

**Cape Cod Bridges Program
Advisory Group Meeting
September 26, 2023, 3-5 PM
Massachusetts Maritime Academy Ballroom
20 Tower Lane, Buzzards Bay, MA, 02532**

Meeting Summary

The second meeting of the Cape Cod Bridges Program Advisory Group took place on September 26, 2023, at 3 p.m. At this meeting, the Program Team provided a brief presentation followed by a discussion. Topics include the recent Multimodal Project Discretionary Grant Program (MPDG) application, cost and schedule update, environmental review, measures of effectiveness, and multimodal accommodations. Attendees included the Program Team, elected and appointed officials from local, state, and federal levels and their representatives, community organization leaders, and members of the public.

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

Meeting Notes

1. Program Team Presentation

- Program updates were given by Bryan Cordeiro (MassDOT), Dave Anderson (HNTB), Joe Cahill (HNTB), and James Barnack (HNTB).

2. Discussion and Comments

- Marie Oliva (Cape Cod Chamber of Commerce): Why is the Sagamore Bridge a lower cost than the Bourne Bridge?
 - Bryan Cordeiro (MassDOT): It's a smaller structure generally. About 1000 feet less than the Bourne Bridge.
- Jim Cantwell (Senator Markey's Office): Question regarding the increase in Program cost. Can you go into detail about what you mean by market conditions?
 - Dave Anderson (HNTB): One part of these market conditions is trying to project what the market looks like in the future. Additionally, we had originally envisioned one large procurement. But \$4.5 billion is a big number and it limits the bidding pool, which was identified as a risk. The Sagamore is a standalone contract along with Bourne, which is more manageable from a market and procurement perspective.
- Janice Rottenberg (Senator Warren's Office): Because the Cost and Schedule Risk Analysis (CSRA) was done so far in advance, there could be a chance for the price to go up. Is there a chance for the price to go down?

- Dave Anderson (HNTB): Yes, and the Federal Highway Administration intends to do another CSRA in the future. There is a chance it would come in lower than \$4.5 billion.
- Andrew Gottlieb (Association to Preserve Cape Cod): Question regarding if there is a possibility of accelerating the schedule.
 - Bryan Cordeiro (MassDOT): We will go over that in the environmental update. We will show the Environmental Impact Statement (EIS) schedule and we may accelerate that.
 - Dave Anderson (HNTB): One thing that came out of the CSRA was not that we're taking too long, but instead our schedule is very aggressive. We think we can meet this schedule and the CSRA provided us a head start to mitigate risks.
- Susan Moran (State Senator): Question of if there will be a delay due to the switch to an EIS?
 - Bryan Cordeiro (MassDOT): We're working with Federal Highway to align our schedules. The National Environmental Protection Act (NEPA) EIS process will take 2 years per federal directive. We are doing what we can to streamline the process and make sure it works well within the design schedule.
- Jim Cantwell (Senator Markey's Office): Follow-up question regarding the difference between an EIS and Environmental Assessment (EA), and will that further delay the process?
 - Bryan Cordeiro (MassDOT): The new schedule with an EIS still meets the statutory requirements. The first schedule was conservative and added 18 months to NEPA, but we were still able to obligate funds.
 - Cassie Ostrander (Federal Highway Administration): The decision to go from an EA to an EIS was based on whether there would be significant impacts identified during the EA process. If there were, then we would have to switch to EIS. We reduced that risk upfront instead of going halfway through the EA and having to pivot.
- Marlene McCollem (Bourne Town Administrator): Are you scoping both crossings, or just the Sagamore? When do you stop advancing both?
 - Bryan Cordeiro (MassDOT): Yes, we are scoping both crossing as part of the EIS. We plan to finish design after NEPA completion. We do not plan to split the two phases; they will go through NEPA together.
- Janice Rottenberg (Senator Warren's Office): Could you share a list of cooperating agencies and their contact info so we can begin to show how important this is?
 - Bryan Cordeiro (MassDOT): We can get you a list.
- Susan Moran (State Senator): Is there an opportunity, possibly with the Metropolitan Planning Organization, to clear the decks around this Program so if there are any projects that might make the environment more challenging, they can be expedited now?
 - Bryan Cordeiro (MassDOT): My understanding of the question is, are there any early action items that we can accelerate and get out to bid? We are looking at various projects that can be done early to mitigate impacts like new shared use path connections, and the Bourne Rail Trail for example. We also have the Park and Ride effort on Route 130 that is in the early stages of design. There is potential

for that to move faster, and it will get cars off the road during construction. The Bourne Rotary improvements will occur while we are staging for the Bourne bridge.

- Steven Tupper (Cape Cod Metropolitan Planning Organization): Also, improvements to Route 6 Scenic Highway.
- Susan Moran (State Senator): Comment regarding getting cars off the road. During bridge fixes, the community naturally changes behavior. With the goals of climate change mitigation, it would be beneficial if bike paths can be accelerated. There is something to be said for changes in behavior and Cape Cod remaining open for business. We can coordinate and publicize these efforts.
- David McPherson (Bourne Advisory Committee on Pedestrian and Bicycle Pathways): The Town of Bourne has done a lot of design work to push forward the Bourne Rail Trail. We are in favor to help with that.
- Peter Meier (Bourne Selectboard): To keep cars off the road, we need to have a MBTA Commuter Rail down here. The Cape FLYER is a great success story. There will be less cars on the road, and it could take stress away from drivers. If they want to do something more permanent, it could be beneficial to consider.
 - Bryan Cordeiro (MassDOT): Based on what I've heard so far, to do that, the major critical path would be the ability to lower the railroad bridge at an increased frequency.
 - Craig Martin (USACE): Lowering the bridge is difficult, therefore it's difficult to get additional rail service over to the canal.
 - Tom Cahir (Cape Cod Regional Transit Authority): Even just getting rail to the area without crossing the canal is helpful. It's an important factor in regional connectivity. Early action items can make a big difference.
 - David McPherson (Bourne Advisory Committee on Pedestrian and Bicycle Pathways): The Town of Sandwich is actively engaged in a project to create a link between a service road in Sandwich to the canal side.
 - Bryan Cordeiro (MassDOT): The scope of the program is replacing both bridges. To have a good chance at being awarded funding through competitive grants, we need to stay within scope.
- Susan Moran (State Senator): What are the distances comparatively from beginning to end of the shared use path?
 - James Barnack (HNTB): One potential option for a shared use path has a 2% grade and is 4300 feet in length. Another has a 4% grade at roughly 2100 feet in length.
- David McPherson (Bourne Advisory Committee on Pedestrian and Bicycle Pathways): One of the concerns of the Bourne Advisory Committee on Pedestrian and Bicycle Pathways is the downward grade, which can pick up a lot of speed and endanger pedestrians. The 2% grade is preferable. The canal is a very popular recreation destination at this time of year. That popularity is only going to increase after the completion of these bridges. Being able to safely accommodate both modes of traffic is important. The orange route (2% grade) gets further away from the bridge, which could make for a more pleasant ride.

- James Barnack (HNTB): Noted that the path could be hybrid with some parts being a 2% and others a 4% grade. We want to get a better understanding from you all.
- Pete Sutton (MassDOT Statewide Bicycle and Pedestrian Program Coordinator): Most casual users would take the tradeoff of an easier grade with a longer trip. You are building something people will want to use over and over.
- Steven Tupper (Cape Cod Metropolitan Planning Organization): Comment regarding tradeoffs for bikes versus cars, will there be connectivity to Park and Ride?
 - James Barnack: In addition to connecting the bridge to the canal, there will be Shared Use Path (SUP) connections and multimodal accommodations on both sides.
- David McPherson (Bourne Advisory Committee on Pedestrian and Bicycle Pathways): Do you expect additional parking to be provided? Popularity will increase.
 - Bryan Cordeiro (MassDOT): This is something we can consider. There is an opportunity for parking spaces.
- Peter Meier (Bourne Selectboard): What is the obligation for ADA compliance?
 - Bryan Cordeiro (MassDOT): Less than a 5% grade which allows for independence for people with disabilities.
- Marie Oliva (Cape Cod Chamber of Commerce): Question regarding where the bridge will be located. There is no specific design yet, right? In terms of the location of the bridges and right of way impacts. Trying to give information to residents that call. What would be a good answer to explain to them?
 - Bryan Cordeiro (MassDOT): Regulations are in place to protect property owners, we cannot begin to speak to owners until the preferred alternative is chosen. That is not going to happen until we get through the NEPA and Massachusetts Environmental Policy Act (MEPA) processes.
- Marlene McCollem (Town of Bourne Administrator): Aesthetics question, with the phased approach, are you anticipating possible risks that would result in having to change the design in the second crossing in Bourne because of the time lag?
 - Bryan Cordeiro (MassDOT): Due to Section 106 of the Historical Preservation Act, the bridges will look the same. We are looking to mitigate that risk using conditions we put in the design build contract. Putting in rigidity will be beneficial.
- Marlene McCollem (Town of Bourne Administrator): Can you control material, color, etc.?
 - Dave Anderson (HNTB): Yes, and there is a benefit to having all the materials be the same.
- Marie Oliva (Cape Cod Chamber of Commerce): Question about the Sagamore grant application, \$372 million is from INFRA and MEGA, but how many other applications were submitted for MA?
 - Bryan Cordeiro (MassDOT): We submitted applications for the Allston I-90 Multimodal project, Draw 1 Bridge Project in Charlestown, North Station is another. We also submitted for a small bridge project in Williamsburg.
 - Dave Anderson (HNTB): This methodology is consistent - USDOT waits to make a decision until both MPDG and BIP applications are in.

- Andrew Gottlieb (Association to Preserve Cape Cod): It is looking increasingly like the presidential budget is unlikely. Is there a plan if that does not make it through? How do you plan to plug that gap?
 - Jim Cantwell (Senator Markey's Office): The Healey/Driscoll administration upped its commitment to \$700 million dollars, which has made the application very competitive.
- Steven Tupper (Cape Cod Metropolitan Planning Organization): Concerned about the condition of the bridges. The Sagamore bridge was recently inspected. Will there be updates on bridge conditions?
 - Craig Martin (USACE): We recently inspected the Bourne Bridge and would be glad to share results in the future. We are in the process of going through the analysis now.
- Peter Meier (Bourne Selectboard): The Army Corps looked at bridge conditions. Without funding in place for the Bourne bridge, how flexible is that 5-year window?
 - Craig Martin (USACE): Through supporting MassDOT and the Program, we can start initial design work on a major rehabilitation. We will still push for money for replacement but will be prepared for rehab if needed.
 - Bryan Cordeiro (MassDOT): We need to be prepared so we are not flat footed. USACE is trying to keep things moving along by doing smaller maintenance work. We want to remain competitive for funding.
- Andrew Gottlieb (Association to Preserve Cape Cod): Is there a way to definitively spell out what things need to happen and by when to avoid a major rehab of the Bourne bridge? At what point do we cross that line of no return and how do we avoid that?
 - Bryan Cordeiro (MassDOT): It comes down to The Army Corps of Engineers and their design work to develop what sort of improvements will need to be done to rehab the bridge to a state of good repair. We do not know what it will look like yet, but we will share when we know.
 - Craig Martin (USACE): The rehab takes a couple of years, and we are confident that we can carry the Bourne bridge for 5+ years. We are still trending in the right direction.
- Susan Moran (State Senator): When is the next inspection?
 - Craig Martin (USACE): They are alternating, Bourne this year, Sagamore next year. Signs of degradation lead to more frequent inspections.
- Pete Sutton (MassDOT Statewide Bicycle and Pedestrian Program Coordinator): Wanted to offer a brief from the board. Read the paragraphs below aloud.
 - On behalf of the Massachusetts Bicycle and Pedestrian Advisory Board (MABPAB), it is hoped the following comments will guide future planning and development of this long-overdue replacement Program of the Bourne and Sagamore Bridges. Preliminary designs described and mapped out in the environmental notification form are encouraging, with specifications calling for fourteen-foot-wide shared use paths on each bridge and language stating: "It is anticipated that connections to local road network would be provided, with direct connections to the USACE Canal Service Roads (bike paths)." This is a

- great starting point and clearly defines the prominent role bicycling and walking will have on both bridge redesigns.
- Greater attention will need to be paid to the planned shared use path crossings at multiple locations on either side of the bridges. The often-used cliché “the devil is in the details” surely applies here. Cyclists and walkers traveling over the bridges will encounter such high-speed, high-volume arterial roadways such as the Scenic Highway stretch of Route 6, Sandwich Road and the proposed Cranberry Highway extension. The success of these path crossings will be determined solely on how safe they are to traverse. It is hoped that multiple treatments will be considered, ranging from rectangular rapid flashing beacons and pedestrian hybrid beacons (HAWK signals) to grade separated overpasses or underpasses, if deemed necessary and feasible. It cannot be overstated that to increase multimodal mode share, safety and comfort of the most vulnerable users is critical to the success of the bridge rebuilds and their connections to the existing trail network.
 - These new bike/pedestrian connections will not only satisfy latent demand that has significantly increased in recent years, but also encourage many potential users to instead cycle or walk based on this game-changing new infrastructure. The experiential aspect of these beautiful new bridge crossings will add another dimension to the Cape Cod allure, minus the traffic congestion. The entire Program also makes a giant leap in solidifying a cross-Cape off-road trails network, envisioned to stretch 88 miles from the canal to Provincetown. MABPAB looks forward to future input and collaboration with MassDOT and its partners to achieve the best possible outcome for all users of the new bridges, making this truly a landmark Program for the Commonwealth to be enjoyed for decades to come.
 - Pete Sutton (MassDOT Statewide Bicycle and Pedestrian Program Coordinator)
 - Co-chair, Massachusetts Bicycle and Pedestrian Advisory Board (MABPAB)
 - John York (Member of the public): Comment that MassDOT needs to do better at informing the public if they want representation of people using the path and crossings. Listening to the talk about the shared use path, the ADA community is not present at this meeting. We cannot make assumptions about the wants and needs of the ADA community. The 2% grade is preferred to the Advisory Group, but it is not to me, that is a 3-mile distance. Why have you moved the sidewalk on the Sagamore to the West side? The difficulty is elevation change. It does not make sense, what is being proposed.
 - Bryan Cordeiro (MassDOT): In the Public Involvement Plan, we include reaching out to independent living centers prior to meetings. We plan to present this information to the overall public at the Public Information Meeting. The sidewalk is shown on the other side because of significant grade difficulties and potential property takings.

- Mark Kolonoski (HNTB): There will be ample opportunity for public comment on the Program. The Program is under review as a part of NEPA. There are multiple EIS checkpoints where the public has the opportunity to comment.
- Dave Anderson (HNTB): The intent of the graphic is illustrative. To get through the challenge of the height of the bridge and service road.
- Gareth Saunders: Regarding public information, when we created the Advisory Group, it was meant to be a working group so we can get a lot done. We have had 5 public information meetings so far and are planning the 6th. We can talk about adding another member to the AG. The general public can attend these meetings.
- Steve Buckley (Member of the Public): Regarding public engagement - with USDOT providing funding, you have to jump through their hoops. With equity, we are all stakeholders. There are no key stakeholders. Decisions are made often when large parts of the community are left out of the decision-making process. MassDOT's Public Involvement Plan, which is approved by Federal Highway, is 10 years old.
 - Bryan Cordeiro (MassDOT): Forming advisory groups is the bread and butter of public involvement plans. This is done in line with NEPA and various policies and procedures so there is meaningful involvement throughout this process. There are going to be many opportunities for the public to provide their input.
 - Cassie Ostrander (Federal Highway Administration): This Program has its own Public Involvement Plan, and it is on the Program website.

Attendees

Program Team Attendees:

Entity	Contact Name
MassDOT	Bryan J. Cordeiro
MassDOT	Gareth Saunders
MassDOT	Shaun Handy
USACE	Craig Martin
HNTB	Dave Anderson
HNTB	Joe Sullivan
HNTB	Mark Kolonoski
HNTB	James Barnack
HNTB	Erica Blonde
HNTB	Rachel Gies
HNTB	Patrick Marvin
HNTB	Emily Wood
HNTB	Joe Cahill
Stantec	Kevin Walsh
Stantec	Jill McLaughlin

Attendees:

Entity	Contact Name
Office of US Senator Edward Markey	Jim Cantwell
Office of US Senator Edward Markey	Ben Thomas

Office of US Senator Elizabeth Warren	Janice Rottenberg
Office of US Congressman Bill Keating	Michael Jackman
State Senator Susan Moran	Susan Moran
State Representative Kristy Senatori	Kristy Senatori
Office of State Representative Kristy Senatori	Colleen Medeiros
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 Public Schools	Dr. Kerri Quinlan-Zhu
Bourne Selectboard	Peter Meier
Bourne Selectboard	Anne-Marie Siroonian
Bourne Town Administrator	Marlene McCollem
Cape Cod Chamber of Commerce	Marie Oliva
Cape Cod Commission	David Nolan Jr.
WCAI	Jenette Barnes
Cape Cod Metropolitan Planning Organization	Steven Tupper
Cape Cod RTA	Tom Cahir
Cape Cod Times	Walker Armstrong
Upper Cape Technical School	Roger Forget
Federal Highway Administration	Cassie Ostrander
Federal Highway Administration	Henry Barden
MEMA	Andrew Trice
MEMA East Regional Manager	Alan Phillips
Massachusetts State Police	Edward Blackwell
Statewide Bicycle and Pedestrian Program Coordinator, MassDOT	Pete Sutton
Member of the Public	Barry Laken
Member of the Public	Stephen Buckley

Member of the Public	John York
----------------------	-----------