MEETING POSTING

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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	**Monday, January 23, 2017, at 6:00 pm**
Location / Address	4 **Fairgrounds Road, Nantucket, MA** **Training Room** □
Signature of Chair or Authorized Person	**Mike Burns, Transportation Planner**
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

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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:**
- December 5, 2016

V. **Public Comment:**

VI. **Action / Discussion Items:**

A. Sand mining in federal waters off Nantucket

B. Old South Road Corridor Study

C. Cape Cod Canal Study

D. 3C Documents:

a. **Public Participation Plan – amend public review period for the TIP, UPWP, and RTP from 30 to 21 days**
b. **UPWP – reallocate funding to Task 3.1 – Livable Streets (Old South Rd and Harbor Place)**
c. **UPWP – MassDOT request to reallocate Direct Costs to Salaries and Overhead**

E. Performance Review and Consideration of the Draft 2017-2020 Contract for Andrew Vorce, Director of Planning.

F. Authorization for the Director of Planning to sign District Local Technical Assistance (DLTA) grant applications and associated documents.

G. Request from Director of Planning, Andrew Vorce, and Deputy Director of Planning, Leslie Snell, to attend the 2017 American Planning Association National Conference.

H. 2017 Meeting Schedule

VII. **Other Committee Reports**

VIII. **Staff Reports**

IX. **Other Business:**

X. **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 Trudel, and Linda Williams

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MINUTES
Monday, December 5, 2016
PSF, 4 Fairgrounds Road, Training Room – 6:00 p.m.

Purpose: Regular Meeting:

STAFF IN ATTENDANCE: Andrew Vorce, Director of Planning; Mike Burns, Transportation Planner; Eleanor W. Antonietti, Zoning Administrator
ATTENDING MEMBERS: Nat Lowell (Chair); Andrew Bennett (Vice Chair); Kara Buzanoski; Jack Gardner; Wendy Hudson; Bert Johnson; Joe Marklinger; John Trudel
ABSENT: Matt Fee; Leslie Johnson; Barry Rector; Linda Williams
Public present: Attorney Steven Cohen for Siasconset Beach Preservation Fund (SBPF)
On the phone: Gabe Sherman (Mass DOT)

I. Call to Order:
The meeting was called to order at 6:05 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 September 7, 2016, as submitted.
The vote was **UNANIMOUS**.
The MOTION was made by Chairman Lowell and seconded that the NP&EDC does hereby vote to approve the NP&EDC minutes for October 3, 2016, as submitted.
The vote was **UNANIMOUS**.

V. PUBLIC COMMENTS:
NONE

VI. ACTION DISCUSSION ITEMS

I. <u>Action / Discussion Items:</u>

A. RFQ for assistance with the BOEM lease/permitting effort for sand mining in federal waters off Nantucket

VORCE explains that a Request for Qualifications has been put out to bid to seek engineering and environmental consulting services to help SBPF and Town of Nantucket, through the NPEDC, to examine best practices for the replenishment of the Sconset bluff and beach.
Steven COHEN further explains that they are issuing RFQ for consultant to look at potential for offshore sand locations. Very early in the process. Looking into feasibility of it. The erosion is issue in municipal and private locations. Impact of sand is intense on local economy. Carbon footprint, cost of moving it and buying it. Need to find other ways to address this issue. SBPF is taking the lead but wants to cooperate with NPEDC going forward.
LOWELL dumping sand into the ocean that we really need for asphalt and cement. Seems crazy to be using it to throw it into the ocean. Asks about cement boxes being strategically positioned. Worries about funds being used for only one method.
Discussion of Joe Farrell's previous proposition *re.* cement boxes and bringing that to the discussion in terms of exploring all options.
COHEN problem is permits are very localized – one from ConCom and one from BOS and one from … such that there is not inter-jurisidictional continuity.
VORCE there is a dearth of good data. Great Point has proven to be a poor location due to fishing/dragging. Interested in wider analysis. Don't want to disturb the 'rocky' bottom.
COHEN main goal is to identify good locations for taking sand without having a negative impact on marine life. Need scientific input.
VORCE would this end up in state or federal waters? What about the jurisdictional issue for permitting between state and federal? Needs to be more coordination between the various groups.
COHEN could be in either and then there is cost benefit analysis. Erosion issues are going to start affecting municipal services. Hitting critical point. Airport, Easy St. basin, Madaket …
LOWELL the whole jetty on left when going into Hyannis is totally man-made from dredging. Asks what is needed from Board now.
VORCE no vote now. Explains timeline as outlined in Project Schedule on Page 23 of packet. This is just informational.
COHEN we are doing all homework so we have everything ready in 2018. Could end up applying for Federal permits. We are going to see growing need for sand and it is worth looking into where it is most sensible to get it.
BENNETT every community is fighting to hold onto the sand, all over the Cape.
TRUDEL seems like endless cycle of adding and accretion and then it moves away and need more. Gabions are like big chicken wire boxes and could keep freshly poured sand from washing away.
COHEN you have the geo-tubes or marine mattresses to keep erosion from happening, but then you are starving the environment that needs it. You have sand starvation mitigation. Location, marine environment, historic houses … these all impact the approach. There may be marine mattresses over on Hinckley Lane.
VORCE I expect this will be on the January 2017 agenda

B. RFQ for Old South Road Corridor Study

BURNS recapitulates previous meetings discussions about OSR study. We have not activated the work group yet. Soliciting quotes from firms and only one has proven to be within budget and procurement thresholds. This is BETA Group. The other firms were VHB and GPI. BETA group's proposal is on Page 61 of Packet. The price is $35,000 with $25,000 financed through UPWP which will need MassDOT approval and it will be married with DLTA funds for the balance of $10,000.
We are asking you to authorize Director to execute contract with BETA Group. This is building off peer review work by Tetra Tech for Richmond Group. Bigger study area and broader scope. We are using all existing available data to keep price lower.
LOWELL looking at future roadway connections which will include Richmond but other stuff.
CONSENSUS is to accept BETA program
MARKLINGER asks how much VHB was?
BURNS $59,800
MARKLINGER asks if it would be worth to scrape up the money from contributions?

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BURNS explains procurement threshold and guidelines for RFQ as opposed to RFP if we exceed the $50,000
VORCE mentions that DIF (District Improvement Financing) will be discussed at this week's BOS meeting. There are lots of projects with incremental impact but Richmond's projects compel us to take broader long term action.
LOWELL so this project will help us with the DIF process.

The MOTION was made by Buzanoski and seconded that **NPEDC** approves the execution of a contract with BETA to be signed by Director Vorce in the PLUS office.
The vote was **UNANIMOUS**

VII. Other Committee Reports

BENNETT ConCom had application from Nantucket Yacht Club for dormitory but it is very big so they have application to put in TON's stormwater system. Concern *re.* stormwater management plan downtown. Unique to have roof drainage running into system. Worried about contamination. Could be good idea to do a baseline water quality study.
BUZANOSKI has data on this. The Nantucket Land Council will be starting to do testing of outfalls and has put in capital request for $500,000 to update Stormwater Master Plan. In towns greater than 15,000 – you have to create Stormwater Management Program. Nantucket has not been caught yet but there is a timeline. Have to deal with uncontrolled outfalls into the harbor. GHYC bio-retention basins/systems are at play. Talked with Jeff Carlson. They need a lot of maintenance and not sure there is staff capable of this. Best management practices need to be evaluated and refined. Roof drainages usually go into the sewer.
LOWELL catch basins are making the street flood.
BUZANOSKI all of water at Brant Pt. flows by gravity and there are pumps that force water back into high tide but there is no treatment.
LOWELL talks about Capital Programs. Very happy with Brian Turbitt as Finance Director. A lot on the plate. Going to see Our Island Home on April 2017 ATM

BUZANOSKI Mike and I are joint applicants on a lot of projects. *Re.* AHTF – it is very vital and vibrant. Tucker Holland is working a lot with Director Vorce on 6 Faregrounds and proposal for TON housing there. Committee is working on taking ideas for Housing Production Plan – prioritizing this and moving on making decisions on expending the money approved at last ATM.
VORCE CPC has recommended approval of $400,000 towards this. HPP had expired. It has passed with no modification and if we follow through with it we can get to Safe Harbor in regard to 40Bs. We met with Dylan Fernandes today. We will be having a Special Meeting in January and February. Met with group of housing advocates who had testified on behalf of House bill that would generate .5% of revenue on selling side. He and Julian Cyr are going to advocate.

Bert JOHNSON on Easy St., point of information. Having negative impact on businesses. Going really slowly. Senses that they are dragging their feet. Suggests adding a bonus clause for finishing early.
LOWELL cable was dropped.
BUZANOSKI suggests he check with Dave Fronzuto who is running that project.

HUDSON Rural Policy Subcommittee for Small Businesses. Going up there this Thursday.

LOWELL got mopeds in car spaces on the agenda at the Traffic and Safety meeting. They are not registered so they cannot get ticketed. Mike Burns has helped him doing research. Wants cops to talk to people when they see it and have rental companies say something to renters.

VIII. Staff Reports

BUZANOSKI asks Burns to tell members about in town bikepath
BURNS attended preconstruction meeting last week for in town bikepath and thinks project will be started this month and may be completed by 9/2017. Shorter than previously thought. Phase I should be

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effectively completed by 9/2017 with most of work to take place in April. Tree removal in January. Bulk of work in April. Signage and striping and inspections will take place in summer.
BUZANOSKI did they tell contractor that they cannot work in July and August?
BURNS utility schedule will go into June. Widening of the road will be completed before June. Needed special permission from Town to do work between Memorial and Labor Days
VORCE asks BURNS if he attending meeting about Cape Cod Canal
BURNS 3rd bridge option was taken off table. Strong outcry against. Filling the canal is another option that was seriously considered. Want to keep existing bridges functioning as long as possible.
Cannot do lower level because of boats passing beneath.
BURNS suggests Board could submit comment letters to the group. There are a lot of interesting arrays to maintain flow from NY-CT-RI area. Biggest concern is to improve that travel time and lessen congestion. Could get copy of presentation before the Board in January.
LOWELL both bridges were built in 1937. Life cycle of bridge is interesting.

IX. <u>Other Business:</u>
NONE

ADJOURNMENT M/S/A to ADJOURN MEETING at 7:00 p.m.

Submitted by:
Eleanor W. Antonietti

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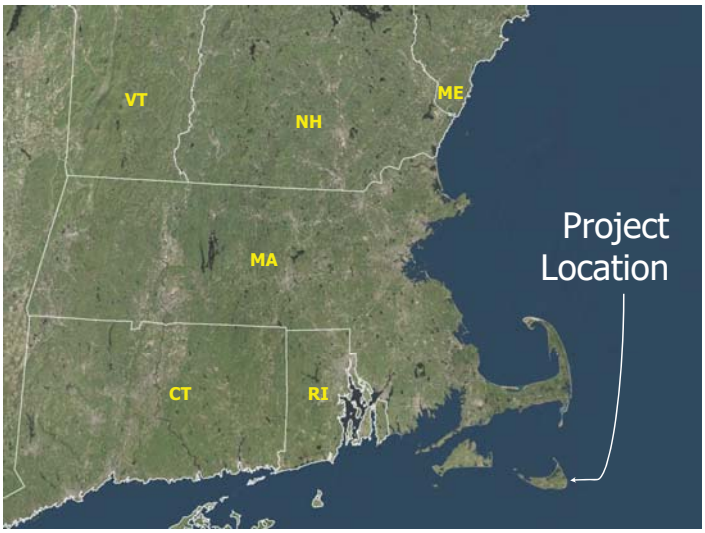
Installation and Monitoring of Geotextile Tubes for Coastal Bluff Protection at Siasconset, Nantucket



Project Location

Coastal Bank Retreat

- Long-Term Average: 4.6 feet/year
- Potential Single Season Loss: 20-30+ feet/year
- Winter 2012-2013 resulted in catastrophic erosion

Existing Conditions (June 2013)

109-91 Baxter Road

- **Baxter Road and associated utilities (water/sewer) in imminent danger**
- **Geotechnical engineer advised closure of road when within 25 feet of bluff edge**
- **Town of Nantucket has legal obligation to provide access to homes**
- **Town of Nantucket and SBPF entered partnership to sponsor erosion control project**

Alternatives

State wetlands protection program administered at the local level in MA by Conservation Commissions

Coastal engineering structures allowed to protect pre-1978 homes

Nantucket has multiple local environmental advocacy groups

Many alternatives evaluated in theory and in practice since the 1990's:

- Beach dewatering (installed in 2000 – inconsistent results)
- Beach nourishment (applied 2006-2007 – denied)
- Marine mattresses and gabions (applied 2010 – denied)
- Biodegradable bags or envelopes (utilized since mid-2000's – useful in smaller storms but not effective in major or successive storms)

Permitting History (Part 1)

2013:

July: Application (NOI) for revetment filed.

October: NOI for geotextile tubes filed.

November 26: Emergency application for geotextile tubes filed.

November 27: Emergency application denied.

November 29: Denial appealed to state.

December 10: State approved appeal (4 tiers).

December 18: Town approved emergency request…but only 3 tiers permitted.

Dec/Jan: Three tiers of geotextile tubes constructed.

Permitting History (Part 2)

2014:

March: Follow-up NOI filed.

June 3: Town denied NOI.

June 17: Denial appealed to state.

December: State approved appeal.

2015:

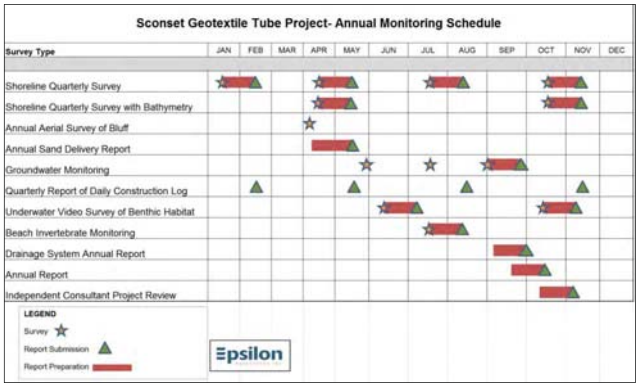
January: Town appealed state approval.

August: Settlement NOI filed.

October: Town approved ongoing maintenance of 3 tiers and installation of 4th tier and returns.

Fall: Construction of 4th tier and returns.

Monitoring Schedule



Monitoring and Sand Mitigation

Sand Delivery

Review of Monitoring Results

- Today's presentation focused on bluff and shoreline monitoring.
- Base of bluff has been stabilized by the geotextile tubes.
- Bluff survey indicates that mitigation sand template is contributing more than the unprotected bluff.
- Shoreline monitoring in geotube area and immediately adjacent areas no indication of accelerated erosion in front of or adjacent to the geotubes.
- All mitigation sand has been delivered, with about ~14,000 cy currently in the template.

Annual Aerial Survey of Bluff

- An aerial survey was performed of the Project area on April 2, 2016.
- A UAV was used to capture imagery and elevation data for the bluff face and geotextile area.
- The images were stitched together using photogrammetric techniques to create a photomosaic. These were geo-referenced using control points for location accuracy.
- An aerial survey will be performed **annually** going forward.
- 2016 survey results were compared to most recent aerial survey (July 2013).

Annual Aerial Survey

- The elevation data from the survey was processed and used to produce a digital elevation model and 1-foot contours of Sconset Bluff.
- A 3D model of the bluff face above the geotextile tubes as well as north and south of the bluff was also generated from this data.

2013-2016 Sand Contribution from Unprotected Bluff

- The results of the 2016 aerial survey were compared to the 2013 aerial survey for those unprotected areas immediately adjacent to the geotextile tube project.
- Unprotected bluff contribution volume was 12.9 cy/lf/yr, which is 59% of mitigation volume.

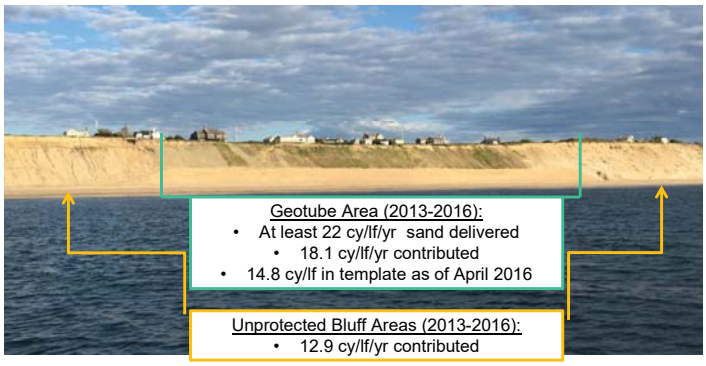
Bluff Volume Loss in Unprotected Areas Adjacent to Geotextile Tubes

Line	Area	Volume Lost (CY)	Length (Feet)	Duration (Years)	Erosion Rate (CY/LF/YR)
1	North Unprotected Area	31,329	800	2.75	14.2
2	South Unprotected Area	4,370	210	2.75	7.6
3	**Total Bluff Erosion for Adjacent Unprotected Areas**	**35,699**	**1,010**	**2.75**	**12.9**

Volume of Sand in Sand Template

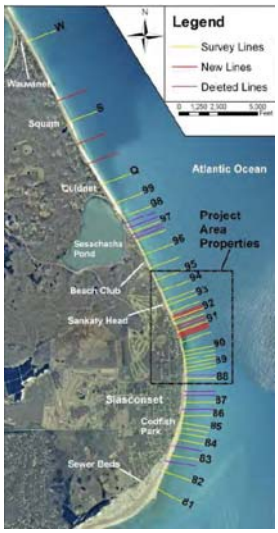
- All 22 cy/lf/yr have been delivered.
- Of the total delivered volume, about 18.1 cy/lf/yr have been contributed.
- As of April 2016, the volume of sand in the sand template is 14,022 cy, which is about 14.8 cy/lf.

Summary



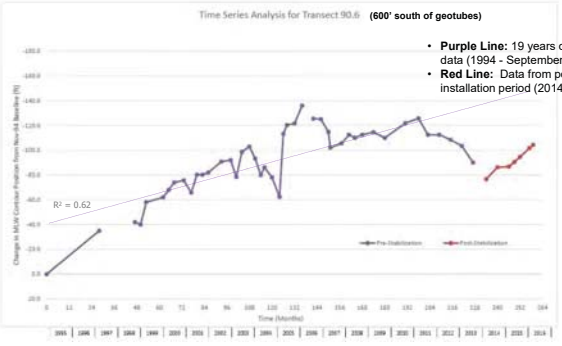
Shoreline Monitoring

- Shoreline monitoring at 46 transects along 6 miles of shoreline conducted quarterly
- Shoreline monitoring measures:
  - Change in position of the shoreline (MLW line) and
  - Change in volume
- Bathymetry (-5 MLW out to 3,000 feet offshore or -35 MLW isobath) conducted in the spring and fall
- 20 years of historical data



Analysis of Historic Shoreline Monitoring Trends

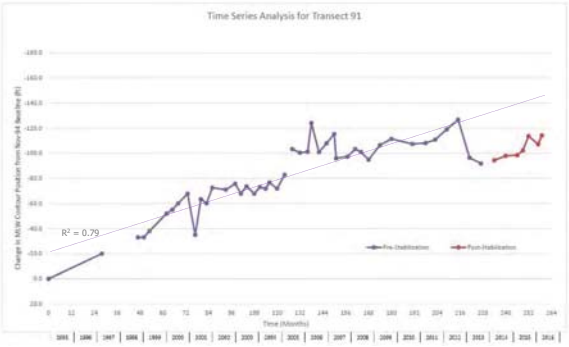
- There is an overall trend of erosion (landward movement of the MLW line).
- There is quite a bit of natural variability.
- Even under natural conditions, there are periods of increased shoreline accretion or erosion that may last 12+ months.
- Given the natural variability, an adverse affect from the project would be detected through the observation of sustained shoreline positions that exceed the expected erosion.



Shoreline Monitoring- Profile 91 (in geotube area)

Features:
- **Purple Line:** 19 years of historic data (1994 - September 2013)
- **Red Line:** Data from post-geotube installation period (2014 – present)

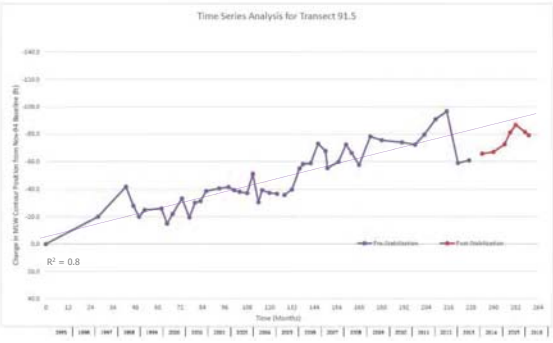
Observations:
- Historic variability in data
- Given historic variability in data, would need a sustained instance of erosion in excess of current trend
- Post-geotube installation shows shoreline position is farther seaward than predicted by historic data – no indication of adverse effect



Shoreline Monitoring- Profile 91.5 (in geotube area)

Features:
- **Purple Line:** 19 years of historic data (1994 - September 2013)
- **Red Line:** Data from post-geotube installation period (2014 – present)

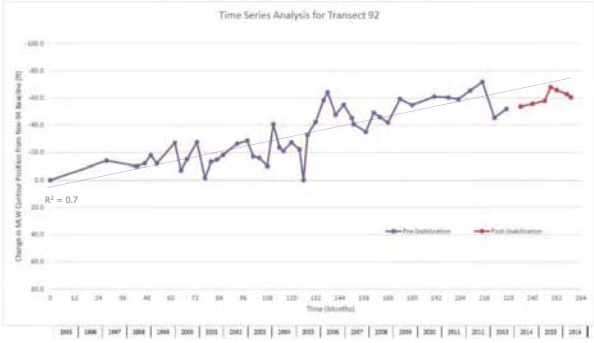
Observations:
- Historic variability in data
- Given historic variability in data, would need a sustained instance of erosion in excess of current trend
- Post-geotube installation shows shoreline position is farther seaward than predicted by historic data – no indication of adverse effect



Shoreline Monitoring- Profile 92 (100' north of geotubes)

Features:
- **Purple Line:** 19 years of historic data (1994 - September 2013)
- **Red Line:** Data from post-geotube installation period (2014 – present)

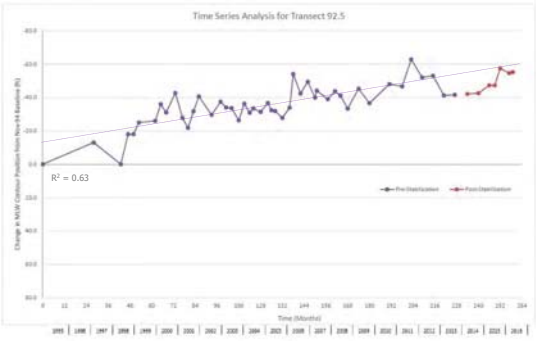
Observations:
- Historic variability in data
- Given historic variability in data, would need a sustained instance of erosion in excess of current trend
- Post-geotube installation shows shoreline position is farther seaward than predicted by historic data – no indication of adverse effect



Shoreline Monitoring- Profile 92.5 (500-600' north of geotubes)

Features:
- **Purple Line:** 19 years of historic data (1994 - September 2013)
- **Red Line:** Data from post-geotube installation period (2014 – present)

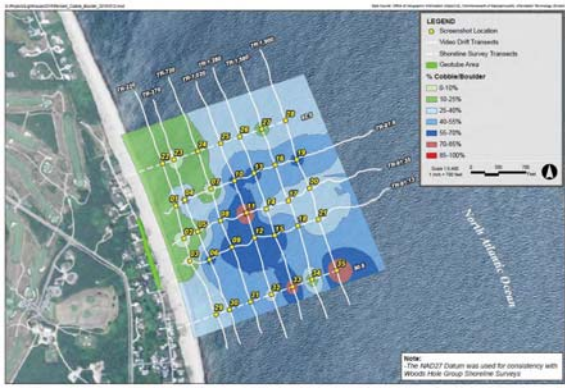
Observations:
- Historic variability in data
- Given historic variability in data, would need a sustained instance of erosion in excess of current trend
- Post-geotube installation shows shoreline position is farther seaward than predicted by historic data – no indication of adverse effect



Underwater Video Monitoring

- Underwater video monitoring at 10 transects immediately seaward of geotextile tubes and adjacent areas

Underwater Video Monitoring



Monitoring shows continued prevalence of cobble/bottom habitat located directly offshore of the geotextile tube Project, with no indication that cobble/boulder habitat is being covered by the mitigation sand.

Conclusions

- Geotextile tubes have stabilized the base of the bluff
- From 2013-2106, project has contributed 18.1 cy/lf/yr (with 22 cy/lf/yr available)
- From 2013-2016, unprotected bluff has contributed 12.9 cy/lf/yr
- As of April 2016, over 14,000 cy (~14.8 cy/lf) remained in the sand template

- Shoreline monitoring data suggests shoreline is in expected position (or more seaward than expected position) based on historic data – no indication of accelerated erosion within or directly adjacent to geotextile tubes
- Sand mitigation program is sufficient (or overly sufficient)
- No evidence of harm to underwater habitat areas just offshore
- Bluff face appears to be stabilized

Questions?

ENGINEERING SUCCESS **TOGETHER**

November 30, 2016

Revised 1/13/2017

Mr. T. Michael Burns, AICP
Transportation Planner
2 Fairgrounds Road
Nantucket, MA 02554

Re: Old South Road Corridor Traffic Study – Revised 1/13/2017

Dear Mr. Burns:

Thank you for giving BETA Group, Inc. the opportunity to submit a scope of services and fee proposal to provide traffic engineering services to the Nantucket Planning and Economic Development Commission (NP&EDC). A project schedule is also included as part of this submittal.

It is our understanding that the Old South Road corridor has always been considered for a study of potential safety and congestion improvements for all users. The study area is included in the NP&EDC's Regional Transportation Plan. The project has to be completed by September 30, 2017.

The objective of this project is to evaluate eleven intersections along Old South Road and Milestone Road based on traffic data collected by the Town during the peak seasonal traffic condition. The evaluation will consist of performing traffic capacity and safety analysis, and develop concept alternative improvements to mitigate intersection deficiencies. The evaluation will address, pedestrian, bicycle and vehicle connectivity between Old South Road and area north and south of the project area , left turn movements from side street onto Old South Road, transit features, safe pedestrian and bicycle accommodation.

BETA has reviewed the project requirements, background and the scope of services outlined in RFP. Based on our review, we have developed the project scope of services to complete the study.

SCOPE OF SERVICES

Tasks to be performed are outlined below:

TASK 1 – DISCUSS KEY ISSUES WITH THE PROJECT TEAM (KICK-OFF MEETING)

Secure background information and project materials including traffic and crash data, and GIS base mapping for the eleven intersection locations. Define project goals, evaluation criteria/project improvement prioritization approach (short-term, mid-term and long term) and public participation approach including collaboration with NP&EDC. Identify Town concerns and confirm overall study area coverage especially related to connectivity to the north and south of the study area.

TASK 2— FIELD INVESTIGATIONS

Make On-site investigations to validate operational and safety deficiencies on the study network of roads and intersections. Verify geometric conditions, intersections, sidewalk and sight distance observed issues. Observe/Validate traffic operations (vehicle queues) at intersections and bicycle/pedestrian activity. Make

observation during peak traffic condition if necessary since the traffic condition peak is seasonal. *Field effort to take place the same day as Task 1.*

Notations will be made on the presence/location of sidewalks and crosswalks, parking and current warning and regulatory signing within study area.

Findings will be documented on available mapping obtained from the Town's GIS, as well as illustrated in graphics, as may be appropriate.

TASK 3 — DATA COMPILATION

Vehicle turning movement volumes, including trucks/pedestrian/bicycle information, during the AM peak period 7:00-9:00AM and the evening commute peak period (4:00 -6:00PM) will be provided by the Town. It is assume that signal warrant analysis will not be required. Traffic data will be provided for the eleven intersections identified in the RFP.

In addition, Automatic Traffic Recorder counts, if available, will also be provided by the Town.

TASK 4 – OBTAIN CRASH DATA

Obtain most recent (3-year) vehicle crash data from MassDOT and evaluate the crash history of the eleven study area intersections.

TASK 5 — TRAFFIC CAPACITY ANALYSIS

Perform Capacity Analysis for the study intersections using traffic data collected to assess existing operations /capacity issues. Analysis will be performed for the AM and PM Commuting peak periods. Future conditions analysis will also be performed. Traffic projection will be developed for the future condition to reflect anticipated developments and overall 1% annual Town background rate.

TASK 6 — DEVELOP CONCEPT ALTERNATIVES IMPROVEMENT PLAN ANALYSIS

Based on the information and analysis gathered, develop concepts/sketches for the various levels of improvement. Improvements will address overall project goals listed in the RFP associated with traffic congestion, safety, pedestrian, bike, vehicles and transit. Traffic calming features will also be included.

- **Short-term measures** will focus on low cost improvements under $10,000 (or threshold amount to be determined at the kick-off meeting) that can be readily implemented by the Town. These measures may include, but are not limited to, signage, pavement markings, enforcement by safety officers and crosswalks and; regulatory restrictions.
- **Mid -term measures** will focus on medium cost improvements under $50,000 (or amount ot be determined) that can be implemented by the Town. These measures may include, but are not limited to, crosswalks and traffic calming measures and turn lanes reconfiguration. Short-term improvements may also consist of more substantial modifications such as changing traffic circulation patterns.
- **Longer-term measures** will include improvement cost over $50,0000 (or amount to be determined) such as;
    - Reconfiguration of intersections related to addition of turn lane or roundabout treatment

- Construction of Sidewalks. bike lane
- Widening intersections to provide dedicated turns lanes.

The above will consider, in a general way, an assessment of related drainage impacts and right of way impacts.

TASK 7 – MEETINGS

Attend meeting with Town officials, public participation and invited local stakeholders (police or fire department representatives or community groups or businesses) to discuss findings and recommended measures. *Assume 3 meetings inclusive of kick off meeting.*

TASK 8 — FINAL REPORT

The report will consist of all the requirements outlined in the RFP**.** A budgetary level probable construction costs will be developed for recommended capital improvements.

FEE

The lump sum fee* for the above scope of services is not to exceed **$35,000**. Any additional tasks, meetings and/or items not included under this scope of services (described above) will be billed based on BETA's standard billing rate (time and material) and shall be approved by the Project.

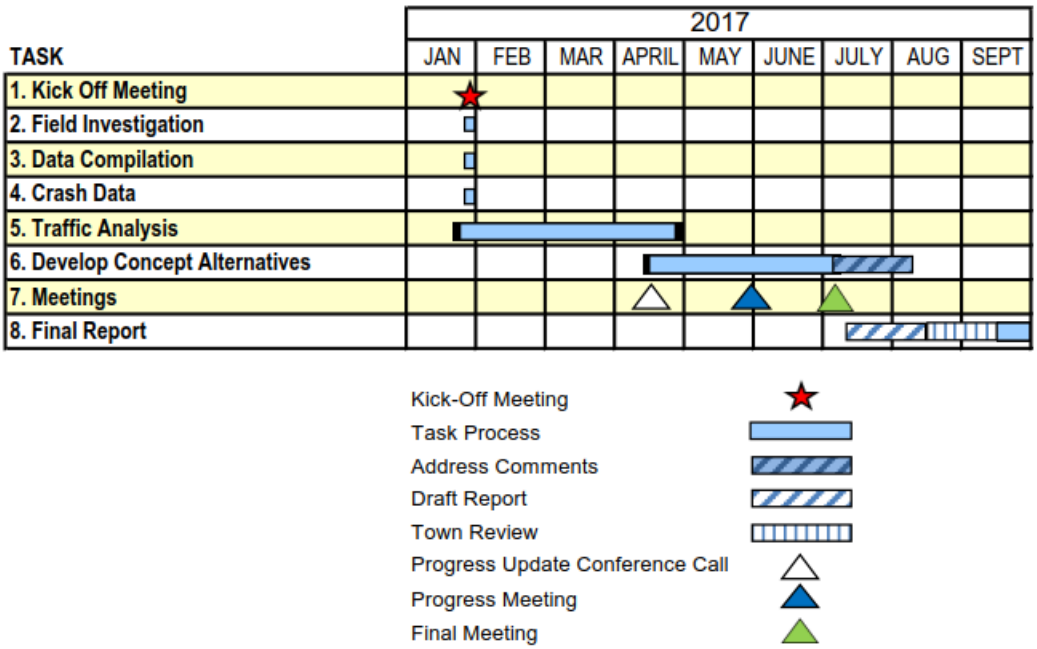
A breakdown of this fee by task is as follows

TASK	DESCRIPTION	BUDGET
1	Start-up/Kick-off Mtg.	$2,300
2	Field Investigations	$2,700
3	Data Compilation	$ 600
4	Obtain Crash Data	$1,000
5	Capacity Analysis	$ 7,800
6	Develop Alternatives	$7,300
7	Attend Meetings	$5,600
8	Final Report	$6,500
Direct Expenses		$1,200
	TOTAL	**$35,000**

**Task amounts are not intended to be individual ceilings.*

Revised 1/13/2017

SCHEDULE



STAFF

Key project staffing include: Kien Ho, P.E. PTOE, Jason Plourde, P.E. PTP and, Tyler deRuiter, PE. Resumes are attached.

If we can be of any further assistance regarding this matter, please contact us at our office.

Very truly yours,
BETA Group, Inc.

Kien Ho, P.E., PTOE
Vice President

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Kien Y. Ho, PE, PTOE

Vice President

Professional Overview

Mr. Ho has 32 years of experience specializing in all aspects of highway and transportation design and engineering including performing highway conceptual for urban and residential areas close to major metropolitan roadway systems. He performs and managed preliminary and final designs for highway projects, constructability review, construction staging/ sequencing, traffic management plans, final construction inspection, specifications and analyses, and installation of Intelligent Transportation Systems. He also has experience in designing and managing complex highway design-build type of project. He has extensive experience in complex urban arterial / highway interchange projects and has authored and published technical papers.

As a Vice President at BETA, Mr. Ho provides management, project supervision and technical guidance on a variety of transportation facility improvement projects and large-scale civil engineering projects.

Lexington Projects – Lexington, MA

- Managed numerous transportation projects from design to construction. Projects consist of concept development to design and construction. Lexington Center, Battle Green, Clark Middle School, Robinson Road and various intersection signal improvements assignments.
- Responsible for providing technical support to the project team performing all the assignments such as roadway improvements, parking studies, safety improvements, pedestrian signal design, traffic signal design, traffic calming design and studies, signing and pavement marking design and peer review.
- Represent the Town at meetings by providing technical support and presentations.
- Assist the Town in evaluating the existing transportation system infrastructure and applying Transportation System Management strategies as a means of improving congestion and/or safety problems on the roadway system without resorting to major reconstruction of the existing roadway infrastructure. Apply the latest Intelligent Transportation System to traffic signal improvements.

On-Call Engineering Services – Wellesley, MA

- Managed numerous transportation roadway and multi-use trail projects (Fuller Brook Park) from design to construction. Over saw construction inspectional services and performed final punch list on roadway infrastructure projects.
- Responsible for providing technical support to the engineers performing all the roadway and transportation assignments such as roadway improvements, parking studies, safety improvements, pedestrian signal design, traffic signal design, traffic calming design and studies, signing and pavement marking design and peer review.
- Assist and represent the Town of Wellesley at meetings by providing technical support.
- Assist the Town in evaluating the existing transportation system infrastructure along the Washington Street corridor and applying Transportation System Management (TSM) strategies as a means of improving congestion and/or safety problems on the roadway system without resorting to major reconstruction of the existing roadway infrastructure. TSM techniques and the latest ITS application of advanced and emerging technologies such as traffic responsive type of software coupled with Ethernet communication.

Primary Discipline

Transportation

Years of Experience

- BETA: Since 2002
- Total: Since 1984

Education

- MSCE, Transportation Engineering, Northeastern University (1994)
- BSCE, Cleveland State University (1984)

Training and Certifications

- Certified IMSA (International Municipal Signal Association) Traffic Signal Inspector
- Certified # SI-71973

Registrations

- Professional Engineer: RI #7177, CT #20486, MA #46431
- Professional Traffic Operations Engineer
- Certified IMSA (International Municipal Signal Association) Traffic Signal Inspector

Affiliations

- ITS: MA Chapter
- ITE:
  - MA Chapter
  - New England Chapter
  - National
- Boston Society Of Civil Engineers
  Women's Transportation Seminar Boston

Engineering Services – Taunton, MA

- Assist the City in evaluating the overall existing transportation system infrastructure particularly within the study area of the proposed Casion.
- Assist and represent the City at public hearings by providing technical support related to the proposed Casino Project.
- Provided technical support to the City by performing all the traffic and transportation assignments such as traffic studies, safety improvements, and traffic signal upgrades.
- Provides design and construction services for the roadway Improvements project.

On-Call Engineering Services – Natick, MA

- Assist the Town in evaluating the existing transportation system infrastructure along Route 27, Route 135. Kansas Street, Pine Street and Speen Street Corridor.
- Assist and represent the Town at public hearings by providing technical support.
- Provided technical support to the Town by performing all the traffic and transportation assignments such as traffic studies, safety improvements, streetscape design on brick pavers with traffic calming applications, parking evaluations/studies proposed by developer, traffic circulation at shopping center/malls, signage analysis and design, pedestrian signal design, traffic signal design, and provide peer review on traffic study prepared by developers.
- Provide construction services for the Route 135 Improvements project.

On-Call Engineering Services – Brookline, MA

- As Project Manager, responsible for managing all the assignments and represented the town at Public Hearings and make presentation to the public and the various Town Boards.
- Assist the Town in evaluating the existing town wide traffic calming devices.
- Involved in very controversial assignments related to parking demand and needs as a result of the Town new parking by-law requirements.
- Provided technical support to the various Boards and attend last minute public hearings, emergency traffic signal operational issues, performed traffic and transportation assignments such as traffic studies, safety improvements, streetscape design on brick pavers with traffic calming applications, parking evaluations/studies proposed by developer, signage analysis and design, pedestrian signal design and traffic signal design.
- Provide construction services for traffic signal improvements project.

On-Call Engineering Services – Westwood, MA

- As Project Manager, responsible for managing all the assignments and represented the town at Public Hearings and make presentation to the public and the various Town Boards.
- Assist the Town in evaluating traffic calming devices application.
- Provided technical support to the Department of Public Works and performed traffic and transportation assignments such as traffic studies, safety improvements, signage analysis and design, pedestrian signal design and traffic signal design.
- Provide construction services for roadway improvements project.

Publications

- "Analysis Techniques of Weaving Section Under Non-Freeway Conditions"
- Published and Presented at the 1998 National Annual ITE Meeting
- "An Evaluation of Signalized Intersection System Analysis Techniques"
- Published and Presented at the 2000 National Annual ITE Meeting

Awards

- Anthony W. Sykes Award for Best Technical Paper, "An Evaluation of Signalized Intersection System Analysis Techniques"

Jason R. Plourde, PE, PTP, NH LPA

Project Manager

Professional Overview

Mr. Plourde has over 21 years of experience in the permitting of land development and planning projects. His expertise includes preparation of traffic studies involving transportation planning and traffic engineering expertise for site access, off-site roadway improvements, traffic calming measures, access management, and complete streets design projects.

Jason also has extensive knowledge in the procedures and politics of permitting throughout New England for land developments, planning studies, transportation improvements, parking evaluations, and municipal peer reviews. He is effective in providing representation before governmental agencies, as well as for neighborhood groups and Land Court testimony.

Traffic Studies

Mr. Plourde's traffic-related projects prior to joining BETA include the following:

Stoneham Crossing – Stoneham, MA
Provided traffic engineering services for a 298-unit apartment community in Stoneham, MA. These services included conducting traffic counts, evaluating crash history, projecting future traffic volumes, analyzing intersection operations, determining project traffic impacts, assessing site access, recommending measures to improve multi-modal mobility and connectivity, and coordinating with MassDOT, DCR, MEPA, MAPC, MassRIDES, FHWA, and local officials.

Residences and Shops at Wakefield Station – Wakefield, MA
Provided traffic engineering services for a transit oriented development (mix of residential and commercial uses) in Wakefield, MA near an MBTA Commuter Rail Station. These services included conducting field inventories, assessing existing and future vehicular and pedestrian site access and internal circulation, determining parking demands, and coordinating with local officials to help create a vibrant, livable community by maximizing access to public transportation.

Manomet Transfer Station – Plymouth, MA
Provided traffic engineering services for the consolidation of three transfer stations and the redesign of an existing transfer station in Plymouth, MA to optimize the current layout and traffic flow. These services included evaluating on-site and off-site vehicular operations at the existing transfer stations, projecting the anticipated vehicular operations with a new waste management program implemented, and recommending measures to maximize internal traffic queuing and optimize waste handling operations.

Heavy Commercial Vehicle Exclusion Study – Westfield, MA
Prepared an evaluation to address existing safety, accessibility, and pavement concerns related to heavy vehicles traversing the predominantly residential Notre Dame Street neighborhood between Routes 10/202 and Union Street in Westfield, MA. These services included assessing existing roadway conditions and traffic volumes to determine if a heavy commercial vehicle exclusion zone is justified in accordance with The Massachusetts Amendments to the MUTCD and the Standard Municipal Traffic Code Section 10A-9.

Primary Discipline

Transportation

Education

- BS, Civil Engineering – Florida Institute of Technology (1995)

Registrations

- Professional Engineer: NH (12065), ME (13057), MA (49397), RI (9719)
- Professional Transportation Planner (347)
- NH Local Public Agency Certificate (1400)

Professional Affiliations

- ITE
- NH Planners Association
- Plan NH
- Bike-Walk Alliance of NH
- International Council of Shopping Centers
- Milford, NH Zoning Board of Adjustment
- Milford, NH Traffic Safety Advisory Committee
- Milford, NH Economic Development Advisory Council

Cumberland Farms, CVS/pharmacies, and Dunkin' Donuts – Various (New England)
Provided traffic engineering services for numerous Cumberland Farms, CVS/pharmacies, and Dunkin' Donuts throughout New England. These services included collecting multi-modal traffic counts, inventorying intersections and roadways, establishing existing traffic volumes, evaluating crash history, measuring sight distances, projecting future traffic volumes, estimating site-generated traffic volumes, analyzing intersection operations, and recommending measures to improve multi-modal mobility and connectivity.

Planning Studies

Mr. Plourde's planning-related projects prior to joining BETA include the following:

Main Street Corridor Study – Fitchburg, MA
Prepared a comprehensive Corridor Study along Main Street in Fitchburg, MA to improve safety and connectivity for travelers, customers, visitors, and business owners by enhancing the integration and connectivity of the transportation system. A fully integrated and connected multi-modal transportation system was an important component for maintaining the quality of life of residents and workers, as well as a vibrant economy.

Ocean Boulevard Parking Study – Rye, NH
Evaluated the current parking demands of the Ocean Boulevard area in Rye, NH by identifying areas of operational and safety concern, balancing the parking needs of residents and visitors, developing parking recommendations, and producing a financial analysis for the recommended alternatives. The results of the Parking Study provided a parking management plan to service the residents, employees, and patrons who live in, work in, and visit the Ocean Boulevard area.

Route 125 Corridor Study – Rochester, NH
Conducted traffic engineering and transportation planning services in preparing a comprehensive Corridor Study for a section of Route 125 between Norway Plains Road and Cross Road in Rochester, NH. The goal was to develop a holistic conceptual plan for roadway, traffic, and multi-modal improvements in addressing existing deficiencies and accommodate newly proposed developments, new zoning changes, and a recently designated Economic Revitalization District.

The "X" Intersection Redesign – Springfield, MA
The "X" intersection in Springfield, MA is the primary gateway to one of the nation's largest urban parks, and serves local and regional transportation interests, but offers limited pedestrian and bicycle connections. The intersection has experienced traffic-volume increases, resulting in long delays and safety concerns. Prepared a planning study and improvement concepts to include intersections, roadways, streetscapes, and non-motorized modes of transportation in accordance with Massachusetts GreenDOT Policy Initiative to reduce GHG emissions, promote healthy transportation alternatives, and support Smart Growth development with a Complete Streets approach.

Belchertown Public School Campus – Belchertown, MA
Evaluated existing conditions for internal circulation within the Belchertown, MA Public School campus. The school campus included Chestnut Hill Community School, Swift River Elementary School, and Belchertown High School. Developed recommendations for improvements to pavement markings, signage, and new roadway construction/connections to improve mobility and safety for students, teachers, and parents.

New Castle, NH Traffic Calming Evaluation
Evaluated potential traffic calming measures along a residential roadway in New Castle, NH. Coordinated with neighborhood residents, conducted field inventories to identify existing deficiencies and constraints, and evaluated the type and location of physical and non-physical traffic calming measures to be considered in reducing vehicular speeds and improving pedestrian safety.

Publications

Traffic Engineering: The Times They Are a-Changin' (New England Real Estate Journal, August 2015):
In the traffic engineering world, a societal change has been building as we are becoming less reliant on automobile travel, and more open-minded to different modes of transportation. This article helps us understand why the focus on multi-modal mobility is important and how it could impact land development projects.

Tyler A. de Ruiter, PE

Engineer

Professional Overview

Mr. de Ruiter is an Engineer in the Transportation Department at BETA with over 5 years of professional experience. Prior to working with BETA, Mr. de Ruiter completed a Master's Degree in Transportation Engineering from the University of Massachusetts. During his time with BETA, Mr. de Ruiter obtained his Professional Engineering license and continues to gain experience in civil design, traffic engineering, and peer review of various transportation projects. Mr. de Ruiter's professional experience at BETA is attributed by the following skills and tasks:

- Peer Review of Traffic Impact and Access Studies
- Access and Safety Studies for Schools
- Traffic Calming Studies and Measures
- Synchro Traffic Analysis
- Geographic Information System software (ArcMap)
- Development and preparation of project plans and reports

Sea Street Improvements -- Quincy, MA

- Used field observations, traffic data, GIS data, and survey data to propose a conceptual roadway design and provide pedestrian and bicycle improvements
- Assisted in the development of Right-of-Way plans
- Designed and drafted traffic signal layouts, plans, and completed traffic analysis using Synchro software
- Assisted in development of Functional Design Reports

Wellesley On-Call -- Wellesley, MA

- Peer review of Project of Significant Impact (PSI) reports regarding new developments in Wellesley
- Analyzed field data and observations to recommend geometric and/or safety improvements at locations in Wellesley

University Station Review -- Westwood, MA

- Reviewed traffic data, traffic analysis, and crash reports regarding multiple intersections in Westwood
- Performed field observations to verify existing roadway conditions nearby the proposed development

Town of Winthrop Review of Mohegan Sun Massachusetts Casino -- Revere, MA

- Peer review of traffic impacts for the MSM Casino location
- Conducted independent traffic operations to determine the impacts to Winthrop
- Prepared a presentation summarizing analysis and comparing mitigation measures for surrounding communities

MassPort Review of Boston Area Casinos -- Everett and Revere/E. Boston, MA

- Peer review traffic impact studies for two casino locations in the Greater Boston area
- Drafted a technical memorandum examining impacts to the MBTA, taxi availability, and roadway capacity

School Circulation Access and Safety Studies -- Various Locations, MA

- Observed morning drop-off and afternoon pick-up conditions at several area schools to provide operations and safety improvements for on-site circulation areas/parking lots
- Locations include: Angier Elementary School - Newton, MA; Higgins Middle School - Peabody, MA; Hemenway Elementary School - Framingham, MA; and Clarke Middle School - Lexington, MA

Primary Discipline

Transportation

Years of Experience

- BETA: Since 2012
- Total: Since 2010

Education

- MS, Civil Engineering (Transportation) – University of Massachusetts, Amherst (2012)
- BS, Civil and Environmental Engineering – University of Massachusetts, Amherst (2010)

Training and Certifications

- OSHA 10 – Construction Safety #002315733 (2009)

Registrations

- Professional Engineer – MA #52647 (2016)

Affiliations

- American Society of Civil Engineers (ASCE)
- Boston Society of Civil Engineers Section (BSCES)
- BSCES Younger Member Group (YMG) – UMass Amherst Liaison
- Institute of Transportation Engineers (ITE)
- Young Professionals in Transportation (YPT)

Neighborhood Traffic Calming -- Westwood, MA

- Assisted in the design of traffic calming features including speed humps and raised intersections
- Drafted design plans and aided in field observations and data collection

Shade Street Traffic Calming -- Lexington, MA

- Assisted in the design of traffic calming features including speed humps and raised intersections
- Drafted design plans and aided in field observations and data collection

Kansas Street Improvements -- Natick, MA

- Performed field observations to verify existing roadway conditions
- Assisted in the design and drafting of concept plans, civil plans, and traffic plans

Main Street (School Street to Madison Street) -- Worcester, MA

- Assisted in the development of traffic plans
- Assisted in the development of Synchro analysis
- Compiled and tabulated crash data from Worcester Police Department and MassDOT
- Assisted in drafting materials for the Road Safety Audit of the corridor
- Assisted in the writing of the Functional Design Report

Route 9 at Route 27 Interchange -- Natick, MA

- Compiled and tabulated crash data from Natick Police Department and MassDOT
- Assisted in drafting materials for the Road Safety Audit of the interchange

Lexington Downtown Streetscape -- Lexington, MA

- Performed field observations and collected field data used to develop conceptual town center designs
- Drafted conceptual streetscape designs
- Compiled and tabulated crash data and traffic volume data

Owen Riverway at Williams Street -- Taunton, MA

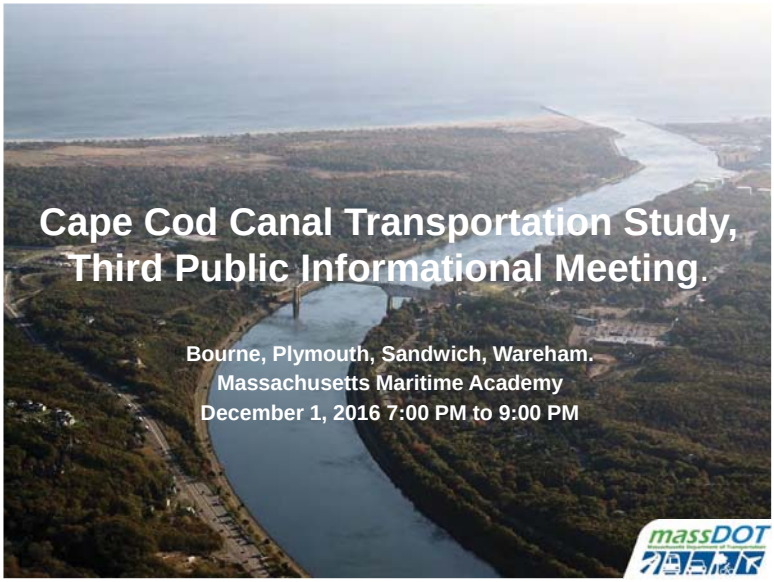
- Data collection and field notes/observations for the study intersection including traffic circulation and queuing
- Analyzed traffic volumes and compiled Level of Service tables using Synchro and Sidra analysis
- Assisted in writing the Functional Design Report

County Street (Route 140) at Owen Riverway Right Turn Lane -- Taunton, MA

- Collected field data, field observations, and crash data
- Analyzed existing traffic conditions using Synchro software
- Developed conceptual design plans to reduce rear-end crashes and improve safety along the roadway in front of businesses by adding a shoulder and right turn lane

Dunkin Donuts Drive-Thru -- West Roxbury, MA

- Conceptually designed and drafted drive-thru and parking improvements for the site



Cape Cod Canal Transportation Study, Third Public Informational Meeting.

Bourne, Plymouth, Sandwich, Wareham.
Massachusetts Maritime Academy
December 1, 2016 7:00 PM to 9:00 PM

Study Process & Framework.

- **Step 1:** Goals and Objectives, Evaluation Criteria, and Public Involvement Plan.
- **Step 2:** Existing Conditions, Future Conditions, and Issues Evaluation.
- **Step 3:** Alternatives Development.
- **Step 4:** Alternatives Analysis.
- **Step 5:** Recommendations.

Study Area.

Major Task 2 Findings.

- Problems include:
  - Sagamore and Bourne Bridges,
  - Areas clustered north and south of bridges;
- 2040 traffic conditions will worsen;
- Lack of bicycle, pedestrian, and other multimodal connections;
- Many environmental constraints.

Potential Mid-Term Alternatives. (3-8 Years)

Higher cost and greater potential for environmental and property impacts.

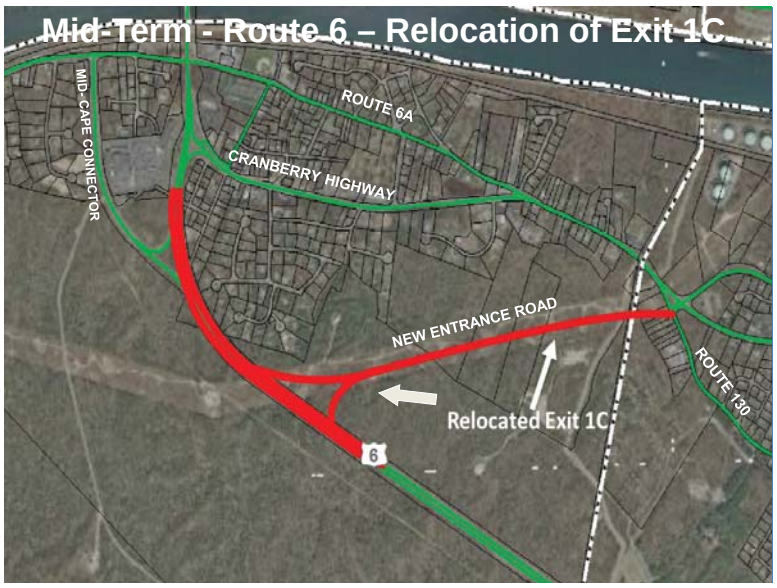
Focus Area - Canal Area Intersections.

December 1, 2016

Potential Mid-Term Relocated Route 6 Exit 1C.

- Existing Exit 1C causes congestion on Route 6 westbound due to short acceleration lane immediately before Bourne Bridge.
- New Exit 1C at utility corridor (3,400 feet east).
- New roadway to Route 130 at Route 6A.
- Potentially reduces congestion and improves safety with longer acceleration lanes on Route 6.
- Maintains westbound exit/entrance only.

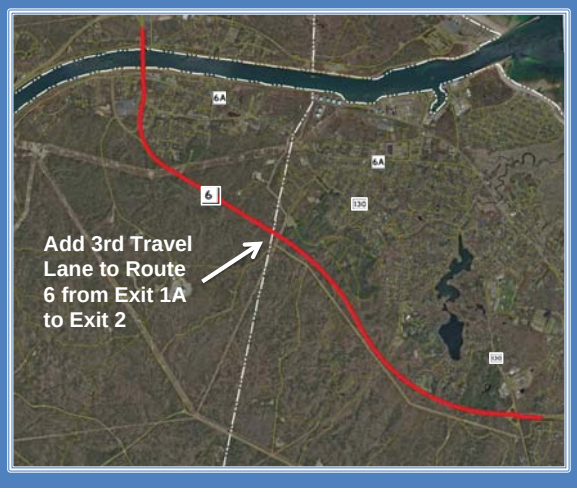
Mid-Term - Route 6 – Relocation of Exit 1C



Potential Mid-Term Route 6 Additional Travel Lane.

- Potential new travel lanes in both direction from Sagamore Bridge to Exit 2 (Route 130).
- Potentially reduces congestion and improves safety on Route 6 by allowing smoother merging of traffic entering or exiting Sagamore bridge.
- Limited environmental impact.

Route 6 Additional Travel Lane.

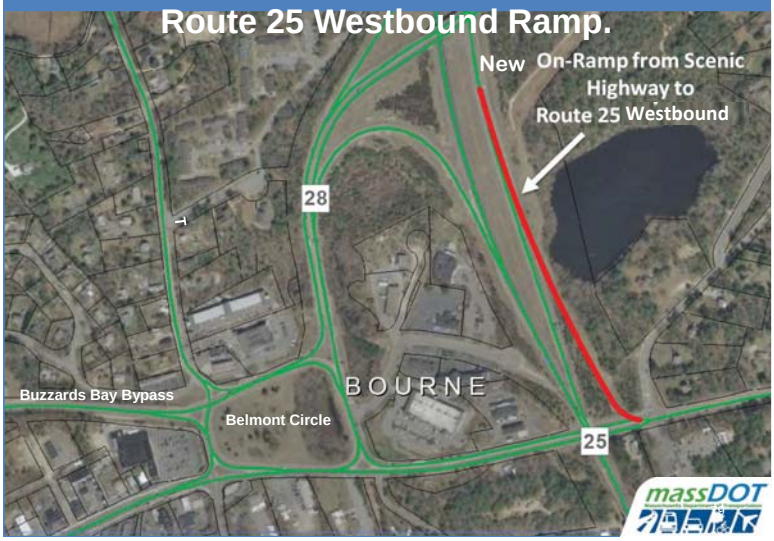


Belmont Circle.

Potential Mid-Term - Scenic Hwy to Route 25 Westbound Ramp.

- New Ramp from Scenic Highway to Route 25 Westbound.
- Begins at Scenic Hwy/Nightingale Pond Road Intersection.
- Diverts traffic from Belmont Circle. (780 cars in summer Saturday noontime peak period).
- Access from Scenic Hwy westbound only.
- Potentially improves traffic operations and safety in Belmont Circle (high crash location).

Potential Mid-Term - Scenic Hwy to Route 25 Westbound Ramp.



Potential Mid-Term – Belmont Circle Roundabout.

- Reconstruction of Belmont Circle as a modern roundabout.
- Improves traffic operations and safety in Belmont Circle (high crash location).
- Maintains access to all abutting properties.
- Anticipated to include Scenic Hwy to Route 25 westbound ramp.

Potential Mid-Term - Belmont Circle Roundabout

Potential Mid-Term – Belmont Circle Roundabout with Fly-over Ramp.

- New Ramp from Route 25 eastbound to Scenic Highway eastbound.
- Reconstruction of Belmont Circle as a modern roundabout.
- Improves traffic operations and safety in Belmont Circle (high crash location).
- Maintains access to all abutting properties.
- Anticipated to include Scenic Hwy to Route 25 westbound ramp.

Potential Mid-Term - Belmont Circle Roundabout with Fly-over Ramp.

Bourne Rotary.

December 1, 2016

Potential Mid-Term – Bourne Rotary Reconstruction.

- New Route 28 northbound ramp directly to Bourne Rotary Connector (removes 950 Summer Saturday peak hour vehicles).
- Enhanced southbound access to Sandwich Road (removes 1,175 vehicles from rotary during peak hour Saturday)
- Use of Veterans Way to Sandwich Road
- New bridge under Bourne Rotary Connector. Eliminates need for signalized intersection.

Potential Mid-Term Bourne Rotary Reconstruction

Based on 2006 MassDOT Study.
Re-examined with current traffic volumes

December 1, 2016

Potential Freight Ferry Access between New Bedford and Martha's Vineyard.

- Steamship Authority draft report completed in April 2016
- Desire to reduce truck traffic on local streets in Falmouth

Potential Freight Ferry Access between New Bedford and Martha's Vineyard.

- Study found challenges related to:
  - Cost of initiating service (buying or chartering an additional vessel.
  - Cost would be higher than Woods Hole ($579 v. $260 for one-way trip).
  - SSA subsidizing cost is not desirable. Would need state or other funding.

(8+ Years)

- Highest cost
- Lengthy environmental review and design period.

Preliminary Concepts Provided by Members of the Public.

Tom Baron, South Yarmouth
Burton Pearlstein, North Falmouth
David Oakley, Chatham
Steve Voluckas, Barnstable

Conclusion of Transportation Concepts from Members of the Public.

- Modifications to Bourne Rotary – Additional Evaluation on-going
- Mid-Canal Bridge Crossing - Dismissed due to significant environmental impact.
- Roadway/Rail Tunnels – Dismissed due to impact & cost.
- Facilities on JBCC – Right-of-way impacts.

Potential Long-Term Bourne Rotary Reconstruction Concepts.

Alternative 1 - Route 28 Fly-Over.

Alternative 2 - MassDOT/USACE Interchange.

Alternative 3 – Modified Interchange.

Alternative 1 - Bourne Rotary Fly-Over Concept.

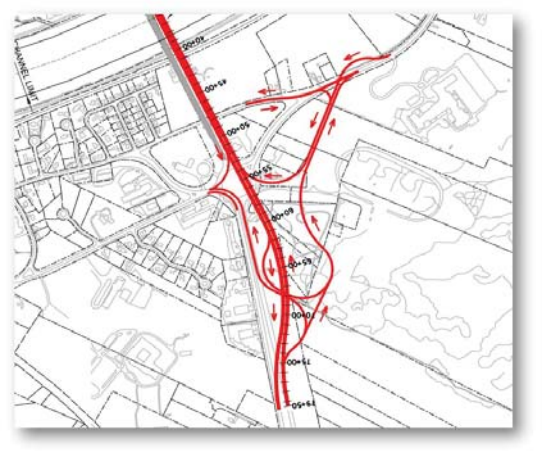
1. Construction of Fly-over bridge for Route 28 through-traffic (removes 2,160 vehicles from rotary during summer Saturday peak period).
2. Must be compatible with future bridge
3. All other traffic uses rotary.
4. Minimal environmental or property impact.

Alternative 1 - Bourne Rotary Fly-Over

Alternative 2 - Bourne Rotary MassDOT/USACE Interchange Concept.

1. Replacement of Bourne Rotary with highway interchange.
2. Compatible with new bridge alignment to the east.
3. Direct access to and from all approaches.
4. Land impacts to the east.

Alternative 2 - Bourne Rotary MassDOT/Corps Interchange Concept.



Alternative 3 Bourne Rotary Modified Interchange Concept.

1. Replacement of Bourne Rotary with highway interchange.
2. Modified Access to Trowbridge Road.
3. No Direct Access from Bourn Rotary Connector or Trowbridge Road.
4. Limits impact to adjacent commercial properties.

Alternative 3 Bourne Rotary Modified Interchange Concept

Study Schedule.

Tasks	2016						2017											
Tasks	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
TASK 3 Alternatives Development																		
Working Group Meeting	♦		♦															
Public Meeting						♦												
TASK 4 Alternatives Analysis																		
Mobility/Accessibility Analysis																		
Safety Analysis																		
Environmental Effects Analysis																		
Land Use/Economic Development																		
Community Effects/TitleVI/EJ																		
Cost Analysis																		
Working Group Meeting							♦		♦									
Public Meeting									♦									
TASK 5 Recommendations																		
Draft report																		
Working Group Meeting												♦						
Public Meeting												♦						
TASK 6 Final Report																		

December 1, 2016

Cape Cod Canal Area Transportation Study.

RE: Third Public Meeting.

Date and Time: December 1, 2016, 7 PM -9 PM.

Location: Massachusetts Maritime Academy, Admiral's Hall, 101 Academy Drive, Buzzards Bay.

Attendees: See end of document.

Meeting Notes:

Ethan Britland, MassDOT Project Manager, welcomed attendees and thanked them for attending the third public meeting of the Cape Cod Canal Transportation Study. Mr. Britland reviewed the meeting's agenda. He stated that this study is a conceptual study and not an engineering study. Army Corp of Engineers staff were in attendance and are serving as partners in the study. Mr. Britland introduced the project team: Craig Martin, Project Manager from US Army Corp of Engineers, Bill Reed, Principal-in-Charge (Stantec), Michael Paiewonsky, the Team Project Manager (Stantec), Fred Moseley, Transportation Engineer (Stantec), Sudhir Murthy, Transportation Modeler (TrafInfo), Frank Mahady, Economist from FXM Associates and Jennifer Siciliano, Public Participation Specialist from Harriman. Mr. Britland reviewed the study process and framework, which are 1) Goals and Objectives, Evaluation Criteria, and Public Involvement Plan, 2) Existing Conditions, Future Conditions, and Issues Evaluation, 3) Alternatives Development, 4) Alternatives Analysis, and 5) Recommendations. Mr. Britland stated that most of the night's meeting would be devoted to discussing alternatives development. The purpose of the meeting is to show what has been completed so far and to gather input from the Working Group and the public.

Mr. Britland specified the goals of the study. They are to improve transportation mobility and accessibility, to provide reliable year-round connectivity over the canal and between the bridges, and to create/improve multi-modal mobility in the Cape Cod Canal area. These goals have been revised from those previously presented which focused more on establishing an alternative or replacement highway crossing of the Canal. The study area contains a larger regional range and a smaller focus area directly surrounding the Bourne and Sagamore Bridges. He showed the various travel corridors in the region that were included in the study. Then he turned the presentation over to Michael Paiewonsky.

Mr. Paiewonsky began the presentation by showing the dramatic difference between driving in the summer season versus the non-summer season in the Study Area. Daily traffic volumes were collected in the summer and non-summer seasons for the various traffic corridors. They included the Scenic Highway, Bourne and Sagamore Bridges, Sandwich Road, and Routes 3, 25, 28, and 6. He pointed out the percent of change in volume between the seasons. The traffic volumes impact the length of the queue for the Bourne and Sagamore Bridges. The queue backups are often several miles long which means a considerable delay in traffic. Based on the 2040 traffic forecast, queues will be significantly longer in the future than they are now.

The Study is examining eight year-round problems intersections in the Canal Area. Mr. Paiewonsky defined a problem intersection in the study as having a level of service (LOS) of E or F, and/or being a

high crash location. Future (2040) traffic projections forecast an increase in the number of year-round problem intersections in the Study Area from eight to thirteen. These intersections are generally clustered in the north and south of the two bridges.

The Cape Cod Canal area has various issues, constraints, and opportunities. Mr. Paiewonsky indicated that these issues include severe congestion at the bridge approaches and nearby intersections, the need to balance visitor and resident needs, and the lack of bicycles and pedestrian accommodation. Constraints include extensive areas of sensitive environmental resources, previously developed residential and commercial areas, and the Joint Base Cape Cod. The opportunities include collaboration between MassDOT and US Army Corps of Engineers (USACE), enhanced multimodal accommodations, and additional infrastructure.

Mr. Paiewonsky stated that any proposed alternative development scenarios are intended to satisfy the goals and objectives of the study, will be based on identified issues, constraints, and opportunities, will minimize property, community, and environmental impacts, and be focused primarily on modifying or expanding existing infrastructure and, if necessary, the construction of new infrastructure. Additionally, the study will consider the USACE plan for bridges, the examination of prior alternatives developed for the public-private partnership (P3) process, the review of outside submissions, and the development of new short, medium, and long-term alternatives.

Mr. Paiewonsky specified that the USACE manages the Canal. They own the Bourne and Sagamore Bridges and much of the land adjacent to it. The USACE are conducting a 'Major Rehabilitation Evaluation Study' to determine if rehabilitation or replacement of both Sagamore and Bourne Bridges is the most appropriate action. The MassDOT's study will be completed first, therefore, for the purpose of analysis in MassDOT's study, it will be assumed that both bridges will be replaced and will be toll-free.

The prior P3 alternatives were developed in response to increasing USACE maintenance of the Canal bridges and were intended to compliment the aging infrastructure. These alternatives were developed before the USACE's study began. P3 alternatives proposed connections between Route 3 and Route 25, and between Route 25 - with a new bridge across the canal - to Route 6. MassDOT's study has examined the environmental constraints along all these connections and determined that the proposed alignments would impact important environmental resources including wetlands, open space, Areas of Critical Environmental Concern (ACEC) areas, residential property, and Joint Base Cape Cod. For any development to move forward, a NEPA Environmental Impact Study would be required in compliance with NEPA and the Clean Water Act. These federal laws require a comprehensive alternatives analysis to identify a practicable alternative with the least overall impact to social and environmental resources. The two preliminary P3 concepts were dismissed from further consideration in the MassDOT Study due to their potential significant environmental impacts, and their inability to meet federal environmental requirements.

Next, Mr. Paiewonsky stated that short-, mid, and long-term alternatives have been evaluated. The assumptions for these alternatives include a focus on year-round safety and mobility problems. These alternatives would be developed to not preclude the construction of a new Bourne or Sagamore bridge. Study alternatives will focus on improvements to existing infrastructure and will be designed to accommodate forecast traffic volumes for the future (2040) fall weekday evening peak period. While the

proposed alternatives will not be designed to resolve all peak-season traffic problems, they will also be examined with summer peak period traffic. Then Mr. Paiewonsky handed the presentation over to Fred Moseley to discuss short-term alternatives.

Mr. Moseley specified that short-term alternatives are intended for development in a 1- to 3-year time period and would incur no or few environmental impacts. Short-term alternatives include transportation system improvements such as signal timing upgrades and adaptive signals, which can adapt their signal timing based on real-time traffic volumes. These alternatives may also include the introduction of turning lanes, improvement to roadway striping and signage, and improved bicycle, pedestrian, and transit facilities. If more people were to walk and bike, this would alleviate some of the automobile traffic.

Mr. Moseley identified the eight locations that have year-round operational safety issues. The first intersection is the Scenic Highway at Canal Road/ State Road. The proposed short-term improvements include signal timing optimization and/or adaptive signal control that could reduce travel time delay from 45 to 35 seconds. The second location is Route 6A at Cranberry Highway and Sandwich Road. A short-term alternative to improve this intersection involves the construction of an exclusive left-turn lane on the Cranberry Highway westbound approach. These improvements could reduce delay from 74 to 30 seconds.

Mr. Moseley stated that the third intersection, Route 130 at Cotuit Road, is currently unsignalized. This intersection would benefit from a traffic light. Signalization of this intersection would reduce delay for vehicles exiting Cotuit Road from 242 seconds to 32-seconds and reduce the crash rate present at this location. In addition, to create a more pedestrian-friendly area, sidewalks should be introduced into the area; there are none currently.

The fourth problem intersection - Sandwich Road at Bourne Rotary Connector is an unsignalized intersection immediately east of the Bourne Rotary. Based on the traffic analysis, this intersection does warrant a traffic signal which may worsen queues at the rotary. Thus, a traffic light is not recommended for this location. The introduction of sidewalks would be recommended to make better pedestrian connections. This intersection will also be evaluated as part of the overall Bourne Rotary improvements. The fifth problem area, Sandwich Road at Harbor Lights Road, is another unsignalized section that does not warrant a traffic signal, and sidewalk installation is recommended.

Mr. Moseley stated that the sixth year-round problem intersection - Scenic Highway at Nightingale Pond Road - is a signalized that would benefit from signal timing adjustments to reduce queuing on Scenic Highway. The seventh problem location, Belmont Circle, will benefit from the MassDOT-proposed short-term multimodal improvements that will include lane stripping and signage, sidewalks, and a shared-use bike path. These improvements are on the regional 2017 to 2021 Transportation Improvement Program (TIP). The eighth identified year-round problem intersection is the Bourne Rotary. MassDOT intends to implement short-term improvements for the Rotary including new signage denoting appropriate lanes to use, which would reduce congestion. The Mr. Moseley turned the presentation back over to Mr. Paiewonsky to discuss short-term bicycle and pedestrian recommendations.

Mr. Paiewonsky presented the existing bike facilities within the study region. There are seven miles of off-road bicycle paths along on each side of the Canal. There are some roads in the Study Area that are designated bicycle routes, including Route 6A. Bus routes were also inventoried for this study. These are important to consider together as people often take bicycles to a bus stop or take a bike from the bus to their final destination. Buses are an important part of the bicycle connectivity.

The study examined connections between the bicycle path and the local roadway. Mr. Paiewonsky presented a map showing the existing pedestrian/bicycle access between the roadway network and the Canal trail. There are various access points that are considered pedestrian only access; these are pathways that include stairways. An access gap exists between Main Street in Bourne that could benefit from an additional entrance. Some of the paths are overgrown dirt paths that can be upgraded to an ADA-compliant entrance. Old Bridge Road, on the west side of the canal, is a candidate for new bikeway access point. On the east side of the canal, there are two additional potential new access points, at the Bourne Ball field and at Pleasant Street.

The study also examined and inventoried roadways and sidewalks in the Study Area for ADA compliance. Many of the roads in the Cape Cod Canal area are narrow or do not have shoulders. Some of these narrow roads are on bus routes, which is especially concerning since people usually walk to bus stops.

In addition to these short-term alternatives, there are mid-term design alternatives for the area. These recommendations would be a higher cost with greater potential impact to the environment and property. Mr. Paiewonsky passed the presentation over to Bill Reed of Stantec to speak about potential mid-term alternatives.

Mr. Reed said that mid-term alternatives could be implemented on a 3- to 8-year time period, will cost more than short-term alternatives, and may have more environmental or property impacts. Travel patterns in the Study Area were presented to inform the influence they have on mid-term alternatives. Mr. Reed presented some of the areas travel patterns. On a summer morning on Saturday, 59% of vehicles traveling east on Route 25 are destined for Route 6; 35% are destined for Route 28. On the Sagamore Bridge side of the Canal, 82% of vehicles traveling south on Route 3 are destined for Route 6 and 9% are destined for Route 28. Traffic patterns for vehicles traveling off-Cape during on a mid-day summer Sunday is different. There is an even 48%-48% spilt of vehicles going to Route 3 and those continuing towards Route 6. Of those vehicles traveling north on Route 28, 8% travel towards Route 3, and 86% continue to Route 25.

Mr. Reed discussed the various mid-term alternatives. One alternative is the relocation of the Route 6 Exit 1C Interchange from its existing location at the base of the Sagamore Bridge (at the Christmas Tree shop) to a utility corridor 3,400 feet to the east. A new 1,900-foot-long roadway is proposed to link this new interchange to the Route 130 at Route 6A intersection. Relocating this interchange further east would provide drivers more distance to accelerate to highway speed and merge safely into traffic.

Another conceptual alternative is to add an additional travel lane to Route 6 eastbound. Building a third travel lane from Exit 1A to Exit 2 (extends approx. 1,000 past exit 2) on Route 6 would relieve some of the congestion around Market Basket. Doing this is not expected to have substantial environmental or right-of-way impacts.

Mr. Reed mentioned that the Sagamore Rotary was reconstructed in 2006. Minor modifications to this interchange may be necessary to accommodate a future bridge.

Mr. Reed presented mid-term alternatives for Belmont Circle, which include a proposed westbound on-ramp from Scenic Highway to Route 25 at the Nightingale Pond Road intersection. This is anticipated to divert approximately 780 vehicles automobiles from Belmont Circle in the summer peak period and potentially improve safety in the Circle. Further, Belmont Circle would be reconstructed as a modern roundabout. All access to abutting properties would be maintained. If these proposed alternatives do not satisfactorily improve traffic operations, a Route 25 eastbound to Scenic Highway eastbound fly-over ramp would be evaluated. This ramp would divert about 1,000 vehicles out of the Circle.

Mr. Reed then transitioned the presentation to the Bourne Rotary. He said that Bourne Rotary reconstruction is more difficult because of its proximity to the Bourne Bridge, and will take a lot of coordination with USACE. One alternative under consideration involves the construction of a new ramp connection from Route 28 northbound to the Bourne Rotary Connector, and the reconstruction of the Sandwich Road/Bourne Rotary Connector Intersection. An additional alternative involves the construction of an underpass of Old Sandwich Road under the Bourne Rotary Connector, which would eliminate the need for a traffic signal at this location. This may be considered a long-term alternative. Mr. Reed then turned the presentation back to Mr. Paiewonsky for pedestrian, bicycle, and freight improvements.

Mr. Paiewonsky presented the mid-term alternatives for pedestrian, bicycle, and freight. Some of these ideas were advanced by the community includes the Bourne Rail Trail (which connects the Shining Sea Bikeway to the Canal Bikeway) and the Wareham Community Path. This could fill in a seven-mile gap that would create a 25-mile off-road bicycle trail from Scusset Beach to Woods Hole.

Mr. Paiewonsky spoke about the existing park-and-ride lots in the study area. There are two park-and-ride lots on Route 6, one in Barnstable and one in Bourne. These lots are usually at 90- to 100-percent capacity. For example, one of the park-and-ride lots on a Tuesday in October was 99% full, with 374 out of 377 spaces filled. There is a demand to build additional park-and-ride lots. There is an advantageous parcel at Route 6 and Route 130 interchange. It is property already owned by MassDOT, and there is a bus route that passes by this location.

Mr. Paiewonsky continued the presentation and discussed ferry issues. He said the bridges don't just connect to Cape Cod; they connect to Martha's Vineyard and the Nantucket as well. Ridership has remained pretty stable, yet the number of trucks on the ferry has increased. This is becoming more and more disruptive to the residents of Falmouth. The Steamship Authority completed a draft study this past April, which looked at diverting freight trucks to a new terminal in New Bedford rather than Woods Hole. The study found that the cost to truckers would be more expensive and the Steamship Authority did not want to subsidize the cost to make the fees the same. This initiative would need State or other funding.

Mr. Paiewonsky went on to speak about long-term alternatives. These are alternatives that would take over eight years to develop, be a higher cost, and have a lengthier environmental review and design period. There were several ideas submitted to us from the public regarding long term alternatives. This

shows that the study has a high level of engagement and the Study Team is taking these ideas seriously. Various community members submitted input including Tom Baron from South Yarmouth, Burton Pearlstein from North Falmouth, David Oakley from Chatham, and Steve Voluckas from Barnstable. Ideas included a rail tunnel, a 3rd bridge crossing, and the reconstruction of Bourne Rotary which would close off the north and south and making it a more direct path.

Regarding the canal tunnel idea, there are many challenges regarding this alternative. Due to topography, a much longer tunnel would be needed compared to the length of a bridge. A tunnel requires substantial ventilation equipment and structures, and the preparation of a major environmental study (EIS). Further, it is difficult to accommodate bicycles or pedestrians in tunnels, and the construction cost would be more than double or more compared to a bridge.

Mr. Paiewonsky said regarding the concepts proposed by the public, evaluation of modifications to Bourne Rotary would continue. The mid-canal bridge crossing and rail tunnels were dismissed for environmental, costs, and JBCC right-of-way impacts. Mr. Paiewonsky then handed the presentation over to Mr. Reed.

Mr. Reed stated that links between the two bridges, on Sandwich Road and Scenic Highway, are very important for any mid-term or long-term proposals. An important consideration is the amount of development along Scenic Highway and Sandwich Road.

Mr. Reed presented three different long-term proposals: a Route 28 Fly-Over, an Interchange Alternative concept previously developed by MassDOT and the USACE, and a Modified Interchange Alternative. The first alternative, the Route 28 Fly-Over, has the potential of diverting approximately 2,100 vehicles destined to the Falmouth area out of the Rotary. This rotary reconfiguration will need to be closely coordinated with USACE because of its proximity to the Bourne Bridge. The second alternative is an Interchange Alternative developed by MassDOT and the Army Corps. This is a 'big build' alternative that would likely have substantial land impacts and be very expensive. It would replace the rotary with a highwayinterchange . The construction of this interchange would necessitate numerous project stages. The third alternative is a modification of the Interchange Alternative which would provide better access local roads and businesses adjacent to Route 28.

The study will also continue to evaluate potential additional infrastructure, including HOV lanes or High Occupancy Toll (HOT) lanes. This may involve a single reversible lane in the highway median or or two dedicated HOV lanes. On Routes 6 and 3, because the first exits on both sides of the Sagamore Bridge are too close to HOV lanes, it is likely that a HOV lane would extend from Exit 2 on Route 3 to Exit 2 on Route 6. This is a very complex and potentially expensive alternative and will only be considered if other alternatives are not effective enough. Another alternative is installing HOV lanes on Route 25 to 6, but this is hard to do on curvilinear roads as opposed to straight roads. Mr. Reed then passed the presentation back to Ethan Britland.

Mr. Britland spoke about the schedule and next steps in the study. He explained, as part of our process, the study wants feedback on the alternatives presented today, before deeper analysis is conducted. Traffic volumes and directionalities were not shown on the maps since this analysis have not been completed. Next steps will include testing short-, mid- and long-term alternatives on an individual basis.

After this analysis, these alternatives will be modeled as a complete network using the Travel Demand Model. Since making changes to transportation networks shifts travel patterns, testing and analysis might not answer all questions. The study team wants to hear what might be missing from any proposed alternatives.

Mr. Britland mentioned that a large working group has been guiding the study, and they examine the alternatives in more detail. He presented the study schedule and said that recommendations for alternatives should be coming out by the end of June, yet this may change over time. He said this was not a public hearing and opened the floor for questions.

A member of the public, Bob from North Falmouth, stated that the bridges were built in 1935 and have a 50-year lifespan. He asked, “it has been over 80 years, are the bridges safe?, is the study considering rebuilding the bridges”? He also asked “Who would rebuild the bridges, the USACE or will the community wait for a federal study that might take 8 or 10 years?

Craig Martin from USACE answered. The USACE owns both bridges and is working in concert with MassDOT on the study. The bridges are safe and are tested on a routine basis. If the USACE was concerned about the safety of the bridges, there would be a weight limit on vehicles going over the bridges. This has not happened, and the bridges are safe as is. MassDOT would be the first to know if we needed to implement safety measures. USACE bridge study will be completed not too long after the MassDOT study.

Another member of the public asked if Route 44 was being studied since a lot of money was spent enhancing it. Traffic may be diverted north. It is already built it, so why not take advantage of it? Mr. Reed answered and said Route 44 is well outside the study area and will not be considered.

Kathleen Regan, from the Friends of the Bourne Rail Trail, commented and thanked the study group for the consideration of the connection to the Shining Sea Trail. She stated that an extension of the Shining Sea Trail is not only great for aesthetic value but for recreation and transportation value as well. The study should examine sidewalk connections as well.

Bill Carpenter from Buzzards Bay stated that, to him, a new bridge in the middle of the Canal would be the proper alternative. He understood that it had been ruled out due to environmental concerns. He doesn’t know why this couldn’t be overcome. If that were an option, would the USACE build the bridge or could the state build the bridge?

Mr. Britland said that potential environmental impact is not the only reason a mid-canal bridge alternative was dismissed for further consideration for this study. We believe that substantial transportation improvements can be achieved through improvements to the existing transportation infrastructure.

Mr. Carpenter also asked about commuter rail. He said Cape Flyer has been a success. Mr. Britland stated that MassDOT was not looking at the extension of commuter rail as part of the study. He asked if there was anyone else to speak about the commuter rail.

Glenn Cannon from the Cape Cod Commission (CCC) stated that a pilot program is still being worked on with MassDOT. The CCC will sit down with MassDOT in December or early next year to get the process going.

A member of the audience made a comment regarding the problem of curb cuts in commercial developments that led to a lot of backup traffic. Mr. Britland said MassDOT is limited in their regulatory authority over developments like that. Curb cuts are under local jurisdiction; MassDOT just reviews them. The Town should be approached to review the planning process before the development is built. Unfortunately, this isn't in MassDOT purview.

Stephen Mealy, a Bourne Town Selectman, said he wants the third bridge to be considered again. In the long term, it might be 8 to 10 years before the bridges get replaced or repaired. He asked how long it will take.

Mr. Martin answered that their study is not a fast process. The bridges would cost several hundred million dollars each.

Mr. Mealy said he didn't want to talk about cost since it this might be 15 years from now. Environment concerns in 10 years might not be an issue. By putting the third bridge in the plan, it might push it from 15 years out to only 10 years out and encourage the federal government to fund it. He said if we didn't have the environmental issues and funding issues over our head, this is what the result would be, that is my request. Mr. Martin stated he couldn't put a timeframe on bridge replacement. Mr. Mealy said it would probably take 15 years. Ethan Britland said that he would have a discussion with his staff regarding the third bridge.

A member of the public stated that they knew the study wasn't looking at commuter rail, but asked if buses and light rail fit into your options. He said this might alleviate the traffic problems. Commuter rail could encourage more people that would increase traffic issues. Ethan Britland said that the study is not incorporating ideas of commuter rail; it hasn't progressed far enough.

A member of the public said that he just bought a ferry and is just talking with the USACE. Mr. Britland said that he and MassDOT staff would speak with him after the meeting.

Another person in the audience asked if acceleration lanes really work because people do not often yield to traffic. Mr. Britland answered that there is currently no space to allow for acceleration. This person also said there must be a commercial or military reason to have two mammoth bridges. He asked why don't we have a series of causeway type bridges like in Florida. Other than a few garbage barges going back and forth, I have no idea why we need these large bridges. He said non-moveable bridges are required to have 125 feet of underclerance. Mr. Martin from the Army Corps responded that there are numerous commercial and military vessels that use the canal waters on a regular basis.

Someone from the public spoke about the proposed park-and-ride lot on Route 6 and 130. The Service Road to the Town of Sandwich is a very important east-west bicycling route. Make sure there it is possible to bike, walk, and take a left on the service road.

Mr. Paiewonsky stated that the outline on the presentation is around the whole parcel, but the park-and-ride won't be on the whole parcel. We won't need the whole parcel; it can be used for other connections between a park-and-ride lot and the bike trail.

Mr. Britland stated that the study team still needs to look at the parcel for grade issues, environmental impacts, and other beneficial connections. The study has not taken a deep dive into studying the issue, yet.

Another person asked why isn't JBCC a collaborator to look at a third bridge. Mr. Britland stated that JBCC is part of the study's working group and he meets with them every quarter.

Melissa Ferretti from Herring Pond Wampanoag Tribe Indian tribe said thank you for dismissing the Route 25 to Route 3 Connector alternative. She stated that there is an Indian burial hill at Scenic highway and work on the Belmont Rotary will need to be looked at carefully. Mr. Britland told Ms. Ferretti that she had been added to the working group list.

Stephen Buckley asked what is the difference between the project team versus the study team. Mr. Britland stated that it is the same thing. The same person asked if the people speaking tonight are the consultants and is this study what they think. Mr. Britland said that they are consultants. The ideas are MassDOT's and the working group.

Another person from the public said there are a couple of reasons not to build the third bridge with a roadway connection to Route 6 through JBCC. One reason is that the upper cape water supply needs to be protected, and changing this would incur an enormous resistance. The second reason is that it would bisect the training area Camp Edwards at the JBCC. Federal funding might be at risk for the National Guard and for Cape Edwards itself. This would effect the training for New England troops. This should be explained to people more. He said then there is the additional cost to maintain a third bridge.

Mark Forest seconded the idea that there should be more detail on why a third bridge idea has been dismissed. It would protect the military asset and training areas for the National Guard. He said these points should be summarized when talking about this. There was a serious analysis done for the 3rd bridge alternative.

Mr. Britland said it would go in the final report.

Another person asked about tunnels. Mr. Britland said for community and impact reasons, the study is not looking at tunnels. They cost more to build and maintain.

Attendees: Attendees are listed by name followed by their affiliation, if applicable.

- Melissa Ferretti, Herring Pond Wampanoag Tribe.
- Tom Baron.
- Sean McDonald, US Army Corps of Engineers.
- Sarah Brenna.
- Barbara Nagle.
- Stephen Mellin, Cape Cod AFS.
- Joe Grilli, HNTB Corporation.
- Amy Singelais.

- Gene Morrow.
- Ed Hollingshead, Stantec.
- Patrick Tierney, Michael Baker International.
- Pam Alden.
- Phil Goddard, Bourne resident.
- Nick Schulz.
- Lisa Lefkovitz, Battelle.
- Stephen Buckley, OpenChatham.com.
- Pamela Haznar, MassDOT.
- Mark Forest, The Delahunt Group.
- Jim Reardon, The Middlesex Corporation.
- Andy Costa, Cape Cod Marine Services.
- Frank Mahady, FXM Associates.
- Fred DaCosta.
- Gary Dayton, Bourne resident.
- Catie Williams.
- Bill Burbank, Sandwich resident.
- Ethan Genter, Cape Cod Times.
- Lt. Brandon Esip, Bourne Police Department.
- Chris Farrell, Massachusetts Maritime Academy.
- Glenn Cannon, Cape Cod Commission.
- Stacy Duffany.
- Melanie DeRosa, resident.
- Chris Adams, Cape Cod Chamber.
- Sgt. John Kotfila, Mass State Police.
- H. Carter Hunt, Jr., Mass Development.
- Tom Leonard.
- Wayne Lamson, Steamship Authority.
- Ed DeWitt, Association to Preserve Cape Cod.
- Mike Burns, Nantucket Planning & Economic Development Commission.
- Len Pinaud, MassDEP.
- Marie Oliva, Cape Cod Canal Region Chamber of Commerce.
- Dave Vieira, MA State Representative.
- Kathleen Regan, Friends of the Bourne Rail Trail.
- M. McCabe, Bourne resident.
- Bob Dwyer, Pocasset Village Association.
- Kathy Dwyer, Pocasset Village Association.
- Leighton Peck, Weston & Sampson.
- Bradshaw Lupton, piRshared.
- Stephen Mealy, Town of Bourne.
- Douglas Hagerman.
- Michael Rausch, Bourne Enterprise.
- Walt Nagle, resident.
- Marcie Redmond, resident.

- Steve Volucas.
- Jim Dervay, Walsh Group.
- Robert Young, North Falmouth.
- Bill Carpenter, resident.
- Valerie Caron, resident.
- Joseph Roy, resident.
- Andrew Costa, Cape Cod Marine.
- Rich Riker, Cape Cod Technology Council board member.
- Bill Kretowicz, Bourne resident.
- Kathy Kretowicz, Bourne resident.
- Craig Martin, U.S. Army Corps of Engineers.
- Ethan Britland, MassDOT.
- Michael Paiewonsky, Stantec.
- Bill Reed, Stantec.
- Fred Moseley, Stantec.
- David Perloff, Stantec.
- Steve Cecil, Harriman.

2.2.6 Summary of Public Participation Opportunities

Program	Public Meeting Requirements	Comment Period (Minimum)	Advertising
Public Participation Plan (PPP)	One meeting prior to start of public comment period and one additional meeting during public comment period	45 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.
Regional Transportation Plan (RTP)	One meeting prior to start of public comment period and one additional meeting during public comment period	~~30~~ 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.
Transportation Improvement Program (TIP)	One meeting prior to start of public comment period and one additional meeting during public comment period	~~30~~ 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.
Unified Planning Work Program (UPWP)	One meeting prior to start of public comment period and one additional meeting during public comment period	~~30~~ 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.

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Amendments to ~~Documents~~RTP, TIP, or UPWP	One meeting prior to start of public review of amendment and one additional meeting ~~prior to~~for approval	~~30~~ 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 ~~Documents~~RTP, TIP, or UPWP	One meeting ~~prior to~~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.
Transportation Studies	One meeting at start of study and one additional meeting to present results and recommendations	None. Outreach efforts to identified stakeholders will be identified before start of study	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.

3. Public and Staff Written Comments during the Public Review Period

The written letters attached to this section were received by the Planning Office during the 45-day review period from the public and various agencies concerning the draft version of this PPP. Other written comments are from staff addressing the comments received in these letters.

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FFY 2017 Unified Planning Work Program Budget

Task		Number of Weeks	Percent of Time	Direct Salary	Overhead	Direct Costs Budget	Total Budget	Percent of Budget
1.0	**Management and Support**	**18.5**	**35.58%**	**$41,980.77**	**$38,546.74**	**$2,200.00**	**$82,727.51**	**32.18%**
1.1	3C Program Support	12	23.08%	$27,230.77	$25,003.29	$0.00	$52,234.06	20.32%
1.2	Inter-Regional Transportation Planning Coordination	4.25	8.17%	$9,644.23	$8,855.33	$2,000.00	$20,499.56	7.97%
1.3	Transportation Improvement Program	1	1.92%	$2,269.23	$2,083.61	$100.00	$4,452.84	1.73%
1.4	Unified Work Program	0.5	0.96%	$1,134.62	$1,041.80	$100.00	$2,276.42	0.89%
1.5	Public Participation	0.25	0.48%	$567.31	$520.90	$0.00	$1,088.21	0.42%
1.6	Title VI and Environmental Justice	0.5	0.96%	$1,134.62	$1,041.80	$0.00	$2,176.42	0.85%
2.0	**Data Collection and Analysis**	**7.25**	**13.94%**	**$16,451.92**	**$15,106.16**	**$2,533.40**	**$34,091.48**	**13.26%**
2.1	Data Collection: Traffic, Congestion, Freight, and Pavement Management	5	9.62%	$11,346.15	$10,418.04	$2,533.40	$24,297.59	9.45%
2.2	Geographic Information Systems (GIS)	2	3.85%	$4,538.46	$4,167.22	$0.00	$8,705.68	3.39%
2.3	Performance Measures and Monitoring	0.25	0.48%	$567.31	$520.90	$0.00	$1,088.21	0.42%
3.0	**Short Range and Long Range Transportation Planning**	**13**	**25.00%**	**$29,500.00**	**$27,086.90**	**$26,000.00**	**$82,586.90**	**32.12%**
3.1	Livable / Sustainable / Complete Streets Planning	4	7.69%	$9,076.92	$8,334.43	$26,000.00	$43,411.35	16.89%
3.2	Parking Management Strategies	3	5.77%	$6,807.69	$6,250.82	$0.00	$13,058.52	5.08%
3.3	Bicycle and Pedestrian Planning	4	7.69%	$9,076.92	$8,334.43	$0.00	$17,411.35	6.77%
3.4	Special Transportation Planning Studies	2	3.85%	$4,538.46	$4,167.22	$0.00	$8,705.68	3.39%
4.0	**Other Transportation Activities**	**13.25**	**25.48%**	**$30,067.31**	**$27,607.80**	**$0.00**	**$57,675.11**	**22.43%**
4.1	Implement Approved Planning Recommendations	11	21.15%	$24,961.54	$22,919.68	$0.00	$47,881.22	18.62%
4.2	Special Transportation Planning Assistance	2	3.85%	$4,538.46	$4,167.22	$0.00	$8,705.68	3.39%
4.3	Intelligent Transportation Systems (ITS)	0.25	0.48%	$567.31	$520.90	$0.00	$1,088.21	0.42%
	Direct Salary Budget -			**$118,000.00**				
	Overhead Budget -				**$108,347.60**			
	Direct Cost Budget -					**$30,733.40**		
	Total Budget for FFY 2017 -	**52**	**100.00%**	$118,000.00	$108,347.60	$30,733.40	**$257,081.00**	**100.00%**

Time = 52 weeks (46 weeks, plus 4 weeks vacation, 12 holidays, and 2 personal days - listed in Task 1.1)

FFY 2017 Unified Planning Work Program - Budget Reallocation - January 2017

Task		Number of Weeks	Number of Hours	Proposed Hours	Change	Existing Budget	Proposed Budget	Change
1.0	**Management and Support**	**18.5**	**647.5**	**647.5**		**$80,527.50**		
1.1	3C Program Support	12	420	420		$52,234.06		
1.2	Inter-Regional Transportation Planning Coordination	4.25	148.75	148.75		$18,499.56		
1.3	Transportation Improvement Program	1	35	35		$4,352.84		
1.4	Unified Work Program	0.5	17.5	17.5		$2,176.42		
1.5	Public Participation	0.25	8.75	8.75		$1,088.21		
1.6	Title VI and Environmental Justice	0.5	17.5	17.5		$2,176.42		
2.0	**Data Collection and Analysis**	**7.25**	**253.75**	**253.75**		**$31,558.08**		
2.1	Data Collection: Traffic, Congestion, Freight, and Pavement Management	5	175	175		$21,764.19		
2.2	Geographic Information Systems (GIS)	2	70	70		$8,705.68		
2.3	Performance Measures and Monitoring	0.25	8.75	8.75		$1,088.21		
3.0	**Short Range and Long Range Transportation Planning**	**13**	**455**	**455**	**0**	**$56,586.89**	**$56,586.89**	**$0.00**
3.1	Livable / Sustainable / Complete Streets Planning	4	140	210	70	$17,411.35	$26,117.03	$8,705.68
3.2	Parking Management Strategies	3	105	70	-35	$13,058.51	$8,705.68	-$4,352.84
3.3	Bicycle and Pedestrian Planning	4	140	105	-35	$17,411.35	$13,058.51	-$4,352.84
3.4	Special Transportation Planning Studies	2	70	70		$8,705.68		
4.0	**Other Transportation Activities**	**13.25**	**463.75**	**463.75**		**$57,675.10**		
4.1	Implement Approved Planning Recommendations	11	385	385		$47,881.22		
4.2	Special Transportation Planning Assistance	2	70	70		$8,705.68		
4.3	Intelligent Transportation Systems (ITS)	0.25	8.75	8.75		$1,088.21		
	TOTAL:	**52**	**1820**	**1820**	**0**	**$226,347.58**	**$56,586.89**	**$0.00**

NP&EDC 3C Contract for Transportation Planning Activities (FY 2014 - 2017)

Schedule B-1 **Summary of Fees**

	Four Year Total	Year 1 (ends 09/30/14) FY2014	Year 2 (ends 09/30/15) FY2015	Year 3 (ends 09/30/16) FY2016	Year 4 (ends 09/30/17) FY2017
Direct Salaries	$499,100.00	$117,800.00	$122,800.00	$127,200.00	$131,300.00
Indirect Costs (overhead rate @ 91.82%)	$458,273.62	$108,163.96	$112,754.96	$116,795.04	$120,559.66
Subtotal	$957,373.62	$225,963.96	$235,554.96	$243,995.04	$251,859.66
Direct Costs	$116,288.38	$29,198.04	$29,745.04	$28,504.96	$28,840.34
TOTAL	**$1,073,662.00**	**$255,162.00**	**$265,300.00**	**$272,500.00**	**$280,700.00**

Schedule B-2 **Estimated Direct Salary Cost**

Transportation Staff		**Year 1**	**Year 2**	**Year 3**	**Year 4**	**Percent**	**Total**
		FY2014	**FY2015**	**FY2016**	**FY2017**	**Time on Contract**	**Direct Salaries**
Director of Planning		$11,500.00	$12,600.00	$13,000.00	$13,400.00	10%	$50,500.00
Director's Annual Salary		$115,000.00	$126,000.00	$130,000.00	$134,000.00		
Deputy Director of Planning		$5,800.00	$6,000.00	$6,200.00	$6,400.00	5%	$24,400.00
Deputy Director's Annual Salary		$116,000.00	$120,000.00	$124,000.00	$128,000.00		
Transportation Planner		$100,500.00	$104,200.00	$108,000.00	$111,500.00	100%	$424,200.00
Total		**$117,800.00**	**$122,800.00**	**$127,200.00**	**$131,300.00**		**$499,100.00**

Schedule B-3	Indirect Expenses (Budget for Overhead Costs)			
Category	**2014 Total**	**2015 Total**	**2016 Total**	**2017 Total**
Administrative Salaries	$39,945.49	$41,640.97	$41,200.14	$44,523.28
Indirect Personnel Costs	$9,612.87	$10,020.89	$9,914.80	$10,714.52
Repair and Maintenance	$374.62	$390.53	$386.39	$417.56
Purchase of Services				
Professional Services	$10,789.19	$11,247.14	$11,128.07	$12,025.64
Advertising	$938.06	$977.88	$967.52	$1,045.56
Printing	$867.63	$904.46	$894.88	$967.06
Postage	$674.32	$702.95	$695.50	$751.60
Supplies				
Office Supplies	$449.55	$468.63	$463.67	$501.07
Books and Subscriptions	$374.62	$390.53	$386.39	$417.56
Other Charges				
Misc. Travel	$1,198.80	$1,249.68	$1,236.45	$1,336.18
Mileage/Car Allowance	$1,095.40	$1,141.90	$1,129.81	$1,220.94
Seminars	$599.40	$624.84	$618.23	$668.09
Dues Professional Organizations	$1,048.95	$1,093.47	$1,081.90	$1,169.16
Furniture and Equipment	$519.98	$542.05	$536.31	$579.57
Telephone	$484.02	$504.56	$499.22	$539.48
Rent and Utilities	$3,642.85	$3,797.47	$3,757.27	$4,060.33
Total In-direct Costs	$108,163.96	$112,754.96	$111,561.30	$120,559.66
Total Direct Salaries	$117,800.00	$122,800.00	$121,500.00	$131,300.00
Indirect Cost Rate	91.82%	91.82%	91.82%	91.82%

Schedule B-4 **Estimated Direct Cost**

	2014	2015	2016	2017	
Direct Costs	**Year 1**	**Year 2**	**Year 3**	**Year 4**	**Total**
Travel	$4,198.04	$4,000.00	$4,000.00	$4,000.00	$16,198.04
Traffic Counting Equip., Software, Misc.	$4,000.00	$4,000.00	$4,000.00	$4,000.00	$16,000.00
Printing, Supplies, Misc.	$0.00	$0.00	$0.00	$0.00	$0.00
Consulting Services	$21,000.00	$21,745.04	$20,504.96	$20,840.34	$84,090.34
Total	$29,198.04	$29,745.04	$28,504.96	$28,840.34	$116,288.38

Actual Direct Cost Budget:	$29,198.04	$7,640.04	$5,842.42	$30,733.40
Difference:	$0.00	-$22,105.00	-$22,662.54	$1,893.06

Mike Burns

From: Mike Burns
Sent: Monday, December 19, 2016 7:19 PM
To: 'Wadsworth, Trey (DOT)'
Cc: Andrew Vorce; Sherman, Gabriel (DOT); Woelfel, Steve (DOT)
Subject: RE: Direct cost clarification

Trey – You're mistaken that other regions do not use direct costs for professional services. Franklin has direct costs for professional services in their UPWP Task 3.1. This has always been common practice for regions, but if other regions are not required to report it in their UPWPs, then how is this ever monitored and controlled by OTP? Nantucket has been required to report it since I started in 2001, and this reporting has been refined in subsequent years to specify printing, travel, data collection, and professional service costs, as required by OTP (I'm currently not able to provide historic emails and letters from Larry Scialabba and David Luce to demonstrate this requirement).
My concern isn't related to "leaving money on the table" - Nantucket has never fully expended any UPWP budget - but rather having funding withdrawn due to a policy reason that the regions do not understand and were not notified existed. You also made the point that Nantucket has a greater proportion of salary/overhead to direct cost, and that was a contributing factor to the decision, but it's not obvious why that should be a factor.
Could you please provide some reference to this reallocation policy and at least a summary of OTP's minimum requirements for 3C monthly reporting, UPWP budget reporting, and 3C Contract supporting documents (specifically requirements for the Schedule B-1) for all regions so that it can be verified that there is clear, standardized, and equal requirements for all regions? I will share this with the NP&EDC if required to amend our UPWP to reduce its budget. If there aren't equal requirements, then I'd require an explanation of why OTP has differing requirements among regions.
I hope it is clear why I believe this is such a regional concern - with this OTP reallocation policy, any region decreasing their 3C salary/overhead costs will lose available federal/state funding.
Thanks.
Mike

T. Michael Burns, AICP
Transportation Planner
Nantucket Planning Office
2 Fairgrounds Road
Nantucket, MA 02554
Phone: 508-325-7587x7011
Direct: 508-228-7238
FAX: 508-228-7298

From: Wadsworth, Trey (DOT) [mailto:Trey.Wadsworth@dot.state.ma.us]
Sent: Thursday, December 15, 2016 2:37 PM
To: Mike Burns
Cc: Andrew Vorce; Sherman, Gabriel (DOT); Woelfel, Steve (DOT)
Subject: FW: Direct cost clarification

Mike –

I think the confusion on the part of the other regions not displaying direct costs in their UPWPs is that the direct cost budgets support planning activities by way of material equipment, travel, etc., but rarely ever support planning activities directly as you heard at TMG from the other regions. Further, direct cost budgets are controlled from the contract, not the UPWPs. The UPWPs identify year-to-year how funds authorized within the contracts will be programmed and ultimately spent for salaries to directly support all the planning activities contained within the UPWP. Perhaps we should have every region document their direct cost budget in their UPWPs, but again, no other region is seeking to use those funds on professional services.

Finally, as discussed at TMG, every region leaves money on the table because the division of PL/SPR funds by FTE is imperfect, and while that may leave resources on the table, it does not mean that spending on direct costs is the always the most prudent vehicle to fully utilize resources. It is incumbent upon the region to identify

needs at the start of the contract, whether that be direct cost budgets to support materials or IT replacements, necessary travel or any of the other allowed costs one might wish to pursue.

Best,

Trey Joseph Wadsworth
Manager of Capital Planning Group
Office of Transportation Planning
massDOT
trey.wadsworth@state.ma.us
857-368-8837

From: Mike Burns [mailto:MBurns@nantucket-ma.gov]
Sent: Thursday, December 08, 2016 5:09 PM
To: Sherman, Gabriel (DOT)
Cc: Andrew Vorce
Subject: RE: Direct cost clarification

Gabe – I'd like to bring this up at next week's TMG meeting so the group can at least be aware of the issue since it's the first time I've heard of it and had conflict with the requirement. Since we do not have a salary to reallocate the direct cost funding to, the NP&EDC stands to lose $2,000 made available for the UPWP budget. It would be helpful to have the reference for the determination that the salary and overhead amounts in the UPWP can be more than shown in the 3C contract, but not direct costs. Otherwise, it seems the only other way to keep the funding is to amend schedule B-1 of the 3C contract.
I'll hold off on submitting the direct cost request form until I can find an additional funding source for the services, but I did have an issue that the form's "reason for expense" which didn't include an option for professional services – I had selected traffic counting for this request. Let me know if this is fine, or if a new form can be distributed that includes professional services.
Thanks.
Mike

T. Michael Burns, AICP
Transportation Planner
Nantucket Planning Office
2 Fairgrounds Road
Nantucket, MA 02554
Phone: 508-325-7587x7011
Direct: 508-228-7238
FAX: 508-228-7298

From: Sherman, Gabriel (DOT) [mailto:gabriel.sherman@state.ma.us]
Sent: Thursday, December 08, 2016 2:32 PM
To: Mike Burns
Subject: Direct cost clarification

Hi Mike,

I double checked and the direct cost line item needs to be what was set in the contract. Unfortunately, there is less flexibility with direct costs than other costs (i.e., funds can be transferred from direct costs to task budget, but not the other way around). The extra approximately $2,000 in the UPWP direct cost budget over the contract direct cost budget can be reallocated to task budgets through an adjustment to the UPWP. Let me know if you have any questions.

Massachusetts Association of Regional Planning Agencies

December 27, 2016

His Excellency Charles D. Baker
Office of the Governor
State House Room 360
Boston, MA 02133

Dear Governor Baker:

As your administration develops its **FY2018 budget**, I would like to bring to your attention several priorities of the Massachusetts Association of Regional Planning Agencies (MARPA). MARPA is a coalition of 13 Regional Planning Agencies (RPAs) throughout the state that aims to strengthen regionalization and municipal collaboration throughout the Commonwealth.

District Local Technical Assistance Fund (DLTA) – within line item 1599-0026
Request: Fund at $2.8 million (FY2017 figure: $2.8 million)

Authorized under the state's expedited permitting statute of 2006, DLTA funding is appropriated for all 13 of the state's RPAs to act as "technical assistance centers" for municipalities on a wide variety of land use permitting and planning functions, including zoning, housing production and preservation, economic development, open space and conservation planning, energy conservation and siting, etc. Equally important, DLTA is used to help cities and towns to improve the efficiency and effectiveness of local service delivery, and to regionalize planning, procurement and the shared delivery of municipal services wherever possible.

Especially in small to medium-sized municipalities with limited staff of their own, this technical assistance is highly valued by municipal leaders, and the demand for DLTA assistance routinely outstrips the supply of funds. RPAs are able to direct funds to respond to and address your Administration's priorities, such as economic development, housing production, regionalization and shared services, and diversification of energy sources, among many others.

DLTA has been funded at $2.8 million for the last four budgets beginning in FY2014. This year, we are requesting that DLTA is level-funded at $2.8 million to allow the RPAs to continue to provide the wide range of services that our member municipalities require, and to support the Administration's Community Compact program which has greatly benefited from the leadership of Lt. Governor Polito.

Community Compact – line item 1599-0026
Request: Fund at $2 million (FY2017 figure: $1 million)

The RPAs have used DLTA to help communities implement "best practices" in one of your signature programs, the Community Compact. Last year, we agreed to dedicate 30% of our DLTA resources to Community Compact projects. However, across the Commonwealth, an overwhelming percentage of our DLTA projects aligned with Community Compact Best Practices. RPAs have completed projects that promote many of the Community Compact best practice areas, including Regionalization and Shared Services, Energy Efficiency and Renewable Energy, Climate Change Mitigation, Active

Transportation, Housing, Preparing for Success, and several others. During the FY2017 budget debate, MARPA and its partners advocated for the Community Compact program to be funded at $2.65 million. Moving forward, we hope the Community Compact program is funded at a level that allows for its expansion. Ideally, non-Compact communities and communities who already signed compacts will be able to continue to take advantage of this partnership with the Commonwealth.

Efficiency and Regionalization Grant – line item 1599-0026
Request: Fund at $2 million (FY2017 Figure: $2 million)

MARPA has assisted several of our communities to file applications for the Efficiency and Regionalization Grant program. This program aligns with MARPA's mission to promote regional collaboration and we look forward to continue working with your Administration to implement regionalization and other efficiency initiatives among municipal governments.

In addition to these funding priorities, MARPA has a continued commitment to investing sufficient resources that allow for protecting our environment and health, as well as providing housing opportunities for households with low incomes. We encourage you to increase funding for the administration of the **Department of Environmental Protection** (line item 2200-0100) and the **Massachusetts Rental Voucher Program (MRVP)** (line item 7004-9024).

We would also respectfully request that the Administration prioritize funding for two additional statewide priorities:

Opiate Crisis

Throughout the entire Commonwealth, people have suffered from the opiate and heroin epidemic. We hear from our residents stories of family members, friends, colleagues and neighbors whose lives have been destroyed because of this crisis. We commend you for putting a spotlight on this issue and for your deep concern about how it affects people in Massachusetts.

Last month, the Massachusetts Department of Public Health (DPH) reported 1,500 confirmed deaths attributed to opioid overdoses in the first nine months of 2016. As you look ahead to the FY18 budget, we hope that you will fund line items intended to combat the crisis and to arm our cities and towns with resources to both prevent and treat addiction.

Homelessness

Homelessness and access to affordable housing are one of the most common and pressing topics discussed between and among the Commonwealth's 13 RPAs. We encourage your Administration to continue to explore different approaches to addressing homelessness. We encourage our communities to support projects that allow low-income residents to find affordable, adequate, and conveniently-located housing in suburbs, as well as in cities to prevent displacement patterns. As you formulate your budget, please include funding for homeless shelters and programs that provide job training and housing assistance, such as the Massachusetts Rental Voucher Program (MRVP).

Massachusetts Association of Regional Planning Agencies

Thank you for your consideration of this letter. If you have any questions, please do not hesitate to contact me at 413-781-6045 or via email at tbrennan@pvpc.org.

Sincerely,

Tim Brennan
MARPA President and Executive Director
Pioneer Valley Planning Commission

cc: Lieutenant Governor Kayrn Polito
Secretary Kristen Lepore
Secretary Jay Ash
Secretary Daniel Bennett
Massachusetts RPA Directors

MASSACHUSETTS ASSOCIATION OF REGIONAL PLANNING AGENCIES (MARPA)

PROPOSED MARPA OPERATING BUDGET

FOR

FISCAL YEAR 2017

(July 1, 2016 through June 30, 2017)

Proposed for Approval at the MARPA Annual Meeting Scheduled on August 19, 2016 by:

OFFICERS AND MEMBERS OF MASSACHUSETTS ASSOCIATION OF REGIONAL PLANNING AGENCIES

FY 2017 budget prepared and distributed by:

MARPA Secretary/Treasurer:
Tim Brennan, Pioneer Valley Planning Commission

MASSACHUSETTS ASSOCIATION OF REGIONAL PLANNING AGENCIES (MARPA)

I. PROPOSED MARPA OPERATING BUDGET FOR THE 2017 FISCAL YEAR

A. Estimated MARPA Expenses - July 1, 2016 through June 30, 2017:

Budget Category	*Approved $ Amount for FY 2016*	*Proposed $ Amount for FY 2017*	*$ Net Change vs FY 2016*	*Remarks*
MARPA Program of Work Activities, Projects, Research and Complete Website Development for FY 2017	$ 16,500	$16,500	None	Carryover From FY 2016
MARPA Legislative Liaison Services Provided by MAPC for FY 2017	$ 12,000	$ 12,000	None	No Change
Administrative and Coordination Support Services to MARPA for FY 2017 Provided by the PVPC	$ 14,000	$ 14,000	None	No Change
MARPA Meeting Place Expenses for FY 2017	$ 6,500	$ 6,500	None	No Change
Legal Consultation Service (applicable to 10 RPAs)	$ 10,000	$ 10,000	None	Carryover From FY 2016
MARPA Website Support/Maintenance for 9 months of FY 2017*	- 0 -	$ 5,400	$+5,400	New Expense Category in FY 2017
Dues, Subscriptions, Sponsorships and Miscellaneous	$ 4,000	$ 5,000	$+1,000	Additional Activities
Contingencies in FY 2017 (@ 4.1% of budget)	$ 2,500	$ 3,496	$ +996	
Estimated Cash Reserve for FY 2017	$ 4,000	$ 12,600	None	Carryover From FY 2016
GRAND TOTAL	**$ 69,500**	**$ 85,496**	**$ +15,996**	

*Note: Estimated at 10 hours per month at $60/hour over 9 months for a total of $5,400 for FY 2017.

II. FORECAST OF MARPA DUES REVENUES FOR THE 2017 FISCAL YEAR

B. Estimated MARPA Dues Revenues - July 1, 2016 through June 30, 2017:

This proposed MARPA budget anticipates thirteen MARPA members and total estimated Fiscal Year 2017 dues receipts of $36,396.00. These FY 2017 dues receipts are to be combined with a projected carryover of $49,100 from the previous FY 2016 fiscal cycle for a combined revenue base of $85,496 in FY 2017.

Prepared by: Tim Brennan, Secretary/Treasurer
August 2016

2017 Proposed Operating Budget/Admin/MARPA/Budget

TWB/ikg

Commonwealth of Massachusetts

DEPARTMENT OF HOUSING & COMMUNITY DEVELOPMENT

Charles D. Baker, Governor ◆ Karyn E. Polito, Lt. Governor ◆ Chrystal Kornegay, Undersecretary

November 9, 2016

Mr. James R. Kelly, Chairman
Nantucket Board of Selectman
16 Broad Street
Nantucket, MA 02445

Dear Mr. Kelly:

The Department of Housing and Community Development (DHCD) approves the Town of Nantucket's Housing Production Plan (HPP) pursuant to 760 CMR 56.03(4). The effective date for the HPP is October 4, 2016, the date that DHCD received a complete plan submission. The HPP has a five year term and will expire on October 3, 2021.

Approval of your HPP allows the Town to request DHCD's Certification of Municipal Compliance when:

- Housing units affordable to low and moderate income households have been produced during one calendar year, totaling at least 0.5% (24 units) of year round housing units.
- All units produced are eligible to be counted on the Subsidized Housing Inventory (SHI). If you have questions about eligibility for the SHI, please visit our website at: www.mass.gov/dhcd.
- All units have been produced in accordance with the approved HPP and DHCD Guidelines.

I applaud your efforts to plan for the housing needs of Nantucket. Please contact Phillip DeMartino, Technical Assistance Coordinator, at (617) 573-1357 or Phillip.DeMartino@state.ma.us, if you need assistance as you implement your HPP.

Sincerely,

Louis Martin
Associate Director

cc Senator Daniel A. Wolf
Representative Timothy R. Madden
C. Elizabeth Gibson, Town Manager, Nantucket
Andrew Vorce, Director of Planning, Nantucket

NP&EDC

NANTUCKET PLANNING AND ECONOMIC DEVELOPMENT COMMISSION

NANTUCKET PLANNING & ECONOMIC DEVELOPMENT COMMISSION

2017 MEETING SCHEDULE*

TIME: 6:00 PM at 4 Fairgrounds Road

LOCATION: Public Safety Facility Training Room 2nd Floor

***Third Monday of every month** Except for Monday Holidays and additional exceptions noted below

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- **MONDAY, JANUARY 23, 2017 AT 6:00 PM**
- **THURSDAY, FEBRUARY 23, 2017 AT 6:00 PM**
- **MONDAY, MARCH 20, 2017 AT 6:00 PM**
- **THURSDAY, APRIL 20, 2017 AT 6:00 PM**
    - **RELEASE TIP, UPWP FOR PUBLIC REVIEW**
- **MONDAY, MAY 15, 2017 AT 6:00 PM**
    - **CLOSE PUBLIC REVIEW AND APPROVE TIP, UPWP**
- **MONDAY, JUNE 19, 2017 AT 6:00 PM**
- NO MEETING IN JULY
- **MONDAY, AUGUST 21, 2017 AT 6:00 PM**
- **MONDAY, SEPTEMBER 18, 2017 AT 6:00 PM**
- **MONDAY, OCTOBER 16, 2017 AT 6:00 PM**
- **MONDAY, NOVEMBER 20, 2017 AT 6:00 PM**
- **MONDAY, DECEMBER 18, 2017 AT 6:00 PM**

** Meeting times, dates , and locations are subject to change, if you have any questions please contact Eleanor W. Antonietti at the Planning and Land Use Services (PLUS) at 508.325.7587, extension 7010.*

DRAFT

In summary…

Linked regions	Time	Day of month
Pioneer Valley	10:00am	Need to be set and linked
Franklin	1:00pm	Need to be set and linked
Berkshire	4:00pm	4th Tuesday
Montachusett	1:00pm	Moved to 3rd or 4th Wednesday
Central Mass	4:30pm	Moved to 3rd of 4th Wednesday
Merrimack Valley	12:00pm	Need to be set and linked; ideally opposite Wednesday of CMMPO/MMPO
Northern Middlesex	2:30pm	Need to be set and linked; ideally opposite Wednesday of CMMPO/MMPO
Boston	10:00am	1st/3rd Thursday
Old Colony	10:00am	3rd Tuesday
Southeast Mass	1:00pm	3rd Tuesday
Cape Cod	1:00pm	3rd Monday
Martha's Vineyard	10:30am	3rd Wednesday
Nantucket	6:00pm	Needs to be set in 3rd/4th week of month; ideally not same night as BMPO or CMMPO

Transportation Planning Report
T. Michael Burns, AICP
January 23, 2017

This is a progress report of transportation-related activities as of **January 20, 2017.**

1. **Old South Road Corridor Transportation Study**

No change in status – Awaiting MassDOT approval of 3C Direct Cost Request

The NP&EDC approved an agreement with BETA, Inc. to provide services for this study. As $23,000 of the $35,000 for this study is to be funded by the 3C agreement with MassDOT, their authorization is necessary to execute the agreement. Attached is a detail of the schedule, budget, and BETA staff for this study.

2. **Cape Cod Canal Transportation Study**

Staff has included an excerpt from the MassDOT presentation on December 1st consisting of conditions, issues, and initial development of alternatives to improve traffic flow over and around the Sagamore and Bourne Bridges. If the NP&EDC has any comments regarding these alternative, staff will forward those to MassDOT for consideration.

3. **Public Participation Plan (PPP) – amendment to change public review for RTP, TIP, UPWP**

Staff has been requested by MassDOT to amend the PPP so that the public review period to approve or amend the Regional Transportation Plan, Transportation Improvement Program, and Unified Planning Work Program will be 21 days instead of 30 days. This amendment of the PPP requests a 45 day review period. Staff recommends the NP&EDC authorize a public review period as shown on the chart below.

January 23rd	Authorize public review of PPP amendment from January 30th to March 20th to change the public review for the RTP, TIP, and UPWP from 30 days to 21 days.
January 30th	Staff begins advertising the public review of the amendment.
February 23rd	Meeting to solicit public comment on the amendment.
March 20th	Meeting to end public review and approve the amendment.

4. **UPWP – Reallocation of hours to Task 3.1 – Livable/Sustainable/Complete Streets**

Staff is notifying the NP&EDC that a reallocation request will be made to MassDOT for the FFY2017 UPWP budget for staff hours. Staff anticipates additional time necessary for the Old South Road Corridor Study, Complete Streets Prioritization Plan, and participation in the Harbor Place/Transportation Center development process. One week of time will be reallocation from Parking Management and Bicycle/Pedestrian Planning so that a total of six weeks of time will be available for Livable/Sustainable/Complete Streets Planning. A table of the budget reallocation is attached.

5. **MassDOT request to relocate Direct Costs to Salaries and Overhead**

Staff was notified by MassDOT that the Direct Costs budget for the FFY2017 UPWP exceeded the amount shown in the FFY2014-2017 3C Contract by $1,893.06. Staff was unaware that there was a MassDOT policy to limit the budget only for Direct Costs to the amounts shown in the 3C Contract, but the budget for salaries and overhead is not limited to what is shown in the contract. Staff will participate in a meeting with David Mohler of MassDOT on January 27th as part of the monthly MARPA meeting for clarification.

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

Staff has continued assisting the NRTA and their consultant AECOM in developing an implementation strategy for smaller scope of year round service. This includes only the Miacomet Loop and an Old South Rd/Nobadeer Farm Rd Route. The NRTA would fund this service by doubling fares and other means, such as parking fees, parking permits, or increasing the Town Assessment by $114,000. This strategy was reviewed by the Selectmen Chair and Town Manager and resulted in a request for additional information potential ridership and success in other communities.

Staff has also participated in initial meetings with the Town Manager, Airport, and other Town officials regarding the parking area used for the Ferry Connector service. Staff has met with the Airport about possibly partnering in procuring parking management services for both the Airport parking lot and the 2FG parking lot if paid parking is to be used for 2FG. Staff will continue coordination to evaluate pricing structures for both lots and cost and type of available equipment.

7. **Coordination with the Civic League and Town Association on Transportation Issues**

No change in status this month.
Staff has been meeting with leadership from the Civic League and Town Association on potential issues that the groups could support and help implement. Attached is an email from Charles Stott on potential issues that could be supported by the groups.

8. **In-Town Bike Path – Phase 1 – Construction (Federal Aid)**
   0.24 mile path between Washington St. Extension and Orange St. via Rail Road ROW
   Total Bid Amount: $2,440,770.00

The contractor, Northern Construction, has begun work on the first phase of the project. Although a construction schedule has not been provided, the construction contract expires at the end of September 2017, and staff has been informed that it is anticipated that construction could be completed by June 2017. Staff has assisted and will continue to assist the contractor and MassDOT with coordination with property owners and various Town departments as needed.

9. **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 participated in a conference call with Dave Fredericks, Verizon, and NGRID on the feasibility of undergrounding utilities along Washington Street. NGRID will provide details of a feeder upgrade to improve electric distribution that's currently being developed and will need to be coordinated with the improvements along Washington and Orange Streets.

10. **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

Staff has reviewed a final draft of the plan with DPW and Bracken Engineering. The path has been realigned so that is uses the layout of North Mill St and Mill Hill Rd to connect with the Woodland Hills subdivision. Once small corrections are made to the plan, the project could be bid and constructed for the 2017 summer season.

11. **Milk Street Extension Path – Design/Construction (Local Aid)**
    2,485 linear foot extension of the Hummock Pond Road Bike Path to Mt Vernon Street

No change in status this month.
The construction of this project has started and should be completed by June 2017.

12. Surfside Rd/Bartlett Rd Roundabout

No change in status this month.
The Town has received approval to proceed with advancing this project through the MassDOT design review process and including the project in the TIP for construction in a future year (FY2019). Staff will also assist the Town to secure engineering services from a MassDOT pre-qualified firm.

13. Downtown Sidewalk Improvements

Staff has provided Town Administration and DPW with a draft strategy for implementing the initial phase of improvements along a portion of Main St and in the vicinity of the ferries. The Town Manager has established a work group to review and refine the conceptual scope of improvements that have been funded. Improvements to the south side of Main Street will be prioritized over other segments that need additional engineering refinements.

14. Complete Streets Prioritization Plan

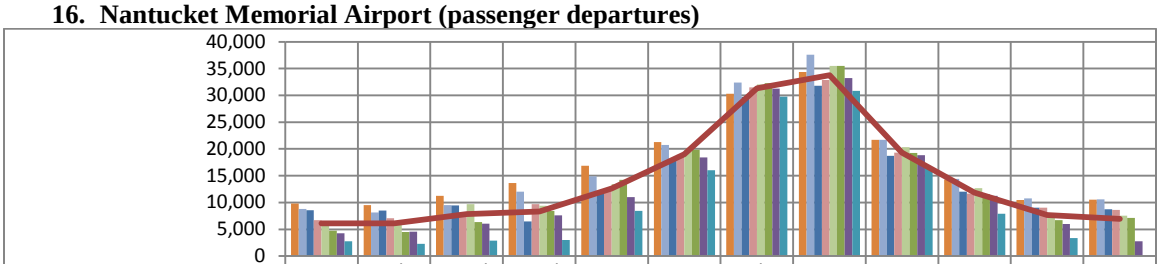
No change in status this month.
The Town has received an executed agreement for technical assistance with the prioritization plan. The Town will be using BETA Group, Inc. for these services. A contract is to be executed between the Town and BETA, with the plan is to be completed by June 30, 2017.

15. Bicycle and Pedestrian Advisory Committee

BPAC continues to meet monthly and has participated in conference calls with MassDOT regarding the updating of the statewide bicycle and pedestrian plans.

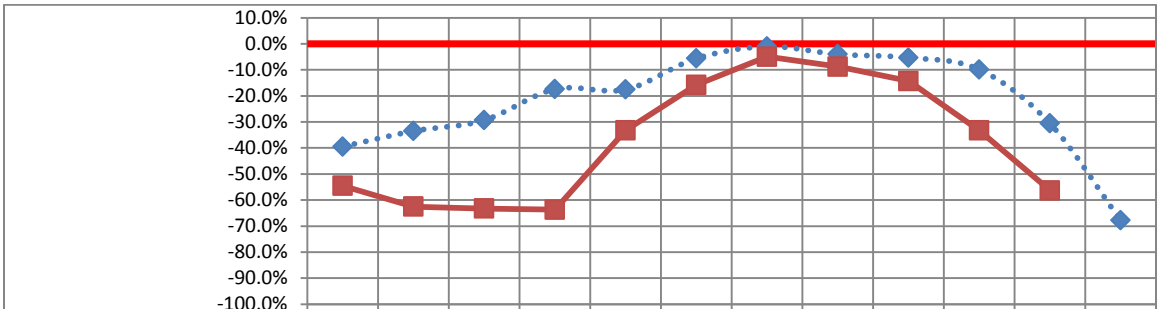
<u>Summary of Airport and Ferry Statistics:</u>

16. Nantucket Memorial Airport (passenger departures)



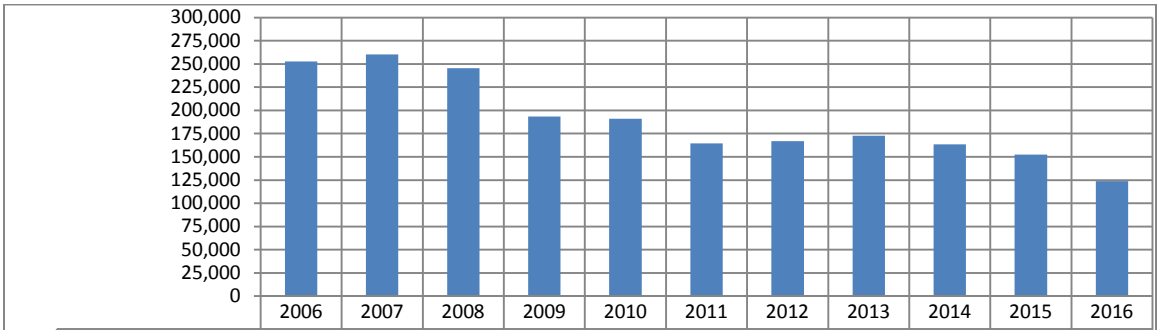
	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
2009	9,796	9,502	11,252	13,661	16,870	21,284	30,288	34,380	21,727	14,268	10,465	10,507
2010	8,777	8,140	9,506	12,053	14,869	20,776	32,392	37,572	21,707	14,442	10,791	10,613
2011	8,544	8,523	9,480	6,455	11,996	18,136	29,694	31,788	18,744	12,012	9,029	8,752
2012	6,729	7,047	7,627	9,674	12,381	18,924	31,484	32,852	19,333	11,696	9,026	8,647
2013	6,183	5,893	9,674	9,407	13,479	19,847	32,009	35,512	20,330	12,665	7,717	7,534
2014	4,728	4,506	6,358	8,453	14,230	19,841	32,285	35,503	19,247	11,561	6,690	7,152
2015	4,233	4,536	6,026	7,607	11,039	18,411	31,250	33,252	18,822	11,246	6,007	2,752
2016	2,766	2,287	2,879	3,022	8,432	16,037	29,787	30,830	16,542	7,899	3,358	
5-Year Monthly Ave.	6,083	6,101	7,833	8,319	12,625	19,032	31,344	33,781	19,295	11,836	7,694	6,967

Chart 1. Total Enplanements (Departures)



	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
2015 vs 5-Year Ave.	-39.5%	-33.5%	-29.3%	-17.4%	-17.6%	-5.6%	-1.0%	-4.0%	-5.3%	-9.9%	-30.6%	-67.8%
2016 vs 5-Year Ave.	-54.5%	-62.5%	-63.2%	-63.7%	-33.2%	-15.7%	-5.0%	-8.7%	-14.3%	-33.3%	-56.4%	

Chart 2. Monthly Enplanement versus 5-Year Average

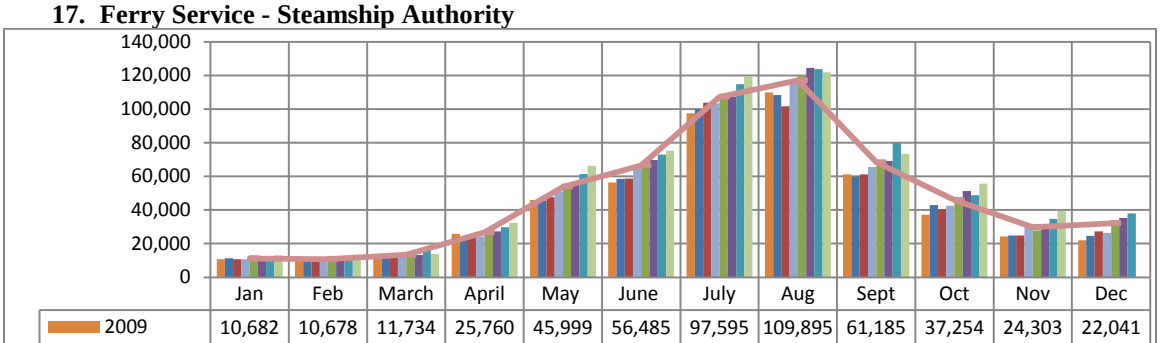


	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
To date comparison	252,533	260,232	245,461	193,493	191,025	164,401	166,773	172,716	163,402	152,429	123,839

Chart 3. Annual Enplanements "To Date" Comparison

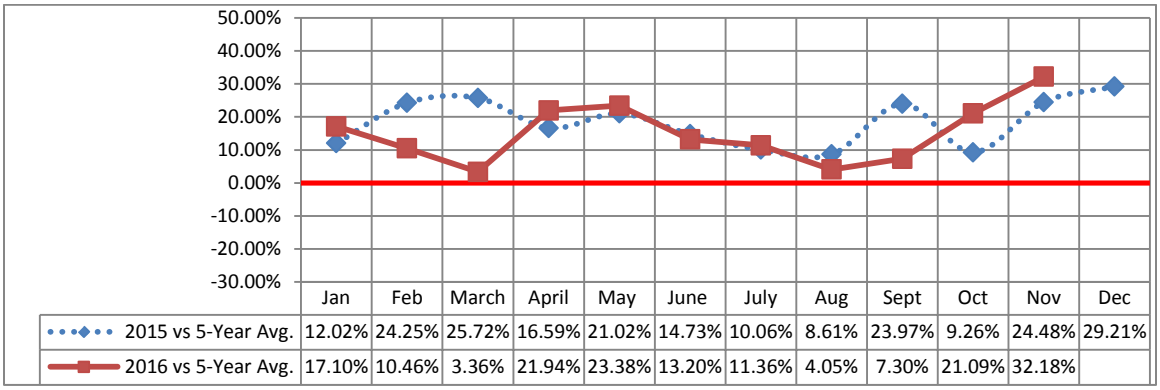
The above charts depict airport departures for each month of the last five years. Chart 1 shows the total number of departures for each month. Chart 2 shows the percent of change for each month compared to the five-year average for that month. Chart 3 shows the total enplanements for each year up to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

17. Ferry Service - Steamship Authority



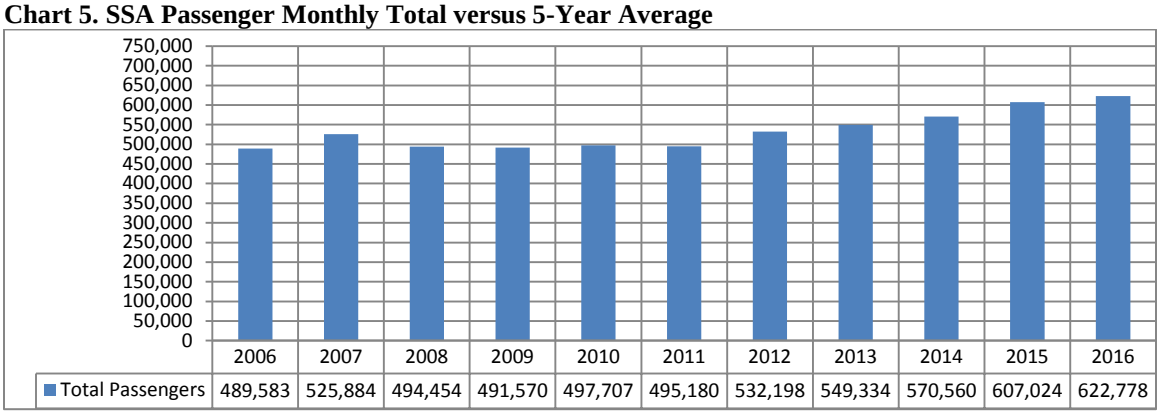
	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
2009	10,682	10,678	11,734	25,760	45,999	56,485	97,595	109,895	61,185	37,254	24,303	22,041
2010	11,377	10,432	12,208	23,683	45,625	58,553	99,924	108,302	59,921	42,908	24,774	24,620
2011	10,724	10,686	12,095	23,546	47,633	58,764	103,780	101,687	61,091	40,378	24,796	27,338
2012	10,677	10,760	13,156	24,175	51,131	64,540	103,360	115,532	65,596	42,481	30,790	26,341
2013	10,944	9,482	12,526	28,646	53,361	66,688	107,190	119,895	66,237	46,544	27,821	33,649
2014	11,101	10,208	13,182	27,297	55,525	69,717	107,359	124,568	69,080	51,320	31,203	35,292
2015	12,282	12,815	15,883	29,696	61,302	73,031	114,816	123,809	79,819	48,870	34,701	38,051
2016	13,052	11,919	13,818	32,523	66,364	75,333	119,495	121,840	73,357	55,604	39,473	
5-Year Ave.	11,146	10,790	13,368	26,672	53,790	66,548	107,301	117,098	68,365	45,919	29,862	32,134

Chart 4. Total Passengers To/From Nantucket via SSA



	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
2015 vs 5-Year Avg.	12.02%	24.25%	25.72%	16.59%	21.02%	14.73%	10.06%	8.61%	23.97%	9.26%	24.48%	29.21%
2016 vs 5-Year Avg.	17.10%	10.46%	3.36%	21.94%	23.38%	13.20%	11.36%	4.05%	7.30%	21.09%	32.18%	

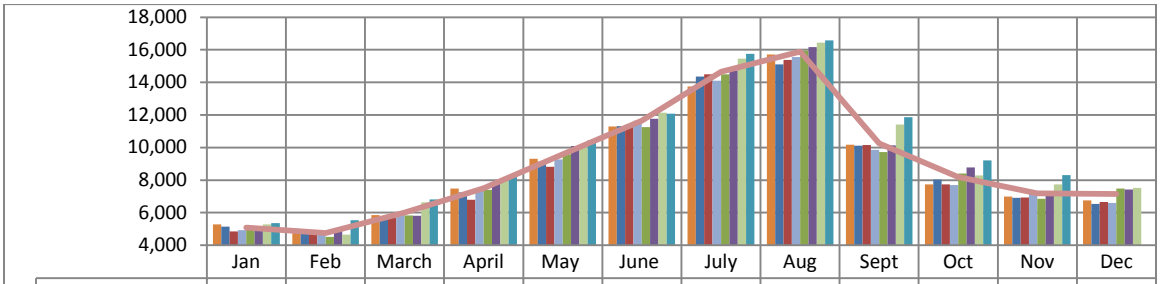
Chart 5. SSA Passenger Monthly Total versus 5-Year Average



	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Total Passengers	489,583	525,884	494,454	491,570	497,707	495,180	532,198	549,334	570,560	607,024	622,778

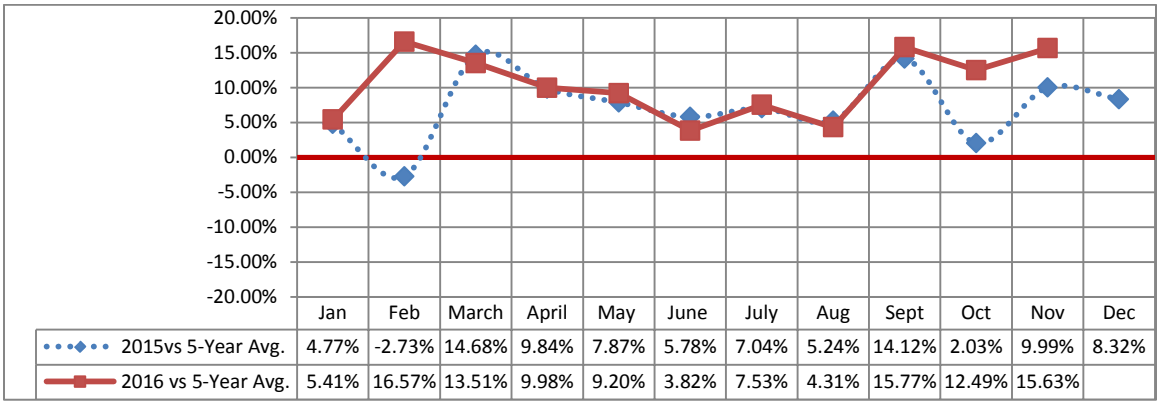
Chart 6. Annual SSA Passengers - "To Date" Comparison

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.



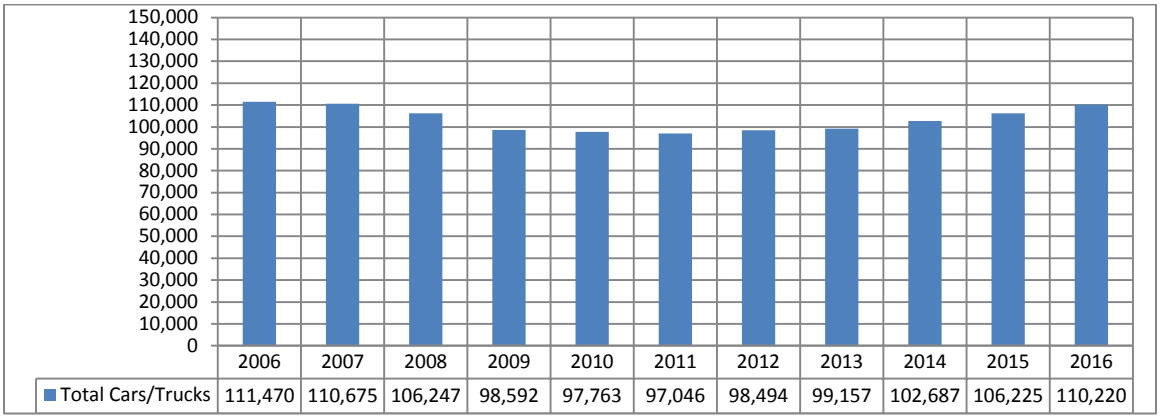
	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
2009	5,275	5,015	5,846	7,488	9,317	11,303	13,744	15,708	10,183	7,729	6,984	6,757
2010	5,136	4,857	5,556	7,251	9,127	11,315	14,363	15,104	10,122	8,027	6,905	6,542
2011	4,856	4,819	5,675	6,799	8,811	11,393	14,488	15,378	10,150	7,746	6,931	6,658
2012	4,927	4,862	6,056	7,359	9,273	11,646	14,094	15,560	9,860	7,699	7,158	6,602
2013	5,142	4,515	5,834	7,407	9,581	11,247	14,503	15,944	9,730	8,403	6,851	7,490
2014	5,185	4,905	5,807	7,843	10,095	11,772	14,726	16,157	10,130	8,773	7,294	7,428
2015	5,290	4,661	6,635	8,053	10,115	12,138	15,451	16,447	11,410	8,295	7,730	7,522
2016	5,355	5,540	6,812	8,240	10,456	12,084	15,755	16,583	11,873	9,205	8,317	
5-Year Ave.	5,080	4,752	6,001	7,492	9,575	11,639	14,652	15,897	10,256	8,183	7,193	7,140

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



	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
2015vs 5-Year Avg.	4.77%	-2.73%	14.68%	9.84%	7.87%	5.78%	7.04%	5.24%	14.12%	2.03%	9.99%	8.32%
2016 vs 5-Year Avg.	5.41%	16.57%	13.51%	9.98%	9.20%	3.82%	7.53%	4.31%	15.77%	12.49%	15.63%	

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



	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Total Cars/Trucks	111,470	110,675	106,247	98,592	97,763	97,046	98,494	99,157	102,687	106,225	110,220

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.