

**Cape Cod Bridges Program
Advisory Group Meeting
May 16, 2023, 3 PM
Upper Cape Cod Regional Technical High School
220 Sandwich Rd, Bourne, MA, 02532**

Meeting Summary

The first meeting of the Cape Cod Bridges Program Advisory Group took place on May 16, 2023, at 3 p.m. At this meeting, the Program Team provided a brief presentation followed by a discussion. Attendees included the Program Team, elected and appointed officials from the local, state, and federal levels, community organization leaders, and members of the public. 52 attendees were present.

Please note the information contained herein serves as meeting notes and not an exact transcript.

Meeting Notes

1. Program Team Presentation
 - Project updates were given by Bryan J. Cordeiro (MassDOT), Gareth Saunders (MassDOT), Erica Blonde (HNTB), Joseph Cahill (HNTB), and Mark Kolonoski (HNTB).
2. Discussion and Comments:
 - State Senator Susan Moran: Question regarding limiting Q&A to what is on the agenda and the process for suggesting agenda items for the next meeting.
 - Erica Blonde, HNTB: Response that there will be contact information at the end that can be used to provide input on future meetings.
 - State Senator Susan Moran: Comment about building for the next hundred years and including that in the design. For example, traffic management—is there a zipper lane capability being considered. Also, importance of maintenance and looking at ways to manage ice and snow. Additionally, question about real time trip data to help with travel.
 - State Representative Kip Diggs: Comment that there needs to be a construction supervisor to have a meeting to inform people daily so they can know what is happening and it can be smooth. Consider a liaison to answer questions, letting people know where activity will be, a daily checklist of what is happening and what they will be working on to make it more effective and smooth.
 - Judith Froman, Town of Bourne Select Board Member: Comment that timeframes for different aspects of the whole project are important. It could be a short timeframe or a longer timeframe but having those timetables would be helpful in the planning and looking to see if something is effective or not.
 - Tom Cahir, Cape Cod Regional Transit Authority: Comment about the importance of multimodal considerations. Concern is that this is a nationally renowned major project

and the roads on Cape Cod were never built to accommodate the volumes it has to deal with now, so when building the bridges, need to think of other modes. There already are railroad, bike, pedestrian, and bus transit accommodations. Those things need to be considered because once you get over the bridge, you can't keep widening roads. Need to make it easy for bikes and trains and others to get here as well. 230,000 people live here now, and in the Summer that number grows significantly.

- Dr. Kerri Quinlan-Zhu, Bourne Public Schools Superintendent: Comment that the bridges are local roads. People can't get anywhere unless they go over the bridges. The best ways to think about the interchanges are important, would like to hear about a triple lane or an HOV lane because when there's an emergency or repair people can't get over, especially buses so that's really important.
- Peter Meir, Town of Bourne, Select Board Member: Comment that public safety is going to be paramount. Employees are headquartered on the mainland, and there is an agreement with the Massachusetts's State Police, that they can help once this construction is in process. But the Town is having an issue acquiring property for building fire stations on the South Side of the Canal. Maybe the state can help by acquiring the property.
- Barry H. Johnson, Bourne Town Clerk and Bourne Recreation Authority Representative: Comment about feeling the effects of the announcement of the Bridge Program. Has approximately 430 sites within the Bourne Scenic Park campground, and the reservations have taken a downturn from previous years. Receives questions such as are the bridges open? How long is the wait? Can I get a site? Also is the town clerk in the Town of Bourne, and today's election day. Was very concerned about the connections to the town on the north and south side. Echoes concerns about health and safety.
- Steve Tupper, Cape Cod Commission: Comment that hearing from the MPO and other regional groups at the Barnstable County Economic Development Council about the importance of the bridges for the regional economy, employers, and employees. Those impacts should fall under a couple of measures of effectiveness such as mobility.
- Jim Cantwell, US Senator Ed Markey's Office: Comment echoing the point Rep Diggs was making about construction updates. In other projects, MassDOT did a phenomenal job. As construction was happening, there was one place for officials and businesses to call for updates. While construction is happening, making sure there is a one stop shop where everyone can go for all the information and updates.
- Mark Kolonoski, HNTB: There is a lot to consider with measures of effectiveness, especially with the recent environmental filing, Any additional comments after the meeting can be submitted within 30 days for consideration, obviously anything after that will also be considered.
- State Representative David Vieira: Question about getting slide decks or discussion topics in advance, and a full list of invited participants.
 - Erica Blonde, HNTB: Response that the Team will make sure to send out the list, and in future meetings, will work to send out an agenda a day or two in advance.
- State Senator Susan Moran: Question if there is a centralized website containing information on deadlines.

- Mark Kolonoski, HNTB: Response that MassDOT recently filed the Environmental Notification Form (ENF) with the Massachusetts Environmental Policy Act (MEPA) office. Deadlines are all posted on MEPA website, and email notifications are sent out.
- Dave Anderson, HNTB: Comment about next steps. The Program Team will be out in the field soon conducting various activities such as noise readings and reviewing wetland locations to support stormwater design. There will also be Subsurface Utility Engineering. The team has hired an additional firm to go out and research the ground to get a better idea of what utilities may be beneath the surface, to limit issues during construction. In addition, Program Team is going to do more borings in the future. That is not something that is immediate. Lastly, there is a firm hired by MassDOT that will go out and do archeological work, in small test pits, to determine if significant artifacts are expected to be found.
- State Senator Susan Moran: Question if real-time summaries can be provided to this group. It would be helpful to do a summary of issues that rose to the top so group can be accurately responsive.
- Judith Froman, Town of Bourne Select Board: Comment about traffic during rush hour. There should be some type of monitoring and something to manage traffic because intersections are jammed. People go into them and are blocking traffic; it's wrong but there's no way to enforce that. There were great results with working together but we must do better. It should not land on the Town of Bourne Police to have to pay for and staff the locations where there are issues on a regular basis. Would like to discuss more. Also, a lot of people use the bike/ped service roads along the canal, if that's disrupted, that's problematic, especially if it takes several years.
- David McPherson, Chair of the Advisory Committee on Pedestrian and Bicycle Pathways, Town of Bourne: Comment about being interested in pedestrian/bicycle issues and having resources. The Cape Cod Commission on behalf of the Town of Bourne recently did a Complete Street study and bicycle access plan. Would encourage MassDOT to look at this. Also welcomes questions about the local rail trail project. Finally, regarding the pedestrian issue, it's not just recreation, as he saw a student running across the roadway when coming here, which underscored the importance of safety.
- Paul Niedzwiecki, Cape Cod Chamber of Commerce: Question about funding. Understands that the IJA (Infrastructure Investment and Jobs Act) has three potential federal sources for the project, subject to two joint applications between the Army Corps and MassDOT, and those applications must be filed every year. When does that application get filed, and will details such as costs and funding share be available?
 - Dave Anderson, HNTB: Response that this information is accurate. The Program Team applied for all three grants and the Army Corps of engineers was the lead and filed the application under all three. They were not selected. The new rounds for Mega and INFRA could come out any time and then the Bridge Investment Program will come out. Grants only fund 50% of the work and it is up to the applicants to identify where the other 50% is coming from, and that's been challenging. The strategy is to go after any and all opportunities to find funding. The estimated total cost is \$4 billion for the program. Enbridge and

national grid gas lines need to be relocated, those costs were included in the grant application as well as the cost of engineering, the cost of property acquisitions, escalations at the midpoint of construction. The Team is working to minimize impacts to property and public during construction. The \$4-billion-dollar number used for the first round of applications was reviewed by an independent engineering firm and by the Army Corps of Engineers and the Federal Highway Administration. Part of the application is the cost-benefit analysis, which scored the highest it could.

- State Senator Susan Moran: Response that this is important because all the public knows is the Program failed a test. If there is a cohesive explanation that can be published uniformly, it really helps with anxiety.
- Paul Niedzwiecki, Cape Cod Chamber of Commerce: Question about whether a match is identified.
 - Dave Anderson, HNTB: Response that the match sufficient to run the entire program has not been identified and that's something that a lot of parties are working on right now.
- Paul Niedzwiecki, Cape Cod Chamber of Commerce: Question that a match would come primarily from the state and the U.S. Army Corps.
 - Dave Anderson, HNTB: Response that the match will also come from the federal government.
 - State Representative David Vieira: Response that the federal funding can be matched with other federal grant programs. The first grant application came back and said the #1 category most deficient is the funding match and more information must be provided. The President tried to put some money in the budget to have at least a semblance of a match.
- Paul Niedzwiecki, Cape Cod Chamber of Commerce: Question that \$4 billion is a lot, if half comes from the IIJA, where should other \$2 billion come from.
 - State Representative David Vieira: Comment that it should be Federal sources, otherwise we should reconsider the MOA. If we have to protect the waterway, why should we take on the long-term liability? That is his own personal opinion.
- Marlene McCollem, Town of Bourne Administrator: Question about sharing the proposed schedule that will be talked about with the Federal Highway.
 - Dave Anderson, HNTB: Response that the schedule is 800 lines, but can provide a simplified version.
 - Bryan Cordeiro, MassDOT: Response that the Team is still doing its best to adhere to the proposed schedule in the 2022 round of INFRA grants, which was RFP by September 30th, 2025. That was one of the statutory requirements to acquire those funds.
- Marlene McCollem, Town of Bourne Administrator: Question if there is any strategy being discussed where only one crossing would be done.
 - Dave Anderson, HNTB: Response that there have been no formal discussions on funding only one crossing.
 - Bryan Cordeiro, MassDOT: Response that the Team will be seeking funding for both crossings in the 2023 IIJA funding application.

- Andrew Gottlieb, Association to Preserve Cape Cod: Question about funding. \$4 billion, with up to half of it from these grants, in order to be competitive, which comes first? The grant or the match? There is a \$2 billion deficit so, will the applications be disadvantaged by the absence of that money?
 - Dave Anderson, HNTB: Response that this conversation is happening at a very high level, people are aware of the results in the first round and of the exposure.
- Andrew Gottlieb, Association to Preserve Cape Cod: Question of in order to file the application, does a match need to be identified or can the application state that before money is received, there will be a match.
 - Dave Anderson, HNTB: Response that the application can state that people are attempting to identify that match so it can receive a reasonable rating on that one criterion. The federal government can determine that it's not satisfactory.
- Andrew Gottlieb, Cape Cod Commission: Question of when does the application have to get filed?
 - Craig Martin, US Army Corps of Engineers: Response that the Notification of Funding Opportunities (NOFOs) have not been released yet. Dave Anderson, HNTB: Response that it that it could be any minute for Mega and INFRA and probably months after that for the Bridge Investment Program. Typically, they allow 60 days to submit an application.
- Bryan Cordeiro, MassDOT: Comment that there is a nuance to this. There needs to be a reasonable assurance that Program would have the money in time for when were able to release a construction RFP which would be September 30th of 2025.
 - Dave Anderson, HNTB: Response that applications can score a 1,2, or 3. A 1 means you don't have funding, 3 is that you have all the money, and 2 is some gray area.
- Craig Martin, US Army Corps of Engineers: Comment that the Program is already in a better place now compared to last year, as evidenced by the President's FY24 budget of \$350 million.
 - State Representative David Vieira: Response that this is key, as a 2-year commitment means around \$700 million which is a significant piece, but it has not been appropriated.
- Nikko B. Mendoza, State Director, US Senator Elizabeth Warren's Office: Comment that their office certainly understands the challenges. Conversations are being had. We've learned a lot from the last round of applications and has not stopped banging down the doors of every level – the White House, USDOT, Federal Highway, and Army Corps. The President of the United States and his Administration has recognized the importance of the bridges as federal assets. There is a lot more work to do but we're in a better place now.
- Gareth Saunders, MassDOT: Comment that there have been ongoing discussions from Governor Healy's Office, from Transportation Secretary, federal delegations, and state representatives. There has been some movement, no definitive answer today, but hopefully Program will have a stronger position soon.
- Jim Cantwell, US Senator Markey's Office: Comment that their offices have made significant funding available to the Commonwealth of Massachusetts and the Army Corps.

For this to be successful, there needs to be a 50% match. People are working hard to make sure the next round will be successful.

- Craig Martin, US Army Corps of Engineers: Comment that the Team is still operating on the schedule that was included in the 2022 grant applications. Grants are going to come out in 2023, and the Team has not slowed down and is under pressure to get this done.
- Roger Forget, Upper Cape Technical School Superintendent: Question if MassDOT can do a study at the bottom of the school's hill. The bridge project does not fix the problem. There is not a second means of egress at the school and would appreciate the assistance.
 - Bryan Cordeiro, MassDOT: Response that there are unique challenges, and knows this issue was brought to the attention of MassDOT District 5. It will be important to have the school's representation to inform these advisory meetings. The select board meeting on March 21st introduced the topic of addressing the driveway and the Team is looking into it.
- Bryan Cordeiro, MassDOT: Comment about bike/ped interchange alternatives. Team is looking at options for making connections to the service road to have the full breadth of connectivity. Team is also looking at traffic during the build condition and traffic operations is an evaluation criterion. There will be further opportunities to evaluate which interchanges operate the most efficiently in the next phase of alternatives development.
- Tom, Member of Public: Comment about confidence in this group. This discussion has given me security that it will happen in a way that is satisfactory. Think of the guy in Woods Hole. He is surprised someone from the Steamship isn't here. Hopes the Team puts as much attention to the bottom of our hill as they did for the light on the bike path at the end of Route 28.
- Member of the Public, Unidentified: Comment about being extremely proud and excited to see what is being put together. Being the health field, understands the urgency for emergency vehicles to come across that bridge without any congestion. Hopes the Team might consider a special lane for things like that.
- Anne Marie Siroonian: Town of Bourne Select Board Member: Comment that there is a saying in the field of education, "understanding by design". It's good pedagogy because you don't start at the beginning, you start at the end. Should keep end result in mind which is result that has the least impact on the community.
- Gareth Saunders, MassDOT: Comment that Program Team wants to make sure there's interaction in these meetings. Communication is one of the most important things.
- Kathy, Resident of Bourne: Question about creating a resident's page with basic updates, timeline, and email.
 - Erica Blonde, HNTB: Response that the Team has an online comment form and can create specific forms that will be directed to different individuals and departments. Not just yet, but great suggestion.

Attendees

Program Team Attendees:

Entity	Contact Name
MassDOT	Bryan J. Cordeiro
MassDOT	Gareth Saunders
MassDOT	Shaun Handy
USACE	Craig Martin
HNTB	Dave Anderson
HNTB	Joseph Cahill
HNTB	Mark Kolonoski
HNTB	John Smith
HNTB	Erica Blonde
HNTB	Rachel Gies
HNTB	Patrick Marvin
HNTB	William Parent
Stantec	Kevin Walsh
Stantec	Jill McLaughlin

Advisory Group Attendees:

Entity	Contact Name
Office of US Senator Ed Markey	Jim Cantwell
Office of US Senator Elizabeth Warren	Caleb White
Office of US Senator Elizabeth Warren	Nikko Mendoza
Office of US Congressman Bill Keating	Michael Jackman
State Senator Susan Moran	Susan Moran

State Senator Julian Cyr	Julian Cyr
Office of State Senator Julian Cyr	Ashley Benson
State Representative Steven Xiarhos	Steven Xiarhos
Office of State Senator Steven Xiarhos	Stuart Daniels
State Representative Sarah Peake	Sarah Peake
State Representative Kip Diggs	Kip Diggs
State Representative David Vieira	David Vieira
Office of State Representative David Vieira	Catherine Waltor
Office of State Representative Christopher Flanagan	Courtney Butler
Office of State Representative of Dylan Hernandez	Alec Scicchitano
Association to Preserve Cape Cod	Andrew Gottlieb
Bourne Advisory Committee on Pedestrian and Bicycle Pathways	David McPherson
Bourne Police	Brandon Esip
Bourne Public Schools	Kerri Quinlan-Zhou
Bourne Select Board	Peter Meier
Bourne Select Board	Anne-Marie Siroonlan
Bourne Select Board	Judith Froman
Bourne Town Administrator	Marlene McCollem
Cape Cod Academy	Alexa Scalpato
Cape Cod Chamber of Commerce	Paul Niedzwiecki
Cape Cod Chamber of Commerce	Lauren Barker
Cape Cod Metropolitan Planning Organization	Steve Tupper
Cape Cod RTA	Tom Cahir
Cape Cod Commission	Kristy Senatori
Cape Cod RTA	Kathleen Jensen
Mass State Police	Sean Reardon
Sandwich Fire Department	Thom Corriveau

Upper Cape Technical School	Roger Forget
Upper Cape Technical School	Nolan D. Leroy
N/A	Alex LaCocerse
N/A	Anelle Vergara
N/A	Barry Laken
N/A	Mary Ann Anetl