

Cape Cod Regional Transportation Plan Subcommittee

January 13, 2023 | 10:30 AM

THANK YOU FOR JOINING THIS VIRTUAL MEETING
Please review the notes below while you wait for the meeting to begin

The meeting will be held virtually, with all members of the Cape Cod Joint Transportation Committee Regional Transportation Plan Subcommittee participating remotely, pursuant to Chapter 20 of the Acts of 2021, An Act Relative to Extending Certain Covid-19 Measures Adopted During the State of Emergency as amended. If anyone is having a technical issue, use either the chat box on your screen or call (508) 362 – 3828 and staff will assist you.

Participants wishing to speak should click the “Raise Hand” icon on the lower toolbar to notify the chair. Telephone participants should press *9 to indicate that they wish to speak. All participants will be muted until they are recognized by the chair.

This meeting is being recorded for purpose of creating minutes.



*** 1. Call to Order**

2. Roll call
3. Public Comment
4. Potential approval of Meeting Minutes
5. 2024 RTP
6. Future Meeting Dates
7. New Business
8. Adjourn

1. CALL TO ORDER

After calling the meeting to order, the chair will ask staff to read a series of procedural meeting announcements.

Meeting Announcements

* 1. Call to Order

2. Roll call
3. Public Comment
4. Potential approval of Meeting Minutes
5. 2024 RTP
6. Future Meeting Dates
7. New Business
8. Adjourn

- The meeting will be held virtually, with all members of the Cape Cod Joint Transportation Committee RTP Subcommittee participating remotely, pursuant to applicable laws.
- This meeting is being recorded for purpose of creating minutes.
- If anyone is having a technical issue, use either the chat box on your screen or call (508) 362 – 3828 and staff will assist you.
- Participants wishing to speak should click the “Raise Hand” icon on the lower toolbar to notify the chair. Telephone participants should press *9 to indicate that they wish to speak and *6 to unmute themselves.

1. Call to Order

* 2. Roll call

3. Public Comment

4. Potential approval of
Meeting Minutes

5. 2024 RTP

6. Future Meeting Dates

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2. ROLL CALL

The Chair will take roll call to identify voting members who will be participating remotely and confirm a quorum is present.

1. Call to Order

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Roll Call

RTP Subcommittee Members:

Jay Norton, Wellfleet

Griffin Ryder, Brewster

Tom Andrade, Dennis

Paul Tilton, Sandwich

Griffin Beaudoin, Barnstable

1. Call to Order

2. Roll call

*** 3. Public Comment**

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3. PUBLIC COMMENT

- Participants wishing to speak should click “Participants” icon on the lower toolbar and then click “Raise Hand” in the dialog box to notify the chair. Telephone participants should press *9 to indicate that they wish to speak.
- We ask that members of the public who wish to provide comment identify themselves by first and last name and affiliation for the public record and then provide their comment.
- The chat space is reserved for questions regarding technical difficulties.

1. Call to Order
2. Roll call
3. Public Comment

*** 4. Potential approval of Meeting Minutes**

5. 2024 RTP
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7. New Business
8. Adjourn

If anyone is having a technical issue, use either the chat box on your screen or call (508) 362 – 3828 and staff will assist you.

3 . POTENTIAL APPROVAL OF PRIOR MEETING MINUTES

Meetings minutes from November 16, 2022

POTENTIAL ROLL CALL VOTE

1. Call to Order
2. Roll call
3. Public Comment
4. Potential approval of Meeting Minutes

*** 5. 2024 RTP**

6. Future Meeting Dates
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4. 2024 Regional Transportation Plan (RTP)

Staff will review draft changes to the vision statement and goals for the 2024 Regional Transportation Plan. Committee members will discuss project evaluation criteria and the universe of projects under consideration for inclusion in the 2024 Regional Transportation Plan.

Cape Cod Regional Transportation Plan

- **Long Range Transportation Plan (20-25 years)**
- **Includes all modes**
- **Establishes the regional vision**
- **Prioritizes infrastructure projects within available funding**
- **Last updated in 2019**



2024 Regional Transportation Plan Draft Development Schedule

Preliminary RTP Development

Summer 2022 – January 2023

Listening Sessions and Survey

February

RTP Development Discussions

February/March/April

Draft Document Released

May 2023

21-Day Public Comment Period
with Outreach Events

May – June

Potential Approval

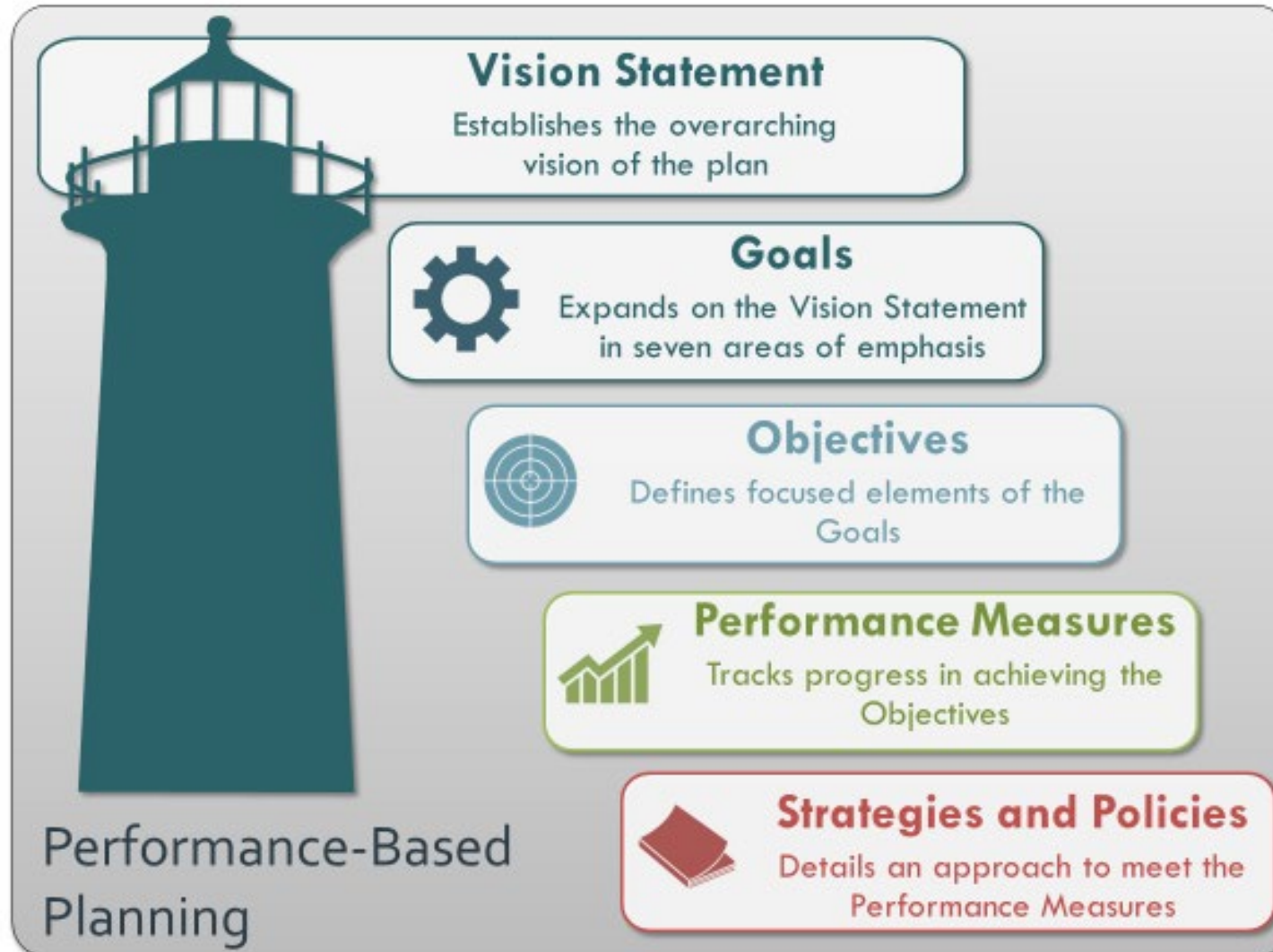
June 2023

RTP Subcommittee Meetings

- **Meeting 1**: Provide feedback on draft vision, goals, and objectives
 - Draft “Universe of Projects” distributed
- **Meeting 2**: Provide feedback “Universe of Projects” and project evaluation approach
 - Financial guidance distributed
 - Draft project ranking distributed
- **Meeting 3/4**: Review project ranking and develop draft project list
- Report back to the CCJTC



RTP Outline



2024 Regional Transportation Plan DRAFT Vision Statement

Vision Statement:

*“The Cape Cod Metropolitan Planning Organization, informed by public input, envisions a **multi-modal** transportation system that supports the environmental and economic vitality of the region through infrastructure investment that focuses on **safety**, livability, sustainability, equity, and preservation of the character that makes our special place special.”*

2024 Regional Transportation Plan DRAFT Vision Statement

Vision Statement:

*“The Cape Cod Metropolitan Planning Organization, informed by public input, envisions a **multi-modal** transportation system that supports the environmental and economic vitality of the region through infrastructure investment that focuses on **safety**, livability, sustainability, **resiliency**, equity, and preservation of the character that makes our special place special.”*

2020 RTP GOALS AND OBJECTIVES



Safety



Environmental
and Economic Vitality



Multimodal Options/Healthy
Transportation



Livability and
Sustainability



Congestion Reduction



System Preservation



Freight Mobility

Goal 1: Safety

~~Provide safe travel options for all users~~

Improve safety for all modes

- Reduce the number and severity of crashes associated with all modes ~~of transportation~~
- ~~Reduce~~ **Eliminate** serious injuries and fatalities associated with all modes ~~of transportation~~
- Apply a Safe Systems approach to investment decisions including a focus on safe speeds



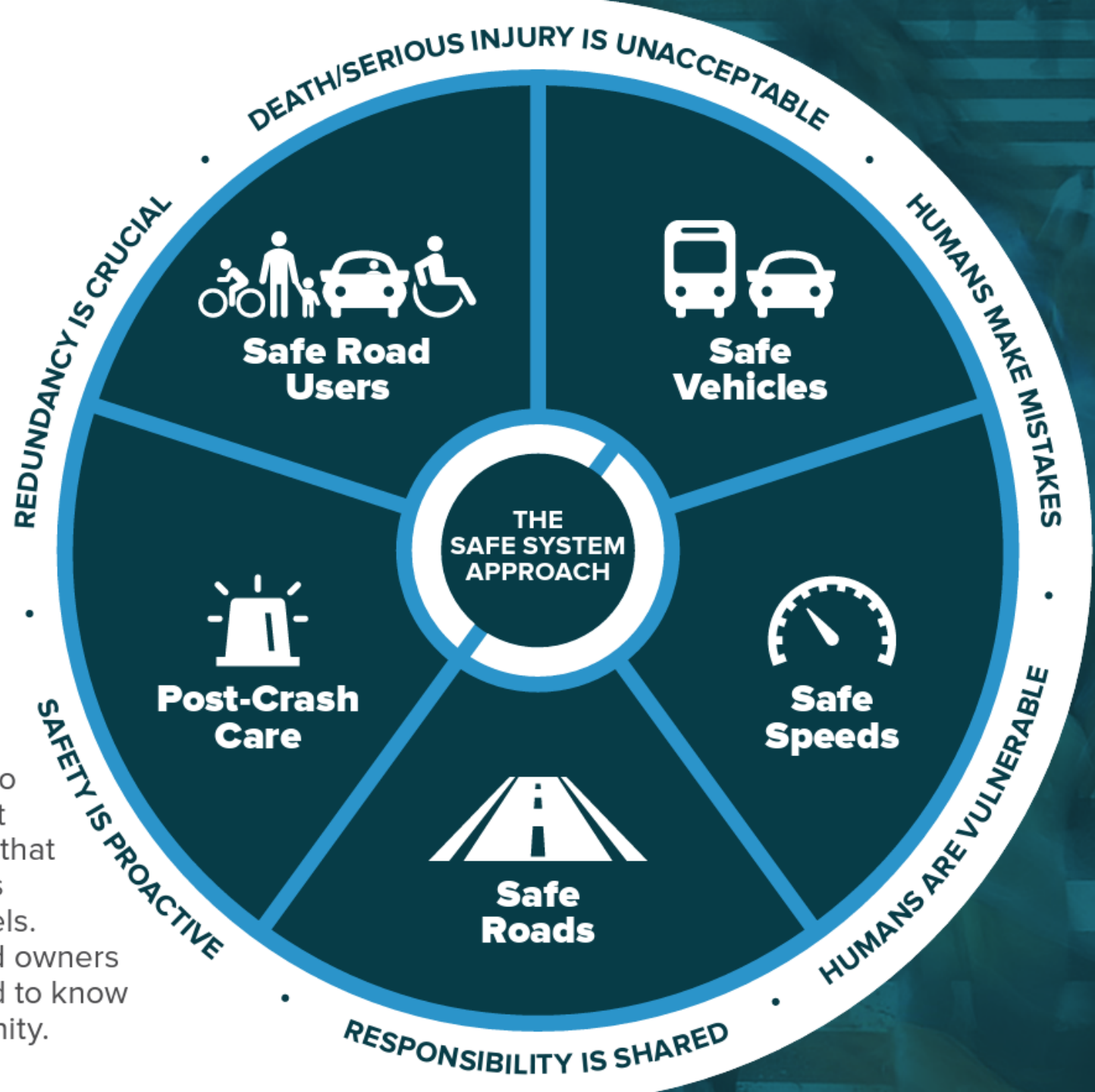


SAFE SYSTEM

APPROACH

Zero is our goal. A Safe System is how we will get there.

Imagine a world where nobody has to die from vehicle crashes. The Safe System approach aims to eliminate fatal & serious injuries for all road users. It does so through a holistic view of the road system that first anticipates human mistakes and second keeps impact energy on the human body at tolerable levels. Safety is an ethical imperative of the designers and owners of the transportation system. Here's what you need to know to bring the Safe System approach to your community.



SAFE SYSTEM ELEMENTS

Making a commitment to zero deaths means addressing every aspect of crash risks through the five elements of a Safe System, shown below. These layers of protection and shared responsibility promote a holistic approach to safety across the entire transportation system. The key focus of the Safe System approach is to reduce death and serious injuries through design that accommodates human mistakes and injury tolerances.



Safe Road Users

The Safe System approach addresses the safety of all road users, including those who walk, bike, drive, ride transit, and travel by other modes.



Safe Vehicles

Vehicles are designed and regulated to minimize the occurrence and severity of collisions using safety measures that incorporate the latest technology.



Safe Speeds

Humans are unlikely to survive high-speed crashes. Reducing speeds can accommodate human injury tolerances in three ways: reducing impact forces, providing additional time for drivers to stop, and improving visibility.



Safe Roads

Designing to accommodate human mistakes and injury tolerances can greatly reduce the severity of crashes that do occur. Examples include physically separating people traveling at different speeds, providing dedicated times for different users to move through a space, and alerting users to hazards and other road users.



Post-Crash Care

When a person is injured in a collision, they rely on emergency first responders to quickly locate them, stabilize their injury, and transport them to medical facilities. Post-crash care also includes forensic analysis at the crash site, traffic incident management, and other activities.

Goal 2: Environmental and Economic Vitality

Maintain, protect, and enhance the natural environment while strengthening the economy

- Minimize negative impacts of the transportation system on the natural environment
- Reduce Greenhouse Gas (GHGs) generated by all transportation modes **in support of the state-wide net zero carbon target by 2050.** (e.g., provision of electric vehicle charging stations)
- Improve stormwater management and treatment in all transportation improvement projects; ensure resiliency in transportation infrastructure
- Improve connections between housing, job, cultural centers, and essential services within and beyond the region



Image adapted from Arlington VA (www.arlingtonva.us)

Goal 3: Livability and Sustainability

Support livable communities and village centers that strengthen the long-term sustainability of the region

- Support mixed-use development in compact centers of activity
- Improve coastal resiliency of the transportation system **and prioritize critical low-lying segments**
- Develop a transportation system that is consistent with the local character of Cape Cod and respects the region's reliance on tourism
- **Support land use strategies and investments in the roadway network that encourage public transit ridership**



Goal 4: Multimodal Options/Healthy Transportation



Provide a variety of healthy transportation options to all users

- Improve accessibility of all modes to all users
- **Apply Complete Streets principles to all planned transportation projects**
- Expand and close gaps in the bicycle and ADA-accessible sidewalk networks
- Improve coordination between all modes
- Increase the share of travel by means other than the single occupancy vehicle



Goal 5: Congestion Reduction

Reduce congestion and improve travel time reliability

- Reduce delay for all modes
- **Address congestion at bottleneck locations**
- Improve connectivity and reliability for all modes of transportation
- Minimize the impacts of construction delays on all users, particularly impacts of Cape Cod Canal Bridge maintenance



Goal 6: System Preservation

Preserve, maintain, modernize, and ensure resiliency of the existing transportation system

- Improve the condition of all bridges
- Improve the pavement condition on all federal-aid eligible roadways
- Maintain and improve on- and off-road bicycle and pedestrian facilities
- Use modern technology to improve transportation efficiency (e.g., autonomous vehicles, electric vehicle charging stations)
- Improve coordination and cooperation between agencies throughout all phases of project development and implementation for all improvement and maintenance projects



Goal 7: Freight Mobility



Improve efficiency and reliability of freight movement

- Reduce delays on the freight network
- Improve travel time reliability on the freight network
- Minimize Cape Cod Canal bridge maintenance impacts
- Utilize the most efficient freight modes and technologies to minimize impacts on the community and the environment



Universe of Projects

2020 RTP Assumptions:

- Projects were limited to \$10⁺ million
- Smaller bundled in “other TIP projects” (i.e. Route 28 Multimodal Improvements)
- Some projects under \$10 million included if potential benefits were commensurate with these larger scale projects (i.e. Scenic Highway)

2020 RTP Highway Regional Target Projects

- TIP Projects (i.e. Route 151)
- Rail Trail Extensions
- Route 6 Outer Cape Safety & Multimodal
- Route 28 Multimodal Improvements
- Canal Area
- Route 6 (Mid-Cape Highway) Interchange and Ramp Improvements
- Hyannis Access Phase II (Yarmouth Road)

2020 RTP Priority Projects & Programs – Highway Discretionary Funding

YEARS OF FUNDING	PROJECT / PROGRAM	2020 TOTAL ESTIMATED COST	TOTAL-YEAR OF EXPENDITURE (YOE) ESTIMATED COST
2020-2024	Mashpee 151	\$15,000,000	\$16,224,000
	Route 28 Multimodal Improvements	\$13,000,000	\$14,060,800
	Rail Trail Extensions (Mid- and Upper-Cape) ¹		[\$16,780,305]
	Scenic Highway Median Barrier	\$10,000,000	\$10,816,000
	Programs		\$15,794,330
	Subtotal Funding		\$56,895,130
2025-2029	Rail Trail Extensions (Outer Cape)	\$20,000,000	\$26,318,636
	Hyannis Access Phase II (Yarmouth Road Corridor)	\$12,000,000	\$15,791,181
	Scenic Highway/Rte. 25 Connector Ramp	\$7,000,000	\$9,211,522
	Route 6 Exit 1C Relocation ²		[\$51,000,000]
	Route 6 Eastbound Additional Travel Lane to Exit 2 ²		[\$48,000,000]
	Sagamore Bridge Approach ^{2,3}		[\$64,000,000]
	Bourne Bridge Approach ^{2,3}		[\$84,000,000]
	Programs		\$13,909,528
	Subtotal Funding		\$65,230,867
2030-2034	Route 6 Outer Cape Safety & Multimodal Improvements	\$17,000,000	\$27,217,548
	Rail Trail Extensions (Mid- and Upper-Cape) remainder	\$19,000,000	\$30,419,612
	Route 28 Multimodal Improvements	\$7,000,000	\$11,207,226
	Belmont Circle Reconstruction ²		[\$23,000,000]
	Bourne Rotary Reconstruction (Interchange) ²		[\$87,000,000]
	Programs		\$11,250,671
	Subtotal Funding		\$80,095,056
2035-2039	Interchange Improvements Route 6 – priority locations	\$20,000,000	\$38,958,010
	Bike Path Connectors to town centers	\$10,000,000	\$19,479,005
	Programs		\$30,336,402
	Subtotal Funding		\$88,773,417
2040	Programs		\$18,881,933
	Subtotal Funding		\$18,881,933
2020 - 2040 Total			\$309,876,403

¹ Projects funded in the *Federal Fiscal Year Cape Cod 2020-2024 Transportation Improvement Program* through a combination of state and federal sources outside of the regional target. Includes the Yarmouth-Barnstable Cape Cod Rail Trail extension, the Sandwich Shared Use Path along Service Road, and Phase I of the Bourne Rail Trail.

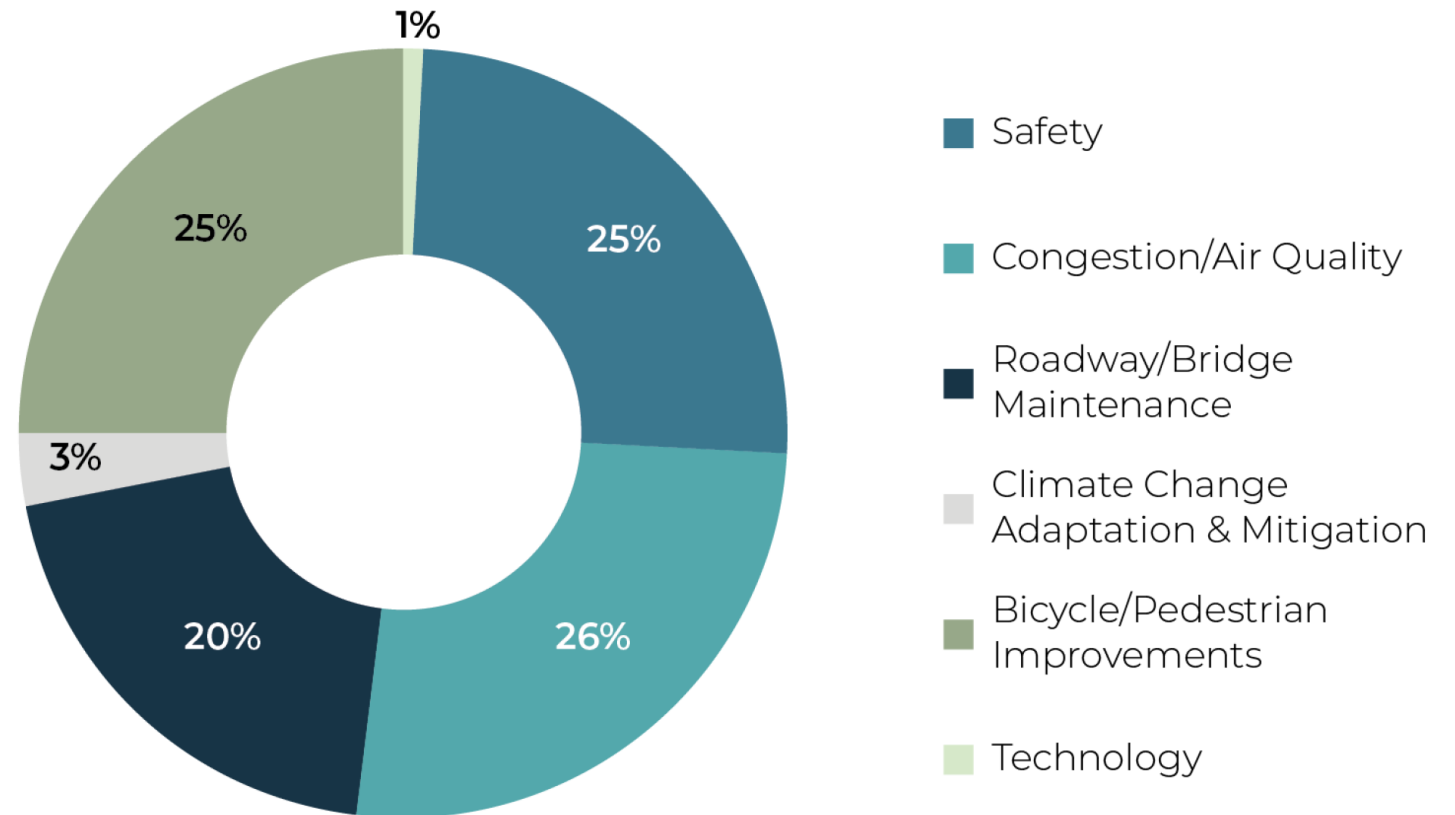
² Projects recommended in the *Summer 2019 DRAFT MassDOT Cape Cod Canal Transportation Study*. Projects to be funded through a combination of state and federal sources outside of the regional target.

³ Contingent upon United States Army Corps of Engineers' *Major Rehabilitation Evaluation Report* recommending replacement of the Bourne and Sagamore Bridges.

Project Evaluation Process From 2020 RTP

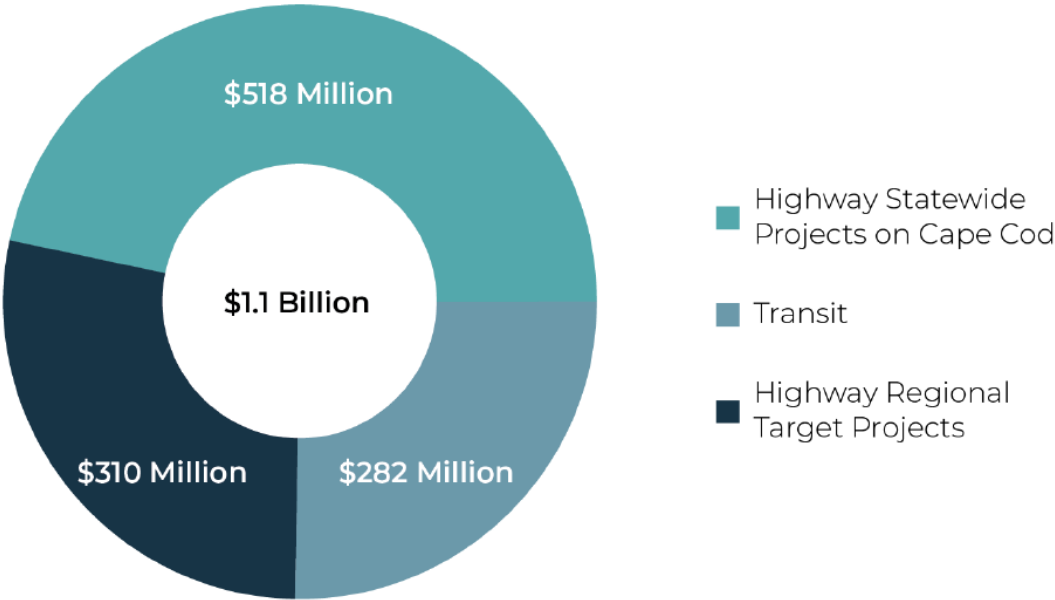
Evaluation by Goal + Subcommittee Feed → Highway Regional Target Projects

	Safety
	Environmental and Economic Vitality
	Livability and Sustainability
	Multimodal Options/ Healthy Transportation
	Congestion Reduction
	System Preservation
	Freight Mobility

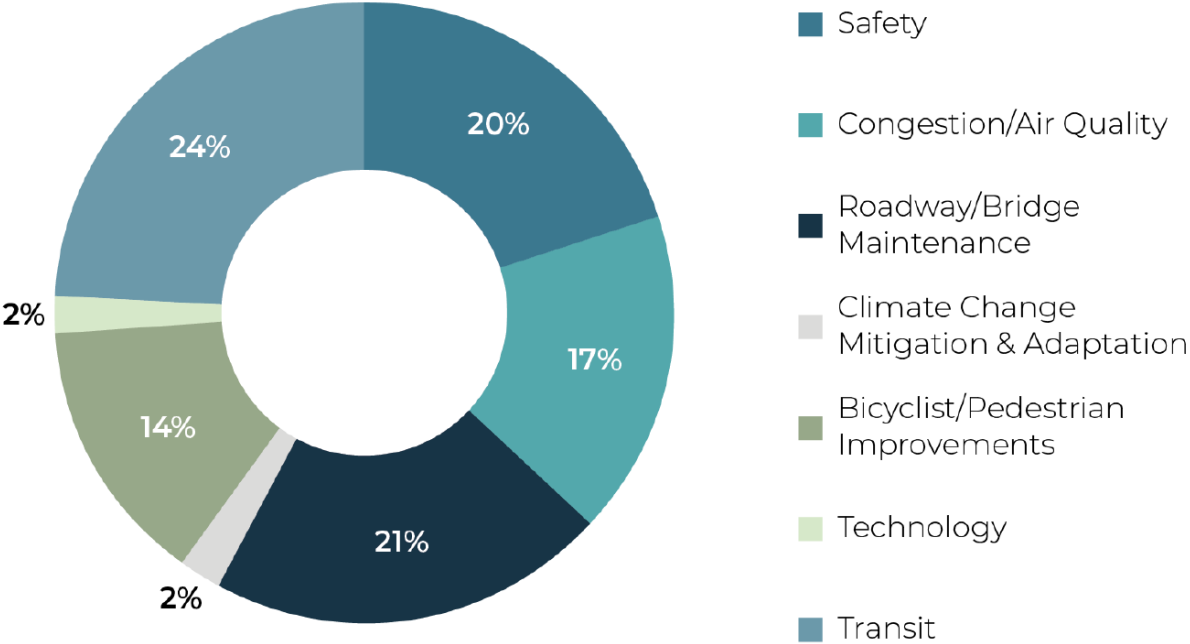


Overall 2020 RTP Funding Breakdown

Total Funding



Overall Distribution of Proposed Spending



TIP Project Evaluation Scoring (for reference)

Category	Criteria	Points (out of 100)
System Preservation and Modernization	<ul style="list-style-type: none"> • Pavement and signal equipment improvement • Sidewalks and other infrastructure enhancement • Use of modern technology 	35
Mobility	<ul style="list-style-type: none"> • Motorist congestion • Non-motorist congestion • Connectivity / access • Mobility / accommodation of non-motorists 	10
Safety	<ul style="list-style-type: none"> • Motorist crash history and anticipated safety impact • Non-motorist crash history and anticipated safety impact 	10
Economic Impact	<ul style="list-style-type: none"> • Access to or within a regionally-designated economic development area • Access to or within a locally-designated business district • Connections between housing, job, cultural centers, and essential services • Effect on the ability of the region's freight network to handle current and future freight needs 	10
Environmental and Health Effects	<ul style="list-style-type: none"> • Wetlands, wildlife, or other resource protection • Water quality through stormwater management and treatment • Air quality / GHG emission • Coastal Resiliency / Sea Level Rise Vulnerability • Cultural resources or open space • Healthy Transportation Options 	10
Cost Effectiveness	<ul style="list-style-type: none"> • Project cost per user 	15
Policy Support	<ul style="list-style-type: none"> • Regional plans/policies • Local plans/policies • State or MassDOT Policies and goals 	10

Project Evaluation Process Discussion for 2024 RTP

1. Have/how have regional priorities shifted over the last four year?
2. How has the region been trending relative to performance measures? (such as crashes, pavement condition, bridge condition, development bicycle/pedestrian infrastructure)
3. Which goals would you prioritize?



Safety



**Environmental and
Economic Vitality**



**Livability and
Sustainability**



**Multimodal Options/
Healthy Transportation**



Congestion Reduction



System Preservation



Freight Mobility

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*** 6. Future Meeting Dates**

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5. FUTURE MEETING DATES

Committee members may determine future subcommittee meeting dates.

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6. NEW BUSINESS

Topics not reasonably anticipated by the Chair more than 48 hours before the meeting.

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7. ADJOURN

RTP Subcommittee Members:

Jay Norton, Wellfleet
Griffin Ryder, Brewster
Tom Andrade, Dennis
Paul Tilton, Sandwich

Griffin Beaudoin, Barnstable