hillary Hedges Rayport



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SCALE 1"=100'	FIGURE No. 3

R/P Data - SEPT 14 2006 File: 06914.PRI.DWG

END
OF
PACKET

MAY 29, 2020
