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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)

<b>Committee/Board/s</b>	<b>Nantucket Planning &amp; Economic Development Commission</b>
<b>Day, Date, and Time</b>	<b>Monday, June 6, 2016, at 6:00pm</b>
<b>Location / Address</b>	<input type="checkbox"/> Fairgrounds Road, Nantucket, MA <b>Training Room</b>  <input type="checkbox"/>
<b>Signature of Chair or Authorized Person</b>	<b>Eleanor W. Antonietti, Zoning Administrator &amp; Land Use Specialist</b>

**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](http://www.nantucket-ma.gov)  
[www.nantucket-ma.gov](http://www.nantucket-ma.gov)

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:
  - May 2, 2016
- V. Public Comment:

**Pages 3 - 9**

**VI. Action / Discussion Items:**

**Pages 13 - 23** A. NRTA Year Round Bus Study / Ferry Connector – discussion of study and funding strategies

**Pages 24 - 25** B. FFY 2016-2019 TIP Adjustment – adjust NRTA capital funding amounts for FY2016

**Pages 25 - 33** C. FFY 2017-2020 TIP – approve public review schedule

**Page 34** D. FFY 2017 UPWP – approve public review schedule

**Pages 10 - 13** E. Transportation Report

**VII. Other Business:**

**VIII. Adjournment**



**COMMISSIONERS:** Nat Lowell (Chair), Andrew Bennett (Vice Chair), Kara Buzanoski, Jack Gardner, Matt Fee, Wendy Hudson, Bert Johnson, Leslie B. Johnson, Joe Marcklinger, Barry Rector, John Trudell, and Linda Williams

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## MINUTES

Monday, May 2, 2016

PSF, 4 Fairgrounds Road, Training Room – 6:00 p.m.

**Purpose: Regular Meeting:**

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**STAFF IN ATTENDANCE:** Mike Burns, Transportation Planner; Eleanor Antonietti, Zoning Administrator; Andrew Vorce, Director of Planning

**ATTENDING MEMBERS:** Nat Lowell, Chairman; Andrew Bennett; Kara Buzanoski; Matt Fee; Jack Gardner; Wendy Hudson; Leslie Johnson; Barry Rector *arrives late*; John Trudell;

**ABSENT:** Bert Johnson; Joe Marcklinger; Linda Williams

**BY PHONE:** Gabe Sherman (Mass DOT)

**Public present:** Jim Kelly (BOS Chairman); Lee Saperstein (Roads & Right of Way Committee); Paula Leary (NRTA); Rachel Hobart (ReMain); Josh Balling (non-participant)

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### I. Call to Order:

The meeting was called to order at 6:04 pm

### II. Establishment of Quorum:

Chairman Lowell declared a quorum was present.

### III. Approval of Agenda:

Adopted by UNANIMOUS consent.

### IV. APPROVAL OF MINUTES:

The **MOTION** was made by Chairman Lowell and seconded that the NP&EDC does hereby vote to approve the NP&EDC minutes for March 28, 2016, as submitted.

The vote was **UNANIMOUS**.

### V. PUBLIC COMMENTS:

Lowell recognizes Jim Kelly, Lee Saperstein, John Trudell, and Matt Fee. Recognizes service of John McLaughlin.

### VI. ACTION/DISCUSSION

#### A. NRTA Year Round Bus Study – review preferred routes and discuss funding strategies

**BURNS** We need to tackle implementation strategies. Need to have a sustainable funding source. We have a projected map of recommended system.

See PACKET Page 15 – Memo which summarizes feasibility. Primary focus is for year-round system. Presentation is in packet but we will not review it as it was presented last month.

**LEARY** In other communities, including Nantucket, it is appropriate for the community to come to a transit authority and request specific service or extensions thereof. The transit authority does not have funding capabilities on its own to expand the existing service. Last year

we implemented an extended hours of service until midnight which was funded by the Town of Nantucket (TON). Communities can increase their local assessment by more than 2.5 % to expand transit services. Recaps the demonstrated need resulting from census data. Consultants have developed a proposal based on optimal level of service. Mid-island and Miacomet loops are proposed. 4 trips daily instead of 7 on Sconset/Old South Rd. (OSR) route. Madaket route will not be extended. The BOS and NRTA Advisory Board held a joint meeting. Concerns raised include the cost, how it would be paid for, use of certain narrow streets on year-round basis, and whether Sconset truly needs service. Our assessment was based on market data and census. They wanted to examine variations of these routes. Contract with AECOM has expired and funding has been spent. Trying through NRTA' capital channels to get some money set aside to look at alternatives. Have a deadline of June 30<sup>th</sup>. Ridership projections were strong. New developments along OSR and huge playing field justify the OSR route. Hourly service is not ideal for people who have to be at work at specific times.

HUDSON asks where the money will come from

See PACKET Page 16.

BURNS We did a breakdown of existing state aid. Funded through state, federal and local assessment. We need another source. Could be found under Embarkation fee not currently used for seasonal serviced. A lot of it has been dedicated for specific purposes. We could increase that and re-purpose a certain amount for transit service. We have studied this scenario. Another idea is sales tax increase. There may be a sunset clause so they can be re-assessed and evaluated on regular basis. Paid parking is another option. We have projected revenues and feasibility has been studied. Individual meters are not popular. Multi-space meter. Using cell phones or in-car meters. These require Town Meeting and/or BOS approval. We want to gauge this group and solicit direction for Staff before we go too far.

BUZANOSKI What is current cost?

LEARY \$1.3± million

BUZANOSKI What does TON contribute?

LEARY \$350,000± (check with PL)

LOWELL Paid parking is not feasible. Beach sticker type of idea for in-town parking could work. Collect \$50 for every car that parks downtown in order to generate downtown parking in a way acceptable to local population. There are ways to raise money that don't require us to spend it to raise it. I am in favor of fixing commuter books. Sconset – not sure about that. Tom Nevers makes more sense.

LEARY Sconset is only a few trips a day. Communities all across the country use revenues from paid parking to underwrite transit services. The Ferry Connector is a perfect project for that.

JOHNSON I think the idea of paid parking is a can that has been kicked down road for years. Am on board with Nat, have to pay to play. We have to look at who is utilizing this. We have to get revenue from parking. You don't want parking meters. HDC would hate the objects. The idea of stickers is easy. Like Great Point – shell out one time and you are all set. Figure out what usage is and come up with numbers. We have talked about it for so long. We need to do it. LOWELL Thinking of the UBER thing ... if you UBER, you can park anywhere and sit in your car and wait for next call. It's a privilege to park in town. How many vehicles don't have 2 beach stickers? Even if you use it once. I am concerned with funding something that we have to someday unwind. If this ever happened and it didn't pan out to be enough ridership to warrant the service, how would it be unwound?

LEARY It would take several years to see how effective it would be, conducting seasonal assessments. If in Year 3 in Jan., Feb., March, we see it is underutilized, then we could scale it back. We keep track of the data.

BUZANOSKI The \$848,000 cost of the year-round study is a big pill to swallow. Start small with Miacomet loop and take stock.

HUDSON Paid parking is a good idea. Pays for something and is a deterrent to bringing your car every day unless it's a sticker. Definitely no SALES TAX – as a merchant, don't like that idea. Start with Daffodil to Stroll the 1<sup>st</sup> year.

LEARY We want to see what the Commission would support recommending to BOS – not so much the level of service.

HUDSON How much are we talking? 1<sup>st</sup> year of paid parking, how much resistance and how much money will that actually generate? If we do this, it shouldn't be just for shuttles. There could be other needs to be met.

BURNS Sidewalk improvements downtown have 10 phases ... if there is excess.

LEARY There are other services.

GARDNER I support Daffodil to Stroll as a good way to start out. Are you allowed to add on and grow?

LOWELL Back in the beginning, with ReMain and Island Spirits ... people complained that they wanted direct shuttle from ferry to mid-island satellite parking area. We need to look at this comprehensively. Everyone wants the Steamship (SSA) to run fast boat in winter but we would be out of business. Also there is risk with weather.

LEARY With a bigger parking lot, Ferry Connector could be promoted. And as to weather, they take buses everywhere else with bad weather.

HUDSON 20% of that \$848,000 could be generated by tickets?

LEARY Not exactly but close.

LOWELL Bartlett Rd. and OSR and other heavily congested parts of island need year-round service.

BURNS That is primarily where the study is focused. The Sconset route could be re-evaluated. We could keep it within the Town Overlay District. Transit-dependent populations. With Special Town Meeting (STM) coming up, it doesn't sound like NPEDC is willing to pursue an increase in sales tax. As to embarkation fee ...

**The MOTION was made by Kara Buzanoski and seconded that that NPEDC does not support increase in Sales Tax to fund this.**

**UNANIMOUS**

BURNS We have run through various scenarios as to paid parking in previous years. What about Embarkation fee? This is a good candidate. Recommended in 2008.

FEE I like the ticket book.

BURNS We did examine commuter book scenario. Would not generate enough (\$20,000).

LOWELL Where did you get that figure?

BURNS SSA

LOWELL We have to re-examine that. Think those numbers are wrong.

BURNS We need to flesh out the ideas, get facts down, codify it. Costs a lot of staff time to put this information together. I think you will have a better revenue number if you used a multiplier number.

BUZANOSKI Want to find out what Miacomet loop costs year-round versus Daffodil to Stroll.

LOWELL There is a deadline.

VORCE We have a deadline of now. Too many things get brought in September.

LOWELL We can have an extra meeting too.

BURNS Transit dependent population cannot afford taxi. Real hardship to people to get to work.

LOWELL Can we support looking at the mid-island core. Local assessment is easiest way.

BUZANOSKI Succeeding at smaller piece will pave way for larger piece.

LOWELL Sticker program doesn't have to be attached to this as a permanent thing. But General Fund might be simplest.

LEARY It needs to be a reliable long term funding source. We have this problem with the Ferry Connector. We are in a 3<sup>rd</sup> year and have increased ridership by more than 50%, and now we are cutting back service to go from June to September 1<sup>st</sup>. You don't want to provide a service that is being used and then take it away.

VORCE On this list, there are other options. The TON could just budget it. Other towns do through so the local assessment.

JOHNSON When does WAVE start?

LEARY May 23<sup>rd</sup>.

LOWELL Let's look at numbers on fast boat tickets and enter into discussion with the SSA. We should put an embarkation fee on commuter book tickets. There will be an eBook for slow boats eventually. If we had a slow boat eBook, we would lose all money we get from the EAGLE. Mostly one way tickets that are getting the Embarkation fee.

BURNS I can get data and legislation and language for that. We can add the language and we can present a scenario. I have 10 year old data on the paid parking scenario. We could cobble a few of these programs together.

VORCE We should look at this parking lot. We have had several discussions about expanding it. Additional land adjacent that is not being used. Paid parking is an option. Doesn't have to be meters. A lot of potential for 2 FG.

FEE The public has to get the whole picture if this is going to be accepted. How will it work, what will enforcement be? Cannot present it piecemeal or it will be shot down.

BURNS Program has to be well thought out to sell it.

LOWELL Residential parking stickers ... A&P parking lot is an untapped asset.

BURNS We met with the airport and they said a lot of money goes into maintaining the parking system.

**The MOTION was made** by Kara Buzanoski and seconded that the **NP&EDC does hereby vote to support local assessment, embarkation, and paid parking** as presented by Paula Leary & Mike Burns.

The vote was **UNANIMOUS**.

**B. In-Town Bike Path Utilities Engineering Study – review proposal for utilities consulting services**

BURNS We have a proposed Contract agreement with Dave Fredericks (DF) for consultations services, specifically to look at feasibility to understand cost and design. Feasibility study of underground utilities along Washington Street is being funded by ReMain.

See PACKET Page 30

VORCE The \$55,000 combines Nat'l Grid and Verizon. That is being paid for by ReMain. Our contract with DF will be paid for by DLTA account.

**The MOTION was made** by Jack Gardner and seconded that the **NP&EDC does hereby vote to authorize and approve** the contract with Dave Fredericks as presented by Mike Burns.

The vote was **UNANIMOUS**.

**C. Complete Streets Policy – review draft policy**

LOWELL did not attend.

BUZANOSKI I attended and Mike did a good job with the policy.

SAPERSTEIN Mike carefully looked at the guidelines regarding what language needs to be included and will get us points. I reviewed it.

BURNS The state helps a lot. Very easy and streamlined. We don't want a workgroup.

BUZANOSKI Planning Commissioner, Roads & ROW, Traffic & Safety ... covers it. Have been talking about hiring a consultant to map and prioritize.

VORCE Just to clarify, "Option A" is not included.

**The MOTION was made** by Jack Gardner and seconded that the **NP&EDC does hereby vote to request that the BOS adopt the Complete Streets Policy.**  
The vote was **UNANIMOUS.**

**D. FY 2017 UPWP – review draft program and public review schedule**

BURNS No different really than what was presented last month. Need approval of public outreach schedule. Would ask that you hold Special Meetings on June 6<sup>th</sup>, 20<sup>th</sup> and July 18<sup>th</sup>. July 18<sup>th</sup> is the approval.

**The MOTION was made** by Kara Buzanoski and seconded that the **NP&EDC does hereby vote to approve the special meeting schedule with final approval at July 18<sup>th</sup> meeting** as presented by Mike Burns.  
The vote was **UNANIMOUS.**

**E. FY 2017-2020 TIP – review draft program and public review schedule**

BURNS Very similar to UPWP. Not a lot of new information other than draft project schedule. MASS DOT and District 5 were okay with it. Replacement of 2 buses for FY 2018. No project but Bartlett Road roundabout will need 2 years of funding (2018 & 2019). Looking to find a project to use those funds. Also asking for Special Meetings as above.

LOWELL Is there no way to make the Bartlett Road thing happen faster?

BURNS We need guidance from MassDOT to keep to schedule. Right now the Bartlett and Surfside Rd. project has not been initiated. Projects need to meet a certain threshold. We need to comply with the guidelines.

VORCE Final design money was just approved.

BURNS Staff still has to advertise for engineering and design work.

BUZANOSKI Would the lane markers/centerline reflectors that are embedded be fundable by the TIP because BOS have asked to put those on Madaket and OSR and rest of Polpis? If the paving stays in there, we could have a problem. Can we say road lane marking instead of paving?

BURNS I am going to lean on Gabe for this?

SHERMAN <sup>(phone)</sup> It would have to go through the typical process before being placed on TIP – get a MassDOT ID and description. Send me an email with specifics and I will check to see if that would be appropriate as a TIP project.

BURNS A lot of categories are data –driven (crash statistics). Will do some homework and bring it to you for next mtg.

**F. Public Participation Plan Update – review draft plan and release for public review**

BURNS The last public participation plan was approved in June 2007. This is a document for engaging the public in transportation decision making. It also includes stakeholder lists – who we reach out to and how we reach out to them. This does need to go out for public review. This needs a 45-day public review before it's approved. We ask to release this for public review now. Staff would advertise this from May 26<sup>th</sup> through July 18<sup>th</sup>. Staff has outlined several changes, most to use social media and notification procedures that are built into TON website. Have also included an edit ([See PACKET Page 59](#)). Table lists requirements. Right now we require a public hearing before it's approved. The issue is that it requires advertisement in newspaper. We could avoid that if we changed it to Public Meeting – avoid advertising costs. Another change is addition to stakeholder lists which include Interfaith Council and Commission on Disability. Lots of small edits. We would like to have this approved at a meeting in July

SHERMAN Just a recommendation. We have asked all regions to update these plans. The documents need to be reviewed by us. Before a vote to release, send this to MassDOT for our comments first before you advertise to have us review it for Civil Rights issues.

**The MOTION was made** by Matt Fee and seconded that the **NP&EDC does hereby vote to authorize Staff to send the Public Participation Plan to MassDOT first and then to authorize review period from May 26<sup>th</sup> to July 18<sup>th</sup>** as presented by Mike Burns.

The vote was **UNANIMOUS**.

**G. Bicycle and Pedestrian Advisory Committee – appointment of members by June 30, 2016**

BURNS Need to make appointments for 6 at-large seats. We have been advertising this each year. If you are okay with notice on PACKET Page 61, we would like to advertised for June 20<sup>th</sup>

Discussion of rotation and terms.

VORCE Don't see a need to have a rotation.

Consensus is 3 year terms

**The MOTION was made** by Leslie Johnson and seconded that the **NP&EDC does hereby vote to authorize advertisement from May 26<sup>th</sup> to June 16<sup>th</sup> to make appointments at June 20<sup>th</sup> meeting and to change terms to 3 years** as presented by Mike Burns.

The vote was **UNANIMOUS**.

**H. FY 2016 UPWP Budget Reallocation – review budget reallocations**

BURNS Staff is presenting as an FYI. Basically repurposing about 1/2 week's time from data collection to public participation plan. Flex some more time over to that.

VORCE Just to be clear, this does not effect bottom line. Just shifting around.

**I. Review of Census Questionnaire**

VORCE Seeking public information in anticipation of updating Master Plan which will expire in 2019. Looking for movement and changes since 2006 census. 1<sup>st</sup> QUESTION – GOALS & POLICIES – shows a shift from more restrictive to maintaining. After 10 years of working on zoning, this is positive. Clearly the minority opinion of eliminating all rules and regulations is about 30 or so votes.

Next QUESTION – HOUSING. If you compare the 2 – there is now more support for TON managing and developing housing.

ECONOMY question stayed similar to 2006 answer. Majority says TON should support year-round and seasonal economy.

OPEN SPACE question – 89% in 2006 and 84% in 2016 support retaining and acquiring Open Space.

PAID PARKING is a little bit of a challenge.

FEE I think the way we asked it prompted the answer. If you are a downtown business owner, you are not going to want to discourage parking in town. The wording is bound to bias responses. Give them a reason to support it – show them what they might get from it.

VORCE Still strong support for more investment in bike paths. Certain level of satisfaction with current level of investment.

**J. Transportation Report**

BURNS There are some minor updates and ongoing projects but we have really gone through the bulk of what I wanted to discuss.

LOWELL Milk St. extension and Mill Hill path are on there. Important. In-town bikepath ...

BURNS Bid opening for 1<sup>st</sup> phase of in-town bikepath is scheduled for May 9<sup>th</sup>. MassDOT has to award a contract 120 days after advertising which means contract would be awarded at end of June. There is a prohibition of significant work that would disrupt traffic.

**K. Discussion regarding *Surfside Commons* 40B apartment building project – 106 Surfside Rd.**

ANTONIELLI gives overview

VORCE asks to table this to regular annual meeting on June 20<sup>th</sup>.

**The MOTION was made** by Jack Gardner and seconded that the **NP&EDC does hereby vote to approve continue discussion to June 20<sup>th</sup>**.

The vote was **UNANIMOUS**.

**L. Acceptance of Matt Fee as County Commissioner Representative.**

FEE BOS is going to be working on long range planning.

**The MOTION was made** by Leslie Johnson and seconded that the **NP&EDC does hereby vote to approve Matt Fee as County Commissioner Representative to NP&EDC.**

The vote was **UNANIMOUS.**

**M. Discussion regarding rescheduling June 6<sup>th</sup> meeting.**

**The MOTION was made** by Jack Gardner and seconded that the **NP&EDC does hereby vote to change the date of the Annual meeting to June 20<sup>th</sup>.**

The vote was **UNANIMOUS.**

**VII. Other Business:**

NONE

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**ADJOURNMENT M/S/A to ADJOURN MEETING at 7:49 p.m.**

Submitted by:  
Eleanor Antonietti

DRAFT

**Transportation Planning Report**  
**T. Michael Burns, AICP**  
**June 6, 2016**

This is a progress report of transportation-related activities as of **June 3, 2016**.

**1. NRTA Year Round Bus Study / Ferry Connector – Funding Strategies**

The NP&EDC initiated discussion of this matter at the May 2<sup>nd</sup> meeting to evaluate funding strategies, and ultimately provide the Board of Selectmen with a recommendation. The attached chart summarizes the strategies discussed at the May 2<sup>nd</sup> meeting, and provides additional information on the potential revenue generated by each strategy.

**2. FFY 2016-2019 TIP Adjustment – FFY 2016 NRTA Capital Funding**

The NRTA requires an adjustment to the FFY 2016-19 TIP for various capital items. This includes the removal of two items (including bus replacements), increase in amounts for three items, and adding five new items as shown on the attached TIP Adjustment #01. Since these items do not include federal funds, MassDOT has notified staff that this adjustment could be approved by the NP&EDC at the June 6<sup>th</sup> meeting. Staff recommends the NP&EDC approve the adjustment of the FFY 2016 Transit Section of the FFY 2016-2019 TIP as shown on TIP Adjustment #01.

**3. FFY 2017-2020 TIP – Draft Program and Public Review Schedule**

Staff has included a table of anticipated TIP projects, which has been reviewed and approved by MassDOT, and also the Town’s Capital Plan for the NP&EDC to review (see attached). Staff had formal discussions with MassDOT and MassDOT District 5 staff on April 14<sup>th</sup> to confirm the recommended scheduling of projects for this TIP. As shown in the attached table, since there are no federal-aid eligible projects for FFY 2017 or 2018, it is recommended to “flex” FFY 2017 and perhaps FFY 2018 funding to transit for the NRTA to replace buses. Funding for FFY 2019 and perhaps 2020 will likely be used for construction of the Surfside Rd/Bartlett Rd Roundabout, if local funding is approved at the upcoming Town Meeting. If the roundabout design can initiate and be advanced through the review process quickly, it may be eligible for FFY 2018. The draft TIP will need a 30-day public review prior to approval. Staff requests approval of the table below that outlines the development and public outreach schedule:

<b>March 28, 2016</b>	NP&EDC review of draft TIP schedule
<b>April 14, 2016 to June 6, 2016</b>	Coordinate review of draft TIP with MassDOT (April 14, 2016 coordinated meeting)
<b>May 2, 2016</b>	NP&EDC continue review of draft TIP schedule (requires special meeting on this date)
<b>June 6, 2016</b>	<b>NP&amp;EDC approval of public review of draft (June 9, 2016 to July 18, 2016)</b>
<b>June 20, 2016</b>	NP&EDC public hearing to solicit comments from the public (requires special meeting on this date)
<b>July 18, 2016</b>	NP&EDC approval of final UPWP (requires special meeting on this date)

**4. FFY 2017 UPWP – Draft Program and Public Review Schedule**

Staff has included a draft program budget in the packet for the NP&EDC to review (see attached). The budget for the UPWP is greater than in FY 2016 due to the appropriation of more funding as part of the new federal transportation law – the Fixing America’s Surface Transportation (FAST) Act. Staff has initially programmed the additional funding into the direct costs budget to purchase bike and pedestrian counters, conduct additional intersection counts using video capture, and funding professional services for

Complete Streets/Livability programs. The draft UPWP will need a 30-day public review prior to approval. Staff requests approval of the table below that outlines the development and public outreach schedule:

<b>March 28, 2016</b>	NP&EDC review of draft UPWP funding schedule and tasks
<b>May 2, 2016</b>	NP&EDC continue review of draft UPWP funding schedule and tasks (requires special meeting on this date)
<b>May 2, 2016 to June 6, 2016</b>	Coordinate review of draft UPWP with MassDOT
<b>June 6, 2016</b>	NP&EDC approval of public review of draft (June 9, 2016 to July 18, 2016)
<b>June 20, 2016</b>	NP&EDC public hearing to solicit comments from the public (requires special meeting on this date)
<b>July 18, 2016</b>	NP&EDC approval of final UPWP (requires special meeting on this date)

### 5. Public Participation Plan Update

*No update on this plan.*

Staff has included a task in the FFY 2016 UPWP to update the Public Participation Plan (PPP), which was last updated on June 28, 2007. The plan has been updated with the most significant change being the use of public meetings instead of public hearings to approve the Transportation Plan, TIP, and UPWP. This change will rely on advertisement of these documents through the Town Clerk, Town website, and Town's social media outlets instead of printed notices in the newspaper. There is not requirement to hold public hearings prior to approval of these documents, so the change will save a significant amount on advertising costs. Other changes include the addition of the Commission on Disabilities and the Interfaith Council to the list of "stakeholders" that will be part of the outreach effort for transportation planning decision making. Staff has also reviewed numerous plans from other regions for outreach ideas as part of the updating efforts. The draft PPP requires a 45-day public review. Staff is currently advertising the plan for public review with a public hearing scheduled for June 20<sup>th</sup> as shown in the table below:

<b>March 28, 2016</b>	NP&EDC review of draft PPP schedule
<b>March 28, 2016 to May 2, 2016</b>	Coordinate review of draft PPP with MassDOT
<b>May 2, 2016</b>	NP&EDC approval of public review of draft PPP (May 26, 2016 to July 18, 2016)
<b>June 20, 2016</b>	NP&EDC public hearing to solicit comments from the public (requires special meeting on this date)
<b>July 18, 2016</b>	NP&EDC approval of final PPP (requires special meeting on this date)

### 6. In-Town Bike Path – Phase 1 – Construction (Federal Aid)

0.24 mile path between Washington St. Extension and Orange St. via Rail Road ROW  
 Estimated Total Construction Cost: \$2,202,000.00

MassDOT originally advertised the project for construction on September 12<sup>th</sup> following the certification of the right of way process, and bids were opened November 24<sup>th</sup>. On December 24<sup>th</sup> MassDOT recommended the bids be rejected on due to ambiguities in the asphalt specifications which resulted in significantly higher than estimated bid prices (almost \$3 million versus the estimated \$1.1 million). MassDOT and the Town's engineering consultant (VHB) prepared new bid documents so the project can be re-advertised again with the corrected asphalt specifications. The project was re-advertised on March 5<sup>th</sup> with the bid opening to be May 9<sup>th</sup>. This opening date was extended to June 1<sup>st</sup> and at this time staff has not been notified of the results.

**7. In-Town Bike Path – Washington Street Phase – Design (Local Aid)**

Washington St. between Commercial St. and Francis St.

Estimated Total Construction Cost: TBD

*No update on this project.*

Staff has attached an agreement for services with Dave Fredericks to coordinate a feasibility study to underground utilities along Washington Street to accommodate bike and pedestrian improvements between Commercial Street and Francis Street. The proposed cost of this service is \$8,100. The feasibility study will cost \$55,000 and would be funded by a grant from ReMain Nantucket, if the grant is accepted by the Town. The study would provide a refined cost and design for removing utility poles out of the Washington Street sidewalk and locating them underground.

**8. Mill Hill Path – Design/Construction (Local Aid)**

Linking the existing 8 foot wide Prospect St path to Joy St via Mill Hill Park and Woodlands Hills

*No update on this project.*

DPW is coordinating with Bracken Engineering to modify the alignment of this path so that it uses the layout of North Mill St and Mill Hill Rd to connect with the Woodland Hills subdivision. Completion of this path is dependent on construction by others of an abutting roadway through the Woodland Hills subdivision, which is necessary to complete the connection of the Prospect St path to Joy St.

**9. Milk Street Extension Path – Design/Construction (Local Aid)**

2,485 linear foot extension of the Hummock Pond Road Bike Path to Mt Vernon Street

The construction of this project will be bid by the Town with the construction of this path to be started after Labor Day.

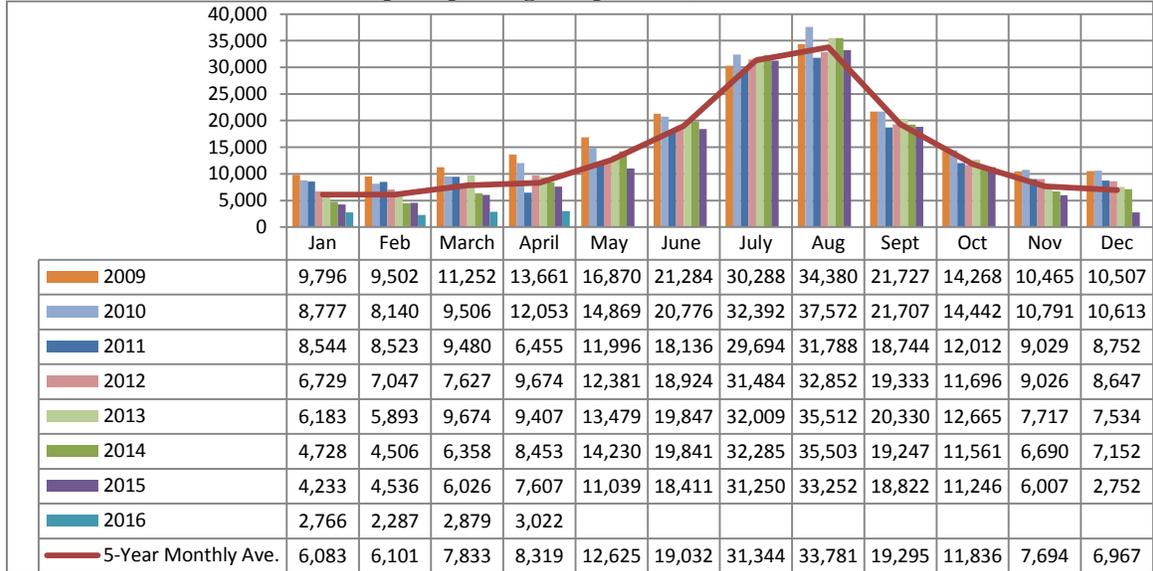
**10. Bicycle and Pedestrian Advisory Committee**

BPAC appointments will expire on June 30, 2016. BPAC continues to meet monthly to discuss a variety of bike and pedestrian issues including bike route stencil locations, bike racks, and provide guidance on the design of other bike/pedestrian projects. Staff has advertised the notice for appointments to this committee, which is scheduled for the June 20<sup>th</sup> meeting. The table below outlines the schedule for advertising and appointment members to the committee:

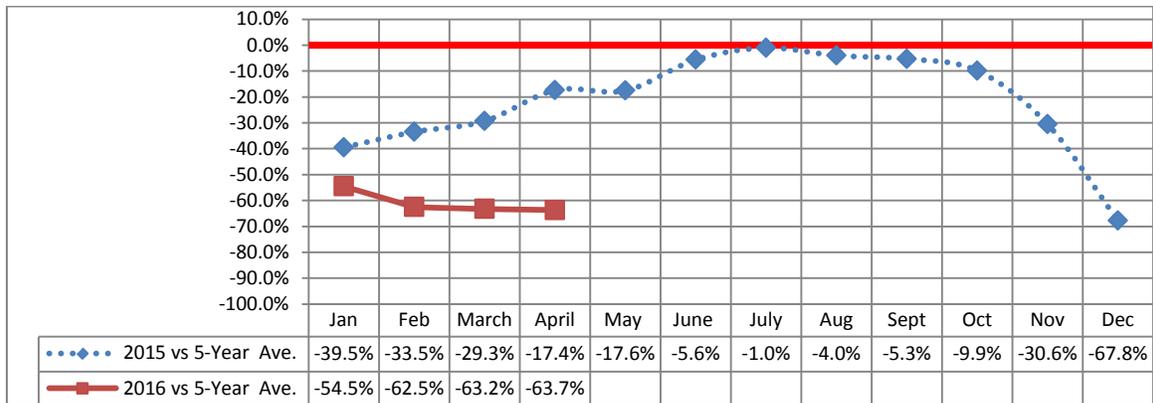
<b>May 2, 2016</b>	NP&EDC authorize staff to solicit letters of interest from the community to serve on BPAC. Advertisement period would be May 26, 2016 to June 16, 2016
<b>June 20, 2016</b>	NP&EDC action to appoint members to BPAC.

**Summary of Airport and Ferry Statistics:**

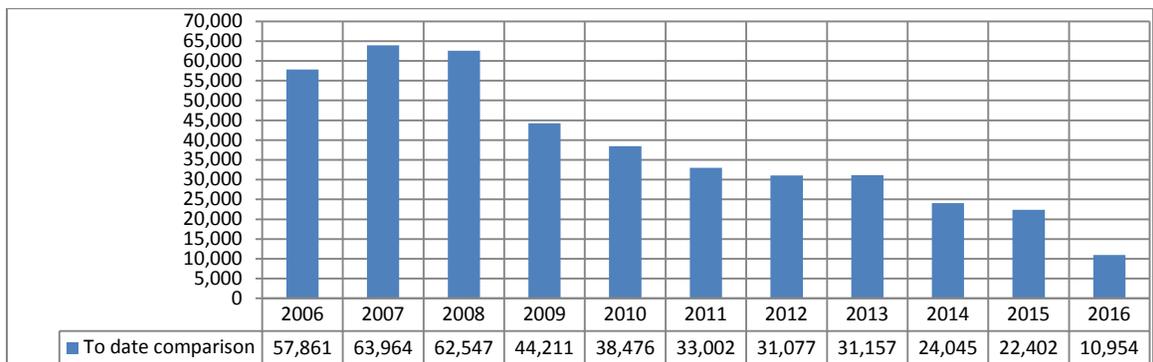
**11. Nantucket Memorial Airport (passenger departures)**



**Chart 1. Total Enplanements (Departures)**



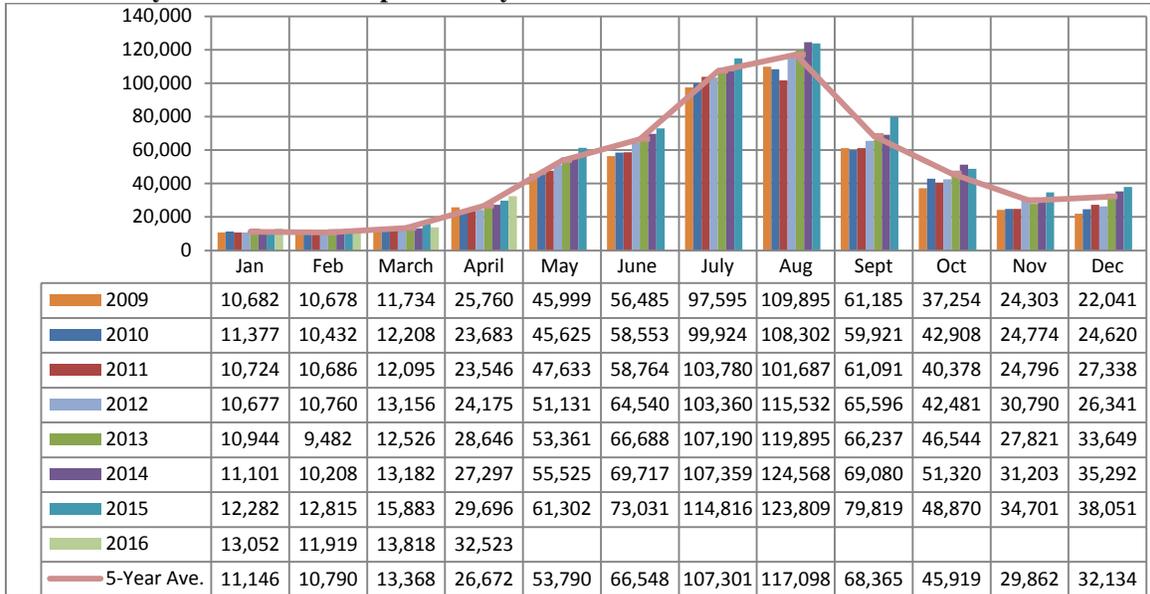
**Chart 2. Monthly Enplanement versus 5-Year Average**



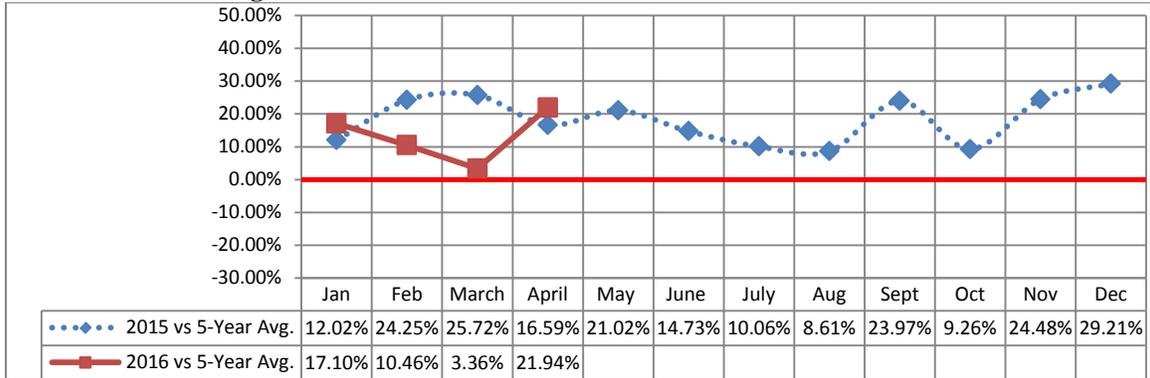
**Chart 3. Annual Enplanements “To Date” Comparison**

The above charts depict airport departures for each month of the last five years. Chart 1 shows the total number of departures for each month. Chart 2 shows the percent of change for each month compared to the five-year average for that month. Chart 3 shows the total enplanements for each year up to this year’s current month.

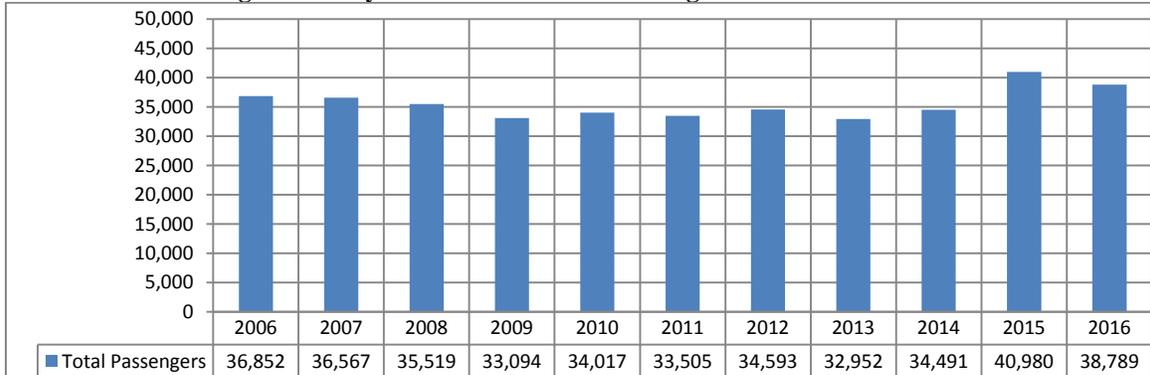
## 12. Ferry Service - Steamship Authority



**Chart 4. Total Passengers To/From Nantucket via SSA**

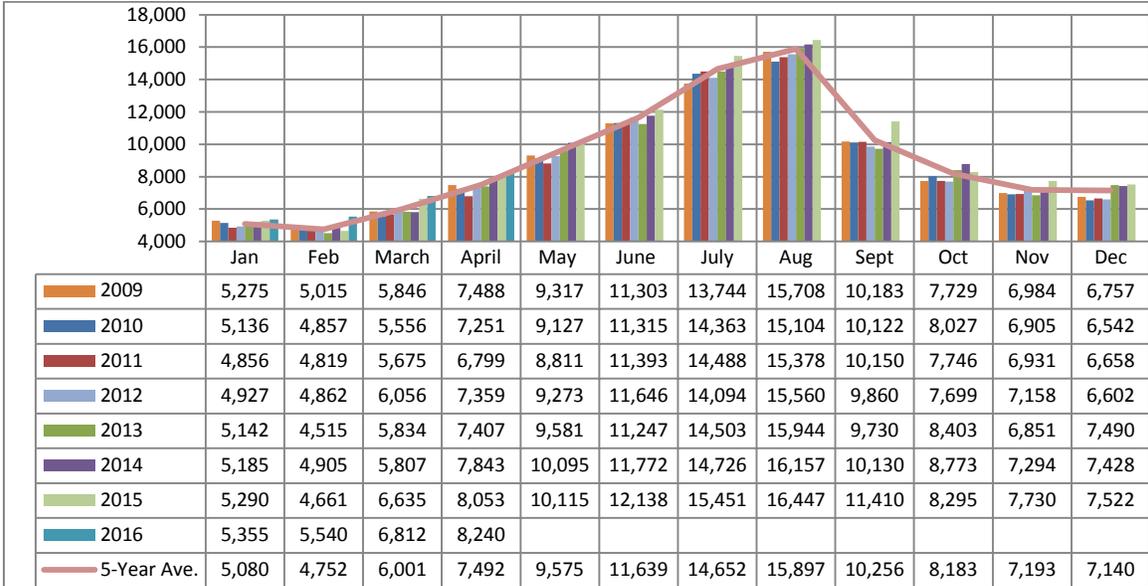


**Chart 5. SSA Passenger Monthly Total versus 5-Year Average**

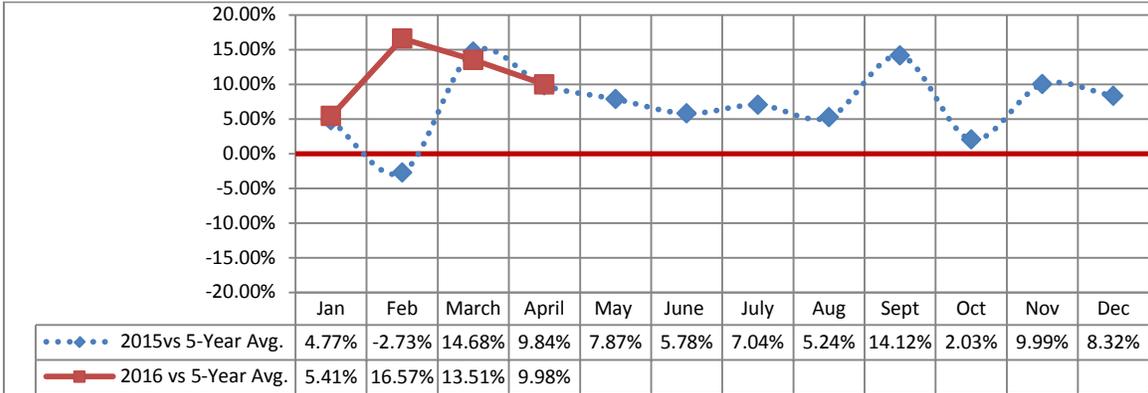


**Chart 6. Annual SSA Passengers - "To Date" Comparison**

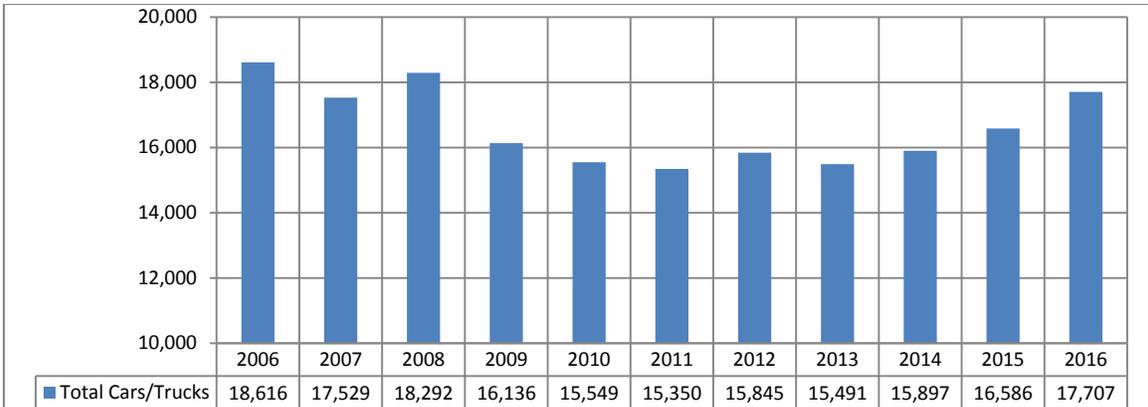
Charts 4, 5, and 6 depict total SSA passengers for each month of the last five years. Chart 4 shows the total number of passengers for this time period 2003 through 2008. Chart 5 shows the percent of change for each month (2007 and 2008 to date) compared to the five-year average for that month. Chart 6 shows the total SSA passengers for each year up to this year's current month.



**Chart 7. Total Cars and Trucks To/From Nantucket via SSA**



**Chart 8. Monthly Cars and Trucks Total versus 5-Year Average**



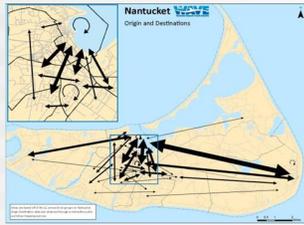
**Chart 9. Total Vehicles – To Date Comparison**

Charts 7, 8, and 9 depict total cars and trucks carried on the SSA for each month of the last five years. Chart 7 shows the total number of cars and trucks. Chart 8 shows the percent of change for each month compared to the five-year average for that month. Chart 9 shows the total SSA vehicles for each year up to this year's current month.



# Public Outreach

NRTA used a multifaceted approach to gather public input on the need for and interest in year-round bus service. The outreach effort included a series of interactive public workshops, pop-up tables, stakeholder



meetings and an online survey. A mailer was sent to every registered business and residential address on Nantucket (10,749) using Every Door Direct Mail with information about the

upcoming events and a link to the survey. Approximately 50 people participated in the interactive workshops and another 80 at the pop-up tables. At the stakeholder meeting, over a dozen different groups participated, representing local businesses, community groups, schools, human service organizations and religious groups. The participants discussed the potential for year-round service and what it

1,132 surveys were completed

would mean to their employees/patrons/members. It was a huge success!

## Survey Highlights

32% of respondents do not have a private car to get around during the winter.

47% of respondents who don't currently use the WAVE would if year-round service was provided

79% use the WAVE during the summer

96% of those who use the WAVE during the summer would use the service in the winter

68% of current WAVE riders take the bus at least once a week

If winter service was available, 22.9% would use the WAVE 5+ days a week

## Study Description

The purpose of the Nantucket Year-Round Transit Study is to evaluate the feasibility of providing year-round fixed route service and to develop recommendations. Currently fixed route transit service is provided mid-May through early October. The recently completed Regional Transit Plan acknowledged the possible need for year-round bus service to serve a growing year-round population. In just four years the island population has grown by 6.7%.



# Existing Conditions

## Operations

In order to evaluate each existing route, data on ridership, revenue hours, revenue miles, operating cost, and farebox revenue were collected. NRTA routes perform better than the state average for all Massachusetts Regional Transit Authorities (RTA) for many of the route-level performance indicators used to evaluate transit services as indicated in green below. As a whole the system outperforms rural transit providers nationwide and within New England.

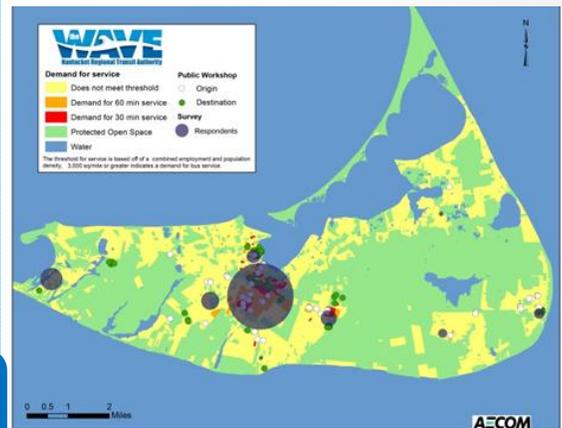
Route Name	Farebox Recovery	Passengers per Mile	Passengers per Hour	Cost per Mile	Cost per Passenger	Subsidy/passenger
Airport Route	11.2%	0.75	3.78	\$13.51	\$18.11	\$16.08
Jetties Beach	34.2%	6.62	23.83	\$19.00	\$2.87	\$1.89
Madaket Route	35.3%	1.07	13.57	\$5.41	\$5.04	\$3.26
Miacomet Loop	27.5%	1.57	17.05	\$6.31	\$4.01	\$2.91
Mid Island Loop	26.1%	2.03	15.76	\$8.80	\$4.34	\$3.21
Sconset via Milestone Rd	48.6%	1.32	18.56	\$4.85	\$3.69	\$1.90
Sconset via Old South Rd	57.8%	1.46	23.08	\$4.33	\$2.96	\$1.25
Sconset via Polpis Rd	31.6%	0.77	11.53	\$4.56	\$5.93	\$4.06
Surfside Beach	68.8%	2.50	25.85	\$6.61	\$2.65	\$0.82
<b>Fixed Route System Total</b>	<b>32.8%*</b>	<b>1.54</b>	<b>15.90</b>	<b>\$8.05</b>	<b>\$5.22</b>	<b>\$3.81</b>
Ferry Connector	90.5%**	0.97	2.33	\$28.60	\$29.42	\$2.79

NRTA has seen a surge in ridership, with a 9.9% increase between 2012 and 2015. While ridership is higher during the summer months, during the shoulder seasons the average daily ridership is two times higher than the daily system ridership of two other RTAs that have year-round service. With low subsidy cost per passenger and high farebox recovery ratios, NRTA is a financially efficient system.

NRTA is a rural system performing like an urban system—primarily due to the space constraints on the island leading to denser than traditional rural residential and commercial development—as well as the dramatic influx of tourists swelling the Island's population in the summer months.

## Market

The year-round Island population is concentrated in the downtown and mid-island regions, although there are some pockets of higher-density residential areas in Tom Nevers, Sconset and Madaket. An analysis of socio-economic conditions showed that mid-island and downtown have the highest demand for service and could support 30-60 minute bus service in the off-season. The ridership demand projections estimated solid ridership in the off-season, indicating there is a latent demand for year-round bus service on the Island.



# Recommendations

Using the results from the public outreach effort, operational analysis and market analysis, service options were developed. These options were then refined and evaluated by the Steering Committee, resulting in a preferred alternative. The preferred alternative includes establishing year-round service on the Mid Island Loop, Miacomet Loop and Sconset Via Old South Route, establishing a new route that operates in the off-season only called the Old South Rd/Nobadeer Farm Road Route and extending the operation of the Madaket longer into the shoulder season (to Columbus Day). Year-round service would operate 7 days a week for an additional 217 days<sup>1</sup>. The cost to operate the off-season service would be \$813,000 plus the \$35,000 needed to extend the Madaket service<sup>2</sup>.

Service Indicator	Off-Season
Additional days operated	217 <sup>1</sup>
Weekday service hours	7AM-9PM
Weekend service hours	8AM-7PM
Number of routes	4
Vehicle requirement	3
Driver requirement	6.9
Projected daily ridership	610

The projected performance indicators for off-season service show that the system would be productive. In almost all indicators, NRTA would out-perform the national average for rural transit providers. Passengers per mile are expected to improve in the off-season which indicates that even with reduced service there is captive ridership. While the off-

Route Diagnostics	Off-Season	Current NRTA	MA Average	National Rural Average
Farebox Recovery	20%	33%	19%	8%
Passengers per Mile	1.99	1.54	1.56	0.76
Passengers per Hour	15.5	15.9	21.5	10.8
Cost per Mile	\$12.21	\$8.05	\$6.57	\$3.04
Cost per Passenger	\$6.14	\$5.22	\$4.22	\$7.42
Subsidy per Passenger	\$5.65	\$3.81	\$3.41	N/A

season service will not exceed the state RTA average for many indicators, they are still within the top half for most of the indicators (most averages are skewed by the larger urban RTAs).

Year-Round Service Projection

362 days/year  
431,000 rides



Possible Service Enhancements	Additional Cost
Operate the new route and Sconset via Old South Road Route with 60 minute frequencies	\$271,000
Extend weekend service to 9PM	\$53,000
Operate Madaket Route service for the entire off-season with 3 trips per day	\$62,000

Possible Cost Saving Options	Cost Savings
Do not extend the Madaket Route	\$35,000
Operate Mid Island and Miacomet Loops every 60 minutes instead of 30	\$271,000
Operate 4 trips daily on Sconset via Old South Road Route instead of 7	\$62,000
Only extend current shoulder <sup>3</sup> routes to begin at the Daffodil Festival and end after Christmas Stroll	\$524,000



Photos by Susan Richards, SR Concepts

<sup>1</sup>Current NRTA WAVE bus service is operated 145 days per year.

<sup>2</sup>The total costs do not include farebox revenue, which would offset some of the cost.

<sup>3</sup>Ferry Connector, Mid Island and Miacomet Loops, Sconset via Old South Road Route



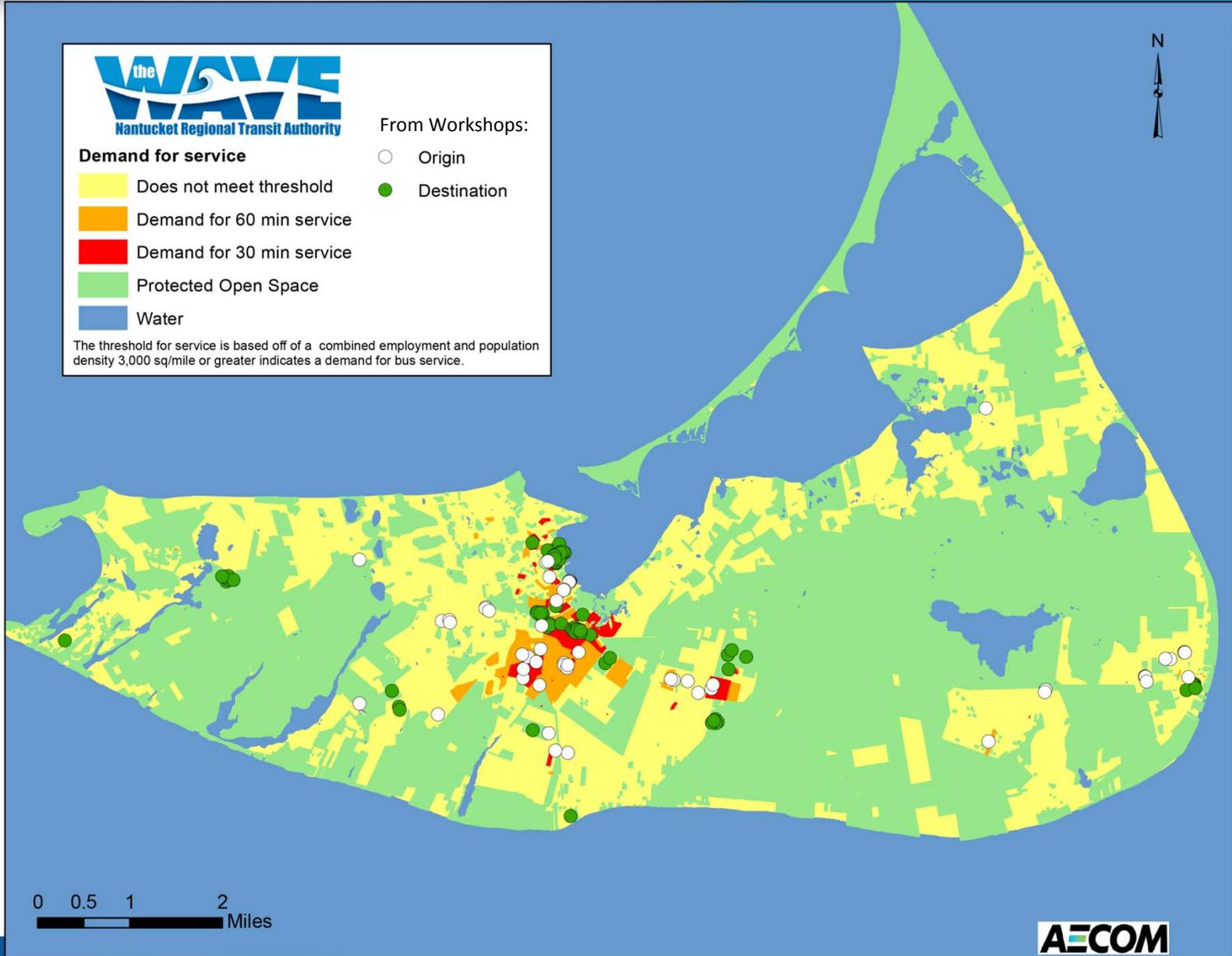
**Demand for service**

- Does not meet threshold
- Demand for 60 min service
- Demand for 30 min service
- Protected Open Space
- Water

**From Workshops:**

- Origin
- Destination

The threshold for service is based off of a combined employment and population density 3,000 sq/mile or greater indicates a demand for bus service.



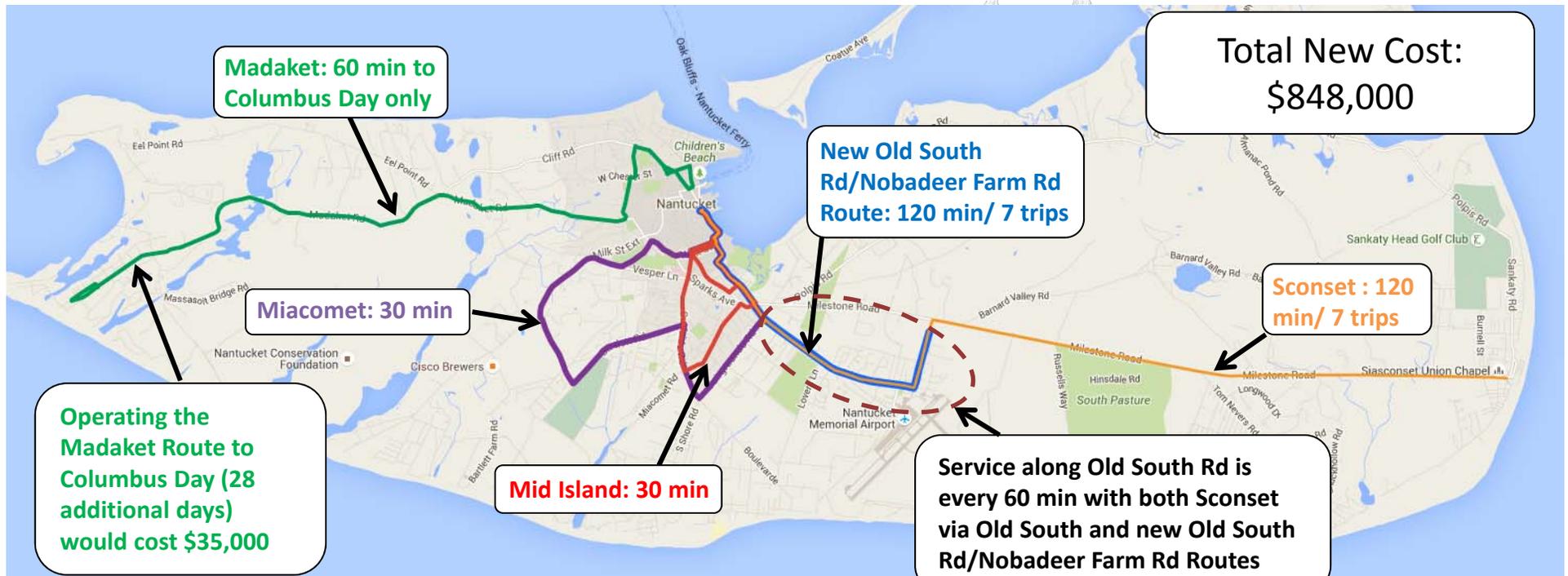
# Preferred Alternative

Service Indicator	Off-Season
Additional days operated	217 <sup>^</sup>
Weekday service hours	7AM-9PM
Weekend service hours	8AM-7PM
Number of routes	4

Service Indicator	Off-Season
Vehicle requirement	3
Driver requirement	6.9
Projected daily ridership	610
Annual operating cost*	\$813,000

<sup>^</sup> Current NRTA WAVE bus service is operated 145 days per year

\* Does not include farebox revenue



Funding Source			Seasonal Service (Existing)	Ferry Connector (Mem to Col Day)	Off-Season Service (preferred alt)	TOTAL
			\$1,300,000	\$280,000	\$848,000	\$2,428,000
Federal/State Ops aid	TIP Funding (rounded)	Est Amount				
	Federal	\$540,000.00	\$540,000			\$540,000
	State	\$380,000.00	\$380,000			\$380,000
Local assessment	Local Assessment (rounded)					
	Town	\$380,000.00	\$380,000			\$380,000
Option 1	Town (if approved)	??		??	\$848,000	\$848,000
Option 2	Private Sources	??		??	??	??
Embarkation Fee	Fee Trips (Est - 76%)	Fee				
	Existing	423,819	\$0.50			\$211,910
Option 3	\$0.50 Increase + Commuter Charge	557,657	\$0.50	\$278,829		\$278,829 (funds FC Service)
Paid / Permitted parking	Total Vehicles (Est)	Fee				
Option 4	Core Parking Sticker	21,000	\$25.00	\$325,000	\$200,000	\$525,000
Option 5	Commerical Plate Sticker	??	\$80,000.00		\$80,000	\$80,000 (funds LA & FC Service)
Option 6	Parking Lot Fee	200 veh/100 days (80% capacity)	\$17.50/day	\$280,000		\$280,000 (funds FC Service)
Sales Tax	2012 Retail Sales*	Rate for Transit				
Option 7	\$317,541,000	0.5%	\$459,705 (surplus for LA and other improvements)	\$280,000	\$848,000	\$1,587,705 (funds LA, FC, & YR Service)
TOTAL						
Service Costs			\$1,300,000	\$280,000	\$848,000	\$2,428,000
Federal/State Sources			\$920,000	\$0	\$0	\$920,000
Local Sources			\$380,000	\$280,000	\$848,000	\$1,508,000
				Necessary for Service Expansion		\$1,128,000

\* - U.S. Bureau of the Census, Economic Census, 2012. Updated every 5 years.

**2012 Embarkation Fees - January to December**

	<b>Barnstable</b>	<b>Falmouth</b>	<b>Nantucket</b>	<b>Oak Bluffs</b>	<b>Tisbury</b>	<b>Total</b>
<b>Total</b>	278,815	1,127,334	279,724	258,451	858,656	2,802,980
<b>Commuter</b>	62,435	400,266	64,250	39,918	360,303	927,172
<b>Students</b>	4,115	15,796	3,424	2,713	13,758	39,806
<b>Fee Trips</b>	212,265	711,272	212,050	215,820	484,595	1,836,002
<b>Percent of Fee Trips</b>	76%	63%	76%	84%	56%	66%
<b>Fee</b>	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	
<b>Fee Payable</b>	\$106,132.50	\$355,636.00	\$106,025.00	\$107,910.00	\$242,297.50	
<b>With \$0.25 Fee on Exempt Trips</b>	\$16,637.50	\$104,015.50	\$16,918.50	\$10,657.75	\$93,515.25	

**2015 Embarkation Fees - January to December**

	<b>Barnstable</b>	<b>Falmouth</b>	<b>Nantucket</b>	<b>Oak Bluffs</b>	<b>Tisbury</b>	<b>Total</b>
<b>Total</b>	320,150	1,192,803	324,637	269,041	916,459	3,023,090
<b>Commuter</b>	70,939	432,256	75,915	42,336	392,920	1,014,366
<b>Students</b>	4,024	14,500	3,218	2,001	12,810	36,553
<b>Fee Trips</b>	245,187	746,047	245,504	224,704	510,729	1,972,171
<b>Percent of Fee Trips</b>	77%	63%	76%	84%	56%	65%
<b>Fee</b>	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	
<b>Fee Payable</b>	\$122,593.50	\$373,023.50	\$122,752.00	\$112,352.00	\$255,364.50	
<b>With \$0.25 Fee on Exempt Trips</b>	\$18,740.75	\$111,689.00	\$19,783.25	\$11,084.25	\$101,432.50	

## **FACT SHEET: AN ACT RELATIVE TO REGIONAL TRANSPORTATION BALLOT INITIATIVES**

---

**S 1343/H 2760, sponsored by Senator Jehlen and Representative Chris Walsh**

### **PURPOSE OF THIS BILL**

Massachusetts is facing a funding crisis for transportation. Regional ballot initiatives are regularly used to finance transportation investments in states like California, Michigan, Ohio, South Carolina, and Louisiana, among many others. These initiatives have high rates of passage (70-80%) and can be a key mechanism to fund both operations and capital projects for transportation. This legislation would enable a municipality or a group of municipalities to raise additional local money for transportation projects via ballot initiatives, giving voters a more direct role in the process and also showing a clearer correlation between funds being raised and the project(s) for which those funds are used.

While revenue raised for regional projects via ballot initiative would not by itself close our transportation infrastructure funding gap, this framework could be an important tool. It would give municipalities both more control of and more stake in the projects in their region.

### **WHAT THIS LEGISLATION DOES**

- Enables a municipality to place a question on the ballot to raise revenue for local and regional transportation projects.
- Enables two or more municipalities to form a regional district to coordinate the spending of revenue raised by a ballot question in each member municipality for regional transportation projects.
- Creates procedures for the adoption and implementation of the new tax and enables communities to define the types of projects or specific projects eligible for funding.
- Authorizes communities to determine the type of tax to be raised (sales, property, payroll, etc.), set the maximum amount the new tax can be raised, and set the term of the tax.
- Creates a lockbox to ensure that revenue raised for transportation is spent on transportation.

**CONTACT:** For more information, please contact Rebecca Davis at the Metropolitan Area Planning Council at 617-933-0708, or [rdavis@mapc.org](mailto:rdavis@mapc.org).

## Mike Burns

---

**From:** Downing, Nicholas <NDowning@mapc.org>  
**Sent:** Thursday, June 02, 2016 11:34 AM  
**To:** Mike Burns  
**Cc:** Andrew Vorce; Weyant, Elizabeth  
**Subject:** RE: S1343/H2760

Mike:

Thanks for reaching out with this question, and sorry if the fact sheet was a little confusing.

A single municipality could absolutely still use the mechanism set up via this bill. If Nantucket wanted to use a ballot initiative to raise transportation revenue, it would not need to form a regional district with any other municipality. Nantucket would not be forming a new “regional district” in this case. The regional format is an option if multiple municipalities wanted to sue it, and much of the advocacy we have undertaken has highlighted opportunities for regional collaboration, but it is by no means required, and obviously for Nantucket would be a little tricky – that is unless the Cape and Islands wanted to make addition investments in ferry services!

As far as the bill’s status, it is currently in the Senate Committee on Rules. We have been working to move it from that Committee, and have been told they are waiting for an opinion from the Department of Revenue.

Please let me know if you have any other questions!

Best,

Nick

Nick Downing  
617-933-0711  
[ndowning@mapc.org](mailto:ndowning@mapc.org)

---

**From:** Mike Burns [<mailto:MBurns@nantucket-ma.gov>]  
**Sent:** Thursday, June 02, 2016 10:35 AM  
**To:** Downing, Nicholas <[NDowning@mapc.org](mailto:NDowning@mapc.org)>  
**Cc:** Andrew Vorce <[AVorce@nantucket-ma.gov](mailto:AVorce@nantucket-ma.gov)>  
**Subject:** S1343/H2760

Hi Nick – I read through the MAPC fact sheet on this bill and had a couple questions.

Could you please confirm if the proposed regional ballot initiative would actually allow Nantucket to form its own regional district, or if an agreement with another off island community would be required? The fact sheet says that 2 or more municipalities are required, which to be useful for our region would require an amendment to the language in Section 5 (and other section) that either says: 1) “(a) Two or more municipalities, or the Town of Nantucket, may, by vote of the city or town thereof...”, or 2) “(a) **Two or more Municipalities within the same Regional Planning Agency**, may, by vote of the city or town thereof...”.

Lastly, could you please remind me of the status of this bill?

<http://www.mapc.org/sites/default/files/Regional%20Ballots%20Fact%20Sheet.pdf>

Thanks!

Mike

---

T. Michael Burns, AICP  
Transportation Planner  
Nantucket Planning Office

**Nantucket Metropolitan Planning Organization**

**Endorsement of Adjustment #01 to the**

**2016 - 2019 Nantucket Transportation Improvement Program**

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 following:

An Adjustment to the FFY 2016 element of the Transit Program Projects section of the FFY 2016-2019 Nantucket Transportation Improvement Program as shown below:

**Transit Program Projects:**

<i>FFY</i>	<i>Action</i>	<i>Activity Line Item</i>	<i>Description</i>	<i>New Total</i>	<i>Adjusted Amount</i>	<i>Federal</i>	<i>Source</i>
2016	<u>REMOVE from section:</u> FTA Program – Other Non-Federal	111203	BUY REPLACEMENT 30-FT BUS (2)	\$0	-\$460,000	\$0	RTACAP (state funding)
2016	<u>REMOVE from section:</u> FTA Program – Other Non-Federal	114209	ACQUIRE – MOBLE SURV/SECURITY EQUIP	\$0	-\$75,000	\$0	RTACAP (state funding)
2016	<u>ADD to section:</u> FTA Program – Other Non-Federal	442400	SHORT RANGE TRANSIT PLANNING	\$10,000	+\$10,000	\$0	RTACAP (state funding)
2016	<u>ADD to section:</u> FTA Program – Other Non-Federal	114306	CONSTRUCT – SHOP EQUIPMENT	\$20,000	+\$20,000	\$0	RTACAP (state funding)
2016	<u>ADD to section:</u> FTA Program – Other Non-Federal	116403	REHAB/RENOV RADIO	\$25,000	+\$25,000	\$0	RTACAP (state funding)
2016	<u>ADD to section:</u> FTA Program – Other Non-Federal	119302	CONTRUCTION – BUS SHELTERS	\$15,000	+\$15,000	\$0	RTACAP (state funding)
2016	<u>ADD to section:</u> FTA Program – Other Non-Federal	134207	PURCHASE – COMPUTER HARDWARE	\$20,000	+\$20,000	\$0	RTACAP (state funding)
2016	<u>ADJUSTMENT:</u> FTA Program – Other Non-Federal	1000002	PREVENTIVE MAINTENANCE	\$16,500	+\$9,000	\$0	RTACAP (state funding)
2016	<u>ADJUSTMENT:</u> FTA Program – Other Non-Federal	114400	REHAB/RENOVATE BUS SUPPORT FACIL/EQUIP	\$90,000	+\$75,000	\$0	RTACAP (state funding)
2016	<u>ADJUSTMENT:</u> FTA Program – Other Non-Federal	114402	REHAB/RENOVATE – MAINTENANCE FACILITY	\$51,000	-\$69,000	\$0	RTACAP (state funding)

Signatory Certification:

\_\_\_\_\_  
Stephanie Pollack, Secretary of Transportation  
Massachusetts Department of Transportation

\_\_\_\_\_  
Date

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

\_\_\_\_\_  
Date

\_\_\_\_\_  
Nathaniel Lowell, Chairman  
Nantucket Planning and Economic Development Commission

\_\_\_\_\_  
Date

TOWN/COUNTY OF NANTUCKET  
TOWN ADMINISTRATION OFFICE



MEMO

TO: NP&EDC

FROM: Erika Mooney *EM*  
Project Administrator

CC: Mike Burns/Transportation Planner

DATE: May 26, 2016

RE: FY 2017-2021 Transportation Improvement Program (TIP)

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At its May 25, 2016 meeting, the Board of Selectmen reviewed the draft FY 2017-2021 TIP. Following a presentation by the Planning staff, the Board voted to recommend that the NP&EDC approve the draft TIP as presented.

# **DRAFT FFY 2017 - 2021 Transportation Improvement Program (TIP)**

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## **1. Overview of TIP Projects and Schedule**

NOTE: 30-day Public Comment Period from June 6 to July 18, 2016.  
Draft copies available on the Town's website, and at the Atheneum,  
Selectmen's Office, and 2 Fairgrounds Rd

## **2. Requested Action:**

- Recommend the NP&EDC approve the draft FFY 2017 – 2021 TIP as presented.

# DRAFT FFY 2017 - 2021

## Transportation Improvement Program (TIP)

### Nantucket Capital Improvement Program (FY2017-21)

- FFY 2017-21 TIP projects are highlighted in YELLOW
- Eligible projects highlighted in ORANGE

DPW Capital Plan 2016 to 2025

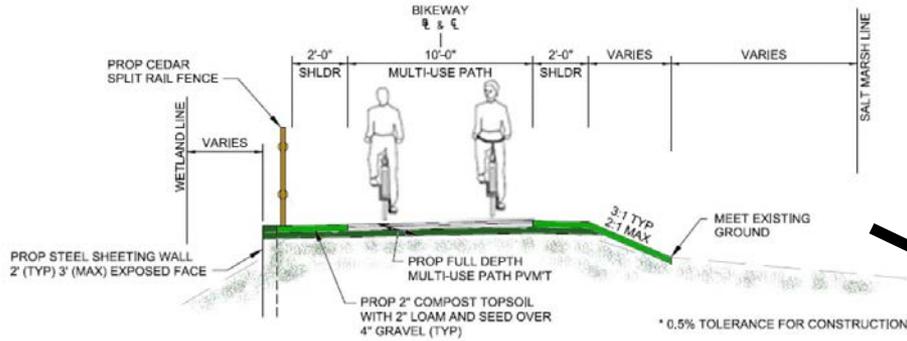
REQUEST	RTP / Master Plan Reference	Project Evaluation Score from RTP (Range: +23 to -23)	Chapter 90 / TIP Construction / Other \$	FY2016	FY2017 request	FY2018	FY2019	FY2020	FY2021
<b>Roadway/ Bike Paths:</b>									
Boulevard area reconstruction	4.9.13	3 - Road / 7 - Path		\$ 1,000,000	\$ 1,000,000	\$ 1,000,000			
Chapter 90	DPW PMP	-	\$ 637,307						
Road Maintenance	DPW PMP	-		\$ 700,000	\$ 900,000	\$ 900,000	\$ 900,000	\$ 900,000	\$ 900,000
Bartlett Road bike path/sidewalk maintenance	DPW PMP	-		\$ 500,000					\$ 500,000
108-120 Baxter Road construction	DPW PMP	-		\$ 500,000					
Repair/widening and adding sidewalks downtown	6.7	-			\$ 1,500,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000
First Way road construction	4.9.3	6 - Road / 12 - Path			\$ 800,000				
Road takings-Friendship/Somerset	4.9.11 & 14.3.3	3					\$ 380,000		
Road takings- Winn St	4.9.10	6			\$ 250,000			\$ 320,000	
<b>Bartlett/Surfside rotary - TIP project (FY19)</b>	4.9.1	11	\$ 900,000		\$ 150,000				
<b>In Town bikepath Ph3-Washington St to town-2000' - TIP project (out year FY21-25)</b>	6.6.5	11	\$ 440,000		\$ 75,000				
<b>In Town bikepath Ph2- Orange St to Rotary-1800' - TIP project (out year (FY21-25)</b>	6.6.4	9	\$ 385,000		\$ 75,000				
Wauwinet bike path Grant-\$ - TIP project (out year - FY depends on grant approval)	6.6.11	8	\$ 2,650,000						
Washington St at Francis St reconstruction	4.9.8	3				\$ 400,000			
Road construction Fairgrounds to Monomoy Rd 700'	14.3.1	Further study needed				\$ 350,000			
<b>Fairgrounds/Old South rotary - TIP project (out year - FY21-25)</b>	4.9.2	11	\$ 900,000			\$ 150,000			
Intersection construction 5 Corners at Pleasant St. bricking	Mid-Island Plan	-				\$ 100,000			
Road takings-Amelia	14.3.3	-				\$ 100,000			
Old South Road bike path maintenance- Crack sealing	DPW PMP	-				\$ 75,000			
Road construction Amelia Dr to Polpis Rd 1300'	14.3.1	Further study needed					\$ 550,000		
Road Takings-Ticcoma to Lovers' Lane 1800'	14.3.3	Further study needed				\$ 250,000			\$ 865,000
Nobadeer Farm Road bike path maint 1200' Milestone to Park Cir	DPW PMP	-				\$ 200,000			
Monomoy Rd bike path	6.6.13	6						\$ 805,000	
Industry and Shadbush Rd construction	4.9.12	3						\$ 720,000	
Surfside bike path paving 11,500'	DPW PMP	-						\$ 200,000	
Pleasant St at Williams/Cherry reconstruction	4.9.9	3						\$ 175,000	
<b>Intersection reconstruction 4 Corners at Sparks Ave - TIP project (out year - FY21-25)</b>	4.9.4	11	\$ 900,000					\$ 150,000	
<b>Tom Nevers Road bike path constr Ph1 7500' - TIP project (out year - FY31-35)</b>	6.6.8	9	\$ 1,500,000						\$ 1,500,000
<b>Tom Nevers Road bike path constr Ph2 3600' - TIP project (out year - FY40+)</b>	6.6.8	9	\$ 730,000						
<b>Somerset Lane bike path 2500' - TIP projects (out year - FY2036-2040)</b>	6.6.10	8	\$ 730,000						
Quidnet Rd bike path	6.6.12	7							
Eel Point Rd path extension	6.6.17	6							
Bartlett Farm Rd bike path	6.6.9	7							
Hummock Pond Rd to Vesper Ln bike path	6.6.16	10							
Old South Rd (south side link)	6.6.15	6							
<b>Milestone Rotary reconstruction - TIP project (out year - FY26-30)</b>	4.9.5	9	\$ 1,100,000						
<b>In Town bikepath Ph1-Goose Pond Rd-1300' - TIP project (FY 2015/2016)</b>	6.6.3	8	\$ 1,266,861						
<b>Milestone Rd at Polpis Rd reconstruction - TIP project (FY26-30)</b>	4.9.6	3	\$ 575,000						
<b>Milestone Rd at Monomoy Rd reconstruction - TIP project (FY26-30)</b>	4.9.7	3	\$ 575,000						
Sparks Ave sidewalk - Funded privately	6.6.6	11	\$ 505,000						
<i>Yearly Total for Roadway/Bike Paths</i>			\$ 13,814,168	\$ 2,700,000	\$ 4,750,000	\$ 4,075,000	\$ 3,280,000	\$ 4,270,000	\$ 4,765,000

# CURRENT YEAR:

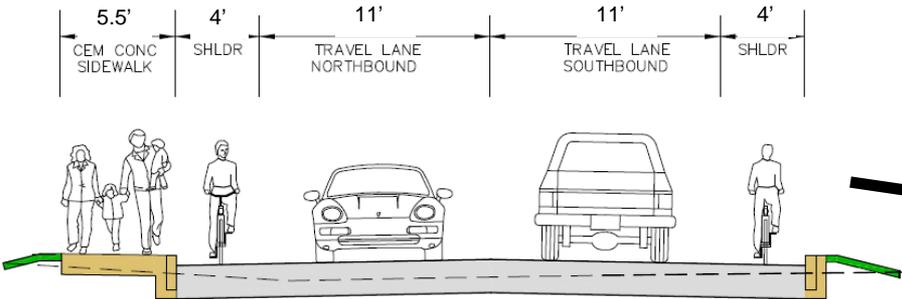
## FFY 2016 –

### In-Town Multi-Use Path – Phase 1

- Construction bids to be opened June 1st



TYPICAL MULTI-USE PATH SECTION



TYPICAL ORANGE STREET SECTION



# DRAFT FY 2017-21 TIP

## FFY 2017 NRTA Scheduled Bus Replacements (2)

**Cost estimate is \$482,000**

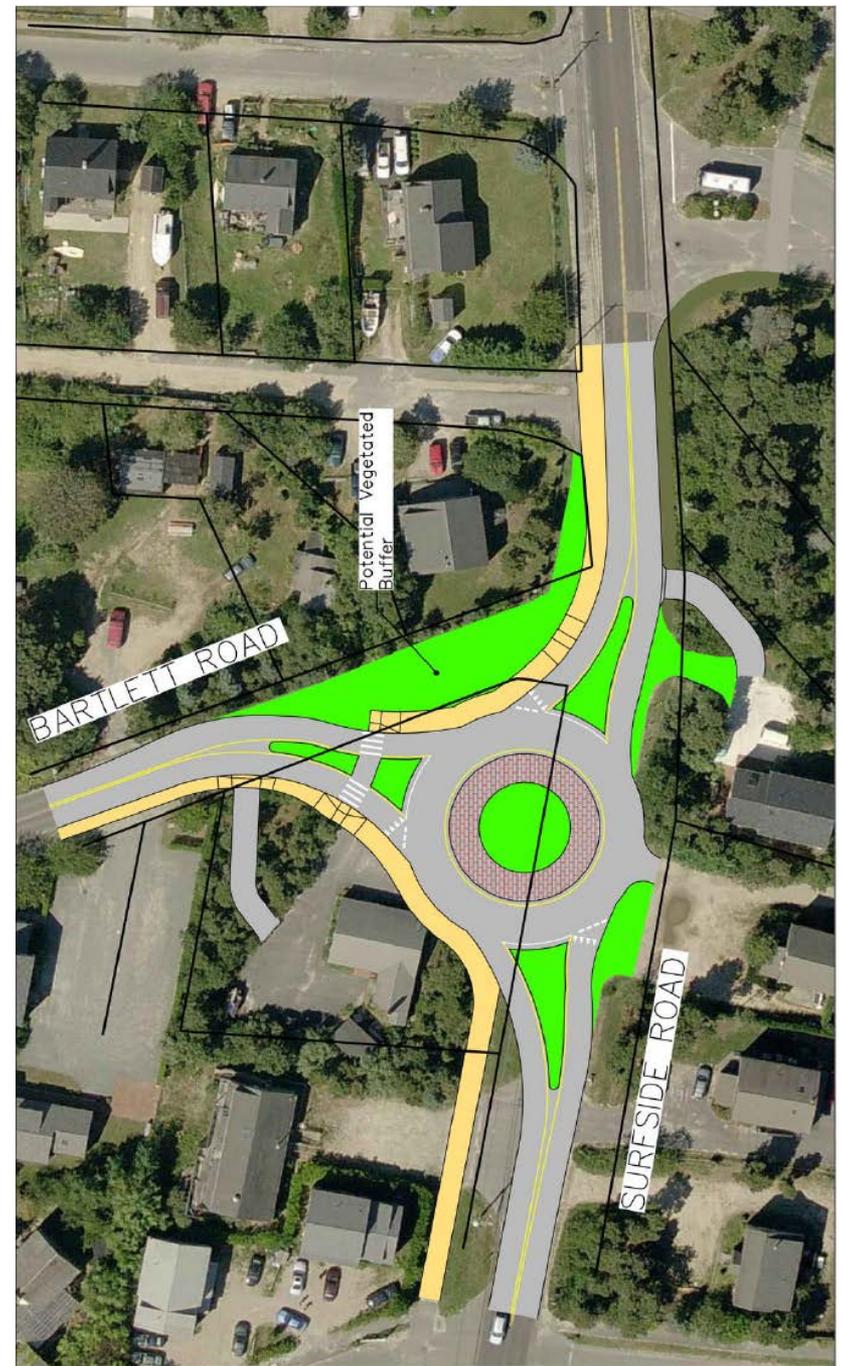
- Funding “flexed” to NRTA from TIP highway target.
- No federal aid eligible project is ready for advertisement in FFY 2017.



# DRAFT FY 2017-21 TIP

## FFY 2019 and 2020 Surfside Road at Bartlett Road

1. No federal aid eligible project is ready for FFY 2018, but this project could be ready for FFY 2018.
2. 2 Bartlett Rd acquired in 2015
3. 2016 Annual Town Meeting approved \$150,000 for the intersection redesign
4. Due to project construction cost, it will likely need to use 2 years of TIP funding (a.k.a., advance construction)
5. Construction estimate is \$900,000



# DRAFT FY 2017-21 TIP

## FFY 2021 To Be Determined

1. No federal aid eligible project is ready for FFY 2021, but a future phase of the In-town Bike Path could be ready for FFY 2021.
2. Washington Street Phase – feasibility of undergrounding utilities needs to be completed.
3. Orange Street Phase – property impacts need to be mitigated
4. Construction estimate for both phases is \$825,000



## Requested Action:

### Highway:

FFY	Highway Projects	Project ID	Funding Category	Total Federal / State Funding
2017	Flex funding to NRTA – replacement of 2 buses	n/a	Flex to Transit	\$456,619
2018	No project identified (Surfside / Bartlett Roundabout could be scheduled if design is approved before FFY 2018)	n/a	STP*	\$397,225
			CMAQ**	\$54,995
			HSIP***	\$21,998
2019	Surfside Road at Bartlett Road – Roundabout (AC-1)	TBD	STP	\$397,225
			CMAQ	\$54,995
			HSIP	\$21,998
2020	Surfside Road at Bartlett Road – Roundabout (AC-2)	TBD	STP	\$406,576
			CMAQ	\$54,995
			HSIP	\$21,998
2021	No project identified (An In-town bike path future phase could be scheduled for FFY 2021)	n/a	STP	\$393,117
			CMAQ	\$54,995
			HSIP	\$21,998

### Transit:

FFY	Transit Agency	Line Item	Transit Project	Carry Over	Federal Funds	SCA (state aid)	LCL (local aid)	Total
2017	NRTA	300900	OPERATING ASSISTANCE	2016	\$543,287	\$394,651	\$148,636	\$1,086,574
2018	NRTA	300900	OPERATING ASSISTANCE	2017	\$549,043	\$394,651	\$154,392	\$1,098,086
2019	NRTA	300900	OPERATING ASSISTANCE	2018	\$554,856	\$0	\$554,856	\$1,109,712
2020	NRTA			2019	TBD	TBD	TBD	TBD
2021	NRTA			2020	TBD	TBD	TBD	TBD

## DRAFT FFY 2017 Unified Planning Work Program

Task	Number of Weeks	Percent of Time	Direct Salary	Overhead	Direct Costs Budget	Total Budget	Percent of Budget
<b>1.0 Management and Support</b>	<b>18.5</b>	<b>35.58%</b>	<b>\$44,257.69</b>	<b>\$40,637.41</b>	<b>\$2,200.00</b>	<b>\$87,095.11</b>	<b>33.88%</b>
1.1 3C Program Support	12	23.08%	\$28,707.69	\$26,359.40	\$0.00	\$55,067.10	21.42%
1.2 Inter-Regional Transportation Planning Coordination	4.25	8.17%	\$10,167.31	\$9,335.62	\$2,000.00	\$21,502.93	8.36%
1.3 Transportation Improvement Program	1	1.92%	\$2,392.31	\$2,196.62	\$100.00	\$4,688.92	1.82%
1.4 Unified Work Program	0.5	0.96%	\$1,196.15	\$1,098.31	\$100.00	\$2,394.46	0.93%
1.5 Public Participation	0.25	0.48%	\$598.08	\$549.15	\$0.00	\$1,147.23	0.45%
1.6 Title VI and Environmental Justice	0.5	0.96%	\$1,196.15	\$1,098.31	\$0.00	\$2,294.46	0.89%
<b>2.0 Data Collection and Analysis</b>	<b>7.25</b>	<b>13.94%</b>	<b>\$17,344.23</b>	<b>\$15,925.47</b>	<b>\$7,256.92</b>	<b>\$40,526.62</b>	<b>15.76%</b>
2.1 Data Collection: Traffic, Congestion, Freight, and Pavement Management	5	9.62%	\$11,961.54	\$10,983.08	\$7,256.92	\$30,201.54	11.75%
2.2 Geographic Information Systems (GIS)	2	3.85%	\$4,784.62	\$4,393.23	\$0.00	\$9,177.85	3.57%
2.3 Performance Measures and Monitoring	0.25	0.48%	\$598.08	\$549.15	\$0.00	\$1,147.23	0.45%
<b>3.0 Short Range and Long Range Transportation Planning</b>	<b>13</b>	<b>25.00%</b>	<b>\$31,100.00</b>	<b>\$28,556.02</b>	<b>\$9,000.00</b>	<b>\$68,656.02</b>	<b>26.71%</b>
3.1 Livable / Sustainable / Complete Streets Planning	4	7.69%	\$9,569.23	\$8,786.47	\$9,000.00	\$27,355.70	10.64%
3.2 Parking Management Strategies	3	5.77%	\$7,176.92	\$6,589.85	\$0.00	\$13,766.77	5.36%
3.3 Bicycle and Pedestrian Planning	4	7.69%	\$9,569.23	\$8,786.47	\$0.00	\$18,355.70	7.14%
3.4 Special Transportation Planning Studies	2	3.85%	\$4,784.62	\$4,393.23	\$0.00	\$9,177.85	3.57%
<b>4.0 Other Transportation Activities</b>	<b>13.25</b>	<b>25.48%</b>	<b>\$31,698.08</b>	<b>\$29,105.17</b>	<b>\$0.00</b>	<b>\$60,803.25</b>	<b>23.65%</b>
4.1 Implement Approved Planning Recommendations	11	21.15%	\$26,315.38	\$24,162.79	\$0.00	\$50,478.17	19.64%
4.2 Special Transportation Planning Assistance	2	3.85%	\$4,784.62	\$4,393.23	\$0.00	\$9,177.85	3.57%
4.3 Intelligent Transportation Systems (ITS)	0.25	0.48%	\$598.08	\$549.15	\$0.00	\$1,147.23	0.45%
Direct Salary Budget -			<b>\$124,400.00</b>				
Overhead Budget -				<b>\$114,224.08</b>			
Direct Cost Budget -					<b>\$18,456.92</b>		
<b>Total Budget for FFY 2017 -</b>	<b>52</b>	<b>100.00%</b>	<b>\$124,400.00</b>	<b>\$114,224.08</b>	<b>\$18,456.92</b>	<b>\$257,081.00</b>	<b>100.00%</b>
Time = 52 weeks (46 weeks, plus 4 weeks vacation, 12 holidays, and 2 personal days - listed in Task 1.1)							