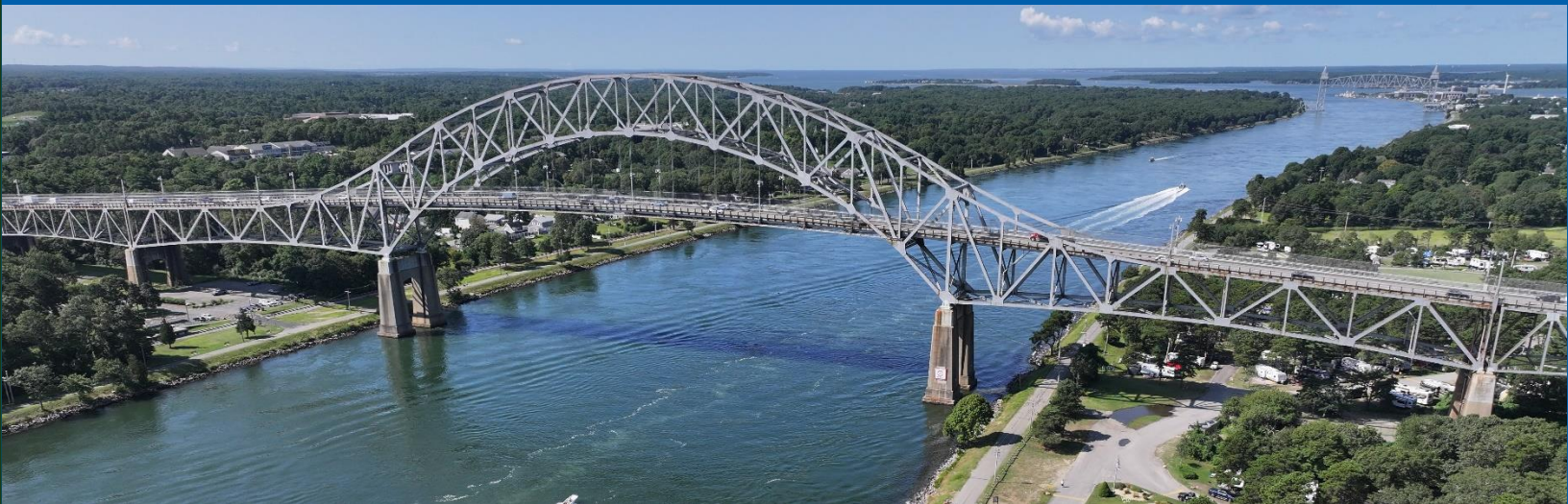




Cape Cod Bridges Program

Bourne, Massachusetts

Appendix 6.1 Agency Coordination and Public Involvement Technical Report

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Acronyms and Abbreviations

Acronym/Abbreviation	Definition
CFR	Code of Federal Regulations
CMR	Code of Massachusetts Regulations
DEIS	Draft Environmental Impact Statement
EIS	Environmental Impact Statement
ENF	Environmental Notification Form
FHWA	Federal Highway Administration
MassDOT	Massachusetts Department of Transportation
MEPA	Massachusetts Environmental Policy Act
MRER/EA	Major Rehabilitation Evaluation Report/Environmental Assessment
NEPA	National Environmental Policy Act
NOI	Notice of Intent
PIMA	Public Involvement Management Application
PIP	Public Involvement Plan
Program	Cape Cod Bridges Program
SUP	shared-use path
USACE	U.S. Army Corps of Engineers
USC	United States Code

1 Introduction

This Agency Coordination and Public Involvement Technical Report has been prepared in support of the Draft Environmental Impact Statement (DEIS), for the Cape Cod Bridges Program (Program), in accordance with the following regulations and guidance:

- National Environmental Policy Act (NEPA) of 1969, as amended, 42 United States Code (USC) 4321 et seq.
- *Efficient Environmental Reviews for Project Decisionmaking and One Federal Decision*, 23 USC 139.
- Federal Highway Administration's (FHWA) regulations implementing NEPA, *Environmental Impact and Related Procedures* (23 Code of Federal Regulations [CFR] 771), and corresponding guidance, Technical Advisory (T 6640.8A): *Guidance for Preparing and Processing Environmental and Section 4(f) Documents* (October 30, 1987).

2 Summary of Findings

This report discusses agency coordination and public involvement efforts conducted by FHWA and Massachusetts Department of Transportation (MassDOT) in the development of this DEIS. Elected officials, agencies, organizations, other stakeholders, and members of the public were provided many opportunities for collaborative and meaningful participation throughout Program planning and development.

Input has been solicited and incorporated into the Program to the maximum extent possible. For example, MassDOT added "Facilitate Emergency Response" as a Program goal due to community concerns that the Program improve emergency response capabilities. Additionally, MassDOT conducted a survey on bridge types to ascertain and confirm the community's preferred bridge type. MassDOT has also received a high level of support for the Build Alternative and minimal opposition.

3 Proposed Action and Alternatives

3.1 Purpose and Need

In partnership with the FHWA and the New England District of the U.S. Army Corps of Engineers (USACE), the MassDOT proposes advancing the Program in the town of Bourne, Barnstable County, Massachusetts.

The purpose of the Program is to improve cross-canal mobility and accessibility between Cape Cod and mainland Massachusetts for all roadway users and to address the increasing maintenance needs and functional obsolescence of the aging Sagamore and Bourne Bridges. The needs for the Program are as follows:

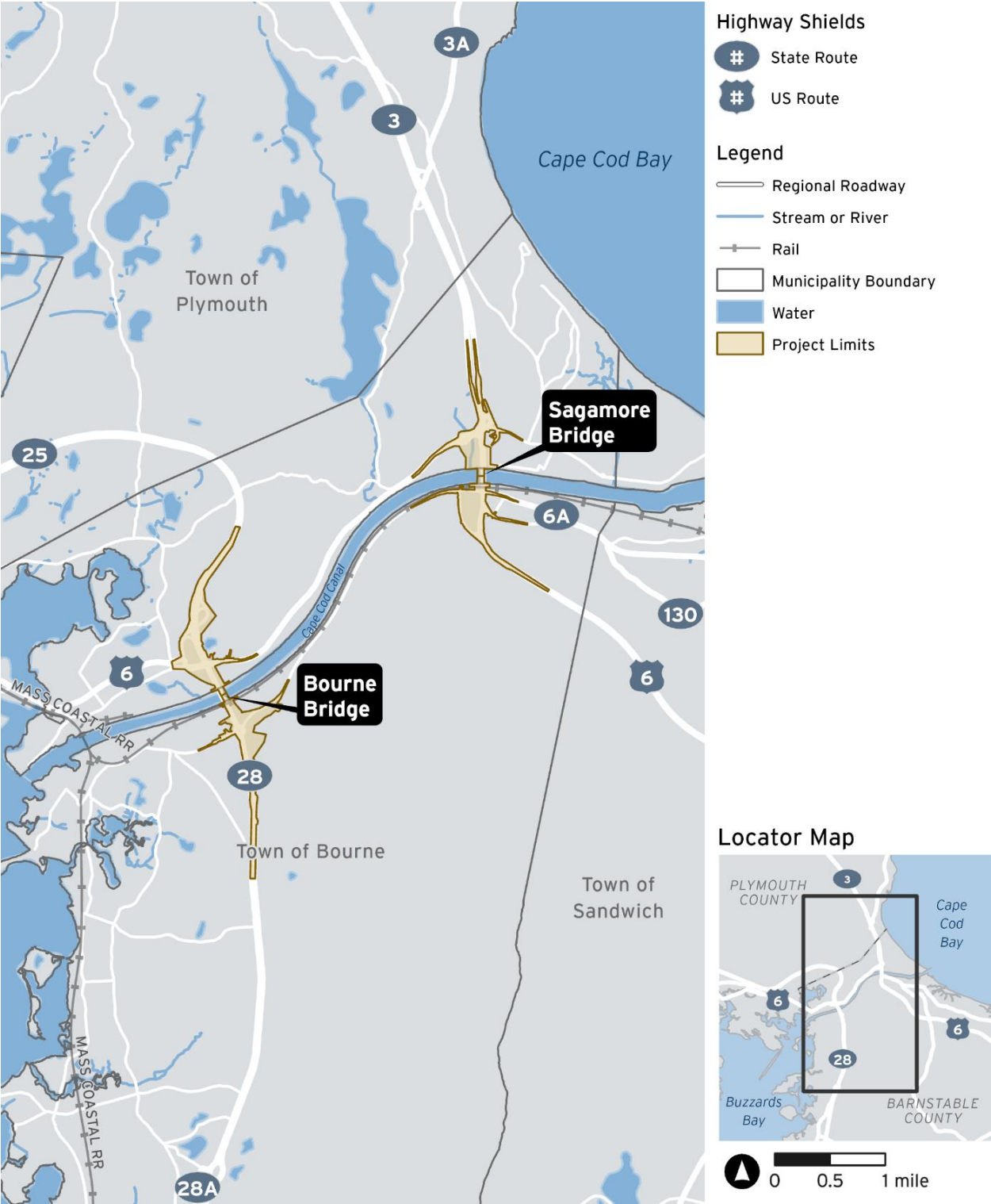
- Address the deteriorating structural condition and escalating maintenance demands of Sagamore and Bourne Bridges.
- Address the substandard design elements of Sagamore and Bourne Bridges, the immediate mainline approaches, and their adjacent interchanges and intersections.
- Improve vehicular traffic operations.
- Improve accommodations for pedestrians and bicyclists.

Figure 3-1 depicts two distinct project limits for the Program.

3.2 Study Area

The usage and significance of Sagamore and Bourne Bridges has necessitated both a locally oriented study area as well as a regional study area. The Sagamore and Bourne Bridges are used by residents to travel within Bourne and adjacent communities as well as by travelers outside the region for connection to the greater Cape Cod. Therefore, MassDOT has used a local study area that focused on the needs of Bourne and its residents, as well as a regional study area that engages members of the public throughout the Northeast region of the United States. As a result of this two-pronged approach, MassDOT has received extensive comments from members of the public in the town of Bourne, as well as input from individuals in numerous states, including Massachusetts, Maine, Rhode Island, Connecticut, New Hampshire, and New York, and as far away as Georgia and California.

Figure 3-1. Program Limits



Source: Massachusetts Department of Transportation, 2024

3.3 Build Alternative

The Program's Build Alternative would incorporate the USACE's Major Rehabilitation Evaluation Report and Environmental Assessment's (MRER/EA) preferred alternative of replacing both highway bridges with new bridges, each with four through-travel lanes and two auxiliary lanes (in-kind bridge replacement that would be updated to comply with federal and state highway and design safety standards). The Program proposes to replace Sagamore and Bourne Bridges with parallel, twin, tied-arch bridge structures that would be supported on delta frames with an approximate 700-foot mainline span length. At both Sagamore Bridge and Bourne Bridge crossings, the replacement mainline alignment locations would be offline and inboard of the existing bridges on the side of the canal between the bridges. At both canal crossings, the Program would reconfigure the highway interchange approach networks north and south of Cape Cod Canal to align with the replacement bridges. The replacement bridges and their interchange approaches would accommodate shared-use pedestrian and bicycle paths that would connect to the local roadway network on both sides of Cape Cod Canal in the town of Bourne.

Table 3-1 presents a description of the Program elements/design parameters of the recommended Build Alternative: Replacement Highway Bridges Built to Modern Design Standards.

Table 3-1. Description of Design Parameters of the Recommended Build Alternative

Program Element/ Program Design Parameter	Description
Highway Bridges	Both the Sagamore and Bourne Bridges would be replaced with new bridges, with each comprising four through-travel lanes and two auxiliary lanes (i.e., an in-kind bridge replacement that would comply with federal and state highway and design safety standards).
Bridge Highway Cross- Section and Shared-Use Path	Each replacement bridge would provide four 12-foot-wide through-traffic lanes (two in each direction), two 12-foot-wide entrance/exit (auxiliary) lanes, a 4-foot-wide left shoulder, and a 10-foot-wide right shoulder. Right and left barriers would be offset an additional 2 feet beyond the limits of the shoulders. Each crossing location would include one bidirectional pedestrian and bicycle shared-use path (SUP), separated from vehicular traffic by the shoulder and barrier. The usable width of the SUP would be 14 feet wide on the bridge main span, 20 feet wide on the interchange approaches, and 12 feet wide on the connecting roadways.
Bridge Clearances	The replacement bridges would maintain the existing vertical clearance of 135 feet above mean high water and account for 3 feet of fluctuations in relative sea level, for a total vertical clearance of 138 feet above mean high water. The replacement bridges would provide a minimum of 500 feet of horizontal channel width to be consistent with existing conditions.

Program Element/ Program Design Parameter	Description
Main Span Length and Bridge Pier Location	The replacement bridges would have a main span length of approximately 700 feet, which would locate the bridge piers at the waterline adjacent to the service road (shoreline piers) into the riprap slope but above the low tide line.
Bridge Deck Configuration	Each replacement bridge would have two separate decks (twin structures).
Mainline Alignment	The mainline alignment locations at both crossings would be offline inboard: the main spans of each replacement bridge would be located outside the footprint of the existing bridge, approximately 10 feet apart and parallel to each other (offline) and on the side of the canal between the existing Bourne Bridge and Sagamore Bridge (inboard). At the Bourne crossing, both main spans would be located east of the existing Bourne Bridge toward Cape Cod Bay. At the Sagamore crossing, both main spans would be located west of the existing Sagamore Bridge toward Buzzards Bay.
Bridge Type	The replacement bridges would be twin tied-arch bridges with delta frames supporting an approximate 700-foot mainline span.
Interchange Approach Network: Sagamore North	The Sagamore North interchange approach network would follow the “Direct Connection to State Road (Option SN-8A)” configuration. This design would provide a single exit point from a relocated U.S. Route 6/State Route 3 and eliminate the existing Sagamore Bridge northbound off-ramp connection to Scenic Highway/Meetinghouse Lane eastbound. Instead, the new connection would tie into State Road, north of Scenic Highway/Meetinghouse Lane. The remaining ramp connections would remain similar to existing conditions. Intersections along Scenic Highway and Meetinghouse Lane would be modified to accommodate new lane configurations. The intersection of State Road at State Route 3 northbound would also be reconfigured to support the addition of the new northbound off-ramp. The design includes a SUP on the U.S. Route 6 eastbound main span, providing connections to the south side of Scenic Highway, Canal Street, and Canal Service Road. Additional SUPs would be constructed along the southern side of Scenic Highway and Meetinghouse Lane, as well as along the eastern side of State Road to Homestead Avenue.

Program Element/ Program Design Parameter	Description
Interchange Approach Network: Sagamore South	The Sagamore South interchange approach network would follow the “Westbound On-Ramp Under U.S. Route 6 with Sandwich Road Extension (Option SS-3.1A)” configuration. This design includes the Cranberry Highway Extension and relocates the westbound on-ramp to share the same entrance point as the eastbound on-ramp from the Mid-Cape Connector. The existing westbound ramp from Cranberry Highway to the Sagamore Bridge would be removed and replaced with a new westbound on-ramp connection from the Mid-Cape Connector. Lane arrangements at the intersections of the Mid-Cape Connector with Sandwich Road and Cranberry Highway Extension would be modified to accommodate revised traffic patterns resulting from the new Cranberry Highway Extension and changes to U.S. Route 6 access. A new connection from Cranberry Highway Extension to Sandwich Road would be provided east of the new mainline bridge structure, forming the Sandwich Road Extension. Access to Market Basket via Factory Outlet Road would be modified, and a new driveway would be added to serve the former Christmas Tree Shops property. A SUP would be constructed along the U.S. Route 6 eastbound main span, providing connections to Factory Outlet Road, Sandwich Road, and Canal Service Road. Additional bicycle and pedestrian improvements would be included along Cranberry Highway. A new connection would also be established through the Cranberry Highway Extension to the Mid-Cape Connector.

Program Element/ Program Design Parameter	Description
Interchange Approach Network: Bourne North	The Bourne North interchange approach would follow the “Directional Interchange (Option BN-14.4b)” configuration. This design includes a combination of direct connection ramps between State Route 25 and U.S. Route 6. The ramp connecting State Route 25 eastbound to Scenic Highway would be a direct connection, providing access to Scenic Highway eastbound only. A new flyover ramp from Scenic Highway to State Route 25 would allow vehicles to bypass Belmont Circle, improving traffic flow without the need for additional intersection control. This ramp would repurpose one of the existing travel lanes on Scenic Highway and provide a free-flowing movement to reduce congestion. To accommodate this new southbound-to-eastbound movement, the existing State Route 28 bridge over State Route 25 would be relocated and widened. The existing southbound off-ramp would be reconfigured as an option lane, improving geometry and decision sight distance for drivers. Intersection control at U.S. Route 6/Nightingale Road/Andy Oliva Drive is being evaluated, with a single-lane roundabout previously considered. MassDOT continues to assess appropriate control types through the Intersection Control Evaluation (ICE) process. The design also includes a SUP and a grade-separated crossing for pedestrians and bicyclists via the new flyover ramp over Scenic Highway. U.S. Route 6 would be reduced from four lanes to three, creating space for multimodal accommodations. A continuous 12-foot-wide SUP would be provided along the south side of U.S. Route 6, connecting to Belmont Circle, with a 6-foot-wide sidewalk along the north side.
Interchange Approach Network: Bourne South	The Bourne South interchange approach network would follow the “Diamond Interchange (Option BS-2)” configuration. This design would eliminate the existing Bourne Rotary and replace it with a grade-separated diamond interchange, allowing through movements on State Route 28 to bypass intersections with local roadways. Both intersections within the diamond interchange would include appropriate intersection controls to manage traffic flow and improve safety. Changes to the Trowbridge Road and Sandwich Road underpass would include a reconfigured entrance to Upper Cape Cod Regional Technical High School, relocated to improve access and circulation. The design would also provide SUP connections to Trowbridge Road, the Cape Cod Canal Service Road, and the Bourne Recreation Area, enhancing multimodal connectivity throughout the corridor.

3.4 No Build Alternative

The Sagamore and Bourne Bridges, as components of the Cape Cod Canal Federal Navigation Project, are federal assets that are managed by the USACE's New England District. The Commonwealth of Massachusetts owns the connecting major highway corridors at the bridges, which consist of the Route 3/Route 6 corridor at Sagamore Bridge and the State Route 25/State Route 28 corridor at Bourne Bridge.

In the No Build Alternative, the Sagamore and Bourne Bridges would retain their current configuration of four 10-foot-wide travel lanes (two in each direction) with one 6-foot-wide sidewalk and a 2-foot-wide safety curb. The USACE would continue to own the Sagamore and Bourne Bridges and would implement a maintenance and repair program as needed to maintain bridge operations and public safety. MassDOT would continue to own, operate, and maintain the state highway interchange approach networks at the two bridges.

The No Build Alternative would include recently completed and proposed Commonwealth of Massachusetts-sponsored and local transportation improvement projects in and near the Program as indicated in the federal Fiscal Year 2025-2029 Transportation Improvement Program for the Cape Cod Metropolitan Planning Organization.¹ **Table 3-2** identifies the Transportation Improvement Program projects within and near the Program to be incorporated in the No Build Alternative.

The No Build Alternative represents the “Fix as Fails” Base Condition of the USACE's MRER/EA. In the No Build Alternative, the USACE would implement an ongoing program of continued inspections, maintenance, and repair of both existing bridges as needed to maintain safety. No major rehabilitation efforts involving extensive repairs and replacement of major bridge components would occur. Structural components would be repaired, and critical elements would be replaced only when inspections indicate unsatisfactory reliability ratings. The MRER/EA indicates that both the Sagamore and Bourne Bridges are in deteriorated condition and well beyond the state in which actions and funding from the USACE's operations and maintenance program could correct the deficiencies and restore and sustain reliability. The USACE has indicated that as the bridges continue to age, routine maintenance and minor component replacement would result in an unacceptable structural condition. As a result, it is likely that lower vehicle weights, traffic volume restrictions, and speed limits would be required and posted to maintain continued bridge safety.

¹ The Transportation Improvement Program was endorsed on May 20, 2024, with subsequent amendments on November 18, 2024; December 16, 2024; February 24, 2025; and an adjustment on March 24, 2025.

Table 3-2. Transportation Improvement Program Projects, 2025–2029

Project Number	Year	Transportation Project	Project Description	Status
606900	2020	Belmont Circle Traffic and Multimodal Improvements	Traffic and multimodal improvements at Belmont Circle at U.S. Route 6 and State Route 25 and State Route 28	Completed
608422	2022	Trail Improvements – Sandwich	Shared-use path on Service Road (State Route 130 to Chase Road)	Underway
610542	2023	Bourne Rotary Improvements	- Restriping Bourne Rotary to two lanes and adding a channelized right-turn lane from State Route 28 northbound to Sandwich Road eastbound - Adding signs at Bourne Rotary - Installing flashing beacons at the Bourne Rotary approaches	Underway
613195	2024	Bridge Systematic Maintenance	Bridge deck replacement of the Quaker Meetinghouse Road Bridge over U.S. Route 6/ Mid-Cape Highway as part of an overall bridge preservation strategy	Programmed
609262	2025	Bourne Rail Trail, Phase 1	First phase of four planned phases of the Bourne Rail Trail connection to the Shining Sea Bikeway to the south in Falmouth and to the Cape Cod Canal path (Canal Service Road) in the town of Bourne; Phase 1 is approximately one-half mile long within the existing right-of-way of the Old Colony Railroad (Woods Hole branch line) from the Canal Service Road to Monument Neck Road.	Programmed
610673	—	Bourne Rail Trail, Phase 2	Phase 2 of four planned phases of the Bourne Rail Trail connection to Shining Sea Bikeway to the south in Falmouth and to the Cape Cod Canal path (Canal Service Road) in the town of Bourne; Phase 2 is approximately 2 miles long from Monument Neck Road to Monk’s Park/Valley Bars Road.	Not Programmed
---	—	Bourne Rail Trail, Phase 3 and Phase 4A	Phase 3 and Phase 4A of four planned phases of the Bourne Rail Trail connection to Shining Sea Bikeway to the south in Falmouth	Not Programmed

Project Number	Year	Transportation Project	Project Description	Status
607394/ 611998	—	Bourne Rail Trail, Phase 4B	Phase 4B of four planned phases of the Bourne Rail Trail connection to the Shining Sea Bikeway to the south in Falmouth and to the Cape Cod Canal path (Canal Service Road) in the town of Bourne; Phase 4B is approximately 1 mile long, extending the Shining Sea Bikeway from its current terminus in North Falmouth into the town of Bourne.	Not Programmed
606082	2025–2028	U.S. Route 6 Scenic Highway Median Installation	• Resurfacing • Safety improvements, including a raised center median and expanded shoulders to separate eastbound and westbound travel lanes • Drainage improvements • Traffic signal improvements at two intersections • Shared-use path	Programmed
612053	2025	Bourne/Sandwich, Resurfacing and Related Work on U.S. Route 6	Improvements to pavement serviceability, condition, and roadway safety on U.S. Route 6 from Sagamore Bridge to the Sandwich town line (8.55 miles)	Programmed
613200	2026	Chase Road over U.S. Route 6 Bridge	Bridge deck replacement of Chase Road over U.S. Route 6 (Mid-Cape Highway) bridge structure in the town of Sandwich	Programmed
612063	2028	State Route 28 Resurfacing and Related Work	Improvements to pavement serviceability, condition, and roadway safety on MacArthur Boulevard (State Route 28) from Bourne Rotary to Otis Rotary	Programmed
613199	2028	U.S. Route 6 over State Route 130 Bridge	Bridge deck replacement of U.S. Route 6 (Mid-Cape Highway) bridge structure over State Route 130 in the town of Sandwich	Programmed
613271	—	Shared-use path, State Route 130 to Canal Service Road	Shared-use path from State Route 130 to Canal Service Road in the town of Sandwich	Not Programmed

Note: [Table 3-2](#) includes only those projects in the Study Areas that are part of the No Build Alternative. It does not include Project S13144, the replacement of the Sagamore Bridge, which was added to the Federal Fiscal Year 2025-2029 Transportation Improvement Program as Amendment #2, December 9, 2024.

— No date available.

The No Build Alternative would not meet any of the Program’s identified needs:

- It would not address the deteriorating structural condition and escalating maintenance demands of the existing bridges.
- It would not address the substandard design elements of the bridges, the immediate mainline approaches, and their adjacent interchanges and intersections.
- It would not improve vehicular traffic operations.
- It would not improve accommodations for pedestrians and bicyclists.

Per NEPA requirements, the No Build Alternative is included in Environmental Impact Statements (EIS) as the base condition against which the Build Alternative is compared and evaluated.

4 Agency Coordination

4.1 Lead Agencies

The FHWA is the Lead Federal Agency for the Program. As Lead Federal Agency, the FHWA is responsible for managing the Program’s environmental review process,² including the applicable environmental laws, executive orders, and regulations to be addressed before final NEPA decision and document approval.

As the recipient of federal funds for the Program, MassDOT is serving as the Project Sponsor and Joint Lead Agency with shared responsibility for managing the NEPA process, including public involvement and preparing the EIS. MassDOT is leading the Program delivery process, including the alternatives analysis, environmental review under the Massachusetts Environmental Policy Act (MEPA), and permitting.

4.2 Agency Coordination Plan

As Lead Agencies, the FHWA and MassDOT are responsible for identifying, inviting, and proactively involving agencies to participate in the Program’s environmental review process. The FHWA and MassDOT prepared an Agency Coordination Plan in accordance with 23 USC 139 to solicit and consider input from other agencies and the public in the environmental review process for the Program. The Agency Coordination Plan is in effect throughout the environmental review process and updated to reflect ongoing agency involvement, completion of key milestones, and changes to agency contacts and roles, as necessary.

² Per 23 United States Code (USC) § 139(a)(5), The term “environmental review process” means (1) the process for preparing for a project an environmental impact statement, environmental assessment, categorical exclusion, or other document prepared under the National Environmental Policy Act (NEPA), and (2) the process and schedule, including a timetable for and completion of any environmental permit, approval, review, or study required for a project under any federal law other than NEPA.

4.3 Cooperating Agencies

The FHWA invited agencies with jurisdiction by law (via permitting or other regulatory authority) to serve as Cooperating Agencies in the environmental review process for the Program. **Table 4-1** lists the agencies that are serving as Cooperating Agencies in the Program’s environmental review process, along with their applicable area(s) of jurisdiction.

Table 4-1. Cooperating Agencies and Areas of Jurisdiction

Cooperating Agency	Areas of Jurisdiction
U.S. Army Corps of Engineers (USACE) – New England District	- Issues permits under Section 404 of the Clean Water Act (33 United States Code [USC] 1344), including Section 404(b)(1), and Section 10 of the Rivers and Harbors Act (33 USC 403) for discharges of dredged or fill material into waters of the United States, and for structures in navigable waters of the United States. - Issues Section 408 permission under Section 14 of the Rivers and Harbors Act of 1899 (33 USC 408) for occupation and alteration of a USACE federally authorized Civil Works Project. - Issues a federal permit under the Archaeological Resources Protection Act for archaeological investigation on the Cape Cod Canal Federal Navigation Project, pursuant to 43 Code of Federal Regulations (CFR) 7.
U.S. Coast Guard – First District	Issues bridge permits under The General Bridge Act of 1946 (33 USC 525) for construction of new bridges across navigable waters of the United States.
U.S. Environmental Protection Agency – New England Regional Office	- Issues a National Pollutant Discharge Elimination System Construction General Permit for discharge of stormwater from construction sites that disturb 1 acre or more of land under Section 402 of the Clean Water Act (33 USC 1342). - Reviews the Section 404 permit under Section 401 (a)(2) of the Clean Water Act (33 USC 1341(2)(2)). - Reviews the Draft and Final Environmental Impact Statements under Section 309 of the Clean Air Act (42 USC 7609).
National Oceanic and Atmospheric Administration National Marine Fisheries Service/Greater Atlantic Regional Fisheries Office)	- Consultation for effects to marine species under Section 7 of the Endangered Species Act (16 USC 1536), the Marine Mammal Protection Act of 1972 (16 USC 1371), and the Fish and Wildlife Coordination Act (16 USC 661). - Consultation for effects to Essential Fish Habitat under the Magnuson-Stevens Fishery Conservation and Management Act (16 USC 1801-1891d).

Cooperating Agency	Areas of Jurisdiction
U.S. Fish and Wildlife Service	• Consultation for effects to terrestrial species under Section 7 of the Endangered Species Act (16 USC 1536) and the Fish and Wildlife Coordination Act (16 USC 661).
Massachusetts Historical Commission (State Historic Preservation Office)	• Consultation under Section 106 of the National Historic Preservation Act (54 USC 306108), including development and execution of a Programmatic Agreement.
Massachusetts Executive Office of Energy and Environmental Affairs	• Issues Secretary Certificates on the Draft and Final Environmental Impact Reports under Massachusetts Environmental Policy Act (301 Code of Massachusetts Regulations [CMR] 11.00).
Massachusetts Department of Fish and Game	• Issues a Conservation and Management Permit under the Massachusetts Endangered Species Act (321 CMR 10.00), if needed.
Massachusetts Department of Environmental Protection	• Issues 401 Water Quality Certification under 314 CMR 9.00.
Massachusetts Office of Coastal Zone Management	• Issues Federal Consistency Determination under the Coastal Zone Management Act (16 USC 1451-1464).

4.3.1 Cooperating Agency Coordination and Concurrence Points

In addition to the review and authorization responsibilities identified in [Table 4-1](#), the role of Cooperating Agencies in the Program's NEPA process is to:

- Designate a point of contact to represent the agency in interagency consultations.
- Assist the Lead Agencies in identifying environmental, cultural, or socioeconomic resources of concern.
- Identify as early as practicable any issues that could substantially delay or prevent the granting of a permit or other approval needed for the Program and participate in resolving issues as needed.
- Share information that may be useful to the Lead and Cooperating Agencies.
- Provide timely review and approval of the Program's Purpose and Need Statement, alternatives retained for detailed study in the DEIS, impact assessment methodologies for the DEIS, and identification of the Preferred Alternative and Preliminary Mitigation.
- Provide input on the level of detail required on analyses in the Cooperating Agency's areas of expertise, including concurrence with impact analysis methodologies.
- Provide timely review of the DEIS and Final EIS documents to reflect the Cooperating Agency's views and concerns on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

4.3.2 Cooperating Agency Meetings and Concurrence Points

The FHWA and MassDOT hosted a series of virtual meetings with Cooperating Agencies to facilitate the exchange of information during Program planning and throughout the environmental review process and to obtain the Cooperating Agencies concurrence on decision points in the environmental review process. Summaries of these Cooperating Agency meetings and concurrence points are provided in [Sections 4.3.2.1 through 4.3.2.8](#).

4.3.2.1 Cooperating Agencies Meeting #1

The FHWA and MassDOT hosted the first Program coordination meeting with Cooperating Agencies on June 14, 2023. The purpose of this meeting was to formally initiate Cooperating Agency coordination for the Program pursuant to NEPA. During this meeting, the FHWA and MassDOT presented an overview of the following:

- Prior foundational studies, including the USACE’s MRER and the MassDOT Cape Cod Canal Area Transportation Study.
- Preliminary study areas and existing environmental constraints.
- Program public meetings to date.
- Program Purpose and Need.
- Background on the Program’s MEPA process and intent to align the NEPA and MEPA processes to produce a joint document to meet state and federal requirements.
- Program Design development, to date.
- Anticipated environmental permits and approvals.

4.3.2.2 Concurrence Point #1 and Cooperating Agencies Meeting #2

FHWA and MassDOT hosted the second Program coordination meeting with Cooperating Agencies on October 17, 2023. The purpose of this meeting was to provide the Cooperating Agencies with an update on the Program and the FHWA’s NEPA Class of Action determination for the Program as an EIS. During this meeting, the FHWA and MassDOT presented an overview of the following:

- Roles and responsibilities for Cooperating Agencies in the environmental review process
- Program Purpose and Need
- Screening evaluation overview of the USACE’s MRER Alternatives, which determined that the replacement of the Sagamore and Bourne Bridges with new bridges built to modern standards is the only reasonable Build Alternative to be advanced for further study in the Program EIS

During the meeting, the Cooperating Agencies concurred with the Program’s purpose and need (Concurrence Point #1).

4.3.2.3 Cooperating Agencies Meeting #3

FHWA and MassDOT hosted the third Program coordination meeting with Cooperating Agencies on March 29, 2024. The purpose of this meeting was to solicit feedback on the draft Notice of Intent (NOI), including the Alternatives Analysis Report, and to present the proposed Permitting Timetable.

4.3.2.4 Concurrence Point #2 and Concurrence Point #3

On May 16, 2024, the Cooperating Agencies concurred with the Program's Alternatives Retained for Detailed Study in the DEIS (Concurrence Point #2) as well as the Program Permitting Timetable (Concurrence Point #3).

4.3.2.5 Cooperating Agencies Meeting #4

FHWA and MassDOT hosted the fourth Program coordination meeting with Cooperating Agencies on June 27, 2024. The purpose of this meeting was to review the EIS Assessment Methodologies Report and the Agency Coordination Plan and provide opportunities to agencies to provide comment and feedback. A Program update was also provided at this meeting, with opportunities for discussion.

4.3.2.6 Concurrence Point #4

On July 27, 2024, the Cooperating Agencies concurred with the Program's NEPA/MEPA Assessment Methodologies Report (Concurrence Point #4). FHWA provided the Cooperating Agencies with an updated report on December 2, 2024.

4.3.2.7 Coordination Point #5 and Concurrence Point #5

Prior to publication of the DEIS, FHWA and MassDOT distributed a preliminary version of the DEIS (Coordination Point #5), including specific sections and/or technical appendices to Cooperating Agencies for review on March 14, 2025. FHWA and MassDOT identified the Preferred Alternative (including the preferred highway interchange pairings) in the preliminary DEIS submitted for review and comment by the Cooperating Agencies. Additionally, the DEIS identified preliminary mitigation measures based on coordination with Cooperating Agencies. Comments received from the Cooperating Agencies on the preliminary draft DEIS on April 14, 2025, constituted approval of the Preferred Alternative and preliminary mitigation measures (Concurrence Point #5).

4.3.2.8 Future Coordination Points and Concurrence Points

Future Coordination Points and Concurrence Points with Cooperating Agencies include the following:

- Coordination Point #6: Issuance of the DEIS and publish notice of availability.
- Coordination Point #7: DEIS public meetings, public review, and close of the DEIS public comment period.
- Coordination Point #8: Preparation of the preliminary draft Final EIS and Record of Decision (ROD).
- Coordination Point #9: Issuance of the Final EIS/ROD and completion of the NEPA process.
- Coordination Point #10: Statutory consultation activities.

- Concurrence Point #6: Issuance of approvals and/or permits post NEPA.

5 Public Involvement

5.1 Public Involvement Plan

The outreach and engagement process for the Program is guided by a comprehensive Public Involvement Plan (PIP). This robust document details the process of engaging and informing the public and the comprehensive, inclusive, and effective strategies used to solicit feedback from key stakeholders and the local community to successfully implement the Program.

The PIP was first developed at the onset of the Program in January 2021 and has been utilized throughout the duration to benefit the engagement and outreach process. The PIP was shared with stakeholders, including the FHWA and USACE for comments and input to align expectations on public involvement.

The PIP is a living document that is continuously updated to provide the most current information on the public outreach program. It will evolve to respond to community needs as they may change as the Program advances.

The [latest available copy of the PIP](#)³ is posted online on the Program website to promote transparency and provide the public with information on outreach activities and strategies.

Part 771 of Title 23 of the CFR, which lays out the FHWA's policies and procedures for implementing NEPA, states that "public involvement and a systematic interdisciplinary approach be essential parts of the development process for proposed actions." This PIP recognizes this critical need and therefore places community engagement at the forefront of Program design activities.

Due to the regional importance of access to Cape Cod, the Program necessitates an innovative and collaborative approach to public involvement. The public involvement process must be transparent and inclusive, allowing for two-way communication across all demographics and geographies. Having a robust PIP ensures that MassDOT is utilizing effective communication strategies to achieve consensus amongst diverse populations that help inform Program development. Consistent messaging throughout design and construction is critical to the overall success of the Program. The PIP contains the following goals:

- Continue to effectively inform and engage a broad base of geographically and demographically diverse stakeholders across Cape Cod and the region about this Program.
- Ensure that the public process continues to be inclusive and accessible and provides ample opportunity to engage with MassDOT, provide feedback, ask questions, and attend public meetings for all those who choose to participate.

³ <https://www.mass.gov/doc/cape-cod-bridges-program-public-involvement-plan/download>

- Maintain effective online and in-person communication with stakeholders in Cape Cod and across the region.
- Provide the public with opportunities to inform the project development process.
- Remain responsive to stakeholder comments, inquiries, and needs throughout the entirety of the Program.
- Maintain and update online resources and materials for the public to learn about the status of the Program and ensure materials are accessible for all populations.
- Continuously adapt outreach strategies, messaging, and communication tactics based on public feedback and sentiment.

5.2 Communication Tools and Resources

The following tools and resources have been and will continue to be used throughout the Program to inform the public, share information, and gather feedback and input.

5.2.1 Program Website

A [Program website](https://www.mass.gov/cape-cod-bridges-program)⁴ has been developed and published on the MassDOT website and will continue to be available throughout the entirety of the Program.

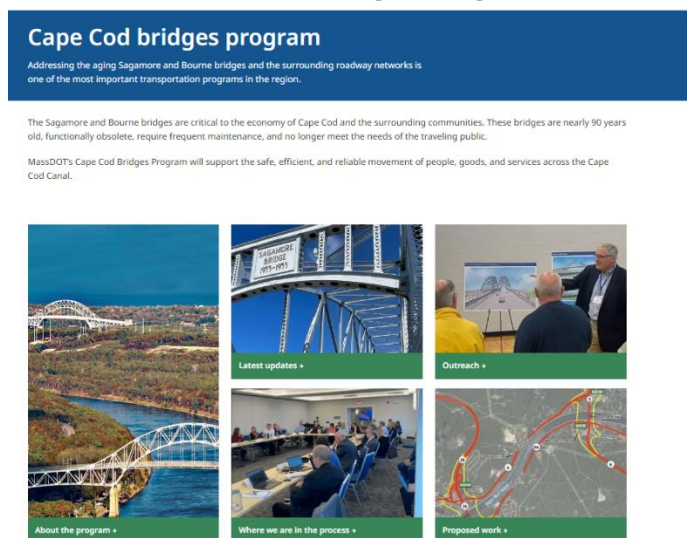
The purpose of the Program website is to provide a centralized, easily navigable location for the public to access online resources and information on the Program.

This website contains content and pages regarding the latest updates about the Program, proposed work, Program background, environmental outreach, history of the canal and bridges, and documents and meeting materials. The website posts upcoming events and contact information. Additionally, the website meets accessibility compliance requirements.

The website has been heavily used and has seen a high number of visitors. As of May 1, 2025, the website has been visited over 75,000 times by over 50,000 different users.

Exhibit 5-1 shows the website.

Exhibit 5-1. Cape Cod Bridges Program Website



⁴ <https://www.mass.gov/cape-cod-bridges-program>

5.2.2 Stakeholder Database

A comprehensive stakeholder database has been developed to help organize and manage stakeholder information and disseminate information and content. The stakeholder database has drawn from previous efforts including the Cape Cod Canal Transportation Study and MRER stakeholder lists.

This database has grown throughout the Program. As stakeholders subscribe to updates, submit comments, and attend virtual or in-person meetings, their contact information is added to the database. The database is being managed and updated regularly through MassDOT's Public Involvement Management Application (PIMA) as described in [Section 5.2.3](#).

As of May 1, 2025, the database includes over 5,600 stakeholders, which include, but are not limited to the following:

- Abutters
- Bike and pedestrian groups
- Businesses
- Chambers of Commerce
- Churches and faith-based organizations
- Community/advocacy groups
- Council on Aging
- Education institutions
- Emergency services
- Federal, state, and local environmental agencies
- Hospitality groups
- Local, State, and Congressional Officials
- Members of the public
- Neighborhood associations
- Planning Commissions
- Recreation boards
- Residents and local property owners
- Senior Centers
- Tourism sites/groups
- Transit Authorities
- Transportation groups

5.2.3 Public Involvement Management Application

Throughout the Program, MassDOT has used its PIMA, an innovative online resource that helps optimize the outreach process. PIMA contains tools and benefits that help the public more easily comment and provide feedback which allows the Program to manage and track engagement. PIMA serves as a central database of stakeholders and helps ensure continuous engagement of individuals and entities.

PIMA provides an [online comment form](#)⁵ that is linked to the Program website and linked to other materials such as emails, flyers, and social media posts. This comment form is customizable and allows the public to provide input and feedback on key topics and priorities, identify areas of concern on Program maps, rate their level of opinion of the Program, and subscribe for Program updates.

PIMA allows the Program to log all comments and questions regardless of the source. Through PIMA, MassDOT can respond to all comments and questions which creates a seamless process for the public to stay updated on Program developments. Stakeholders receive a confirmation email every time they submit a comment and another notification email when MassDOT has entered a response. As of May

⁵ https://pima.massdotpi.com/public/comment/project-comment-dynamic?project_id=13868

1, 2025, over 1,900 comments and responses have been logged through PIMA. These comments address a variety of topics including right-of-way, construction, bridge design, traffic, and environmental concerns.

PIMA also provides a subscription link, allowing the public to sign up for updates without having to submit a comment. The public is prompted to enter basic information, including their name, zip code, and email address to be added to the list. The [subscription link](#) is included in email blasts, social media posts, and other materials to encourage the public to sign up to receive updates. **Exhibit 5-2** shows the PIMA comment form.

Exhibit 5-2. Public Involvement Management Application Comment Form

The screenshot displays a web form titled "Cape Cod Bridges Program". Below the title, a subtitle states: "MassDOT's Cape Cod Bridges Program will be a continuation of the Cape Cod Canal Transportation Study, focusing on upgrades and improvements to the Canal area transportation networks." The form is divided into four numbered sections. Section 1, "Please enter your comment below:", features a large text area with a red border and a red asterisk indicating it is required. A disclaimer below the text area reads: "Please do not place any personally identifiable information such as names, phone numbers, or email addresses within this field and be aware that any comment you place in this field will be available for public consumption." Section 2, "Select any of the following topics that apply to your comment: (Select up to 3)", includes a row of buttons: "Roadway or bridge maintenance", "Construction", "Personal property", "Daily Commute", "Environmental", and "Other". Below these is a button for "Program Purpose and Need". Section 3, "Tell us about yourself and stay up to date with the project", contains three input fields: "Zip Code", "Last Name", and "Email", each with a red asterisk indicating it is required. Section 4, "Do you have a specific question or concern that you would like a response to?", has a dropdown menu with "Do not send me a response" selected. At the bottom of the form is a "CONTINUE" button with a right-pointing arrow.

5.2.4 Email Blasts

Email blasts are regularly sent to stakeholders and interested parties on a variety of topic and events. These email communications serve to distribute Program updates, public meeting notifications, details on upcoming outreach activities, and other information and content regarding the Program. Email updates are distributed throughout PIMA to the full list of stakeholders and individuals who have signed up to receive materials.

5.2.5 Frequently Asked Questions

MassDOT has developed Frequently Asked Questions (FAQ) documents to help convey details and technical information to the public. These documents have included a wide variety of commonly asked questions and concerns, such as questions regarding Program status, schedule, cost, current activities,

scope, and benefits. Commonly asked questions were sourced from numerous avenues including meetings, briefings, and the online comment form. These FAQ documents have been distributed via email to the stakeholder database, shared with stakeholders, and at in-person events.

5.2.6 Social Media

MassDOT uses its social media accounts to disseminate messaging relating to Program milestones, public involvement opportunities, upcoming public meetings, and schedule updates. As of May 1, 2025, MassDOT has posted on social media platforms, including Facebook, X, formerly known as Twitter, and Instagram, at least 65 separate times regarding the Program. These social media posts have received nearly 1,700 separate interactions and have been reshared nearly 150 times, helping to further amplify the Program's messages and spread awareness.

5.2.7 Flyers

MassDOT uses flyers to disseminate information and solicit information. To date, flyers have been developed for each public meeting and open house, generally two weeks prior to each event, as well as for general updates and information on the Program. These flyers also contain contact information, links to the Program website, and information on how to solicit feedback and questions. Flyers are posted online, distributed in-person at public events, and via email to stakeholders for their own distribution to their organizations and the communities they serve. As a matter of course, flyers are regularly translated to Spanish and Portuguese. Flyers in English, Spanish, and Portuguese have the same distribution process.

5.2.8 Press Releases

MassDOT distributes press releases to over 150 local, state, and regional media outlets to announce details regarding Program updates, milestones, public events, and notable developments. Providing information to the media helps to amplify the Program and further spread information to members of the public and stakeholders.

5.2.9 Surveys

MassDOT uses online surveys to solicit feedback from the public on the Program. As detailed in [Section 5.3.4.3](#), MassDOT conducted an online survey during the Round 3 meetings on November 15 and 17, 2022, to assess the public's preferences for the proposed bridge types. The survey closed on December 16, 2022, and 2,206 submissions were recorded. Surveys have also been utilized during public meetings to determine usage of interpretation services.

5.2.10 Formal Notices

MassDOT issues formal notices to provide official notice to the public of Program events including all public meetings and open houses. These formal notices are comprehensive documents which provide logistical information, including date, time, location, purpose, and how to seek more information. These documents are posted online on the MassDOT website in an accessible format and included on

the MassDOT event page. They are also advertised in numerous print and digital publications in English and non-English languages, including the following:

- Cape Cod Times
- Cape Cod Chronicle
- Bourne Enterprise
- El Planeta
- Portuguese Times
- Barnstable Patriot
- Provincetown Independent

These publications have a reported total circulation of nearly 220,000 readers.

5.2.11 Phone Calls

MassDOT has received numerous calls throughout the duration of the Program with questions, comments, and feedback. MassDOT has responded to all stakeholder phone call inquiries to be responsive to public concerns and inquiries.

MassDOT has utilized phone calls to coordinate various events, stakeholder meetings, and briefings. Stakeholders are often coordinated via phone as well as using other communication methods to ensure they are aware of events.

5.2.12 Public Meeting Recordings

As of May 1, 2025, MassDOT has held 11 virtual public meetings. Each of these meetings were recorded and posted to the Program website page. The recordings are also integrated with PIMA so that users can seamlessly view the recording and submit comments. This allows the public and stakeholders to participate in the meetings when it fits their schedule, have easy access to details regarding the Program, and conveniently provide input and ask questions.

5.3 Public Participation Program

5.3.1 Advisory Group Meetings

MassDOT established an Advisory Group to allow for engagement with key stakeholders within the Program Limits and learn of community feedback, needs, and concerns in a focused setting.

This group is intended to provide feedback and input on topics such as design alternatives, community and environmental impacts, and the construction schedule. Feedback, concerns, and questions brought up during Advisory Group discussions are used by MassDOT to help make informed decisions throughout Program development.

Advisory Group members represent a variety of stakeholder types including, but not limited to, the following:

- Local and elected officials

- Planning commissions
- Emergency services representatives
- Economic development representatives
- Chambers of Commerce.

MassDOT plans and hosts each of the Advisory Group meetings. Materials utilized at meetings include presentations, maps, and graphics. In addition to a formal presentation by MassDOT, Advisory Group meetings include opportunities for questions, comments, and discussion. Meetings are held in a hybrid format, to allow for both in-person and virtual participation by Advisory Group members.

Advisory Group meetings are open to the public, and meeting materials, including presentations and meeting notes are also made available on the Program website.

As of September 30, 2024, members of the Advisory Group are as follows:

- | | |
|---|---|
| <ul style="list-style-type: none"> • Federal and State Elected Officials <ul style="list-style-type: none"> – Office of U.S. Senator Warren – Office of U.S. Senator Markey – Office of U.S. Representative Keating – Office of U.S. Representative Lynch – Office of Governor Healey – Office of State Senator Fernandes – Office of State Senator Cyr – Office of State Representative Vieira – Office of State Representative Diggs – Office of State Representative Xiarhos – Office of State Representative Moakley – Office of State Representative Luddy | <ul style="list-style-type: none"> • Other Entities <ul style="list-style-type: none"> – Association to Preserve Cape Cod – Barnstable County Board of Regional Commissioners – Barnstable County Sheriff – Bourne Commission on Disabilities – Bourne Police Department – Bourne Public Schools – Bourne Recreation Authority – Bourne Selectboard Representatives – Bourne Town Administrator's Advisory Committee on Pedestrian Bicycle Pathway – Cape Cod Canal Region Chamber of Commerce – Cape Cod Chamber of Commerce – Cape Cod Commission – Cape Cod Metropolitan Planning Organization – Cape Cod Regional Transit Authority – Massachusetts Emergency Management Agency – Massachusetts State Police – Town of Bourne – Upper Cape Cod Regional Technical High School – U.S. Army Corps of Engineers |
|---|---|

The first Advisory Group meeting was on May 16, 2023. This event was held at the Upper Cape Cod Regional Technical High School in Bourne and was attended by approximately 56 individuals. This [first meeting included a presentation](https://www.mass.gov/doc/cape-cod-bridges-program-advisory-group-presentation-51623/download)⁶ on topics including policies and procedures for the meeting, public involvement, bridges, roadway locations, roadway interchange alternatives, evaluation criteria, the

⁶ <https://www.mass.gov/doc/cape-cod-bridges-program-advisory-group-presentation-51623/download>

Environmental Notification Form (ENF) filing, and next steps. Following the formal presentation, a question-and-answer session was held. Comments primarily focused on topics including local coordination, construction impacts, funding, regional significance, traffic, and multimodal considerations.

MassDOT held a second Advisory Group meeting on September 23, 2023, at the Massachusetts Maritime Academy in Bourne. This event was attended by approximately 45 individuals. [The second Advisory Group meeting's presentation](#)⁷ included information on grant applications, cost, schedule, an environmental update, Measures of Effectiveness, and multimodal accommodations. Following the formal presentation, a question-and-answer session was held. Comments primarily focused on topics including cost, schedule, multimodal impacts, traffic, and construction. **Exhibit 5-3** is an image of this meeting.

The third meeting of the Advisory Group took place on April 9, 2024. This event was held at the Upper Cape Cod Regional Technical High School in Bourne and was attended by approximately 46 individuals. [The third Advisory Group meeting's presentation](#)⁸ included information on funding, NEPA, assessment of highway interchange options, schedule, and a bridge update. Following the formal presentation, a question-and-answer session was held. Comments primarily focused on topics including roadway operations, alignment, funding, schedule, and multimodal accommodations.

The fourth meeting of the Advisory Group took place on October 22, 2024. This event was held at the Massachusetts Maritime Academy in Bourne. The event was attended by approximately 40 individuals. [The fourth Advisory Group meeting's presentation](#)⁹ included information on funding, an environmental update, the detailed assessment of highway interchange options, and recommended interchange options. Following the formal presentation, a question-and-answer session was held. Comments primarily focused on funding, construction impacts, traffic, schedule, and roadway operations.

**Exhibit 5-3. Advisory Group Meeting
(September 26, 2023)**



⁷ <https://www.mass.gov/doc/cape-cod-bridges-program-advisory-group-presentation-92623/download>

⁸ <https://www.mass.gov/doc/cape-cod-bridges-program-advisory-group-presentation-492024/download>

⁹ <https://www.mass.gov/doc/cape-cod-bridges-program-advisory-group-presentation-102224/download>

The fifth meeting of the Advisory Group took place on March 13, 2025. This event was held at the Massachusetts Maritime Academy in Bourne. The event was attended by approximately 40 individuals. [The fifth Advisory Group meeting's presentation](#)¹⁰ included updates on funding, environmental reviews, roadway interchange options, subsurface exploration, and property acquisitions. Following the formal presentation, a question-and-answer session was held. Comments primarily focused on funding and property acquisitions.

5.3.2 Stakeholder Briefings

MassDOT has held and attended regular briefings with local and regional stakeholders throughout the duration of the Program and will continue to hold briefings as the Program progresses. Briefings have taken a variety of forms – including hosting virtual online meetings and in-person briefings, and attending regularly scheduled meetings and events.

Stakeholders have been identified according to their mission, regional roles, populations they serve, and involvement in Cape Cod Canal area transportation planning efforts, including MassDOT's Cape Cod Canal Transportation Study and the USACE's MRER/EA. The Program is also responsive to stakeholders and entities that request a briefing.

The purpose of meeting with these stakeholders is to help anticipate priorities of the broader public, address stakeholder needs and concerns, and support a collaborative Program development process. These briefings allow meaningful engagement as meetings are discussion-based and focus on specific stakeholder interests, and create opportunity for collaborative conversations.

MassDOT has attended and hosted briefings with several stakeholders, including, but not limited to, the following:

- Town of Bourne
- Boston Region Metropolitan Planning Organization
- Cape Cod Canal Region Chamber of Commerce
- Cape Cod Chamber of Commerce
- Cape Cod Commission
- Cape Cod Regional Transit Authority
- Christmas Tree Shops
- Federal, State, and Local Elected Officials
- Market Basket
- Military-Civilian Community Council for Joint Base Cape Cod
- Nantucket Planning and Economic Development Commission
- Old Colony Planning Council
- Sandwich Chamber of Commerce
- Southeastern Regional Planning & Economic Development Commission
- Southeastern Regional Transit Authority

¹⁰ <https://www.mass.gov/doc/cape-cod-bridges-program-advisory-group-presentation-31325/download>

- Steamship Authority

5.3.3 Public Meetings

MassDOT regularly holds public meetings to provide updates, highlight key milestones, and allow the public to provide input and feedback on various aspects of the Program.

As of May 1, 2025, MassDOT has held 11 public meetings, and these public meetings have been attended by a cumulative total of 4,560 individuals.

5.3.3.1 Virtual Meetings

To maximize attendance and ensure regional input and engagement, each of these meetings has been held virtually via Zoom. Each meeting has consisted of a formal presentation by MassDOT followed by an opportunity for public questions and comments.

For each round of meetings, MassDOT posts and distributes meeting invitations and notification materials at least two weeks before each meeting, with translations provided in Spanish and Portuguese. Notification materials have included formal notices posted online on the MassDOT website, flyers, email blasts, newspaper advertisements, social media posts, press releases, and other email updates. A newspaper advertisement was developed in English and translated to Spanish and Portuguese; all three versions were published in online and digital publications. A press release was also distributed to local and regional outlets and MassDOT highlighted these events on social media.

As a matter of course, interpreters are made available at every public meeting. This has included:

- Spanish – two interpreters at each meeting.
- Portuguese – two interpreters at each meeting.
- American Sign Language (ASL) – two interpreters at each meeting.
- Communication Access Realtime Translation (CART) – one CART provider at each meeting.

Meeting notification materials have also included information on how the public can request additional language interpretation and translation services.

Additionally, the presentation used during each meeting and the recording of each meeting are posted on the Program website.

5.3.3.2 Open Houses

As of May 1, 2025, MassDOT has held three open houses and will continue to utilize these types of events to engage with the public. The three open houses were attended by a cumulative total of at least 1,266 registered individuals.

These events provide increased flexibility and creativity in offering meaningful experiences for stakeholder participation, and an opportunity for stakeholders to interact with each other and MassDOT in an organized and engaging setting. They allow for direct, one-on-one interaction with MassDOT, where members of the public can easily ask questions and receive answers.

Each of these events have been held in Bourne, in-person, in an accessible location. They have taken place during weekdays, over a period of approximately six hours each to maximize the opportunity for members of the public to attend.

Each event has included numerous components—such as graphical displays and pictures, interactive stations, copies of printed materials such as FAQs and relevant documents, videos, and renderings.

MassDOT posts and distributes open house invitations and notification materials at least two weeks before each event, with translations provided in Spanish and Portuguese. Notification materials have included formal notices posted on the MassDOT website, flyers, email blasts, newspaper advertisements, social media posts, press releases, and other email updates.

As a matter of course, the following interpreters have been made available at each open house:

- Spanish – one interpreter at each event
- Portuguese – one interpreter at each event
- American Sign Language (ASL) – two interpreters at each event

Notification materials have also included information on how the public can request additional language translation and interpretation services.

Additionally, the presentations and graphics used for each event have been posted on the Program website in an accessible format.

5.3.4 Rounds of Public Outreach

To promote effective engagement through the multiple Program phases, MassDOT has organized public outreach into “rounds of outreach.” Each round has taken place over several weeks or months, and is intended to share specific information and updates, solicit feedback and questions, and incorporate input into the Program. Each round consists of numerous events, including meetings and briefings, and distribution of content. This strategy creates a cohesive and coordinated framework for outreach and a standard and predictable process.

It is important to note that public comments and questions are accepted by the Program anytime, not exclusively during rounds of outreach. Additionally, stakeholder engagement has continued throughout the duration of the Program.

As of November 2024, MassDOT has held seven rounds of public outreach, and rounds will continue throughout the duration of the Program. Descriptions and details of each round are as follows.

5.3.4.1 Round 1 - Spring/Summer 2021

The first round of public outreach for the Program took place in spring/summer 2021. Round 1 introduced the Program to the public and provided general information on current activities and next steps. The information conveyed during this round included the history of the Program, MassDOT, the need for the Program, the status of Program development, including data collection and analysis, and the public involvement process.

This round of outreach consisted of numerous stakeholder briefings and two live, identical virtual public information meetings on June 29, 2021, and June 30, 2021 ([MassDOT webpage for the June 29, 2021, meeting](#)¹¹ and the [webpage for the June 30, 2021, meeting](#)¹²). A combined total of 686 individuals attended these two public meetings.

At each meeting, opportunities for public comments and questions followed the presentations. A total of approximately 300 comments were submitted verbally or in written form. Comments and questions were primarily related to topics such as personal property and right-of-way impacts, environmental impacts, construction, roadway or bridge maintenance, daily commutes, and the need for the Program.

Each public meeting was recorded and posted on the MassDOT website ([recording of the June 29, 2021, meeting](#)¹³ and [recording of the June 30, 2021, meeting](#))¹⁴. **Exhibit 5-4** is an image from the June 30, 2021, meeting.

Exhibit 5-4. Round 1 Virtual Public Meeting (Spring/Summer 2021)



¹¹ <https://www.mass.gov/event/bourne-cape-cod-canal-area-improvements-virtual-information-meeting-june-29-2021-2021-06-29t190000-0400-2021-06-29t210000-0400>

¹² <https://www.mass.gov/event/bourne-cape-cod-canal-area-improvements-virtual-information-meeting-june-30-2021-2021-06-30t190000-0400-2021-06-30t210000-0400>

¹³ https://pima.massdotpi.com/public/event-registration/search?project_id=13868&pe_guid=7eb87d91-27ea-4671-a91f-7b70bb35a1f4

¹⁴ https://pima.massdotpi.com/public/event-registration/search?project_id=13868&pe_guid=41a26578-46c2-4a26-900c-4d16ab72e94d

5.3.4.2 Round 2 – Fall 2021

The second round of public outreach for the Program took place in fall 2021. Round 2 provided an update on the progress of the Program and solicited input on several components. The information conveyed during Round 2 included details on current activities and existing conditions, Measures of Effectiveness, and input on a Purpose and Need Statement. During the meetings, polls were conducted regarding the public's preferences for meeting notifications, experience with travel over the bridges, and priorities for improvements.

This round of outreach consisted of numerous stakeholder briefings and two live, identical virtual public information meetings on November 16, 2021, and November 18, 2021 ([MassDOT webpage for the November 16, 2021, meeting](#)¹⁵ and the [webpage for the November 18, 2021, meeting](#)¹⁶). A combined total of 565 individuals attended these two public meetings.

At each meeting, there were opportunities for public comments and questions following the presentations. A total of approximately 184 comments were submitted verbally or in written form. Comments and questions were primarily related to topics such as bridge conditions, traffic safety, traffic demand and operations, property impacts, construction, and bridge design alternatives.

Each public meeting was recorded and posted on the MassDOT website ([recording of the November 16, 2021, meeting](#)¹⁷ and the [recording of the November 18, 2021, meeting](#)¹⁸).

5.3.4.3 Round 3 – Fall 2022

The third round of public outreach for the Program took place in fall 2022. Round 3 shared information on the status of the Program and gained public concurrence on key aspects and developments. The information conveyed during Round 3 included the draft Purpose and Need Statement, review of bridge types, and information on public and stakeholder engagement, funding, and construction staging.

This round of outreach consisted of numerous stakeholder briefings and two live, identical virtual public information meetings on November 15, 2022, and November 17, 2022 ([MassDOT webpage for](#)

¹⁵ <https://www.mass.gov/event/bourne-proposed-cape-cod-canal-area-transportation-improvement-program-111621-2021-11-16t190000-0500-2021-11-16t200000-0500>

¹⁶ https://hntb.sharepoint.com/sites/dp_70095_CCBPcollab/Shared%20Documents/1_EIS_Chapters%20and%20Technical%20Reports_InProgress/06._Agency_Coordination_and_Public%20Involvement/CCBP_06_Agency_Coordination_and_Public_Involvement.docx

¹⁷ https://pima.massdotpi.com/public/event-registration/search?project_id=13868&pe_guid=ce4e3615-9583-4fa3-b459-3f472296598d

¹⁸ https://pima.massdotpi.com/public/event-registration/search?project_id=13868&pe_guid=c64ad756-0e66-469c-9fdb-0ffd79503f33

[the November 15, 2022, meeting](#)¹⁹ and the [webpage for the November 17, 2022, meeting](#)²⁰). A combined total of 1,257 individuals attended these two public meetings.

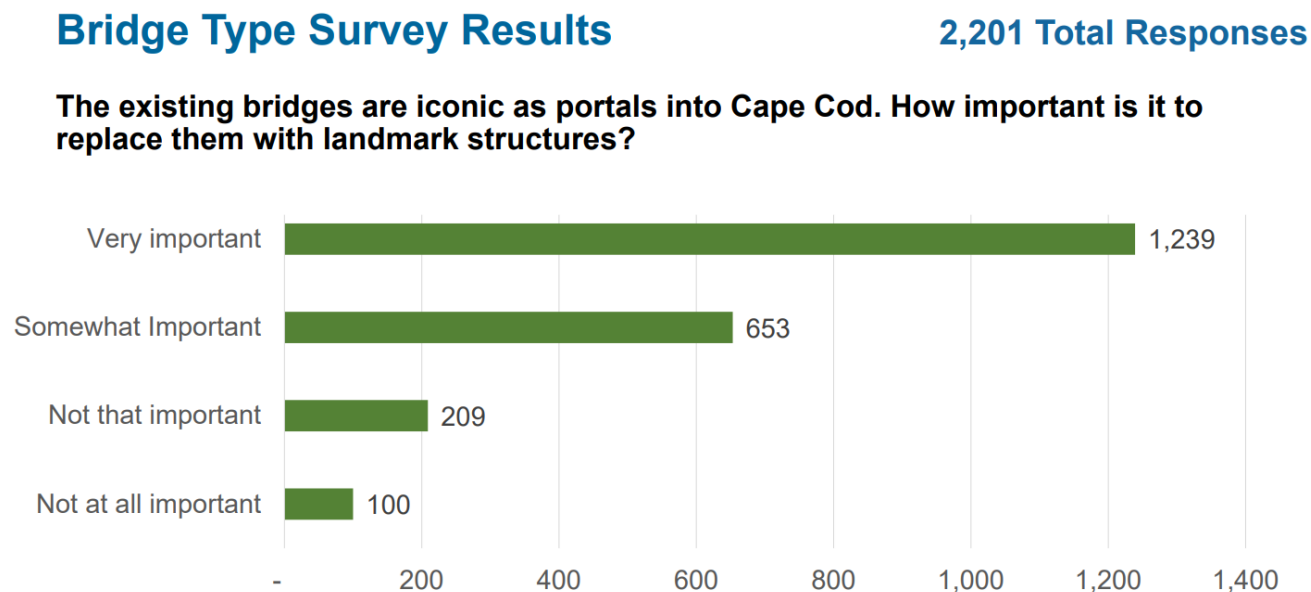
At each meeting, there were opportunities for public comments and questions following the presentations. A total of approximately 367 comments were submitted verbally or in written form. Comments and questions were primarily related to topics such as the Program Purpose and Need, the environment, construction, daily commute and traffic, bicycles and pedestrians, and bridge design.

Additionally, an online survey was launched during these meetings, asking the public the following questions:

1. How important is it that the new Cape Cod Bridges resemble the current Sagamore and Bourne Bridges?
2. How important is it to replace the Cape Cod Bridges with landmark structures?

The survey also asked the public to rate the proposed bridge types. A total of 2,215 responses were submitted. Nearly 40% of responses indicated that it is very important for the new Cape Cod Bridges to resemble the current bridges, and 56% of responses indicated that it is very important to replace the current bridges with landmark structures. The public also rated the three proposed bridge types, with the arch bridge type receiving an average rating of 4.5 stars, the cable-stayed bridge type receiving an average rating of 2.9 stars, and the concrete box girder bridge type receiving an average rating of 1.7 stars. **Figure 5-1** presents the results from the survey.

Figure 5-1. Round 3 Survey Results (Fall 2022)



¹⁹ <https://www.mass.gov/event/bourne-cape-cod-canal-bridges-program-virtual-public-information-meeting-november-15-2022-2022-11-15t180000-0500-2022-11-15t200000-0500>

²⁰ <https://www.mass.gov/event/bourne-cape-cod-canal-bridges-program-virtual-public-information-meeting-november-17-2022-2022-11-17t180000-0500-2022-11-17t200000-0500>

Each public meeting was recorded and posted on the MassDOT website ([recording of the November 15, 2022, meeting](#)²¹ and the [recording of the November 17, 2022, meeting](#)).

5.3.4.4 Round 4 – Winter 2022/2023

The fourth round of public outreach for the Program took place in winter 2022/2023. Round 4 provided updates on the status of the Program, including the Purpose and Need, and shared results of public surveys and questions. The information conveyed during this round included reviewing the status of funding, the Program Purpose and Need, public feedback on bridge types, proposed lane configurations, and roadway grades and locations.

This round of outreach consisted of numerous stakeholder briefings and two live, identical virtual public information meetings on January 24, 2023, and January 26, 2023 ([MassDOT webpage for the January 24, 2023, meeting](#)²² and the [webpage for the January 26, 2023, meeting](#)²³). A combined total of 991 individuals attended these two public meetings.

At each meeting, there were opportunities for public comments and questions following the presentations. A total of approximately 361 comments were submitted verbally or in written form. Comments and questions were primarily related to topics such as public involvement, bridge design, highway design, and bicycles and pedestrians.

Each public meeting was recorded and posted on the MassDOT website ([recording of the January 24, 2023, meeting](#)²⁴ and the [recording of the January 26, 2024, meeting](#)²⁵).

5.3.4.5 Round 5 – Spring 2023

The fifth round of public outreach for the Program took place in spring 2023. Round 5 reviewed the proposed interchange approach connections for the Bourne Bridge and the Sagamore Bridge. In addition to providing updates on the roadway connection options for each bridge, each virtual public meeting consisted of a formal presentation that covered topics such as grant opportunities, a status update, and next steps.

This round of outreach consisted of numerous stakeholder briefings, two live virtual public information meetings, an in-person open house, as well as an Advisory Group meeting (discussed in [Section 5.3.1](#)). The first public meeting took place on March 22, 2023, and provided an update and information on the Bourne Bridge roadway connection alternatives. The second meeting took place on March 29, 2023,

²¹ https://pima.massdotpi.com/public/event-registration/search?project_id=13868&pe_guid=99914ca0-e40e-4e77-a8cc-18b0ea66feb9

²² <https://www.mass.gov/event/bourne-cape-cod-bridges-program-12423-2023-01-24t180000-0500-2023-01-24t193000-0500>

²³ <https://www.mass.gov/event/bourne-cape-cod-bridges-program-12623-2023-01-26t180000-0500-2023-01-26t193000-0500>

²⁴ https://pima.massdotpi.com/public/event-registration/search?project_id=13868&pe_guid=2061ae47-d9bf-4f39-bab4-45ec47a593a6

²⁵ https://pima.massdotpi.com/public/event-registration/search?project_id=13868&pe_guid=8f49eb6d-c8b5-4d2f-9f4d-851abc444cb0

and provided an update and information on the Sagamore Bridge roadway connection alternatives. The content was separated in this manner to ensure the Program could devote adequate time and attention to each bridge and allow the public ample opportunity to learn and ask questions ([MassDOT webpage for the March 22, 2023, meeting](#)²⁶ and the [webpage for the March 29, 2023, meeting](#)²⁷). A combined total of 694 individuals attended these two public meetings.

At each virtual public meeting there were opportunities for public comments and questions following the presentations. A total of approximately 125 comments were submitted verbally or in written form. Comments and questions were primarily related to topics such as the environment, construction, bridge design, Program schedule, shared-use paths, traffic, safety, and funding.

Each virtual public meeting was recorded and posted on the MassDOT website ([recording of the March 22, 2023, meeting](#)²⁸ and [recording of the March 29, 2023, meeting](#)²⁹).

The open house took place on May 17, 2023, at the Bourne Veteran's Memorial Community Center, in Bourne. This event provided an update on the status of the Program, project funding and federal grants, the environmental review process, and next steps. This open house consisted of two sessions—an afternoon session from 12 p.m. to 3 p.m., and an evening session from 5 p.m. to 8 p.m. A total of 530 individuals attended this event ([MassDOT webpage for open house on May 17, 2023](#)³⁰).

²⁶ <https://www.mass.gov/event/cape-bridges-program-bourne-virtual-public-information-meeting-32223-2023-03-22t180000-0400-2023-03-22t200000-0400>

²⁷ <https://www.mass.gov/event/cape-bridges-program-sagamore-virtual-public-information-meeting-32923-2023-03-29t180000-0400-2023-03-29t200000-0400>

²⁸ https://pima.massdotpi.com/public/event-registration/search?project_id=13868&pe_guid=89a994e2-ec4a-49f5-8a24-d38b67044193

²⁹ https://pima.massdotpi.com/public/event-registration/search?project_id=13868&pe_guid=19760912-81f9-45bf-9dbd-4f3ef0415c99

³⁰ <https://www.mass.gov/event/cape-bridges-program-bourne-open-house-51723-2023-05-17t120000-0400-2023-05-17t150000-0400>

The open house included displays and graphics regarding roadway approaches, bridge alignments, bridge type, rail trail connections, roadway grades, lane configurations, and construction staging. The event also featured interactive stations, copies of printed materials, a video, and renderings ([open house displays on May 17, 2023](#)³¹). The event also served to announce the filing of the ENF with the MEPA Office. Through the open house, approximately 40 comments were submitted to the Program. **Exhibit 5-5** is an image from this open house.

Exhibit 5-5. Open House (May 17, 2023)



5.3.4.6 Round 6 – Spring 2024

The sixth round of public outreach for the Program took place in spring 2024. Round 6 reviewed MassDOT’s assessment of highway interchange options and the status of Program funding updates, and presented the Program’s NEPA updates.

This round of outreach consisted of numerous stakeholder briefings, a live virtual public information meeting, an in-person open house, as well as an Advisory Group meeting (discussed in [Section 5.3.1](#)).

The public information meeting took place on April 25, 2024, and was attended by 367 individuals ([MassDOT webpage for meeting on April 25, 2024](#)³²). Following the formal presentation, there were opportunities for public comments and questions following the presentations. Approximately 42 comments were submitted verbally or in written form. Comments and questions were primarily related to topics such as funding, schedule, property impacts, traffic, construction, and roadway operations. The virtual public meeting was recorded and posted on the MassDOT website ([recording of the April 25, 2024, meeting](#)).³³

³¹ <https://www.mass.gov/doc/massdot-open-house-document-cape-cod-bridges-program-bourne-51723/download>

³² <https://www.mass.gov/event/cape-cod-bridges-program-bourne-virtual-public-information-meeting-42524-04-25-2024>

³³ https://pima.massdotpi.com/public/event-registration/search?project_id=13868&pe_guid=28303d0f-e9ab-4ff0-a1ae-3327388368ac

The open house took place on May 13, 2024, at the Bourne Veteran’s Memorial Community Center, and was attended by 283 individuals ([Cape Bridges Program Bourne, Open House 5/13/24](#)). This open house consisted of two sessions—an afternoon session from 12 p.m. to 3 p.m. and an evening session from 5 p.m. to 8 p.m. This event provided an update on the status of the Program, project funding and federal grants, the environmental review process, and next steps.

The open house included displays and graphics regarding interchange options, construction concepts, lane configurations, roadway grade, pedestrian amenities, and bridge type. The event also featured interactive stations, copies of printed materials, a video, and renderings. The [May 13, 2024 open house displays](#) can be viewed online. As detailed in [Section 7.1.1](#), the event also provided opportunities for public review and comment, in compliance with NEPA scoping for the DEIS. Through the open house, approximately 37 comments were submitted to the Program. [Exhibit 5-6](#) is an image from this open house.

Exhibit 5-6. Open House (May 13, 2024)



5.3.4.7 Round 7 – Fall 2025

The seventh round of public outreach for the Program took place in Fall 2025. Round 7 provided an update on Program funding, the detailed assessment of interchanges options, recommended interchange options, and subsurface explorations. Round 7 included numerous stakeholder briefings, an in-person open houses, as well as an Advisory Group meeting (discussed in [Section 5.3.1](#)).

The open house event took place November 18, 2024, at the Bourne Veteran’s Memorial Community Center, and was attended by 453 individuals ([Cape Cod Bridges Program, Bourne, Open House 11/18/24](#)). This open house consisted of two sessions – an afternoon session from 12 p.m. to 3 p.m. and an evening session from 5 p.m. to 8 p.m. This event provided an update on the status of the program, the environmental review process, and the detailed assessment of interchange options. The open house included graphics and displays showing interchange options, bridge design, construction concepts, subsurface exploration, and lane configurations. The event also featured interactive stations, copies of printed materials, and videos of interchange options ([Cape Cod Bridge Program Open House Boards 11/18/24](#)). The open house also provided opportunities for public review and comment. Through this event, approximately 55 comments were submitted to the Program. Comments were responded to, considered by MassDOT in Program design, and logged in PIMA.

6 Incorporating Feedback

MassDOT has considered public input throughout the Program to promote informed decision making and ensure the scope, design, and other aspects incorporate community and stakeholder feedback.

Specific examples of components of the Program that have been incorporated into the design based on stakeholder and public engagement include the following:

- Selecting the network tied-arch bridge type and identifying areas of interest for bridge design, such as bridge aesthetics and similarity to the existing structures.
- Confirming MassDOT's recommended option for each of the four highway interchange quadrants.
- Developing the purpose and need evaluation criteria for separating local and regional traffic.
- Connecting the Claire Saltonstall Bikeway to the Program bicycle facilities on State Road in the Sagamore North quadrant.
- Updating the design of Frontage Road to accommodate bi-directional traffic.

7 Agency and Public Scoping Activities

This section describes the agency and public scoping process for identifying the issues for analysis in the Program's DEIS.

7.1 NEPA: Notice of Intent Review and Scoping for DEIS

In coordination with MassDOT, FHWA published an [NOI to prepare an EIS for the Program in the Federal Register](#). The purpose of the NOI was to advise the public, agencies, and stakeholders of the Program and to solicit comments on the scope of the Program EIS. The NOI was accompanied by a Supplementary NOI and included the Program Purpose and Need Statement and the Program Alternatives Analysis Report provided as two attachments. The Supplementary NOI provided additional information on the purpose and need for the proposed action, a description of the proposed action, alternatives the EIS will consider, expected impacts on the human, natural and built environments, and a proposed high-level schedule for the decision-making process.

The publication of the NOI started the formal NEPA scoping process. FHWA and MassDOT provided opportunities for public review of the NOI through a virtual public meeting, open house, and an extended comment period (of approximately 60 days) through May 31, 2024.

Additionally, MassDOT documented the EIS Scoping Process in a memorandum (**Appendix 1, Attachment 2**).

7.1.1 Public Meeting and Open House

The virtual public meeting and the open house were advertised in April 2024 through the Program website, paid advertisements in Cape Cod area local newspapers in English, Spanish, and Portuguese, and email notifications to approximately 4,500 individuals. Information regarding the virtual public meeting and open house was also distributed via press releases and published on social media.

MassDOT conducted a virtual public meeting on April 25, 2024. In total, 367 members of the public attended the meeting. In addition to providing an update on the Program’s funding status, MassDOT provided a NEPA update and reviewed the NOI documents. Following the approximate 30-minute presentation, MassDOT opened the meeting to public comments and questions. MassDOT noted that it was accepting public comments on the scoping process. MassDOT addressed 42 comments from 30 individuals during the meeting. MassDOT concluded the meeting with an invitation to attend the open house in the town of Bourne.

MassDOT conducted an open house at the Bourne Veteran’s Memorial Community Center on May 13, 2024. The open house—conducted as an afternoon session from 12 p.m. to 3 p.m., and an evening session from 5 p.m. to 8 p.m.—was attended by 283 members of the public. The open house provided an opportunity for the public to review and discuss the design plans developed to date. Brochures on the MassDOT right-of-way acquisition process were available, and right-of-way staff as well as subject matter experts participated in the open house to answer questions. Two copies each of the NOI, Supplemental NOI, and appendices were provided for review. Comment boxes also were provided. MassDOT’s presentation boards noted that public comments on the NOI would be accepted through May 31, 2024.

In addition to the comment boxes, MassDOT conducted an interactive survey with open house attendees. A total of 122 members of the public participated in the exercise. The survey requested information on usage of the bridges, needs, priorities, and goals.

Additionally, the NOI was posted to the Program website.

7.1.2 Comment Period

The public provided comments on the Program through the virtual public meeting, open house, Program website, and email correspondence to FHWA and MassDOT. In total, 89 individuals provided comments on the NOI. **Appendix 6.2** includes these comments.

8 Agency and Public Review of the DEIS

8.1 Issuance of DEIS and Public Comment Period

The FHWA is responsible for filing the DEIS with the U.S. Environmental Protection Agency for publication of the Notice of Availability in the Federal Register, which establishes a period of not fewer than 45 days nor more than 60 days for comments on the DEIS. The DEIS Notice of Availability also may

include announcements of joint public meetings if required by the FHWA and/or other Cooperating Agencies (e.g., USACE, U.S. Coast Guard).

Cooperating Agencies are required to provide comments on the DEIS on issues within their jurisdiction, expertise, or authority. Additionally, the Cooperating Agencies are required to specify any additional information they need to meet the requirements for federal permits or other approvals. If a Cooperating Agency has remaining concerns, then it must specify mitigation measures that would allow the Program to be approved.

8.2 DEIS and Closure of Public Comment Period

In accordance with 23 CFR 771.111(h)(2)(iii), MassDOT is responsible for conducting the DEIS public meetings and/or public hearings, in coordination with FHWA. Public meeting(s)/hearing(s) held on the DEIS will meet the requirements of FHWA pursuant to its NEPA implementing regulations. Advanced notice of the date, time, and location of any DEIS public meetings and/or hearings will be provided through the Program website, public notices, and press releases.