

Cape Cod Metropolitan Planning Organization (MPO)



CAPE COD
COMMISSION

**Cape Cod Commission Conference Room
3225 Main Street
Barnstable, MA 02630**

Minutes: Monday, May 21, 2012

<u>Name</u>	<u>Representing</u>
Clinton Bench	Deputy Executive Director, Massachusetts Department of Transportation (MassDOT) Office of Transportation Planning (OTP)/ Chairman, representing Richard A. Davey, Secretary/ Chief Executive Officer (CEO), MassDOT
Pamela Haznar, P.E.	MassDOT Highway Division District 5 Office, representing Frank DePaola, P.E., Administrator, MassDOT Highway Division
William Doherty	MPO Representative, Barnstable County Commissioners
Peter Graham	Cape Cod Commission (CCC) Chairman, Truro Rep.
Curtis Sears	Yarmouth Selectman, Sub-Region B Rep., (B= Yarmouth and Dennis)
Austin Knight	Provincetown Selectman, Sub-Region D Rep., (D= Eastham, Wellfleet, Truro, and Provincetown)
Jason Steiding	Mashpee Wampanoag Tribe
Wayne Lamson	Woods Hole, Martha's Vineyard, and Nantucket Steamship Authority (SSA)
Joanne O'Keefe	Cape Cod Commission Sandwich Representative
Aimee Eckman	Eastham Selectman
Florence Seldin	Chatham Selectman
Rick Leavitt	West Chatham Village and Business Assoc.
Paul Lagg	Town of Chatham Community Development Dept.
Sallie K. Riggs	Bourne Financial Development Corporation (BFDC)
Dan Gallagher	Open Cape Corp.
Alan Davis	CapeNet
Tony DaSilva	CapeNet
Thomas Cahir	Administrator, Cape Cod Regional Transit Authority (CCRTA)
Julie Quintero-Schulz	CCRTA
Sue Rohrbach	Senator Dan Wolf
Lorre-Jo Joyce	Rep. Tim Madden; Barnstable, Dukes, and Nantucket
Calli Cenizal	MassDOT Office of Transportation Planning
Timothy Kochan	MassDOT Highway Division District 5 Office
Glenn Cannon, P.E.	CCC Technical Services Director
Priscilla Leclerc	CCC Senior Transportation Planner
Martha Hevenor	CCC Planner II
Ryan Christenberry	CCC Planner II (Energy Specialist)
Steven Tupper	CCC Technical Services Analyst

Call to order: Chairman Clinton Bench called the meeting to order at 1:07 p.m., and began the self-introductions that continued around the room.

Clinton Bench then described the nature of the MPO planning process, reviewed certification documents—of which two will be before the group today—the UPWP and TIP, and mentioned there are additional informational agenda items.

Minutes of April 23, 2012: Priscilla Leclerc handed out revised language from Martha Hevenor to be included in the Title VI part of the draft minutes. With a motion by Curtis Sears, seconded by Austin Knight, the minutes were approved as revised, with one abstention by Peter Graham.

Opportunity for Public Comment: Chairman Clinton Bench inquired of those present if there were any public comments.

Dan Gallagher, OpenCape and Osterville, stated that he came to see the process, and also to understand links between transportation planning and other infrastructure—and telecommunications. It seems that as there are transportation system improvements that there should also be conduit, or even sewer infrastructure, placed at the same time to save infrastructure costs.

Bill Doherty, County Commissioner, agreed, but added that there are often roadblocks at the town due to the additional costs to projects despite the overall cost savings of universal utility planning. There should be pedestrian walkways in transportation projects, but that does not always happen either.

Alan Davis of CapeNet offered that he supported Dan's comment in a different way—as CapeNet is building a 350 mile fiber network—which requires laterals, but fiber cannot run along all the roadways because it needs to connect to businesses. If towns install conduit then the reach is broadened, but universal utilities can lower costs.

Joanne O'Keefe, Sandwich CCC Representative, reported that the Secretary of Transportation was here and there were jokes about the bridge traffic—a spirit of cooperation while he was on the Cape, but we need the state to continue to work with us to ensure that Cape Cod has the infrastructure it needs.

Unified Planning Work Program (UPWP) FFY 2013: Glenn Cannon, P.E., CCC Technical Services Director, presented the UPWP basics. Meanwhile, in the background, IT was contacted about the Smart Board/PowerPoint issue, and operated remotely to resolve the issue.

Bill Doherty asked how Environmental Justice (EJ) is defined and how the money is used.

Glenn responded that EJ is part of the public process and may be project specific to include affected or nearby neighborhood, and overall outreach to global conversations like today.

Bill Doherty inquired if projects were evaluated based on EJ impacts.

Glenn Cannon replied that it is part of the process.

Bill Doherty then inquired about Task 5 items and how residents get their opinions into the planning process. Are these work items publicized?

Glenn Cannon responded that CCC tries to get the word out, but it is hard sometimes to get the public involved.

Clinton Bench, Deputy Executive Director at MassDOT, added that any ideas or extra language for the UPWP can be discussed over the next month to get into the UPWP before it is final. There are many resources on outreach for MPOs and federal research and analyses on this topic. Clinton added that the public participation plan could always be brought to the next meeting for discussion.

Glenn Cannon continued by saying that the UPWP climate change language will be worked on during the public comment period with assistance from Ryan Christenberry of the CCC staff—who was out at a climate change conference as this draft was being developed.

Austin Knight inquired about the Canal area, and if the state could challenge federal partners to push this conversation—even for the construction schedule—why were they not working 24 hours per day to finish earlier as they do in other places. The state should come to bat for us; it is crippling when there is bridge work.

Bill Doherty agreed and stated that the Army Corps had the ability to prefabricate parts and much of the work is under the bridge, so why not post a trooper at the base of the bridge to assist in traffic management. Who in DC makes the final decisions? The local Army Corps personnel are great, but they are not making the decisions on how the maintenance work is being done. We need a contact at a higher level.

Tom Cahir offered that he has been involved in the discussions through the Canal Task Force, and the furor has been justified. Looking further into the situation, it appears that on state projects there is a more detailed traffic management plan for each project. The Army Corps could do better on coordination and public outreach. For the fall 2012 bridge maintenance efforts, we will have cameras in place. Tom mentioned that he asked Glenn if it should be Belmont Circle versus Canal wide look that could look at details –maybe closing of exit 1 at certain times. Secretary Davey said that he will look into it. Senators and Congressional Members have also weighed in with concerns in DC.

Sue Rohrbach, Office of Senator Dan Wolf, added that the public outrage is confirmed and we have to do better in September. We need to look into alternative ideas.

Pam Haznar, MassDOT District 5, said that she echoes Tom Cahir's comments, and added that Sec. Davey is aware of the public outrage and will talk to the Army Corps. MassDOT will look at other options, including camera, CCC and RTA access, variable message signs, and do what we can to improve the situation.

Clinton Bench, Deputy Executive Director at MassDOT, also reported that Sec. Davey has spoken with the MassDOT planning office and confirmed a conversation with the Corps.

Glenn Cannon asked if there is a desire to shift funding and focus on this in the UPWP.

Clinton Bench responded that the proposed UPWP should stay as is, and we will talk about the priority shift, if necessary.

Joanne O'Keefe mentioned that the locals are now aware of the traffic and may be able to travel different routes or times to lessen delay, but we are very concerned about visitors. Is there a plan to address the bad press that the bad traffic brought? There definitely needs to be damage control.

Glenn Cannon said that the Chamber will address damage control and our place is to set the plan for the fall.

Sally Riggs, Bourne Financial Development Corporation (BFDC), reported that the impact of the Sagamore Bridge maintenance construction is beyond the delays seen on Routes 6 and 3; the spillover affects the Bourne Bridge and the Bourne community.

Sue Rohrbach agreed that the effect on the tourists is important, but so is the effect on commuters.

Austin Knight repeated his question why is the work not continuous around the clock to reduce the construction timeline overall.

Clinton Bench expressed concern about whether the Bourne UPWP projects are adequately funded.

Glenn Cannon reported that he was estimating that there may be cost savings by having both projects in Bourne –through combining some related efforts for the projects, and perhaps the stakeholders group and meetings.

Clinton Bench stated that MassDOT would support one well-funded project versus two underfunded projects. These are complicated projects. Please ensure that District 5 is part of the process so there can be an easy transition to design.

Pam Haznar added that there is also a need for data collection for Route 28 south of the Bourne Rotary, and data from the businesses.

With a motion by Peter Graham, seconded by Austin Knight, the Draft UPWP was voted unanimously to be released for public review and comment.

Cape Cod Transportation Improvement Program (TIP), FFY 2013-2016: Priscilla Leclerc, CCC Senior Transportation Planner, presented slides with visuals of the TIP projects, and summary slides with the highway and transit projects listed. Priscilla handed out copies of the Proposed Draft TIP for Federal Fiscal Years 2013-2016 and copies of the Greenhouse Gas language that was just received in email from Calli Cenizal, MassDOT Office of Transportation Planning. Priscilla then requested that the MPO consider public release of the draft TIP for a thirty day comment period.

Sue Rohrbach inquired why the federal aid amount for Cape Cod is going down in year 2015.

Calli Cenizal replied that the overall amount for regional targets is lower due to the statewide amount that will be off the top for the accelerated bridge program. She added that there is more dedicated to statewide programs, such as CMAQ and ITS, in that year.

Clinton Bench said that we will confirm the difference in amounts and added that looking at the table on page 54 he wanted the group to note that the amount of funds available have been more than previously anticipated, and in 2015 there may be another large project beginning that is using more funds in the statewide categories.

Clinton Bench turned back to the proposed TIP programming, and said that this shows MPO priorities, but also note that there are additional funds in years 2013-2014.

Pam Haznar added that the Falmouth projects in 2013 will likely increase by 10% due to utility relocations, and maybe more as the designs are further developed. For the 2013 remaining funds, we are considering an ITS project.

Austin Knight inquired if the ITS information will be able to be accessed by hand held devices—sent as an app, like Google® maps.

Glenn Cannon responded that there are different technologies out there, and Variable Message Signs (VMS) can avoid some frustration.

Pam Haznar stated that they are working with the Boston ITS, and there was a presentation recently from “RITIS” –a firm that works on coordinating information and getting it out to people.

Clinton Bench added that Google® does have good information from cell phone use.

Bill Doherty reported that there needs to be improvements in data gathering and dispensing with efforts such as the recent bridge work.

Sue Rohrbach commented that she was in Maryland recently, and there was a sign that said “thank you for putting up with it” when the construction was done, and maybe that is something that makes you feel better about it, that we could do here on Cape.

Florence Seldin, Chatham, reported that the article in the Boston Globe was damaging and there should be a response for damage control.

Clinton Bench said that we could try to outreach with a positive message.

Bill Doherty suggested that the MassDOT website be used for a positive message as well.

Glenn Cannon added that MassDOT has been great to help as much as they can, but it is not a MassDOT bridge.

Austin Knight made a motion to release the Draft TIP as presented, with GHG language incorporated, for public review and comment and a second was made by Peter Graham. The motion carried unanimously.

MassDOT Highway Design Project Process: Pamela Haznar, P.E., Project Development Engineer, MassDOT D5, was prepared to present this item, however, Clinton Bench, in viewing the number of people who had left the meeting, inquired as to tabling of this item to the next meeting. Consensus of the group was to postpone this item to the next MPO meeting.

Safety Update / Road Safety Audits

Priscilla Leclerc, CCC Senior Transportation Planner, presented a brief slide show overview of national, regional, and local safety information, including the 2011 Road Safety Audit (RSA) locations and follow-up to previous RSA locations—two of which are under construction in Barnstable and Sandwich.

Priscilla also mentioned some of the advantages of having the RSA at a location with safety experts, such as Lisa Schletzbaum of MassDOT Highway Safety Division, and reported that the 2012 Road Safety Audits will be at the following locations:

- Barnstable, Route 28 at Osterville–West Barnstable Road
- Bourne, Sandwich Road at Cranberry Highway
- Eastham, Route 6 at Governor Prence Road

Clinton Bench added that the safety work is critical, and sometimes feeds into the TIP. There is Highway Safety Improvement Program (HSIP) funds in the TIP for locations with demonstrated safety issues. The safety analyses and Road Safety Audits (RSAs) sometimes result in low cost solutions that improve safety fairly quickly, and other times lead to a larger project that then is programmed in the local TIP.

Reports and Other Information

Pamela Haznar, P.E., MassDOT Highway Division District 5 Office, reported on project updates:

- Barnstable Route 6 bridge over Route 132 construction work is complete
- Barnstable Route 6 ramps at Route 149 construction work is essentially complete—four months ahead of schedule
- Sandwich, the cable barrier installation is complete
- Dennis, two bridge projects were advertised in May—the Upper County Bridge closing time has been reduced to just after Thanksgiving Day to before Memorial Day
- Dennis Route 134 project also to be advertised in May—or just advertised
- Falmouth Route 28 intersections –designs are progressing, with one MassDOT public hearing held and Route 28 at Jones Road MassDOT public hearing on May 29

- The scope is under review for the Cape Cod Rail Trail extension project
- In 2013, the Route 6 Bourne / Sandwich resurfacing will be almost all night work and will be coordinated with the Army Corps of Engineers.

Julie Quintero-Schulz, Cape Cod Regional Transit Authority (CCRTA), provided a brief transit update, including:

- AECOM was awarded the Transit Oriented Development planning contract
- June 16th – September 3rd is the summer schedule for transit services
- June 16th begins the summer bike shuttle
- Smart Transportation week is the last week of June
- And there was a rail editorial in the Globe last Saturday

Glenn Cannon, Cape Cod Commission (CCC), mentioned that the Smarter Cape Summit was held—there was a transportation component.

Bill Doherty, County Commissioner, inquired if the group needed a Vice-Chair.

Clinton Bench suggested that the item be added to the next meeting agenda with open nominating at the next meeting.

Next Meeting: Monday, June 25, 2012, at 1:00 p.m.

Adjournment: The meeting adjourned at 3:00 p.m.

Attachments, Documents Used/Received:

- Meeting packet (emailed items)
- Draft UPWP presentation
- Draft TIP presentation and GHG information
- Safety presentation