

Martha's Vineyard Commission (MVC) Unified Planning Work Program (UPWP) for Federal Fiscal Year (FFY) 2024

October 1, 2023 – September 30, 2024
Transportation Planning Activities in the
County of Dukes County, Massachusetts



Edgartown Harbor

Martha's Vineyard Commission
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This document was prepared by the Martha's Vineyard Commission in cooperation with the Massachusetts Department of Transportation - Highway Division, the Federal Highway Administration, the Federal Transit Administration, and the Martha's Vineyard Regional Transit Authority.

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Participants

Martha's Vineyard Committee of Signatories

Gina Fiandaca	Secretary and Chief Executive Officer (CEO), MassDOT
Jonathan Gulliver	Administrator, MassDOT Highway Division
Joan Malkin	Chairman, Martha's Vineyard Commission (MVC)
Alice Butler	Chairman, Vineyard Transit Authority (VTA)

Martha's Vineyard Joint Transportation Committee

Voting Members

Jeffrey Madison	Town of Aquinnah
Peter Cook	Town of Chilmark
Allan DeBettencourt	Town of Edgartown
Richard Combra, Jr.	Town of Oak Bluffs
Kirk Metell	Town of Tisbury
Matthew Sudarsky	Town of West Tisbury
Leon Brathwaite	County of Dukes County
Durwood Vanderhoop	Wampanoag Tribe of Gay Head/Aquinnah
Adam Turner	Martha's Vineyard Commission (MVC)
Angela Gompert	Vineyard Transit Authority (VTA)

Ex-Officio Members (Non-Voting)

Raissah Kouame	MassDOT, Office of Transportation Planning
Joi Singh	Federal Highway Administration (FHWA)
Peter Butler	Federal Transit Administration (FTA)
Alison Fletcher	Steamship Authority (SSA)
Greg Politz	Bicycle and Pedestrian Committee (BPAC)
Geoffrey Freeman	Martha's Vineyard Airport
Pamela Haznar, P.E.	MassDOT District 5
Barbara Lachance	MassDOT District 5
William Veno	Martha's Vineyard Commission

Staff of the Martha's Vineyard Commission

* Percentage of Staff Time

Adam Turner	Executive Director	(10%)
William Veno	Senior Planner	(15%)
Michael Mauro	Transportation Program Manager	(85%)
Dan Doyle	Special Projects Planner	(30%)
Chris Seidel	Cartographer/GIS Coordinator	(15%)
Liz Durkee	Climate Change Planner	(15%)
Rich Saltzberg	DRI Coordinator	(10%)
Alex Elvin	Research/Communications Manager	(15%)
Lucy Morrison	Executive Assistant	
Laura Silber	Island Housing Planner	
Sheri Caseau	Water Resources Planner	
Curt Schroeder	Administrator and Chief Fiscal Officer	

Percentages indicate the approximate portion that each staff member devotes to implementation of the UPWP

Certification of the Martha's Vineyard Transportation Planning Process

The Martha's Vineyard Metropolitan Planning Organization certifies that its conduct of the metropolitan transportation planning process complies with all applicable requirements, which are listed below, and that this process includes activities to support the development and implementation of the Regional Long-Range Transportation Plan and Air Quality Conformity Determination, the Transportation Improvement Program and Air Quality Conformity Determination, and the Unified Planning Work Program.

1. 23 USC 134, 49 USC 5303, and this subpart.
2. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 USC 7504, 7506 (c) and (d) and 40 CFR part 93 and for applicable State Implementation Plan projects.
3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR Part 21.
4. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.
5. Section 1101 (b) of the Fast Act (Pub. L. 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in U.S. DOT-funded projects.
6. 23 CFR part 230, regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.
7. The provisions of the US DOT and of the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.) and 49 CFR Parts 27, 37, and 38.
8. The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance.
9. Section 324 of Title 23 USC regarding the prohibition of discrimination based on gender.
10. Section 504 of the Rehabilitation Act of 1973 (29 USC 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.
11. Anti-lobbying restrictions found in 49 USC Part 20. No appropriated funds may be expended by a recipient to influence or attempt to influence an officer or employee of any agency, or a member of Congress, in connection with the awarding of any federal contract.



for _____

Gina Fiandaca, Secretary and Chief Executive Officer
Massachusetts Department of Transportation

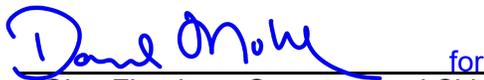
May 30, 2023

Date

310 CMR 60.05: Global Warming Solutions Act Requirements for Transportation

This will certify that the Transportation Improvement Program and Air Quality Conformity Determination for the Martha's Vineyard Metropolitan Planning Organization Long Range Transportation Plan is in compliance with all applicable requirements in the State Regulation 310 CMR 60.05: Global Warming Solutions Act Requirements for Transportation. The regulation requires the MPO to:

1. 310 CMR 60.05(5)(a)1.: Evaluate and report the aggregate transportation GHG emissions impacts of RTPs and TIPs;
2. 310 CMR 60.05(5)(a)2.: In consultation with MassDOT, develop and utilize procedures to prioritize and select projects in RTPs and TIPs based on factors that include aggregate transportation GHG emissions impacts;
3. 310 CMR 60.05(5)(a)3.: Quantify net transportation GHG emissions impacts resulting from the projects in RTPs and TIPs and certify in a statement included with RTPs and TIPs pursuant to 23 CFR Part 450 that the MPO has made efforts to minimize aggregate transportation GHG emissions impacts;
4. 310 CMR 60.05(5)(a)4.: Determine in consultation with the RPA that the appropriate planning assumptions used for transportation GHG emissions modeling are consistent with local land use policies, or that local authorities have made documented and credible commitments to establishing such consistency;
5. 310 CMR 60.05(8)(a)2.a.: Develop RTPs and TIPs;
6. 310 CMR 60.05(8)(a)2.b.: Ensure that RPAs are using appropriate planning assumptions;
7. 310 CMR 60.05(8)(a)2.c.: Perform regional aggregate transportation GHG emissions impact analysis of RTPs and TIPs;
8. 310 CMR 60.05(8)(a)2.d.: Calculate aggregate transportation GHG emissions impacts for RTPs and TIPs;
9. 310 CMR 60.05(8)(a)2.e.: Develop public consultation procedures for aggregate transportation GHG emissions impact reporting and related GWSA requirements consistent with current and approved regional public participation plans;
10. 310 CMR 60.05(8)(c): Prior to making final endorsements on the RTPs, TIPs, STIPs, and projects included in these plans, MassDOT and the MPOs shall include the aggregate transportation GHG emission impact assessment in RTPs, TIPs, and STIPs and provide an opportunity for public review and comment on the RTPs, TIPs, and STIPs; and
11. 310 CMR 60.05(8)(a)1.c.: After a final GHG assessment has been made by MassDOT and the MPOs, MassDOT and the MPOs shall submit MPO-endorsed RTPs, TIPs, STIPs or projects within 30 days of endorsement to the Department for review of the GHG assessment.

 for

Gina Fiandaca, Secretary and Chief Executive Officer
Massachusetts Department of Transportation

May 30, 2023

Date

Introduction

Martha's Vineyard Commission

The Martha's Vineyard Commission ("MVC") is a Regional Planning Agency ("RPA") in the Commonwealth of Massachusetts. Ten of the thirteen RPAs are federally designated Metropolitan Planning Organizations ("MPOs"). Federal regulations require that an MPO be formed in urban areas with a population of 50,000 or more. While Martha's Vineyard, Nantucket, and the Franklin County Region do not meet the minimum population criteria in federal law, the Commonwealth of Massachusetts designated these RPAs as local MPOs for the purpose of transportation planning in Massachusetts. The Massachusetts Department of Transportation (MassDOT) provides planning funds for transportation planning in these regions, essentially treating them as small MPO's.

The decision-making body, or MPO, is responsible for conducting a continuing, cooperative, and comprehensive (3C) transportation planning process that results in plans and programs that consider all transportation modes and that support the communities' goals. The MPO must plan for the movement of both people and goods within the Region by all modes of travel, including roadways, public transportation, bicycles, ferries, airplanes, and foot. It also plans for the connections linking these modes.

In its role as the region's RPA, the Martha's Vineyard Commission provides staff support and follows federal transportation planning regulations, including the participation of citizens and advisory groups in transportation decision-making. The Joint Transportation Committee (JTC) holds open public meetings, considers and votes on the transportation planning documents and projects.

Federal Title VI/Nondiscrimination Protections

The Martha's Vineyard Metropolitan Planning Organization (MVMPO) operates its programs, services and activities in compliance with federal nondiscrimination laws including Title VI of the Civil Rights Act of 1964 (Title VI), the Civil Rights Restoration Act of 1987, and related statutes and regulations. Title VI prohibits discrimination in federally assisted programs and requires that no person in the United States of America shall, on the grounds of race, color or national origin (including limited English proficiency) be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal assistance. Related federal nondiscrimination laws administered by the Federal Highway Administration, the Federal Transit Administration, or both prohibit discrimination on the basis of age, sex, and disability. These protected categories are contemplated with MVMPO's Title VI Programs consistent with federal interpretation and administration. Additionally, MVMPO provides meaningful access to its programs, services, and activities to individuals with limited English proficiency, in compliance with UD Department of Transportation policy and guidance on federal Executive Order 13166.

State Nondiscrimination Protections

The MVMPO also complies with the Massachusetts Public Accommodation Law, M.G.L. c 272 §§92a, 98, 98a, Prohibiting making any distinction, discrimination, or restriction in admission to or treatment in a place of public accommodation based on race, color, religious creed, national origin, sex, sexual orientation, disability, or ancestry. Likewise, MVMPO complies with the Governor's Executive Order 526, section 4 requiring all programs, activities, and services provided, performed, licensed, chartered, funded, regulated, or contracted by the state shall be conducted without unlawful discrimination based on race, color, age, gender, ethnicity, sexual orientation, gender identity or expression, religion, creed, ancestry, national origin, disability, veteran's status (including Vietnam-era veterans), or background.

Additional Information

To request additional information regarding Title VI and related federal and state nondiscrimination obligations, please contact:

Curtis Schroeder
MVC Title VI Coordinator
Martha's Vineyard Commission
P.O. Box 1447
Oak Bluffs, MA 02557
(508) 693-3453 ext.12
info@mvcommission.org

Complaint Filing

To file a complaint alleging a violation of Title VI or related federal nondiscrimination law, contact the Title VI Specialist (above) within 180 days of the alleged discriminatory conduct. To file a complaint alleging a violation of the state's Public Accommodation Law, contact the Massachusetts Commission Against Discrimination within 300 days of the alleged discriminator conduct at:

Massachusetts Commission Against Discrimination (MCAD) One
Ashburton Place, 6th Floor
Boston, MA 02109
617-994-6000

TTY: 617-994-6296

For additional copies of this document or to request a copy in an accessible format, please mail to:

Martha's Vineyard Commission
P.O. Box 1447
Oak Bluffs, MA 02557
Phone:(508) 693-3453
Fax:(508) 693-7894
Email:info@mvcommission.org

The document is also available for download on our website at www.mvcommission.org

If this information is needed in another language, please contact the MVC Title VI Specialist at 508-693-3453 ext. 12

Translation Services:

Portuguese: Caso esta informação seja necessária em outro idioma, favor contar o Especialista em Título VI do MVC pelo telefone 508-693-3453.

Spanish: Si necesita esta información en otro idioma, por favor contacte al especialista de MVC del Título VI al 508-693-3453

Equity Analyses: Are there regional/community equity concerns that you know of that are not effectively reflected in the current analytical approach? Ex: particular demographic clusters do not present in the data; contextual or anecdotal information about community needs that are not easily identified through demographic data. Can you suggest equity analysis methodology improvements to capture or document those equity considerations more effectively?

Martha's Vineyard is a small island where communities and clusters blend together. There is a section of Tribal housing that might be identified as a particular demographic cluster, but other than that there are not distinct neighborhoods or communities that exhibit specific tendencies. In terms of data, the MVC installed automated traffic counters that individuals might

Project planning centers around the fact that most island locations operate differently on a seasonal or non-seasonal basis, elderly residents need services, and short-term employees require transportation as they frequently do not have vehicles. Planning also centers on alternative transportation methods and facilities that could be used by all. It is our view that we have made progress in each area given our financial parameters, although more needs to be done.

Transportation improvement funds normally have a regional focus. Evaluating projects' benefits and burdens are evaluated on their regional benefit to the island. For example, regional bike paths and funding additional bicycle and pedestrian pathways are programmed over the next 4 years with State/Federal funding.

We also are heavily integrated into the Martha's Vineyard Transit Authority and provide support to their funding and other programs.

Equity concerns then are macro in scale and construction projects are programmed for that, while program funding mainly concerns the ability to operate and finance a sole mass transit option that is constantly funding challenged. Smaller alternative systems for mass transit are being developed, but again, our scale is challenging. One group of specific concerns is the transportation needs for seniors. These needs are well established through user comment and surveys. Facilities to meet their needs are being addressed and might be included in future TIP or UPWP.

We are using permanent roadway counters to record traffic on a permanent regular systematic basis so that trends in both seasonal and non-seasonal conditions are collected. These counts are available to the public via our web site or the state web site. We also will be in a better position to evaluate micro conditions given that our macro viewpoints are taken care of. Finally, we will work more closely with the Wampanoag Tribe of Gay Head to ensure their specific needs are identified.

We find that one statewide equity measure methodology statewide is not enough. These measures described in this Title VI memo are important, but the questions used here are developed for larger areas and really don't consider our needs and programs. We still suggest that equity performance measures for rural areas be developed separately from MPO's that service larger populations or geographic areas.

Equity Impacts on MPO Activities: Have equity considerations impacted a project score, work task, or programming decision in your region? Based on these observations, are there recommendations for improvement as to how equity and context specific considerations are incorporated into these decisions? How are community needs and priorities incorporated into or reflected within these decisions?

We are a small island, so a precise evaluation of equity populations is difficult to produce, and mostly not of benefit. We do score projects, but equity considerations have not come into play. Our funding is limited and we basically program for maximum island-wide benefit. There are no easy ways to quantify this, such as determining that a certain location is more deserving

We program funds to mass transit in general, as this is a vital program to island residents of all levels and circumstances. We pay attention specifically to funding that program. We also have focused on alternative transportation projects such as programmed bicycle and pedestrian projects, which provide targeted benefit to equity populations. Equity considerations in a locational manner specifically have not impacted our scoring on projects.

We integrate with the public and others on numerous occasions. Given the number and mission of the numerous non- profits, project planning normally requires evaluation of workforce and other groups. The MVC has commissioned and participated in several planning studies that evaluate need based on income, especially in the senior sector.

The argument that planning is focused on regional needs is consistent with the Island which is different and unique due to its smaller size. Most projects selected benefit island wide populations because we all travel the same roads. While review of data reveals that Oak Bluffs and parts of Tisbury have more than 15% of minority population however there are no specific areas where minority populations reside. Rather various populations group reside together. Oak Bluffs in general is a melting pot to some extent.

The transportation funds provided to the Vineyard are limited especially given the added cost of doing business. We are focused on providing maximum benefits. Our next four-year of TIP projects are all devoted to pedestrian and bicycle access projects.

The VTA system provides service to many Vineyards including Tribal, African American and/or Portuguese speaking workers. The system has utilized TIP funding recently as buses are integral parts of the transportation network on Island. The system is also focused on providing service to disabled residents.

All VTA buses are lift-equipped vehicles. VTA drivers Assist are trained to assist customers who require special attention. Service animals, such as, (but not limited to) seeing-eye dogs to accompany customers with disabilities on the vehicles, without requiring a harness or certification for the animal and customers with disabilities are able to travel on the vehicle with a respirator or personal oxygen supply.

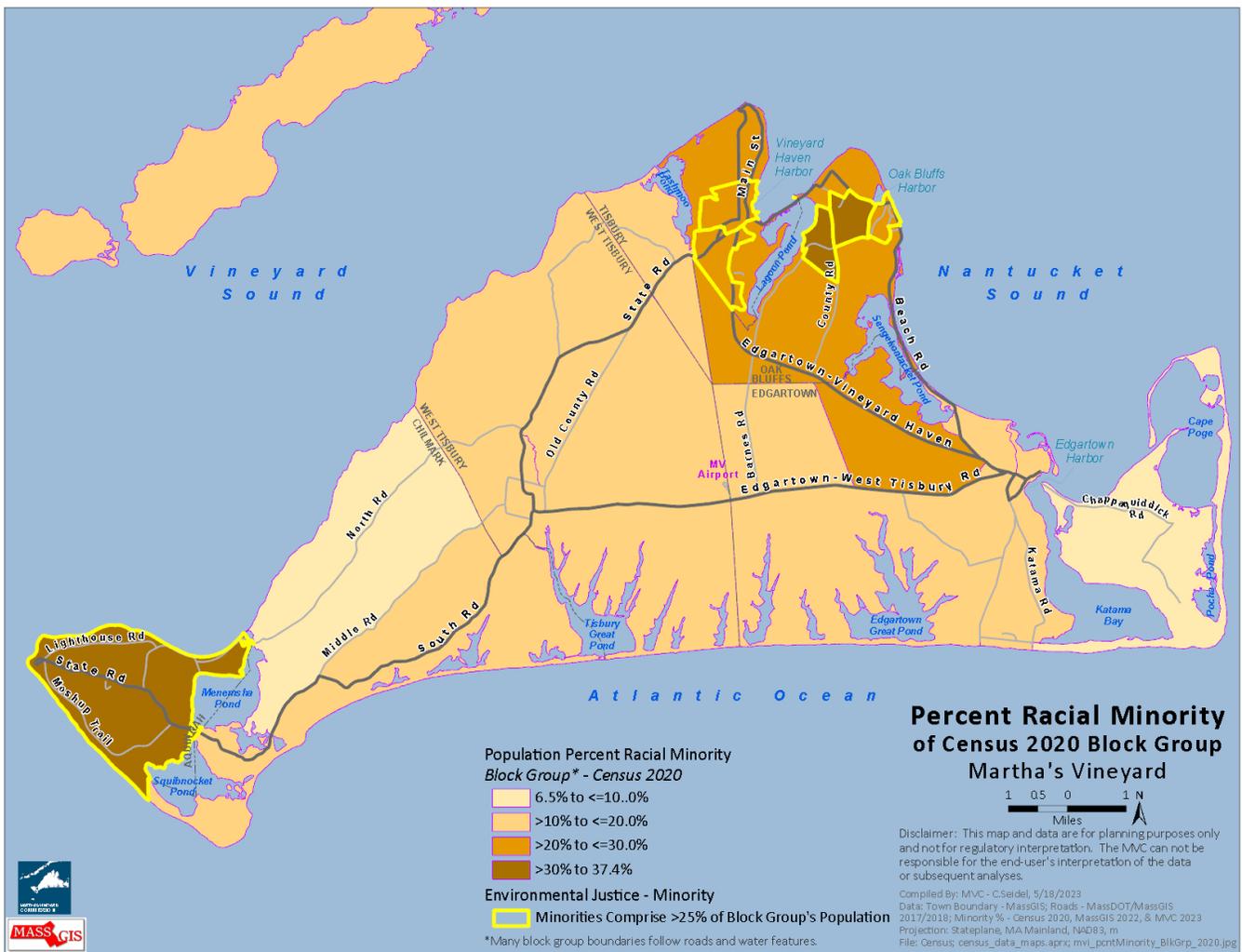
This year the VTA was forced to make budget adjustments that caused certain routes to be cancelled or curtailed. One of these routes involved the tribe. We are currently assessing those decisions and looking for solutions to reinstate this service.

Funding Distribution of Transportation Dollars

The Martha's Vineyard Transit Authority (VTA) bus routes cover the entire island. Transit investments are designed and completed by the VTA, in coordination with the Towns and with input from the public and the VTA's consumer advisory board. Since the transit service is established island-wide, the methodology for future growth comes more in the form of supporting the VTA to keep operations current, assistance in TIP funding should the federal highway funding not be used for roads, and with further integrating transit in the other areas of growth on the Island.

The MVC and the VTA work cooperatively to ensure that transit services meet the needs of the community. The MVC has committed to assisting the VTA with consumer surveys to measure customer satisfaction. In addition, the MVC oversees developments of regional impact and involves the VTA to ensure that transit is one of the key elements considered when projects are going through the approval process. The MVC has and will continue to support the VTA with technical support and grant writing assistance, as needed.

Recently, the VTA has embarked on transitioning their bus fleet from diesel to all battery electric buses. The goal is having an entirely electric fleet within the next seven years. This has resulted in improvements to provide renewable energy charging stations and other infrastructure improvements as well as bus purchases.



BIPARTISAN INFRASTRUCTURE BILL & PLANNING EMPHASIS AREAS

With the recent passing of the Bipartisan Infrastructure Bill (BIL), Massachusetts received a five-year apportionment that includes \$5.4 billion in highway formula funds, \$2.8 billion in transit formula funding, over \$110 billion in discretionary program funds.

Based upon an assumed obligation authority of 90% (five-year rolling average), for FY23-FY26 the statewide increase in STIP funding is \$442.2 million and the increase in overall regional target funding is \$150.7 million. Funds are appropriated in categories as follows:

Contract Authority is used for programs funded from the Highway Trust Fund. It is established by a reauthorization act and is not subject to annual appropriation. However, Congress annually imposes an overall obligation limitation that constrains the maximum amount of contract authority. Approximately 83% of the transportation funding in BIL is contract authority.

Supplemental Appropriations are appropriations made in a reauthorization act instead of the annual appropriations bill. They are self-effectuating and not subject to the annual obligation ceiling. Approximately 13% of the transportation funding in BIL is supplemental appropriations.

Authorizations Subject to Appropriation are program amounts that are included in a reauthorization act but require a subsequent appropriation to effectuate. Approximately 4% of the transportation funding in BIL is subject to future appropriation.

Planning Emphasis Areas:

Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future Federal Highway Administration (FHWA) divisions and Federal Transit Administration (FTA) regional offices should work with State departments of transportation (State DOT), metropolitan planning organizations (MPO), and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Field offices should encourage State DOTs and MPOs to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users, and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation ; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions. We encourage you to visit FHWA's Sustainable Transportation or FTA's Transit and Sustainability Webpages for more information. (See EO 14008 on "Tackling the Climate Crisis at Home and Abroad," EO 13990 on "Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis." EO 14030 on "Climate-Related Financial Risk," See also FHWA Order 5520 "Transportation System Preparedness and Resilience to Extreme Weather Events,"

FTA's "Hazard Mitigation Cost Effectiveness Tool," FTA's "Emergency Relief Manual," and "TCRP Document 70: Improving the Resilience of Transit Systems Threatened by Natural Disasters")

Equity and Justice⁴⁰ in Transportation Planning FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. We encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations. Executive Order 13985 (Advancing Racial Equity and Support for Underserved Communities) defines the term "equity" as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian 3 Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term "underserved communities" refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of "equity." In addition, Executive Order 14008 and M-21-28 provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities. FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to review current and new metropolitan transportation plans to advance Federal investments to disadvantaged communities. To accomplish both initiatives, our joint planning processes should support State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care.

Complete Streets FHWA Division and FTA regional offices should work with State DOTs, MPOs and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles. A complete street is safe, and feels safe, for everyone using the street. FHWA

and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network. Per the National Highway Traffic Safety Administration’s 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles. To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

Public Involvement Early, effective, and continuous public involvement brings diverse viewpoints into the decisionmaking process. FHWA Division and FTA regional offices should encourage MPOs, State DOTs, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decisionmaking processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs. More information on VPI is available [here](#).

Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD’s facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The 64,200-mile

STRAHNET system consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) studies. These can be a useful resource in the State and MPO areas covered by these route analyses.

Federal Land Management Agency (FLMA) Coordination FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMAs, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands 5 Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

Planning and Environment Linkages (PEL) FHWA Division and FTA regional offices should encourage State DOTs, MPOs and Public Transportation Agencies to implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decisionmaking that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources. More information on PEL is available [here](#).

Data in Transportation Planning To address the emerging topic areas of data sharing, needs, and analytics, FHWA Division and FTA regional offices should encourage State DOTs, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decisionmaking at the State, MPO, regional, and local levels for all parties.

Unified Planning Work Program (UPWP)

This Unified Planning Work Program (UPWP) describes and provides budgetary information for the transportation planning tasks and activities, which are to be conducted in the region during the coming year. The Unified Planning Work Program is a federally required certification document, which must be prepared and endorsed annually by the Martha's Vineyard MPO, prior to the start of the planning program. The Martha's Vineyard Commission has the responsibility of preparing the Unified Planning Work Program. The planning activities are organized first by work element in a format that will allow efficient administration, management, and reporting. The transportation planning activities are described as a procedure under specific work tasks. For each procedure, the anticipated accomplishment or product and the estimated manpower resources needed are also given. For each work task the total staffing requirements, task budget, and sources of funding are given.

The UPWP is also guided by visions, goals, and objectives as laid out in the Regional Transportation Plan (RTP) for 2020-2040. The plan comes at a time of transition for Martha's Vineyard. As seasonal crowds continue to grow, and vehicles continue to strain the Island's roadways and other infrastructure, transportation planning has focused more intently on alternatives to single-occupant automobile use. At the same time, state, and global action regarding climate change has helped generate Island wide advocacy and planning efforts that aim in part to reduce fossil fuel use in the transportation sector. Rising sea levels associated with climate change will have a particular impact on the Island's roadways, some of which will need to be reconfigured or protected because of increased flooding during storms.

The UPWP in draft form is discussed at one or more of the public meetings of the Martha's Vineyard Joint Transportation Committee (JTC), which comprises representatives of the municipalities of Dukes County, the County of Dukes County, Martha's Vineyard Commission, the Martha's Vineyard Regional Transit Authority (VTA), Martha's Vineyard Airport, providers of transportation services including the Steamship Authority (SSA), the Wampanoag Tribe and the Massachusetts Department of Transportation (MassDOT). Interested members of the public are also invited to submit expressions of interest in joining the JTC. The input of the municipalities and transportation providers is useful to the development of the UPWP, as it helps focus planning activities where they are most needed.

comprehensive (3C) process, and the UPWP outlines efforts proposed for the next year. The UPWP activities are also to:

- Continue to collect data, observe, analyze, and develop concepts from the *Martha's Vineyard Transportation Plan (MVTP) efforts to establish priority needs and issues*
- Prepare annual transportation planning certification documents; and
- Provide planning and support services to region.

In accordance with the procedures laid out in the *Public Participation Plan*, any meeting at which the UPWP is scheduled to be discussed or voted on are publicized on the MVC website calendar, typically 7 days in advance. The Martha's Vineyard Joint Transportation Committee (JTC) reviews the Draft UPWP and releases it for public comment. The public comment period then begins and continues for 21 days. Typically, the Martha's Vineyard Joint Transportation Committee (JTC) determines that if no substantive public comment is received during the public comment period, the document will be endorsed. Both the MVC Chairman and the VTA Chairman sign the official signatory page for the transportation planning documents, as established in the 1980's Memorandum of Understanding agreement with the then Commonwealth of Massachusetts transportation department. <https://www.mass.gov/statewide-plans>

Post COVID-19 Pandemic Analysis

During the COVID-19 pandemic, the MVC held all its staff meetings, staff applicant meetings, Bicycle and Pedestrian Committee meetings, Land-Use Planning Committee meetings, Commission Public Hearings, and JTC meetings via the ZOOM remote platform. Since making the adjustment in technology, the Commission has seen an overwhelming increase in the level of public participation at these meetings, resulting in an improved public participation process.

Budget Summary by Task

All funds from FHWA/MassDOT (2.5% of overall budget will fund Complete Streets Activities)

UPWP - Dukes County MA - FFY2024 - Budget Summary					
Daily Professional Rate Including Allowed Overhead				\$800	
	Staff Days	FHWA Share	MassDOT Share	Task Budget	
1. Management and Support of the Planning Process					
		80%	20%		
1.1	Support of the 3C Process	40.00	\$25,600	\$6,400	\$32,000
1.2	Unified Planning Work Program (UPWP)	12.50	\$8,000	\$2,000	\$10,000
1.3	Transportation Improvement Program (TIP)	25.00	\$16,000	\$4,000	\$20,000
1.4	Title VI and Environmental Justice	10.00	\$6,437	\$1,609	\$8,046
1.5	Public Participation Update	10.00	\$6,400	\$1,600	\$8,000
Subtotal		97.50	\$62,437	\$15,609	\$78,046
2. Data Collection and Analysis Activities					
2.1	Regional Traffic Counting Program and Permanent Traffic Counting Stations	84.56	\$54,122	\$13,531	\$67,653
2.2	Geographic Information System (GIS)	37.50	\$24,000	\$6,000	\$30,000
2.3	Performance Measures & Long-Range Plan Monitoring	12.5	\$8,000	\$2,000	\$10,000
2.4	Demographic Observation and Road Inventory Update	25.0	\$16,000	\$4,000	\$20,000
Subtotal		159.56	\$102,122	\$25,531	\$127,653
3. Transportation Planning Activities					
3.1	Project Reviews: Developments of Regional Impact (DRIs)	61.25	\$39,200	\$9,800	\$49,000
3.2	Local Technical Assistance: Non-Developments of Regional Impact (DRIs)	57.50	\$36,800	\$9,200	\$46,000
3.3	Regional, Bicycle and Pedestrian Studies	47.50	\$30,400	\$7,600	\$38,000
3.4	Transit & Intermodal Planning	9.75	\$6,240	\$1,560	\$7,800
Subtotal		176.00	\$88,640	\$22,160	\$110,800
4. Other Transportation Studies and Activities					
4.1	Inter-Regional Transportation Activities	35	\$22,400	\$5,600	\$28,000
4.2	Special Tasks	8.50	\$5,440	\$1,360	\$6,800
Subtotal		43.5	\$27,840	\$6,960	\$34,800
Total		476.62	\$305,039	\$76,260	\$381,299

1. Management and Support Activities

1.1 Support of the Comprehensive, Continuing and Cooperative (3C) Process

Objectives

- To maintain an open, Comprehensive, Cooperative, and Continuing (3C) transportation planning process involving the local, regional, state, and federal levels of government in conformance with applicable federal and state requirements and guidelines. This task will include support for the Joint Transportation Committee (JTC), Massachusetts Association of Regional Planning Agencies (MARPA), and endeavors in cooperation with local, state, and federal partners, and compliance with the latest federal legislation and guidance.

Previous Work

- Meetings, minutes, and forums of the JTC, MARPA, and related public informational meetings, announcements, solicitations, and other pertinent materials.
- The Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP), Long-Range Transportation Plan (LRTP), JTC By-laws, and Public Participation Plan (PPP), as well as other efforts or documents required by federal or state authorities.

Proposed Activities

1. Conduct public meetings, hearings, and workshops, as needed, via Remote Access i.e. ZOOM or GoToMeetings during the COVID-19 Pandemic.
2. Provide support to the Joint Transportation Committee (JTC), Massachusetts Association of Regional Planning Agencies (MARPA), Martha's Vineyard Commission (MVC) public hearings, and the Land Use Planning Committee (LUPC).
3. Review federal and state transportation plans, programs, regulations, guidelines and initiatives, and consider local efforts for improved livability and coordination with state and federal programs.
4. Participate in Massachusetts Association of Regional Planning Agencies (MARPA) and the Transportation Managers Group (TMG) and related activities.
5. Prepare documents related to the maintenance and/or enhancement of the transportation planning process.
6. Participate in ongoing educational seminars, workshops, professional memberships and conferences, etc.

Products

- Staff training for the ZOOM Remote Meeting platform.
- Records of JTC, LUPC, BPAC, and Commission forum proceedings.
- Planning and process documents (e.g., JTC Bylaws) and related graphics.
- Memoranda and informational sheets related to planning support.

Schedule

Continuous throughout the year

Task Budget

Staff days required 40

Current year funding \$32,000

Funding source(s) FHWA - \$25,600/MassDOT - \$6,400

1. Management and Support Activities

1.2 Unified Planning Work Program (UPWP)

Objectives

- To develop a Unified Planning Work Program (UPWP) that describes the transportation planning activities and tasks to be undertaken by the Martha's Vineyard Commission in the next Federal Fiscal Year.
- To coordinate UPWP tasks in order to support the 3C process.
- Provide various reports to MassDOT as required.

Previous Work

- Previous annual UPWPs (2023).
- Monthly financial and progress reports, as well as quarterly and annual reports.

Proposed Activities

1. Review and amend the UPWP as to its format, content, and conformity with applicable federal and state rules, regulations, and guidelines.
2. Prepare task descriptions and budgets in consultation with the JTC, governmental agencies, and other interested parties.
3. Liaise with federal, state, and local agencies in order to administer transportation planning grants and contracts.
4. Correspondence with local towns on potential future local planning activities.
5. Assist in developing performance measures and monitoring systems.

Products

- UPWP and documents related to the preparation and endorsement of the FFY 2023 UPWP.
- Monthly progress reports and financial documents.
- Quarterly and annual reports.

Schedule

October 2023 – September 2024

Task Budget

Staff days required 12.5

Current year funding \$10,000

Funding source(s) FHWA - \$8,000/MassDOT - \$2,000

1. Management and Support Activities

1.3 Transportation Improvement Program (TIP)

Objective

- To prepare a Transportation Improvement Program (TIP) that is consistent with the federal Fixing America's Surface Transportation (FAST) Act of 2015. The TIP will include a five-year program of projects, along with TIP Amendments or Adjustment procedures.

Previous Work

- Martha's Vineyard Commission Transportation Improvement Programs (TIPs), and any Amendments and/or adjustments, with the latest being the TIP for FFY 2023-2027.
- Construction of 608142 Beach Road Shared Use Path from Lagoon Pond Drawbridge to the Eastville Avenue/County Road intersection (Oak Bluffs).

Proposed Activities

1. Determine priority of projects, in conjunction with the JTC, based on an updated list of project evaluation selection criteria, including criterion descriptions, and scoring templates.
2. Continue to engage the public and promote public participation through the ZOOM remote meeting platform. Consider a hybrid style of meeting.
3. Ongoing collaboration with MassDOT Office of Transportation Planning, MassDOT District 5, and other regional, and local officials to determine the status of current projects and proposed additional projects eligible for federal and/or state funding and/or "non-federal" funds.
4. Review concepts and estimated costs with project proponents.
5. Coordinate public review, adoption, and endorsement of TIP documents.
6. Assure conformity of TIP projects with all applicable federal, state, and island plans, regulations, and guidelines, and perform Air Quality and Greenhouse gas emissions (GHG) analyses for local projects.
7. Meet/communicate with representatives of government agencies, providers of transportation, and other interested parties through JTC and/or other forums.
8. Create current TIP Amendments and Adjustments as needed and develop the next TIP.
9. Develop a supplemental project list for projects beyond the estimated available funds for informational purposes and assist proponents if requested to prepare MassDOT project forms for TIP project development / Project Review Committee process.

Products

- Determination of air quality / greenhouse gas emissions (GHG) of TIP projects.
- FFY 2023-2027 TIP, FFY 2023 Highway and Transit TIP Amendments/Adjustments.
- Records of all meetings and proceedings.
- Update the evaluation process criteria to reflect energy and climate change initiatives.

Schedule

Ongoing project process with annual new TIP development through outreach and local endorsement typically December to May of each year.

Task Budget

Staff days required 25

Current year funding \$20,000

Funding source(s) FHWA - \$16,000/MassDOT - \$4,000

1. Management and Support Activities

1.4 Title VI and Environmental Justice (EJ)

Title VI: Section 601 of Title VI provides that “no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.”[3] This provision is sufficiently broad to include prohibiting discrimination in state or local programs or activities, including permitting assessments, that receive federal funds. Section 602 of Title VI directs agencies distributing federal funds to issue regulations implementing § 601, and mandates that these agencies create a mechanism for processing complaints of racial discrimination.

From: 40 C.F.R. § 7.35(b) (2002).

Environmental Justice (EJ) is designed to prevent adverse human health or environmental effects and/or to ensure non-discrimination in the transportation planning and decision-making process.

Objectives

- Continue efforts on civil rights programs and requirements including Title VI, EJ, and Limited English Proficiency (LEP) in continued cooperation with MassDOT’s Office of Civil Rights
- To not discriminate. To ensure as much as is feasible that project benefits and detriments are equitable in distribution, and outreach is for all to have an opportunity to participate in planning.
- Prepare related Title VI documents.

Previous Work

- Incorporated federal and state non-discrimination considerations into the 2022 Title VI Plan, including the FFY 2020-2040 long-range transportation plan, consistent with federal and state policy, and updated the Title VI plan and notice.

Proposed Activities

1. Identify individual translators who live on Island.
2. Translate and develop Climate Change and Climate Action Task Force initiatives.
3. Update 2022 Title VI information and reports as needed.
4. Involve the public in transportation decisions through surveys, public meetings, workshops and ongoing input as needed.
5. Develop strategies to include remote access for the general public.
6. Maintain/update GIS maps which identify minority and/or low-income populations.
7. Translate more documents, i.e. SSA Maps, Bicycle and Pedestrian Maps, Staff reports, etc.

Products

- FFY 2022 Title VI Plan.
- Compliance with federal and state Title VI and Environmental Justice requirements.
- Title VI Plan and updates as necessary.

Schedule

Continuous throughout the year

Task Budget

Staff days required 10

Current year funding \$8,046

Funding source(s) FHWA - \$6,437/MassDOT - \$1,609

1. Management and Support Activities

1.5 Public Participation Plan Update

Objective

- To encourage public participation in and awareness of transportation planning issues through the JTC, MVC, Land Use Planning Committee (LUPC), Bicycle Pedestrian Advisory Committee (BPAC), and other island group meetings.

Previous Work

- MVC Website postings, local Town board outreach, island wide outreach, etc.
- Developed the Public Participation Plan and the latest revision in March 2017 to include 21-day public comment period for future long-range plans (2019 LRTP), TIPs, and UPWPs.
- Documents and maps, e.g., bicycle brochure with map and guidance.

Proposed Activities

1. Expand remote capabilities and capacity in the form of equipment, software, website maintenance, etc. Due to the COVID-19 Pandemic, all work-related matters are handled remotely and may continue until further notice.
2. Consideration to Review and Update the March 2017 Public Participation Plan.
3. Solicit and engage the public in transportation decisions through surveys, public meetings, workshops, and ongoing input as needed.
4. Continue to develop and/ or update maps using Geographic Information Systems (GIS)
5. Conduct public outreach island wide on transportation planning and concepts.

Products

- Remote ZOOM Meetings for the JTC, BPAC, LUPC, Climate Action Task Force, and MVC Public Hearings.
- Technical assistance, memoranda, reports, maps and workshops as needed. Examples include: complete streets information and forums, compilation and graphs of Steamship Authority passengers, cars, trucks and bicycles carried data for public information.
- Online Surveys

Schedule

Continuous throughout the year

Task Budget

Staff days required 10

Current year funding \$8,000

Funding source(s) FHWA - \$6,400/MassDOT - \$1,600

2. Data Collection and Analysis Activities

2.1 Regional Traffic Counting Program and Permanent Traffic Counting Stations

Objectives

- Continue to develop and maintain an island-wide traffic counting program.
- Respond to requests as feasible for traffic counts from state and town officials within the region.
- Develop a database of traffic volumes collected along with other specific data characteristics of the transportation system, for use in carrying out studies and measuring change and performance, including post COVID-19 pandemic behaviors.

Previous Work

- Maintenance of the MS2 Software for the 6 permanent traffic counters. Traffic volume list by site code, including some bicycle traffic counts at various island count locations.
- Updates to the existing system data and usage for the long-range transportation plan and specific analyses, such as for local development proposals, safety and/or congested areas.

Proposed Activities

1. Continue to collect and maintain data from the 6 permanent traffic counters, including operations and maintenance.
2. Continue collection of automatic traffic recorder count data on Island roads and turning movement counts at some intersections, as feasible.
3. Continue data collection efforts for reviewing and analyzing transportation system components, including transit, intersections, roadways, ferries, and bicycle and pedestrian facilities, including the effects of climate change.
4. Perform MassDOT required ATR counts and upload MassDOT counts to the online system.
5. Collect bicycle count data on the Island's bicycle path system and maintain an inventory of bicycle paths, routes, and off-road facilities, as well as pedestrian paths and trails and their physical condition of facilities, amenities, and other factors such as the effects of climate change.
6. Develop a monthly mechanism to provide municipalities with the most up to date information, i.e. monthly reports.
7. Collection and assessment available 2020 Census Data.

Products

- Updated traffic count reports.
- Reports, technical memoranda, and related graphics applicable to specific projects.
- Permanent Traffic Count Location operations/maintenance, and data to MS2 Software
- JAMAR Equipment refurbishing, and new JAMAR ATR machine purchases.

Schedule

To be carried out year-round (staff time and weather permitting) but focusing primarily on the peak summer season of June to September.

Task Budget

Staff days required 84.56

Current year funding \$67,653

Funding source(s) FHWA - \$54,122/MassDOT - \$13,531

2. Data Collection and Analysis Activities

2.2 Geographic Information System (GIS)

Objectives

- Maintain a geographic information system (GIS) database and utilize Pictometry Software to integrate transportation planning with land use planning, economic development and environmental protection.
- Maintain the Transportation maps, e.g., the Road Inventory File, Traffic Count locations, high crash locations, scenic roads, bicycle and pedestrian facilities, transit routes and bus stops, and roadway/right of way measurement data, along with demographic, land use and environmental map layers for consideration in transportation developments.

Previous Work

- Hazard Mitigation Plan, EROMP Maps, SLAMM Story Maps, and Edgartown Police Department Tactical Operations Plan.
- MV watersheds maps, parcel maps, DRI projects, environmental, habitat, coastal zone change maps, and areas that could be negatively impacted as a result of climate change.
- Maps as needed for roadway and transportation discussions.
- Creation of hundreds of individual maps and graphics supporting the MVC's planning work (e.g., the maps in the *Martha's Vineyard Transportation Plan*).

Proposed Activities

1. Continue to create and maintain various databases/GIS map layers, (e.g., road inventories, transit routes, walking trails, and bicycle-pedestrian paths).
2. Update as necessary identified flood location maps, and areas in need of improved drainage related to climate change.
3. Continue to identify and map areas that could be negatively impacted as a result of climate change.
4. Integrate GIS databases/map layers in order to support transportation and land use decision-making.
5. Create new maps for planning analysis and presentations.
6. Attend various GIS related-workshops and training sessions, including the MARPA GIS group, as needed.
7. Review, select and acquire additional hardware and software, as needed.

(Note: The GIS sub-task supports other UPWP activities, such as sub-tasks 1.3, 1.4, 1.5, 2.4, 3.2, and 3.3.)

Products

- Updated road inventory file/GIS layer.
- GIS databases for analysis of regional and local transportation projects.
- Maps, technical memoranda, and related graphics.
- Drone footage reports: Polly Hill and Island Housing

Schedule

Continuous throughout the year

Task Budget

Staff days required 37.5

Current year funding \$30,000

Funding source(s) FHWA - \$24,000/MassDOT - \$6,000

Martha's Vineyard Commission

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UPWP FFY 2024

2. Data Collection and Analysis Activities

2.3 Performance Measures & Long-Range Plan Monitoring

Objectives

- Develop and monitor a set of benchmarks in conformity with the JTC goals and federal performance measurement requirements that will serve to measure the progress on priority activities.
- Continue participation and coordination with federal and state partners in performance measure development activities for local performance measures.
- Collect related data and review performance measure targets for progress toward goals

Previous Work

- Performance Measures and Targets, April 2023, for Safety, Multimodal options/livability/sustainability, and congestion reduction.
- Travel Time Runs along three Island Corridors in Tisbury, Oak Bluffs, and Edgartown.

Proposed Activities

1. Potential Amendments.
2. Review, identify, and update the statewide safety clusters on island, i.e., Bicycle and Pedestrian Clusters; High Crash Locations.
3. Continue performance measure review, assessment, and development with the Joint Transportation Committee (JTC).
4. Evaluate the measurable goals of the region's transportation system based on those listed in the 2020-2040 Long Range Transportation Plan (LRTP).
5. Coordinate local performance measures in compliance with island plans and policies and with national and state efforts.
6. Review performance measures and collect data to assess system improvements versus results.

Products

- Recommended performance measures and monitoring strategies that conform with MassDOT and FHWA requirements.
- 2024 Martha's Vineyard Regional Transportation Plan.

Schedule

Continuous throughout the year

Task Budget

Staff days required 12.50

Current year funding \$10,000

Funding source(s) FHWA - \$8,000/MassDOT - \$2,000

2. Data Collection and Analysis Activities

2.4 Demographic Observation and Road Inventory Update

Objectives

- Maintain and update current demographic information to ensure that transportation planning, programming analyses, and forecasting methods are based on the most current demographic information.
- Participate in MassDOT and MARPA process for development of socio-economic forecasts for the next long-range plan, develop local town estimates within the regional control number, and outreach to the towns on the estimates once developed
- Continue efforts with complete street initiatives, shared streets and space programs, climate change activities as well as the completion of the 2020 Census.

Previous Work

- Edgartown and Oak Bluffs Shared Street and Space Program Grant awards.
- Continued updates for 2020 U.S. Census and demographic information for the regional long-range transportation plans.

Proposed Activities

1. Analysis of Travel Time Runs to determine congestion.
2. Conduct windshield surveys to build a pavement management program.
3. Continue to review, develop, and analyze the latest Census Data and estimates, as it relates to transportation.
4. Continue to collect and update road inventory files using Geographic Information Systems.
5. Collect data as feasible and include in GIS Roadway Inventory Files
6. Continue to coordinate with MassDOT and other RPA's on regional and statewide efforts for overall improvements to the Pavement Management, Congestion Management and Highway Safety Improvement Programs.
7. Identify issue areas and/or improvements that may lead to future Transportation Improvement Program (TIP) projects.
8. Continue data collection efforts for reviewing and analyzing transportation system components, including transit, intersections, roadways, ferries, and bicycle and pedestrian facilities.
9. Collect and evaluate available 2020 Census Data in order to establish Transportation Area Zones (TAZ).

Products

- 2020 Census Data – collection, evaluation and analysis of available information.

Schedule

Continuous throughout the year

Task Budget

Staff days required 25

Current year funding \$20,000

Funding source(s) FHWA - \$16,000/MassDOT - \$4,000

3. Transportation Planning Activities

3.1 Project Reviews: Developments of Regional Impact (DRIs)

Objective

- The MVC Act (Chapter 831 of the Acts of 1977, as amended) authorizes the Commission to review developments that are either so large or have such significant impacts on their surroundings that they would affect more than one town. Such projects are labeled Developments of Regional Impact (DRIs). Once officially classified as a DRI, the project must be approved by the MVC before a town board may issue a required permit or take any action. The Commission weighs the potential benefits and detriments of the proposal to determine whether the application should be approved, approved with conditions, or denied.

Previous Work

- Reviewed multiple DRIs: Tisbury Marine Terminal, MVRHS Athletic Fields, Meetinghouse Way Subdivision, Vineyard Wind, Old Stone Condos, and Restaurant, Stillpoint Meadows, Island Autism, Island Housing Trust, Southern Tier Subdivision, Meshacket Commons.
- Participate in site visits, project staff applicant and consultant meetings, LUPC meetings and related discussions, transportation impact analysis, reviews, and recommendations.

Proposed Activities

1. Assist applicants with transportation components of developments, as needed. Provide data and assist with technical issues.
2. Review and analyze all DRIs submitted to the MVC under Chapter 831 of the Acts of 1977 requirements for consistency with the *Martha's Vineyard Transportation Plan*.
3. Review background data and conduct site visits as necessary to verify information.
4. Identify appropriate mitigation measures for each project reviewed, and make recommendations to MVC.
5. In assessing public and private proposals, consider the potential impacts on livability, sustainability, climate change, and homeland security as well as the use of performance measures to ensure ongoing effectiveness of solutions.
6. Draft a Transportation Policy for Developments of Regional Impact for the review process, consider potential mitigation measures, and possible funding for implementing improvements to alleviate safety or congestion issues.
7. Present data to state, regional, and local officials and organizations as required.
8. Development and review of Traffic Impact Scopes and Traffic Impact Reports for DRI Applicants

Products

- Transportation analyses of DRIs, with recommendations concerning mitigation measures.
- Preparation of related reports, graphics, and analyses.
- Records of all meetings and proceedings.
- Development and review of Traffic Impact Scopes and Traffic Impact Reports for DRI Applicants

Schedule

Continuous throughout the year

Task Budget

Staff days required 40

Current year funding \$49,000

Funding source(s) FHWA - \$39,200/MassDOT - \$9,800

3. Transportation Planning Activities

3.2 Local Technical Assistance: Non-Developments of Regional Impact

Objectives

- Provide a mechanism to assist local towns with transportation issues and/or small projects based on discussions with town staff. This may include providing presentations, information, and or meeting with town staff and/or committees to assist in local transportation issues.
- Review proposed developments for transportation components on the site plans and in the vicinity and make recommendations as necessary.
- Assist towns in promoting safety and alternate mode usage.

Previous Work

- Island Engineer: Howard Stein Hudson
- North Road Bridge Concept
- Tisbury Master Plan
- Aquinnah Bike Lanes

Proposed Activities

1. Corridor Study of Edgartown-West Tisbury Road
2. Assist local town staff with transportation issues, usage, and potential improvements
3. Continue working with Bicycle Pedestrian Advisory Committee (BPAC)
4. Continue efforts to follow up on the study of extensions of the network of Shared Use Paths (SUPs) connecting central Tisbury, Oak Bluffs, Edgartown, and the network in the State Forest, Identify other issues within the existing SUP and bike path network and possible improvements.
5. Develop an Island Wide Bike Rack Program.
6. Participate in Road Safety Audits at high crash locations and assist in identifying strategies to improve safety.
7. Continue efforts to identify and analyze main congestion areas on the Island.
8. Draft scopes of service and conduct planning activities as necessary. Such activities are submitted to MassDOT and FHWA for approval.
9. Attend educational programs, seminars and training workshops.
10. Continue to work with the Island Engineer in assisting municipalities on project design efforts.

Products

- Studies of regional planning issues from Island Engineer via Community Compact: Oak Bluffs Safety Crossing Report, Tisbury Bike and Ped Pavement markings.
- Preparation of reports, technical memoranda, and graphics.
- Public presentations.

Schedule

Continuous throughout the year

Task Budget

Staff days required 45

Current year funding \$46,000

Funding source(s) FHWA - \$36,800/MassDOT - \$9,200

3. Transportation Planning Activities

3.3 Regional, Bicycle and Pedestrian Studies

Objectives

- Promote safe traveling conditions for vehicular travelers (auto and transit), bicyclists, and pedestrians.
- Develop recommendations in support of proposed transportation improvements at locations identified through the transportation planning process.

Previous Work

- Worked with DCR on Phase 1 of the State Forest Shared-Use Path resurfacing project.
- Worked with EPA, Town of Tisbury, and MassDOT on the Tisbury Beach Road project.
- Worked with Town of Oak Bluffs, and MassDOT on the Oak Bluffs Shared-Use Path project.

Proposed Activities

1. Establish “Suggested Bike Routes” within the congested areas of Vineyard Haven and Oak Bluffs and support with signage. Work with the various town constituents to make this a reality. Connect these suggested routes with the existing SUPs in Oak Bluffs and Bike Lanes along Beach Road in Vineyard Haven once that project is completed.
2. Review and collect additional data as feasible on problem locations identified and consider potential alternatives to mitigate safety, congestion, or other issues.
3. Evaluate opportunity for the addition of curb lanes on select island roads as a “traffic calming” feature. Candidates are primarily up island and include North Road in Chilmark and West Tisbury, Middle Road and South Road, State Road in Chilmark and Menemsha Cross Road in Chilmark.
4. Periodically publish Public Safety Announcements (Cyclists/Motorists) for publication in various sources such as the Chamber Website, the MVC website, the VTA, the MV Times, MV Gazette and SSA. Note: In conjunction with the Chamber, BPAC is currently working on a PSA to be published prior to the end of June.
5. Work with Local Police Departments on the new safe road user laws.
6. Explore administration of a bicycle parking rack program for potentially available TIP funds.
7. Participate in local initiated discussions on local and islandwide transportation and corridor planning activities.
8. Explore the options for the expansion of the up-island bike network to also include pedestrian accommodations where applicable.

Products

- Ongoing transportation system review for potential future TIP projects and improvements, including safety.
- Preparation of related reports and graphics. Presentation of analyses at public meetings of the JTC and other local meetings.

Schedule

Continuous throughout the year

Task Budget

Staff days required 35

Current year funding \$38,000

Funding source(s) FHWA - \$30,400/MassDOT - \$7,600

3. Transportation Planning Activities

3.4 Transit and Intermodal Planning

Objectives

- To monitor the region's transit network in order to identify needs and potential improvements.
- To develop practical strategies to effectively manage new and existing public transportation facilities.

Previous Work

- Church Street Electric Charging Station
- Financial information and estimated funds for MVTP and TIP.
- VTA FFY 2023-2027 Transit TIP

Proposed Activities

1. Continue general assistance to the Martha's Vineyard Regional Transit Authority (VTA).
2. Initiate, in cooperation with the VTA, a plan of bus stops and shelters for the Vineyard.
3. Assist VTA in determining pedestrian facility gaps near bus stops.
4. Continue to coordinate with the VTA staff on healthy living / healthy aging objectives.
5. Develop plans for improved intermodal connections.
6. Attend educational programs, seminars, and training workshops.
7. Provide assistance to island-wide engineer as needed.
8. Include MVY Airport and Steamship Authority activities.
9. Establishing locations of elderly populations and providing maps of additional demographic information.

Products

- VTA Solar Canopies.
- FFY 2023-2027 VTA TIP Amendment 1
- Reports and graphics.

Schedule

Continuous throughout the year

Task Budget

Staff days required 16

Current year funding \$7,800

Funding source(s) FHWA - \$6,240/MassDOT - \$1,560

4. Other Transportation Studies and Activities

4.1 Inter-Regional Transportation Activities

Objective

- To participate in the coordination of federal, state, and regional planning activities.

Previous Work

- Collaboration with Island Groups such as the Climate Action Network, the Rural Policy Advisory Group, and the Citizen Planner Workshops.
- Consultations required for development of required documents such as the *Martha's Vineyard Transportation Plan*.
- Participation in Massachusetts Association of Regional Planning Agencies (MARPA), the Transportation Managers Group (TMG), Moving Together Conference and other conferences, workshops, and meetings.

Proposed Activities

1. Continue to attend the Woods Hole Noise and Traffic Mitigation Working Group.
2. Review, coordinate, consult, and communicate with the Steamship Authority regarding their daily activities, issues, and operations.
3. Consult with state and regional planning agencies, as well as with inter-regional carriers of passengers and freight.
4. Continue work with groups like the Climate Action Network, the Rural Policy Advisory Group, and the Citizen Planner Workshops.
5. Participate in the meetings of the Massachusetts Association of Regional Planning Agencies (MARPA) and the Transportation Managers Group (TMG).
6. Participate in the planning of inter-regional transportation projects such as the Steamship Authority fleet, parking, and/or terminals.
7. Review and comment on inter-regional transportation planning materials.
8. Attend educational programs, conferences, seminars, and workshops.
9. Continue development and review of data and performance measures in coordination with federal, state, and regional partners.
10. Collaboration with other Cape and Island entities covering all aspects of the planning process.
11. Collaboration with the Steamship Authority and the Army Corp. of Engineers on the status of the Cape and Island Bridges.

Products

- Coordinated planning efforts.
- Reports, memoranda, and related graphics.

Schedule

Continuous throughout the year

Task Budget

Staff days required 35

Current year funding \$28,000

Funding source(s) FHWA - \$22,400/MassDOT - \$5,600

4. Other Transportation Technical Activities

4.2 Special Tasks

Objectives

- To undertake additional transportation planning tasks as may be mutually agreed to by the staff of the MVC and MassDOT.
- To promote and distribute visitor transportation information map and have online as feasible.
- To distribute an informational bicycle map and educational flyer for recreational rider usage.
- To promote alternative travel modes to the automobile.

Previous Work

- Visitors Map (partial funding related to inclusion of transportation component).
- Bicycle Map and safety flyer, newspaper announcements advertisements.
- Liaisons with towns, local media, and business to promote alternative modes (e.g., letters to businesses addressing problematic driving/parking habits by certain fleet vehicles, improved enforcement of cycling and pedestrian-related laws).

Proposed Activities

1. Continue to attend the Woods Hole Noise and Traffic Mitigation Working Group.
2. Undertake any transportation tasks that may arise during the contract period and that are mutually acceptable to the MVC and MassDOT.
3. Continue to update and distribute the MVC's informational map of the Island with respect to transportation components.
4. Update maps and educational materials of regional bicycling facilities and walking trails and continue distribution to the public. Carry out other educational activities related to bicycle and pedestrian safety.
5. Promote alternative travel modes, and climate change outreach.
6. Work with the Chamber of Commerce on updating Visitor Maps, etc.
7. Evaluation of the effects from the COVID-19 Pandemic and adjust any visitor information accordingly.
8. Purchase of staff equipment i.e. additional software, laptops, ipads, etc.
9. Legal notices, advertisements, announcements, etc.

Products

- Visitor Map and Cycling Map updated and printed.
- Continue coordination with towns, local business, and media on alternative modes of transportation.

Schedule

Continuous throughout the year

Task Budget

Staff days required 8.5

Current year funding \$6,800

Funding source(s) FHWA - \$5,440/MassDOT - \$1,360

A1 Federal Highway Administration (FHWA) Planning Factors

The UPWP addressed the ten FHWA's Planning Factors throughout the document. The following list of the ten planning factors aligns the tasks that are related to each factor.	
FEDERAL PLANNING FACTORS	HOW THEY ARE ADDRESSED IN THE UPWP
1. Support the economic vitality of the United States, the States, non-metropolitan areas, and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency	Since Martha's Vineyard has a primarily visitor-based economy, enhancing transportation opportunity and roadway character while preserving the Island's distinct charm are crucial to all transportation planning activities. Tasks: 3.1, 3.2, 3.3, 3.4, 4.1
2. Increase the safety of the transportation system for motorized and non-motorized users	Improving safety of the transportation system is always considered in planning and project design discussions, such as filling in gaps in the multi-modal path network, improvements to Beach Road, and Road Safety Audit reviews. Tasks: 1.3, 2.1, 2.4, 3.1, 3.2, 3.3, 3.4, 4.1
3. Increase the security of the transportation system for motorized and non-motorized users	Efforts to have Climate Change and/or stormwater issues on roadways considered in design will continue and aim to allow for better protection of transportation infrastructure and community mobility needs. Tasks: 1.3, 2.4, 3.1, 3.2, 3.3, 3.4, 4.1
4. Increase the accessibility and mobility of people and for freight	Planning activities consider all modes and the island context in planning for adjustments to the road network toward improving operations for all users. Tasks: 1.3, 2.4, 3.1, 3.2, 3.3, 3.4, 4.1
5. Protect and Enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns	Environmental considerations are always paramount in any transportation planning in Dukes County. The Island Plan, the regional transportation plan, and reviews of local development proposals assists with coordinating transportation improvements and development patterns. Tasks: 1.3, 3.1, 3.2, 3.3, 3.4, 4.1
6. Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight	Considerable effort is made to encourage better interconnectivity in the transportation system and components, and additional attempts are ongoing to have comfortable routes for the island's aging population. Tasks: 1.3, 3.1, 3.2, 3.3, 3.4, 4.1
7. Promote efficient system management and operation	The collection and analysis of traffic and transit usage along with public input allows for improved decision making toward coordinated mobility options. Tasks: 3.1, 3.2, 3.3, 3.4, 4.1
8. Emphasize the preservation of the existing transportation system	Due to the constrained financial estimates, most efforts go into enhancing and/or closing gaps in the existing transportation infrastructure. Tasks: 1.3, 3.1, 3.2, 3.3, 3.4, 4.1
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation	Efforts to have Climate Change and/or stormwater issues on roadways considered in design will continue and aim to allow for better protection of transportation infrastructure and community mobility needs. Tasks: 1.3, 2.4, 3.1, 3.2, 3.3, 4.1
10. Enhance travel and tourism	Since Martha's Vineyard has a primarily visitor-based economy, enhancing transportation opportunity and roadway character while preserving the Island's distinct charm are crucial to all transportation planning activities. Tasks: 3.1, 3.2, 3.3, 3.4, 4.1

A2 UPWP Amendment / Adjustment Procedures

The Unified Planning Work Program (UPWP) is developed each spring to outline a planning program for the next federal fiscal year beginning on October 1, 2023. There may be occasions where the addition or removal of a task, significant change in project scope, or cost change greater than 25% of the task cost will require MPO endorsement and FHWA approval, therefore, a process to accomplish the UPWP change is established herein.

In the event that the UPWP is required to be changed, this section outlines the process to effect the change.

There are two basic levels of a change to the UPWP.

1) **Adjustment.** If an existing UPWP task needs modification in the description or amount, this would be considered a minor change, or Adjustment, and the Joint Transportation Committee (JTC) would vote to make the change to the existing UPWP. A letter would then be sent to MassDOT Office of Transportation Planning (OTP) for OTP's sign off on the change.

2) **Amendment.** If the UPWP task is to be eliminated, or a new task inserted, along with coinciding budget changes, this is considered a change that would require additional public outreach. The JTC would vote on the change, and the revised UPWP would be released for a 21-day public comment period. An Amendment to a current UPWP also requires MassDOT approval.

A3 Planning Funds Distribution Statewide



2024 Unified Planning Work Program Funding

	FFY 23 (PL)	FFY 22 (PL)	Δ
apportionment	\$ 12,095,561	\$ 11,868,399	
obligation authority	90.0%	90.0%	
federal PL funds only	\$ 10,886,010	\$ 10,672,559	2.0%
matching funds added	\$ 13,607,613	\$ 13,340,699	
Total funds (PL funds + 5303)*	\$ 18,287,935	\$ 17,929,945	2.0%

The recommended PL Allocation Formula was developed by the Massachusetts Association of Regional Planning Agencies and recommended by MassDOT to FHWA, is based upon the following three factors: 40% of available funds divided equally among the 16n MPOs, 30% is allocated based on each MPO's relative share of Massachusetts population, and 30% is allocated based on each MPO's relative share of urbanized population. These factors result in the percentages shown.

PL funds are provided to the MPOs from the previous year's federal aid (forward funded)
5303 funding will be transferred from FTA to FHWA and be administered as a Combined Planning Grant
Updated population numbers are based on SFY 2023 Chapter 90 apportionments

MPOs PL funded	40% of total funds / 16n MPOs		30% of funding for relative size of population				30% of funding for relative size of urbanized population				\$5303 Full Amount w/ Match (FFY 23)	\$5303 Full Amount w/Match FFY 24	Total FFY 23 funding by MPO	Total FFY 24 funding by MPO (2020 Population)	ΔFFY23-24 (2020 Population)	
	\$	%	2010 Population (%)	2020 Population (%)	2010 Population (\$)	2020 Population (\$)	%	%	\$	\$						
	\$ 5,443,005				\$4,082,254	\$4,082,254			\$4,082,254							
Berkshire**	\$ 544,301	131,219	2.03%	1.86%	\$ 83,055	\$ 75,830	88,795	1.49%	\$ 60,901	\$ 77,358	\$ 77,181	\$ 752,720	\$ 768,322	\$ 6,203		
Boston	\$ 544,301	3,087,975	47.88%	48.49%	\$ 1,854,538	\$ 1,879,495	3,026,176	50.84%	\$ 2,075,836	\$ 2,470,364	\$ 2,517,632	\$ 6,955,046	\$ 7,116,954	\$ 161,907		
CTPS*	\$ 440,883				\$ 1,583,177	\$ 1,609,383			\$ 1,681,194	\$ 2,037,574	\$ 2,076,561	\$ 6,670,167	\$ 5,302,073	\$ 131,844		
MAPC	\$ 102,472				\$ 377,352	\$ 376,102			\$ 394,252	\$ 456,790	\$ 441,071	\$ 1,234,679	\$ 1,274,542	\$ 30,263		
Cape Cod	\$ 544,301	215,888	3.95%	3.31%	\$ 136,647	\$ 135,123	198,826	3.34%	\$ 136,367	\$ 137,616	\$ 140,422	\$ 899,904	\$ 956,212	\$ 17,308		
Central Mass	\$ 544,301	556,696	8.63%	8.73%	\$ 352,363	\$ 356,381	462,724	7.77%	\$ 317,364	\$ 323,722	\$ 333,563	\$ 1,513,945	\$ 1,551,609	\$ 37,663		
Merrimack Valley	\$ 544,301	333,749	5.17%	5.34%	\$ 211,248	\$ 217,992	316,362	5.32%	\$ 216,980	\$ 213,347	\$ 220,609	\$ 1,166,802	\$ 1,199,882	\$ 33,080		
Montachusett	\$ 544,301	236,475	3.67%	3.62%	\$ 148,677	\$ 147,778	171,236	2.88%	\$ 117,444	\$ 131,526	\$ 134,844	\$ 927,037	\$ 944,066	\$ 17,029		
Northern Middlesex	\$ 544,301	288,301	4.45%	4.48%	\$ 181,594	\$ 182,895	277,474	4.68%	\$ 193,308	\$ 193,105	\$ 187,893	\$ 1,031,344	\$ 1,115,377	\$ 24,034		
Old Colony	\$ 544,301	362,406	5.62%	5.68%	\$ 228,386	\$ 231,872	342,110	5.75%	\$ 234,640	\$ 207,863	\$ 214,223	\$ 1,196,437	\$ 1,225,035	\$ 28,598		
Pioneer Valley	\$ 544,301	821,670	9.64%	9.07%	\$ 393,424	\$ 370,260	537,074	9.02%	\$ 388,358	\$ 408,137	\$ 410,462	\$ 1,686,604	\$ 1,693,381	\$ 4,778		
Southeastern Mass	\$ 544,301	616,670	9.56%	9.42%	\$ 390,322	\$ 384,549	531,236	8.93%	\$ 384,354	\$ 426,198	\$ 433,893	\$ 1,699,705	\$ 1,727,096	\$ 27,391		
	\$ 5,443,005	8,449,560	100.00%	100.00%	\$ 4,082,254	\$ 4,082,254	5,952,013	100.00%	\$ 4,082,254	\$ 4,589,246	\$ 4,680,422	\$ 17,929,945	\$ 18,287,935			

RPA	2.5% for Complete Streets Planning*
Berkshire	\$ 15,136.25
Boston	\$ 161,907
CTPS	\$ 131,844
MAPC	\$ 30,263
Cape Cod	\$ 17,308
Central Mass	\$ 37,663
Merrimack Valley	\$ 33,080
Montachusett	\$ 17,029
Northern Middlesex	\$ 24,034
Old Colony	\$ 28,598
Pioneer Valley	\$ 4,778
Southeastern Mass	\$ 27,391
	\$ 302,389.18

* Derived from federal apportionment and assumption of 100% OA to align w/ amt in FMIS

RPAs SPR funded	Δ	SPR the year before (federal only)	FFY 23 total funding by RPA	FFY 24 total funding by RPA	Δ
Franklin**	2.0%	\$ 521,894	\$ 652,105	\$ 664,891	\$ 12,786
Martha's Vineyard**	2.0%	\$ 299,173	\$ 373,966	\$ 361,299	\$ 7,333
Nantucket**	2.0%	\$ 254,485	\$ 316,106	\$ 324,343	\$ 6,237

The SPR funding provided to the RPAs not officially recognized as MPOs is adjusted year-to-year based on the change in funding experienced by the MPOs for their PL funds.
*CTPS 5303 includes MassDOT 5303

A4 Notice of Draft/Opportunity for Public Comment

Martha's Vineyard Joint Transportation Committee (JTC)

Martha's Vineyard Joint Transportation Committee (JTC) has released a draft document developed under the ongoing transportation planning process for public review and comment.

The draft document is produced annually:

- FFY 2024 Unified Planning Work Program (UPWP)

The FFY 2024 Unified Planning Work Program (UPWP), planning activities for the next year in the region, have been developed and released for public comment.

You are invited to review and submit any comments on these transportation planning documents which have been developed in cooperation with federal, state, and local partners in the ongoing transportation planning and programming process.

Due to the COVID-19 Pandemic the documents are only available online at:

www.mvcommission.org

To find the Martha's Vineyard transportation documents on the MVC Website, please search for "UPWP" --for the program describing the annual planning activities

Written comments **must be received prior to the close of the public comment period at 12:00 pm on June 20th, 2023**, via mail or email to:

Martha's Vineyard Joint Transportation Committee
c/o Martha's Vineyard Commission
P. O. Box 1447
Oak Bluffs, MA, 02557-1447

Or, via email with the subject line as: "UPWP comment" to mauro@mvcommission.org

A5 Comments Received

MPO Liaison UPWP Review Checklist			
Completeness			
ID	Review Item	Comments	Reference
A1	X * Table of Contents is accurate and internally-linked.	1) Please ensure that the table of contents is internally-linked. 2) Please ensure that task 2.3 title in the narrative is updated to the same title in the table of contents "Performance Measures and Long-Range Plan Monitoring"	✓ -- for use in column B
A2	✓ * Document has no broken links		
A3	X * Document has no text or image placeholders.	Please add any public comments received	X -- for use in column B Page 32
A4	✓ * Charts, tables, and maps are legible and properly annotated.		
A5	✓ * Document passes an accessible check.		
A6	X * New federal emphasis areas from the Bipartisan Infrastructure Law (BIL) are referenced.	Please reference the federal planning emphasis areas	https://www.transit.dot.gov/regulations-and-programs/transportation-planning/2021-planning-emphasis-areas
A7	✓ * Document is available in relevant languages per the MPO's Title VI Plan.		
A8	✓ * List of MPO members is current.		
A9	✓ * Signatory sheet is included and accurate. Update Gina Fiandaca as Secretary/CEO of MassDOT.	Please consider removing "Metropolitan Planning Organization (MVCMPPO)" as well as "MPO" and only keeping "Secretary and Chief Executive Officer, Massachusetts Department of Transportation"	Page 4 and 5
A10	X * Acronyms and partner agency lists are up to date.	Please correct "State Transportation Implementation Plan" and replace with State Transportation Improvement Plan.	Page 35
Narrative			
ID	Review Item	Comments	Reference
B1	✓ * UPWP is comprehensible to the general public.	1) Please correct spelling of "discrimination" 2) Please remove + after programs 3) Please remove # before 608142 4) Please correct spelling of "website" 5) Please add "are collected" after "trends in both seasonal and non-seasonal conditions" 6) Please name the Tribe 7) Please replace with "the Island which is different and unique due to its smaller size" 8) Please add a period after "network on island" 9) Please consider changing to "disabled residents" 10) Please remove the extra 's' after Martha's 11) Please remove extra space in "Island's" 12) Please capitalize "Adjustments" 13) Please specify which program when referring to "overall improvements to the program"	1) Page 2 2) Page 13 3) Page 15 4) Page 8 5) Page 8 6) Page 8 7) Page 9 8) Page 9 9) Page 9 10) Page 10 11) Page 10 12) Page 15 13) Page 21
B2	✓ * UPWP refers directly to vision, goals, and objectives from RTP.		
B3	X * UPWP Amendment/Adjustment procedures are explicit and align with latest federal guidance (see MAPRA materials)	Please refer to MARPA materials for UPWP Amendment/Adjustment procedures	Page 29
B4	✓ * Governing MOUs between MassDOT, MPO, RTAs, and neighboring MPOs have been reviewed for potential improvements or updates.		
B5	✓ * Planning efforts are coordinated with MassDOT modal plans.		https://www.mass.gov/statewide-plans
UPWP Tasks			
ID	Review Item	Comments	Reference
C1	✓ * Individual tasks include detailed scopes, budgets, and schedules.	Please include a note indicating that at least 2.5% of the overall budget will be funding Complete Streets activities, per the new federal requirement included in the BIL.	Page 12
C2	✓ * Individual tasks outline community beneficiaries.		
C3	✓ * Transit-related tasks are specific.		
C4	✓ * Includes a task on performance-based planning.		
C5	✓ * Includes a task for an update to any congestion mitigation planning efforts.		Required for TMA MPOs if current CMP is out of date.
C6	✓ * UPWP includes a summary of available staff hours.	Includes a summary of staff days	
C7	✓ * Individual tasks anticipate needed staff-hours / consulting resources.	Anticipated staff days are outlined	
C8	✓ * Tasks from previous UPWPs have been analyzed for past utilization.		
Impacts Analysis			
ID	Review Item	Comments	Reference
D1	✓ * UPWP includes a geographic equity distribution table showing 2018–2022 and current UPWP-funded studies by municipality and number of tasks.		
D2	X * UPWP includes a social equity distribution table of past and current UPWP-funded studies considering language access and EJ populations.	Please include a social equity distribution table of past and current UPWP-funded studies considering language access and EJ populations.	Page 9
D3	✓ * Public involvement and comment are explicitly documented and in line with MPO's Public Participation Plan.		

* Indicates required by state or federal regulation.

Prepared by Raissah Kouame 5/31/2023

A6 Previous Development and Planning Assistance by Town

As a regional planning agency, the staff of the Martha's Vineyard Commission provide planning for the island and assistance to towns. Many times, an informal request comes in through email or via telephone to look at certain locations in town, perform traffic counts, assess traveling speeds, consult on potential low-cost improvements for better pedestrian, bicycle, and transit coordination to provide safer areas and connections. MVC staff also participate in Planning Board meetings and other local groups and committees for discussions about corridor land use and related planning ideas and suggestions, complete streets improvements for local towns, downtowns, and considerations for transit stops and access along with healthy aging working group concerns and suggestions.

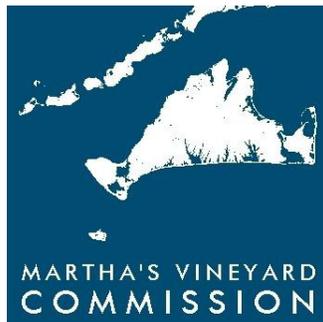
In addition, MVC is enabled under state law to review Developments of Regional Impact (DRIs) In these DRI reviews, transportation is one of the components in the site plan and area that is analyzed at different levels depending on the development scope or size. A smaller project review may just look at the existing conditions, trip generation, sight distance, nearby bus routes, and report verbally on the basic information. A proponent of a larger project may be required to have a consultant prepare a transportation impact assessment study in order to have a more complete view of potential impacts and suggested mitigation; this study is then reviewed by MVC staff. All developments that trigger a DRI review are encouraged to provide bicycle and pedestrian connections from the development to the street, and to the transit system where available. MVC also encourages employer purchasing of transit passes for employees. The **Summary Table of Planning Assistance by Town** provides an overview of MVC staff activities by town.

Summary Table of Planning Assistance by Town

Town	2019	2020	2021	2022	2023	Total	Item
Aquinnah	2	2	2	1	3	10	Aquinnah Circle, Wampanoag Gaming Casino, Outermost Inn Expansion, Giles ANR, Menemsha VTA Turnaround, Lighthouse Move, Beach parking lot discussion/site visit, bicycle-pedestrian and transit considerations at the circle; Philbin Beach access walkway, subdivision lot lines adjustment review.
Chilmark	5	1	2	1	2	11	Basin Rd Stop Sign Analysis, N. Tabor Farm Solar, Squibnocket Landscaping Plan, The Yard Master Plan/Expansion, Subdivision (85.5 acres total), Remote parking lot sketch of potential spaces; Menemsha parking and remote shuttle; Causeway and beach parking lot changes 2016; 3 subdivisions 2017 (1 withdrawn); provided information / guidance for planning board transportation related discussions
Edgartown	2	8	10	1	10	31	VTA Church Street Expansion, Stop&Shop Expansion, Meetinghouse Way & Division Road Subdivisions, Airport Business Park Expansion, Clarion/Shiretown, Post Office Sq. Rest, VTA Solar, Mariner's Way, Wavelengths, MVRRRD Expansion, Green Street Hist. Demo; Airport Gas Station, Chappy Tower, Vineyard Wind, 284 Upper Main, Katama Hangar, Winnetu Expansion; Edgartown-Vineyard Haven cross section concepts, speed limit information and MassDOT guidance, Downtown sidewalk inventory.
Oak Bluffs	6	7	6	3	5	27	MV Community Services, MVRHS Athletic Fields, Barn & Bowl Bistro Take Out Window, Dockside Kiosk, Art. Turf Field, Wayfinding Master Plan, Community Services, MV Arena Concessions, Beach Road SUP, Steele Sub., Streetscapes; participation in OB streetscapes meetings and discussions; provided complete streets info; Edgartown-Vineyard Haven Road corridor discussions; Sharks baseball field add bathrooms, subdivision off of Barnes Rd; art center expansion; additions to water tower antenna; renovations with housing added at Island Inn-Phillips Hardware-Lamport; solar on farm field; modification to 26 lot 2004 subdivision; North Bluff sea wall; MVRHS athletic fields; Bowling modification; historic demolition; Arena addition. East Chop Stabilization, Town Hall
Tisbury (Vineyard Haven)	12	5	2	3	8	30	MV Shipyard Expansion, Carroll's Trucking Campus Plan, Hinckley Multi-Unit, 35 Main Rest., Beach Rd. SUP, 8 commercial, warehouse & housing unit, add housing to offices, marina building, housing for sober living, containers, and undersea cable; Lagoon Pond Drawbridge, Five Corners Road Safety Audit (RSA), State Rd., Edg-VH Rd., & Look St. RSA, Beach Road; school area speed and volume count; parking committee, complete sts; Mixed use residential & commercial building; pizza seating; renovation adding commercial kitchen; subdivisions; new bank; historic demolition; restaurant expansion; takeout cafe; retail on Main St; Cook Rd mixed use building; museum; bicycle pedestrian accommodation on State Road discussions and exploring alternate routes
West Tisbury	2	5	2	2	4	15	Marijuana Cultivation Facility, South Mountain Expansion, West Tisbury School Circulation, Airport Expansion, Flat Point Farm, Hist. Demo, North Rd. Redesign, Northeastern Capstone, West Tisbury; marijuana dispensary; provided info speeds, small bridge program, complete streets. Firehouse Demolition, Huseby Way
Gosnold	1	1	1	0	0	3	Broadband Assistance, Provided information on Chapter 90 & State Aid contact information, and TIP funds for Gosnold. Also sent basic Gosnold info to developer of MA Municipal Guide.
Island Wide	1	1	3	1	1	7	Evaluation Criteria, Congestion Travel Time Runs, DRI Annual Report, Permanent Traffic Counters, Affordable Housing, Land Use Planning Committee, Joint Transportation Committee, Bicycle Pedestrian Advisory Committee, Island Roads Committee, and other local groups.
Totals	31	30	28	12	33	134	

A7 Acronyms

AAB	Architectural Access Board
ABA	Architectural Barriers Act
ADA	Americans with Disabilities Act
ADT	Annual Daily Traffic
ATR	Automated Traffic Recorder
CAAA	Clean Air Act Amendments
CFR	Code of Federal Regulations
CO	Carbon monoxide
CO2	Carbon dioxide
CPT-HST	Coordinated Public Transit-Human Services Transportation Plan
DCR	Massachusetts Department of Conservation and Recreation
DEIR	Draft Environmental Impact Report
DEP	Department of Environmental Protection
DOT	United States Department of Transportation
EIR	Environmental Impact Report
EEA	Executive Office of Energy and Environmental Affairs
EPA	Environmental Protection Agency
FAQ	Frequently Asked Question
FEIR	Final Environmental Impact Report
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
GHG	Greenhouse Gas
GPS	Global Positioning System
ITE	Institute of Transportation Engineers
LOS	Level of service
L RTP	Long-Range Transportation Plan
MassDEP	Massachusetts Department of Environmental Protection
MassDOT	Massachusetts Department of Transportation
MassGIS	Massachusetts Geographic Information System
MBTA	Massachusetts Bay Transportation Authority
MGL	Massachusetts General Law
MEPA	Massachusetts Environmental Policy Act
MHC	Massachusetts Historic Commission
MOA	Memorandum of Agreement
MPO	Metropolitan Planning Organization
MUTCD	Manual on Uniform Traffic Control Devices
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NOx	Oxide of nitrogen
NO2	Nitrogen dioxide
O&M	Operating and Maintenance
PLOS	Pedestrian Level of Service
PM	Particulate matter
PPM	Parts per million
ROW	Right-of-way
SIP	State Implementation Plan
STIP	State Transportation Improvement Plan
SUP	Shared Use Path
TIP	Transportation Improvement Program
TOD	Transit-oriented development
USC	United States Codes
YOE	Year-Of-Expenditure



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