

**Selectwoman Judith MacLeod-Froman, Chair
From Peter Fisher & Bill Stafford
And the Bourne Republican Town Committee
Concerning the Bourne Commuter Rail**

MassDOT, MBTA & Cape Code Commission
No talk of Commuter Rail

Cape Cod Commission, Buzzards Bay Commuter Rail Extension – April 2015 **EXHIBIT #1**

- The Town of Bourne is considering an extension of the Middleborough/Lakeville commuter rail line to Buzzards Bay, Bourne's downtown corridor.
- The Buzzards Bay Commuter Rail Extension is not currently programmed for funding through MassDOT or the MBTA
- An assessment will result if Bourne becomes a MBTA assessment district member
- Each town that is a MBTA assessment district member is allotted a position on the MBTA Advisory Board
- Joining the MBTA district does not automatically result in receiving MBTA service.
- The Buzzards Bay Commuter Rail Extension is not currently programmed for funding through MassDOT or the MBTA. A critical step in moving this project forward is MassDOT and Transit placing this item on their project list in the Capital Improvement Plan (CIP)

Cape Cod Transportation Improvement Program (TIP) 2018 – 2022 – Tom Guerino, Chair
No information for Community Rail **EXHIBIT #2**
Bourne-Falmouth, Rte. 28 Guide & Traffic Sign Replacement (2019)
Bourne, Belmont Circle Multi-Modal Improvement (2020)

Cape Cod Commission 2019-2023 Transportation Improvement Plan Development
No information for Community Rail **EXHIBIT #3**
Bourne-Falmouth, Rte. 28 Guide & Traffic Sign Replacement (2019)
Bourne, Belmont Circle Multi-Modal Improvement (2020)

Cape Cod Canal Transportation Study Update & Investments – July 17, 2019 **EXHIBIT #4**
No information for **Community Rail through 2040**

**Bourne information for
Community Rail**

January 8, 2015 – Transportation Advisory Committee

EXHIBIT #5

Commuter Rail: Glenn Cannon and his team continue the discussion of commuter rail and the research his team is doing by CIRCULATING A HANDOUT (A COPY IS ON FILE WITH THE ORIGINAL OF THESE MINUTES) The Town Administrators Office can't find the handout.

January 20, 2015 – Transportation Advisory Committee & Board of Selectmen **EXHIBIT #6**
Chair Wesley Ewell –

Wes described the questions that the Committee formulated in order to be able to understand the potential impact of commuter rail coming to Buzzards Bay

He went on to note that an “aye” vote at the upcoming Special Town Meeting will not be a vote for community rail- it would be a vote only for putting the question of joining the MBTA on the next Town Ballet. He stated that if the Town were to join the MBTA, THEN IT WOULD HAVE A SEAT AT THE TABLE AS THE STATE MOVES FORWARD WITH ITS PLANS.

February 10, 2015 – Special Town Meeting – Bourne Enterprise by Michael J. Rausch **EX #7**

Residents at Special Town Meeting Tuesday night, February 10, 2015 approved Article 2 on the warrant, to place the question of whether the town should join the MBTA on the May 19th general election ballot

Mr. John E. Redman, Bourne Finance Committee member “The questions regarding the impact of commuter rail to the town and it residents would be addressed and answered in the months leading up to the May election

Mr. Parady declared the motion passed by a majority vote

Mr. Ewell said “Does that mean the tax rate is going to go down 10 percent, or is it going to go down two percent, or what?”

February 19, 2015 – Transportation Advisory Committee

EXHIBIT #8

Wesley Ewell suggested that we begin planning for some public forums in the weeks just before the election

March 19, 2015 – Transportation Advisory Committee

EXHIBIT #9

Glenn Cannon noted that in a meeting with the MA Department of Transportation (MA DOT) they did not appear to be in an expansionist mode.

April 9, 2015 – Transportation Advisory Committee

EXHIBIT #10

Glenn Cannon reported that the MassDOT officials he has spoken with suggested that the Town hold off on a vote until MassDOT is ready to provide service

April 10, 2015 – Cape Cod Times by C. Ryan Barber

EXHIBIT #11

STATE OFFICIALS CAUTION BOURNE ON JOINING MBTA

A month before Bourne residents vote on whether to endorse joining the Massachusetts Bay Transportation Authority, the Cape Cod Commission's technical services director is warning that state transportation officials have privately recommended that the town wait until it has assurances that it will receive commuter rail service

"MassDOT officials have advised against joining the MBTA at this time" Glenn Cannon said Thursday at a Bourne Transportation Advisory committee meeting.

Cannon suggested state officials might fear the "POLITICAL REPERCUSSIONS" of charging an assessment without providing services

Cannon's comments concerned Wesley Ewell, chairman of the Transportation Advisory Committee, who has consistently said the commuter rail service could drive a revitalization of downtown Buzzards Bay

Ewell said the committee will likely vote to recommend that the town join the MBTA

Glenn Cannon said here was very telling...I don't think you can ignore that "said Woodside. When DOT is telling you not to do it, at the very least I think we should be very cautious of why they're saying that. Having experience with DOT, there's probably a lot more to it."

Sallie Riggs, a committee member and perhaps the most ardent proponent of entering the MBTA service district, said that Bourne residents should vote in favor of the ballot question

April 16, 2015 – Transportation Advisory Committee

EXHIBIT #12

There was consensus to create a flyer/handout with questions and answers

The committee, working with Glenn Cannon and Patrick Tierney, went through the questions one-by-one and agreed on the answers

April 30, 2015 – Selectmen's Meeting

EXHIBIT #13

Glenn Cannon from Cape Cod Commission went over his power-point presentation on the MBTA Buzzards Bay study, dollar numbers, parking lot and level of service

Peter Meier stated if the Town does vote "Yes" on the ballot it will still take 20 years before there is service. The vote was 2015 and MBTA & MassDOT through 2040 does not currently be programmed for funding through MassDOT or the MBTA

May 6, 2015 – Transportation Advisory Committee – PUBLIC FORUM **EXHIBIT #14**
Transportation Advisory Committee, Town Administrator Tom Guerino 2 Selectmen Stephen Mealy & Linda Zuern, Glenn Cannon and Patrick Tierney, Cape Cod Commission, Tom Cahir & Cathy Lynds, Regional Transit Authority, Mark Tirrell, Former Selectman, and 3 members of the public, George Slade, Ryan Barber , Cape Cod Times and Michael Rausch, Bourne Enterprise

Questions from the audience – Response – The assessment: In FY17 it would be about \$48,000.00 (\$128K minus CCRTA assessment of \$80K)

Assessment would not begin until service begins

May 7, 2015 - Transportation Advisory Committee **EXHIBIT #15**
Wes introduced the topic by asking if, having heard the discussion ay the public forum last evening, anyone had a motion for the Committee regarding the upcoming Town vote to join the MBTA.

Sallie Riggs spoke up, noting first that she considered it of particular interest that **at the Forum, she learned that the Town would not be assessed until rail service began.** With that question answered, she proposed the following MOTION:

“The Transportation Advisory Committee supports a positive vote to join the MBTA in order to send a strong signal to our elected official and potential developers and investors that Bourne wants commuter rail service.”

May 19, 2015 – Town Election – Total Registered Voters 12,576 **EXHIBIT #16**
Question – MBTA - YES 922 7.33%
NO 726 5.77%
BLANK 310 2.47%

May 21, 2015 - South Coast Today – Bourne votes to join MBTA **EXHIBIT #17**
For weeks, Bourne officials were unsure of what membership in the Massachusetts Bay Transportation Authority and commuter rail service would mean for the town

They were told that the town could be assessed without any guarantee of receiving commuter rail service, ONLY TO BE ASSURED BY CAPE COD REGIONAL TRANSIT AUTHORITY ADMINISTRATOR THOMAS CAHIR THAT THE MBTA WOULD NOT CHARGE AN ANNUAL MEMBERSHIP FEE UNTIL COMMUTER SERVICE WAS EXTENDED FROM THE MIDDLEBORO-LAKEVILLE STATION TO BUZZARDS BAY

If the ballot question had been voted down, Ewell said, supporters would have renewed their efforts next year, beginning with a special town meeting vote to put the referendum on the May 2016 town election ballot

Selectmen voted 4-1 in support of the ballot question, with Selectman Linda Zuern opposing it out of concern that the MBTA would potentially assess the town even without providing service

With Tuesday's vote, Bourne will become an MBTA member beginning in January 2016. Its assessment will be based on a formula that deducts a town's dues to a regional transit authority from what it owes to the MBTA

June 4, 2015 - Transportation Advisory Committee

EXHIBIT #18

Sallie reported that the Chair of the Selectmen had sent an e-mail explaining that he could not attend and asking if the Committee had any thoughts on the type of representative the Town should appoint to the MBTA Board

September 10, 2015 - Transportation Advisory Committee

EXHIBIT #19

Commuter rail: The Committee understands that the Selectmen should appoint a representative to the MBTA Board in December

March 18, 2016 - Transportation Advisory Committee

EXHIBIT #20

Representative David Vieira, Third Barnstable District, outlined plans to bring Commuter Rail to Buzzards Bay in a pilot project to start in the Fall. No specifics were released. A full presentation to the Community is schedule for 7pm Thursday April 14th at the Community Building

May 2, 2016 - Annual Town Meeting – Finance Committee Report

EXHIBIT #21

This is the first year that the Town will be assessed for the MBTA. The total assessment for Transportation Authorities is \$130,136.00 with \$88,429.00 going to the Regional Transit Authority (RTA) and \$41,707.00 going to MBTA

May 19, 2016 - Transportation Advisory Committee

EXHIBIT #22

Discussion of MBTA's proposed commuter rail: The Pilot project fails to recognize existing commuter patters and preferences. Bourne's assessment should await start of service

7/1/14 to 6/30/15 - Annual Town Meeting – Report of the Transportation Advisory Committee

The committee answered a list of twelve questions regarding the potential impact of rail service

EXHIBIT #23

The impact on the town tax base from increased valuation and new development would not necessarily lower the tax rate, but would likely avoid the need for future tax overrides

In order to signal the Town's desire to have commuter rail service, and to give Bourne representation at the state level, the committee supported a move to join the MBTA. This initiative WAS OVERWHELMINGLY APPROVED (the Yes vote was less than the total of the NO vote and blanks – **it was not an overwhelming vote**)

Membership status does not guarantee extension of service

EXHIBIT #24

February 15, 2016 – Boston news & local news – **This Cape Cod Town is Paying for rail service that doesn't exist**

Last spring, the residents of a Cape Cod town did something UNPRECEDENTED for a Massachusetts town or city: They voted to join the Massachusetts Bay Transportation Authority

There's one catch to this strategy, though: no plans to launch the hoped-for service currently exist. Yet starting this year, Bourne will pay the MBTA an annual fee of nearly \$42,000.00, despite no guarantee the town will ever see daily trains

Town Administrator Thomas Guerino said **he was not aware that Bourne would be assessed by the T this year. But he maintained that the relatively light price of admission would be a worthwhile**

Last spring, however, may not have been the ideal time to campaign for MBTA service. Fresh off a winter crisis that exposed infrastructure and management problems, the transit agency was in a state of chaos and self-evaluation

A panel appointed by Gov. Charlie Baker to explore the T's issues said the agency has been **too focused on expansion and should instead focus on maintaining the system it already had**

The state's Department of Transportation even told officials that Bourne should hold off on joining the crisis-struck T, because joining and paying to do so was no guarantee of someday seeing commuter service

Paul Regan, the executive director of the MBTA Advisory Committee, which represents the towns and cities in the district, said he doesn't understand why Bourne wanted it. As far as he can tell, the T has little interest in expanding its footprint as it continues to work through the agency's financial problems

MBTA spokesman Joe Pesaturo confirmed that "a pilot program is something that is in the discussion stage, but there are no details to provide at the time. It's not clear if the discussion will ever advance beyond the discussion state

Bourne can say it is officially a paying member of the T's service – for better or for worse

January 26, 2017 – Transportation Advisory Committee

EXHIBIT #25

Update on MBTA's proposed commuter rail in Buzzards Bay/Wareham: Chief Woodside suggested, while the ongoing discussion of commuter rail continues, the Town could look at expanded fixed route bus service in exchange for our MBTA membership

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CAPE COD
COMMISSION

Buzzards Bay Commuter Rail Extension Local Impact Report

April 2015



Executive Summary

The Town Bourne is considering an extension of the Middleborough/ Lakeville commuter rail line to Buzzards Bay, Bourne's downtown corridor. The 18-mile extension would run on existing track. Various scheduling scenarios have been discussed for trains departing Buzzards Bay in the morning to reach the Boston area during the traditional start-of-day time and returning to Buzzards Bay accommodating the traditional leave-work time.

While beginning an assessment of such a proposal, Bourne's Transportation Advisory Committee (BTAC) and the Bourne Board of Selectmen requested technical assistance from the Cape Cod Commission. The BTAC members were familiar with a 2007 Central Transportation Planning Staff (CTPS) study of a similar extension of service. A number of recent and proposed upgrades to the infrastructure necessitated a close review of the 2007 data. Additionally, the BTAC was looking at several new questions about potential impacts to Bourne's downtown.

Discussions between the BTAC and the Cape Cod Commission began in the summer of 2014; however much of the work began in November 2014 after coordinating with the Buzzards Bay Commuter Rail Extension

Feasibility Study scope of work performed by the Massachusetts Department of Transportation (MassDOT) Central Transportation Planning Staff (CTPS). Their Buzzards Bay Commuter Rail Extension Feasibility scope of work showed some overlap with the Cape Cod Commission's work but omitted several areas that the BTAC was interested in. The CTPS study is targeted for completion in June, after critical dates defined by the town of Bourne. The Buzzards Bay Commuter Rail Extension is not currently programmed for funding through MassDOT or the MBTA. A critical step in moving this project forward is MassDOT Rail and Transit placing this item on their project list in the Capital Improvement Plan (CIP).

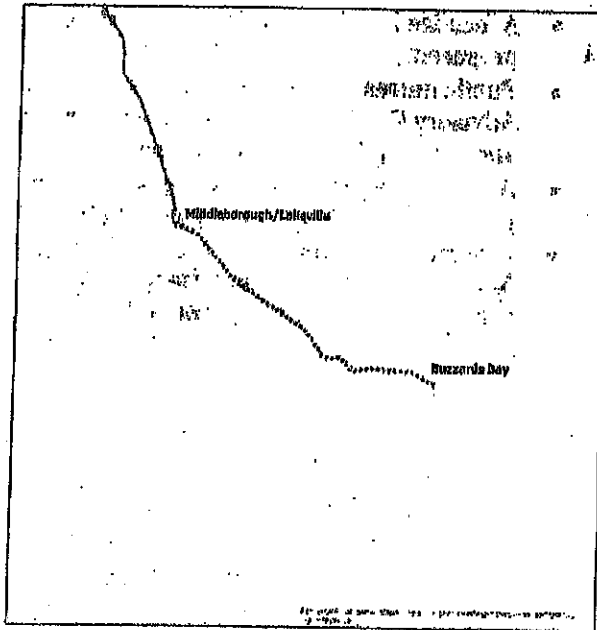


FIGURE 1: PROPOSED MBTA EXTENSION TO BUZZARDS BAY

This report was compiled in anticipation of a Bourne Town Meeting vote in February 2015 about placing a question regarding possible admission to the Massachusetts Bay Transportation Authority (MBTA) assessment district on the ballot in May 2015. In February 2015 the town voted in favor of placing the question on the May 19th ballot. Presented below is the current status of the Cape Cod Commission study:

- Two detailed parking scenarios were developed.
- Intersection traffic impacts were evaluated at Academy Drive/Main Street, the entrance and exits to the parking areas, and St. Margaret's Street/Main Street
- Traffic impacts on the Main Street corridor between Academy Drive and St. Margaret's Street were evaluated.
- A localized economic analysis based on case studies for commuter rail was prepared.
- Public outreach was performed by presenting materials at Bourne Transportation Advisory Committee meetings, who reports to the Bourne Board of Selectmen, and through local newspaper articles.
- A parking policy including access to the Army Corps Canal Viewing lot, on-street parking, and other existing parking lots is discussed.
- Assessment estimates for the Town of Bourne were received from the MBTA and MassDOT in the case that the town is admitted to the assessment district or if service is extended to Buzzards Bay.

MBTA Assessments

Below are the assessment estimates presented by MassDOT. An assessment will result if Bourne becomes a MBTA assessment district member. The Estimated Net Assessment is the additional charge to the town. Wareham has an Estimated Net Assessment of zero because the town is currently a member of the MBTA assessment district.

TABLE 10: ASSESMENT DATA

	Bourne	Wareham
Population estimate	19,806	22,339
Weight Factor	1	1
Percentage of total MBTA district population	0.0804%	0.0907%
Preliminary assessment	\$128,751	\$145,217
Regional Transit Authority	CCRTA	GATRA
RTA Credit	(\$46,829)	(\$189,891)
Interim assessment amount	\$81,922	0
Paratransit credit impact	\$34	0
Estimated Net Assessment	\$81,956	0

- Assessments are estimates and subject to change from year to year.
- Each town that is a MBTA assessment district member is allotted a position on the MBTA Advisory Board.
- The table above shows all direct factors that affect the assessment, excluding the total MBTA deficit. Other factors such as the level of service or distance to Boston are not included.
- Each town already pays an assessment for regional transit authority (RTA) service which is deducted from the preliminary assessment. The Estimated Net Assessment is the amount to be paid to the MBTA.
- The Town of Bourne's RTA assessment is expected to increase in the next year. This would decrease the Estimated Net Assessment by the amount that the RTA assessment increases.
- The original definition of the MBTA assessment district included towns that abut towns that have service to them. This legislative provision does not apply to new towns that join the MBTA assessment district. Sandwich and Falmouth would only be assessed if they received service directly or voted to join the MBTA. They would not be assessed if Bourne was admitted into the MBTA assessment district or received commuter rail service.
- Joining the MBTA district does not automatically result in receiving MBTA service. MBTA service expansion is programmed through the MassDOT capital improvement plan.
- The estimated budget for the Town of Bourne is approximately \$57 million in fiscal year 2016.

The purpose of this study was to answer questions from the Bourne Transportation Advisory Committee regarding a commuter rail extension to Buzzards Bay with a local focus. Parking demand, traffic impact, and economic impacts were evaluated.

Two parking alternatives have been developed. For each, it was assumed that the station could achieve 800 passengers per day. The first alternative is an immediate fix to supply 120 spaces to passengers. This alternative suggests that passengers will seek other ways to access the station since parking has low capacity. This could result in a high number of drop-offs and offsite parking. To accommodate commuters, a parking policy needs to be defined to reserve spaces for commuters and avoid conflict with shoppers or residents.

The second alternative provides 400 to 600 spaces in a parking structure. This alternative provides enough spaces to accommodate the 800 passengers per day estimate but should not be implemented until a smaller build option is explored first.

The traffic impacts for both parking alternatives have been conservatively identified. Impacts were analyzed using July numbers and assuming a 15 to 30 minute arrival period. The locations with the most impact were the train station entrance/exit locations and the St. Margret's Street at Main Street intersection. These impacts will be for a short duration of 15 to 30 minutes.

The estimated assessment was not a significant amount in comparison to the town budget and factors that influence the assessment were identified.

Historically, Buzzards Bay developed when commuter rail service was active. It is recognized that bringing commuter rail back to Buzzards Bay could have positive economic impacts. The Town of Bourne has already taken action by implementing mechanisms to manage and induce growth. The presence of commuter rail will be beneficial in attracting new residents into the Buzzards Bay downtown district. To maximize the positive economic impacts, the town needs to continue to encourage Transit Oriented Development and encourage housing for working age persons near the station.

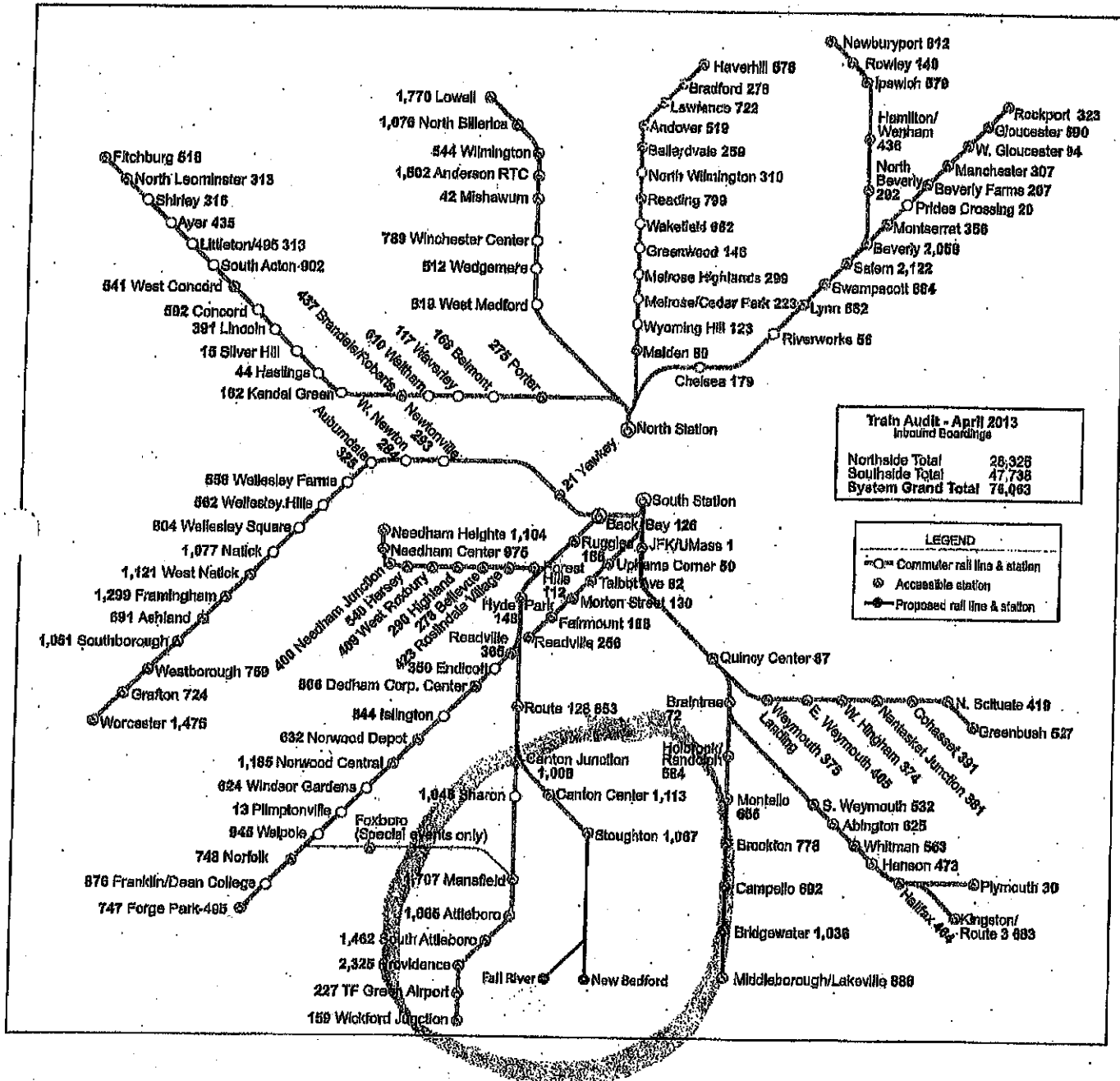
The CTPS ridership estimates of 535 passengers from Barnstable County and 875 passengers on the entire extension suggest the Buzzards Bay Station is a favorable location for MBTA expansion in comparison to ridership at existing commuter rail stations. Following the completion of the CPTS study statewide impacts will be determined. The Buzzards Bay Commuter Rail Extension is not currently programmed for funding through MassDOT or the MBTA. A critical step in moving this project forward is MassDOT Rail and Transit placing this item on their project list in the Capital Improvement Plan (CIP).



Commuter Rail System Map

Typical Boston Bound Weekday Boardings

April 2013



Cape Cod Transportation Improvement Program (TIP) prepared by the

Cape Cod Metropolitan Planning Organization (MPO) Members:

- Stephanie Pollack, Secretary and Chief Executive Officer, Massachusetts Department of Transportation (MassDOT)
- Thomas J. Tinnin, Administrator, MassDOT Highway Division
- Tom Guerino, Chair, Cape Cod Regional Transit Authority
- Harold Mitchell, Cape Cod Commission
- Jessica Rapp Grasseti, President, Barnstable Town Council
- Leo Cakounes, Barnstable County Commissioners
- R. Patrick Ellis, Mashpee Selectman, for Bourne, Falmouth, Mashpee, and Sandwich
- Sheryl A. McMahon, Dennis Selectman, for Dennis and Yarmouth
- Sims McGrath, Orleans Selectman, for Brewster, Chatham, Harwich, and Orleans
- Robert Weinstein, Truro Selectman, for Eastham, Provincetown, Truro, and Wellfleet
- Cedric Cromwell, Chairman, Mashpee Wampanoag Tribal Council

MPO Ex-Officio Members:

- Roger Parsons, Chairman, Cape Cod Joint Transportation Committee
- George Price, National Park Service/Cape Cod National Seashore
- Lawrence T. Davis, US Army Corps of Engineers/Cape Cod Canal
- Wayne Lamson, Woods Hole, Martha's Vineyard, and Nantucket Steamship Authority
- Jeffrey McEwan, Federal Highway Administration
- Mary Beth Mello, Federal Transit Administration

and the

Cape Cod Joint Transportation Committee

- Roger Parsons, Chairman, Barnstable
- Catherine Laurent, Vice-Chairman, Mashpee

Cape Cod Commission TIP Staff Contact:

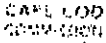
- Glenn Cannon, P.E., Technical Services Director, Cape Cod Commission

2018-2022 Projects

The following projects are included in the draft Cape Cod Transportation Improvement Program for Federal Fiscal Year 2018-2022:

- Chatham, Rte 28 - George Ryder Rd to Barn Hill Rd (2018)
- Cape Cod, Bicycle Rack Program (2018-2022)
- Barnstable, CCRTA Hyannis Loop Demo (Year 3 of 3) (2018)
- Barnstable, Rte 28 at Osterville-West Barnstable Rd (2018)
- Truro, Route 6 Bicycle Accommodations (2019)
- Barnstable, Rte 28 at Yarmouth Rd (2019)
- Cape Cod National Seashore - Pavement Overlay on Doane Rd. (2019)
- Bourne-Falmouth, Rte 28 Guide and Traffic Sign Replacements (2019)
- Wellfleet, Rte 6 at Main St (2020)
- Mashpee, Rte 151 (2020-21)
- Bourne, Belmont Circle Multi-modal Improvements (2020)
- Orleães, Rte 28 Stormwater Improvements (2020)
- Chatham, Rte 28 at Main St, Depot Rd, Queen Anne Rd and Crowell Rd (2021)
- Yarmouth, Route 28 at North Main St and Old Main St (2021)
- Harwich, Bridge Replacement - Azalea Dr over Herring River (2021)
- Sandwich, Shared Use Path on Service Rd (Rte 130 to Chase Rd) (2021)
- Dennis-Harwich, Rte 28 Reconstruction (Upper County Rd to Herring River (2022)
- Orleans, Route 28 at Route 39 and Quanset Rd (2022)
- Falmouth, Rte 28A at Rte 151 (2022)
- Barnstable, Route 6 Repaving and Related Work (2022)
- Yarmouth-Barnstable, Cape Cod Rail Trail Extension (2022)
- Various transit projects to allow the Cape Cod Regional Transit Authority (CCRTA) to operate their year-round and seasonal fixed-route services, operate their demand response services, and maintain the vehicles and other infrastructure. (2018-2022)

In total, the FFY2018-22 TIP includes over \$149 million in funded projects.



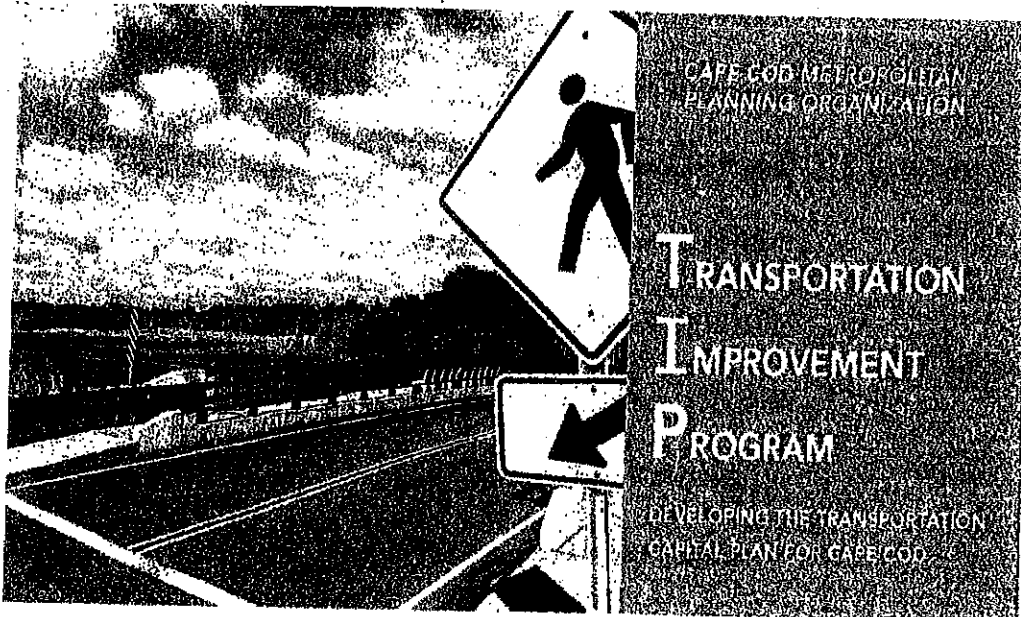
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- [Cape Cod Canal Study Resources](#)
- [Cape Cod Joint Transportation Committee \(CCJTC\)](#)
- [Cape Cod Metropolitan Planning Organization \(MPO\)](#)
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2019-2023 Transportation Improvement Plan Development

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What is the TIP?

Cape Cod Metropolitan Planning Organization's (MPO) transportation capital plan, the Transportation Improvement Program (TIP), lists major transportation projects planned in the next five years.

The MPO is made up of eleven voting members with representatives of state agencies, regional organizations, and Cape Cod towns. Discussions at MPO meetings help to establish a preference for which projects are funded through the TIP. Members of the public are welcome and encouraged to attend these meetings and voice opinions.

How to Get Involved

MPO meetings are held at 1:00 PM at the Cape Cod Commission Office at 3225 Main Street (Route 6A) Barnstable, MA 02630. Transit service is available on the Cape Cod Regional Transit Authority's Barnstable Village Route (the Barnstable Village-Courthouse stop). Please note, meeting dates are subject to change.

TIP Project Selection

Local officials and the public are encouraged comment on the project list to help the MPO in their decision-making process. All community members can help prioritize projects identified for possible funding.

There are many ways to provide input, including attending an MPO meeting or submitting a written statement to slupper@capecodcommission.org, or

P.O. Box 228
Cape Cod Commission
Attn: Transportation
Barnstable, MA 02630

2019 Highway Projects

Barnstable	Route 28 at Yarmouth Road	\$9,982,864
Barnstable	Bearses Way Shared Use Path	\$1,000,000
Bourne-Falmouth	Route 28 Guide and Traffic Sign Replacements	\$433,353
Cape Cod National Seashore	Pavement Overlay on Doane Road	\$337,500

2020 Highway Projects

Mashpee	Route 151 [Year 1 of 2]	\$5,000,000
Cape Cod	Bicycle Rack Program	\$100,000
Bourne	Belmont Circle Multi-Modal Improvements	\$5,644,800
Orleans	Route 28 Stormwater Improvements	\$574,938

2021 Highway Projects

Mashpee	Route 151 [Year 2 of 2]	\$8,407,023
Cape Cod	Bicycle Rack Program	\$100,000
Orleans	Route 28 at Route 39 and Quanset Road	\$2,417,545
Harwich	Bridge Replacement - Azalea Drive over Herring River	\$1,007,776

2022 Highway Projects

Wellfleet	Route 6 at Main Street	\$6,720,000
Cape Cod	Bicycle Rack Program	\$100,000

Chatham	Route 28 at Main Street and Queen Anne Road	\$2,886,576
Yarmouth	Route 28 at North Main Street and Old Main Street	\$2,784,000
Yarmouth-Barnstable	Cape Cod Rail Trail Extension	\$7,632,517
Sandwich	Shared Use Path on Service Road (Route 130 to Chase Road)	\$5,800,464
Barnstable	Routes 6 Resurfacing	\$11,418,624
2023 Highway Projects		
Dennis/Harwich	Route 28 Reconstruction (Upper County Road to Herring River Bridge)	\$6,790,350
Provincetown	Shank Painter Road Improvements (Phase I)	\$4,842,509
Eastham-Wellfleet-Truro	Route 6 Resurfacing	\$6,790,350
Yarmouth	Route 28 Resurfacing	\$13,961,760
2019-2023 Transit Projects		
Cape Cod Regional Transit Authority (RTA)	Operating assistance, bus purchases, shelter improvements, and other capital improvements	\$62,646,228



Transportation
Improvement
Program Development

**Public Review & Comment
Portuguese**

DRAFT FOR PUBLIC REVIEW

Cape Cod Transportation Improvement Program Federal Fiscal Year 2019 – 2023 (Released for Review 04/23/2018)

Funding

Funding comes from a combination of state and federal sources, and totals more than \$167 million over the five-year plan.

Typical Projects

Typical projects include reconstruction of existing intersections or road-ways, construction of new multi-use paths, and purchase of new buses to support regional bus service. Projects are designed to address safety and congestion concerns for all transportation modes, including vehicle, transit, bicycle, and pedestrian travel.



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**Cape Cod Canal
Transportation Study
Update and Investments**

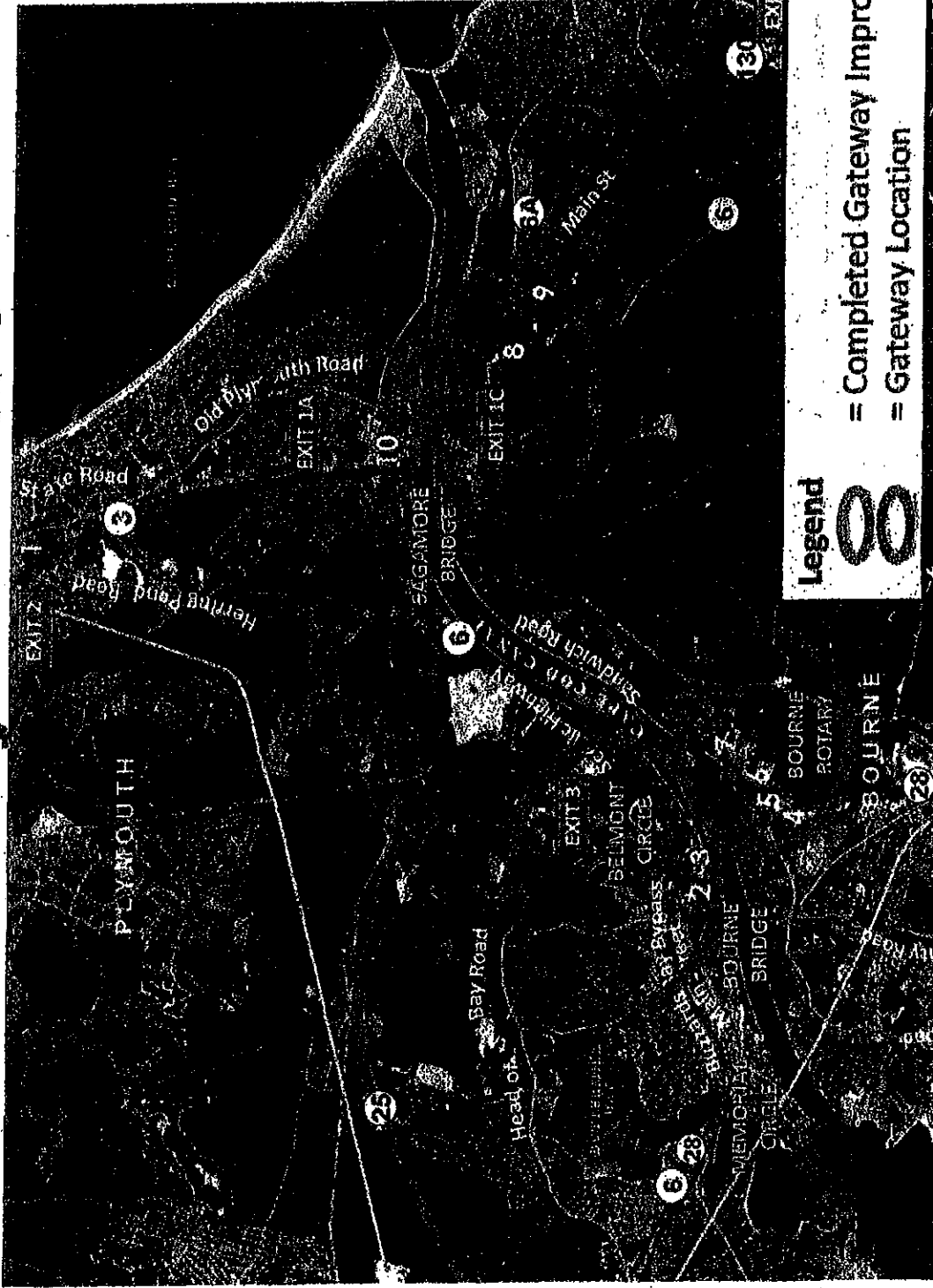
June 17, 2019

Cape Cod Canal Transportation Study

Background

- The study's purpose is to evaluate existing / future transportation safety and congestion deficiencies in the Cape Cod Canal Study Area
 - Included the development and analysis of multimodal transportation alternatives for roadways, transit, and bicycle and pedestrian facilities
 - 11 Working Group Meetings were held in Bourne and Sandwich
 - 4 Public Informational Meetings were held in the Town of Bourne
 - Involved significant coordination with owners of the Bourne and Sagamore Bridges, the US Army Corps of Engineers (USACE)
 - USACE is conducting its own study of the two bridges
- A final report will include the study's analytical findings, a recommended plan of transportation improvements, and preliminary cost estimates for these improvements
 - 30-day public comment period ends June 20th – draft report available at mass.gov/cape-cod-canal-transportation-study

Gateway Locations



Recommended Improvements

Multimodal:

- Bicycle/Pedestrian
- Park & Ride Facilities

Roadway Improvements:

- Local Intersections
- Gateway Locations

Multimodal Recommendations

Bicycle/Pedestrian

- Provide three new additional accessible connections to Cape Cod Canal Bikeway
- Improve bicycle/pedestrian facilities along Cape Cod Regional Transit Authority (CCRTA) bus routes.
- Provide accessible connections along roadway approaches to Sagamore and Bourne Bridges (including 'Complete Street' design of Adams Street)

Multimodal Recommendations

Park & Ride Facilities:

- Construct new Park & Ride lot at Route 6 Exit 2
- Potential new Plymouth & Brockton commuter bus stop
- Provide connection to new Service Road bike path
- Provide bicycle storage facilities.

Recommendations – Local Intersections

Intersection/Signal

Signal Timing / Adaptive Signal Improvements:

- Scenic Highway at Meetinghouse Road
- Scenic Highway at Nightingale Road

Route 6A at Cranberry Highway/Sandwich Road:

- Add new turn lane

Route 130 at Cotuit Road:

- Install traffic signal

Sandwich Road at Bourne Rotary Connector:

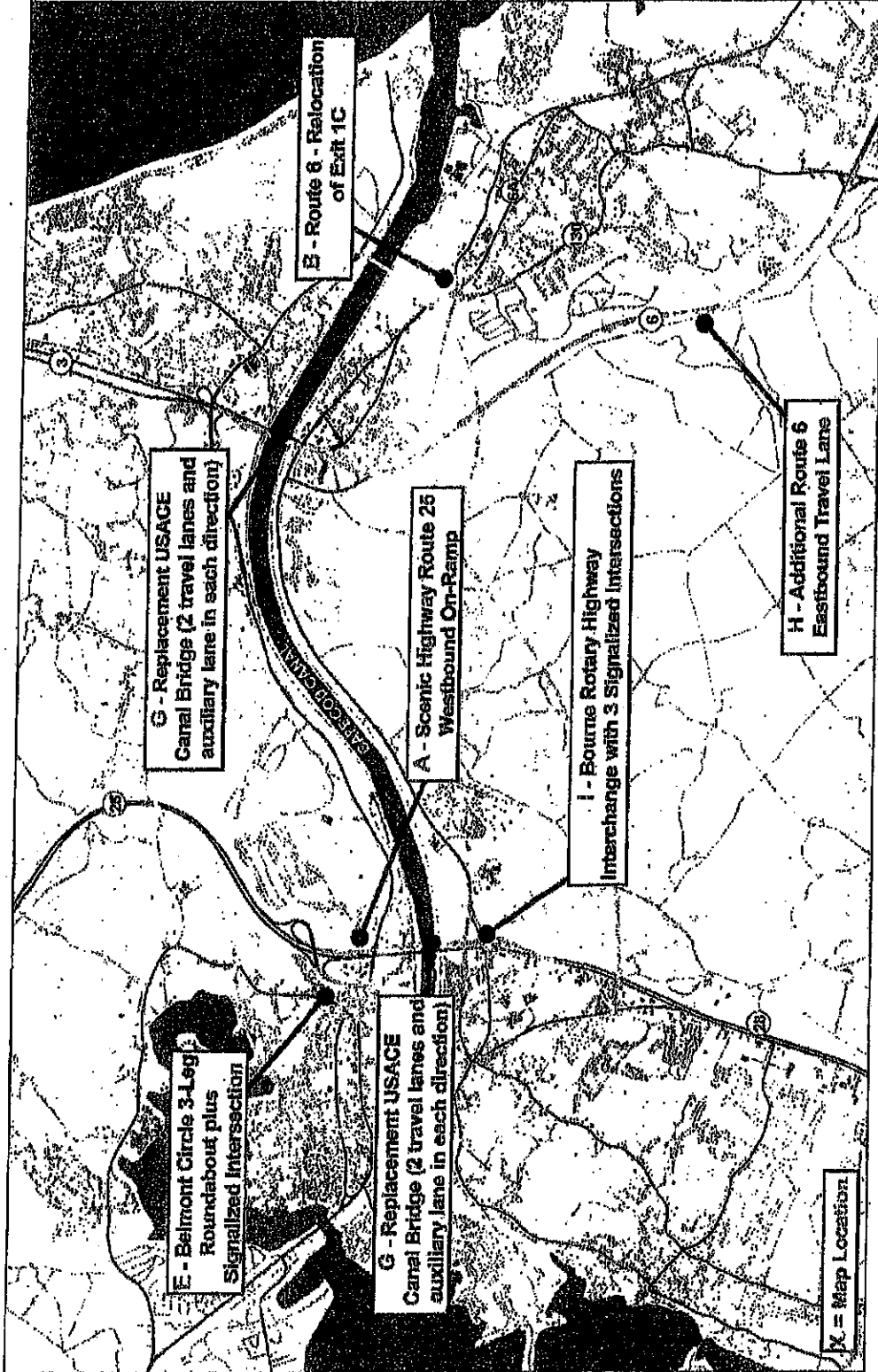
- Install new traffic signal and through lane

Recommendations – Gateway Locations

Case 3A Elements:

- Improvements analyzed under Case 3A would provide the greatest long-term benefits to accessibility and mobility for Cape Cod residents, employers, and visitors.
- Would provide a reliable multimodal transportation system in the event of an emergency evacuation
- Improvements focused on improving existing infrastructure, thereby minimizing anticipated impacts.

Case 3A Travel Demand Model





Elements/Map Locations of Case 3A:

- A. New Scenic Highway to Route 25 westbound on-ramp.**
- B. Relocation of Exit 1C on Route 6 westbound**
- E. Belmont Circle reconstruction as a 3-leg roundabout with signalized intersection.**
- H. Construct Route 6 eastbound travel lane to Exit 2.**
- I. Reconstruct Bourne Rotary as an interchange.**

Case 3A Summary and Cost (in millions)

Cost Estimates (\$ in millions)		
Location	2030	2040
Scenic Highway to Route 25 Westbound On-Ramp	\$11	\$16
Route 6 - Exit 1C Relocation	\$51	\$75
Belmont Circle Reconstruction	\$23	\$33
Route 6 Eastbound Travel Lane	\$48	\$71
Bourne Rotary Interchange	\$87	\$127
Sagamore Bridge Approach	\$64	\$95
Bourne Bridge Approach	\$84	\$125

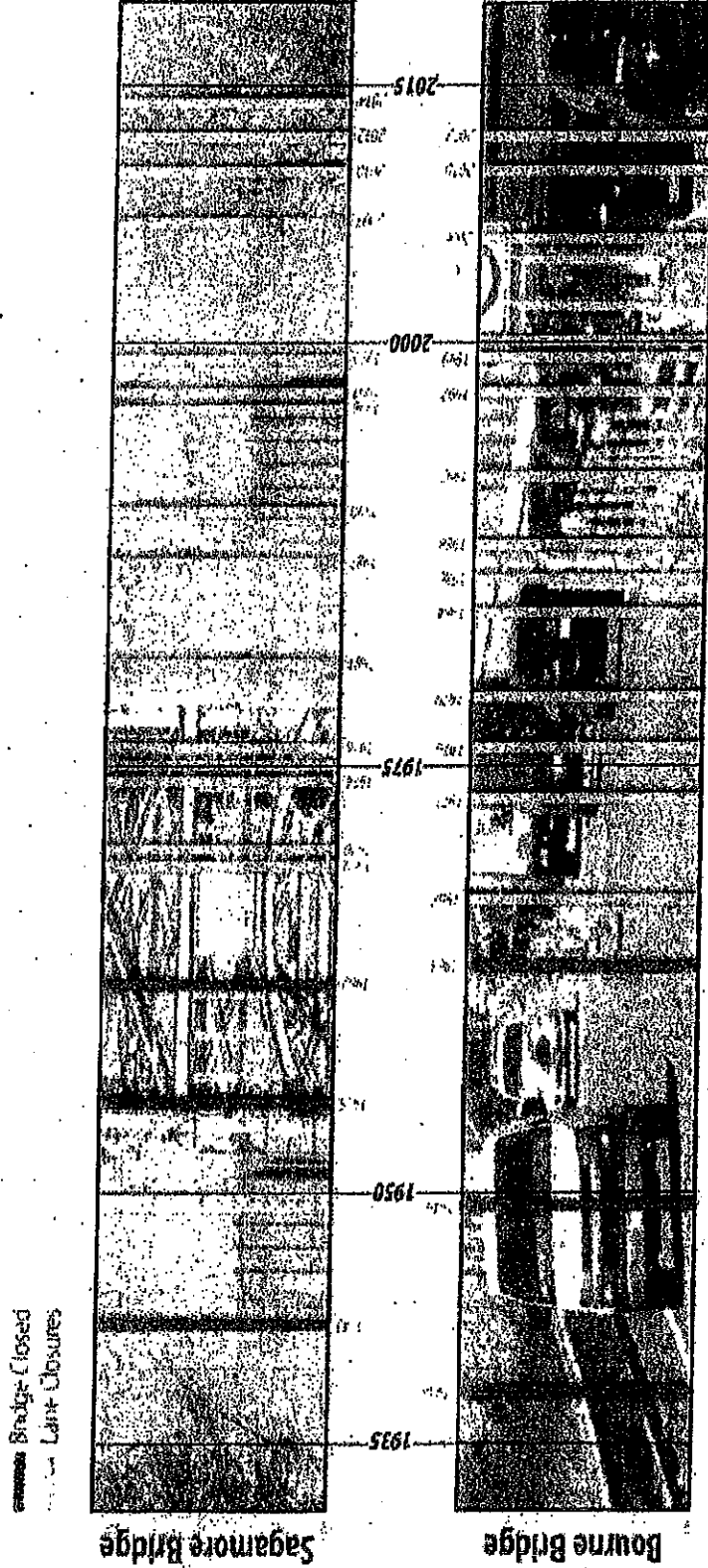


From Study to Design



- \$10 million in the Draft 2020-2024 MassDOT Capital Investment Plan (CIP)
 - Initial Investment
 - Bring design to pre-25% to begin permitting
 - Sequence recommendations to address regional traffic and plan for seamlessly blending into any work done by USACE
 - Coordinate projects that need to be done prior to USACE actions
 - Evaluate and identify environmental impacts/permitting
 - Identify various components that make the most impact and coordinate with USACE on long term plan for bridges
- Timeline:
- 2 year process for initial design work
 - Periodic stakeholder updates at key milestones

USACE's Bridge Maintenance History





Cape Cod Bridges

Bourne Bridge Repairs

- Managed by the USACE – work completed
- Lane reduction was removed before Memorial Day

USACE Coordination Update

- Finalizing the USACE Major Rehabilitation Evaluation Report
 - While this report is being finalized, MassDOT is planning and advancing projects



#5

Town of Bourne
TRANSPORTATION ADVISORY COMMITTEE

DRAFT - DRAFT - DRAFT

Transportation Advisory Committee
Minutes of the Meeting
January 8, 2015, 3:30 pm Bourne Community Center

Attending: Chair Wesley Ewell, Vice Chair Robert Parady, Clerk Saille Riggs, John Carroll, Dan Doucette, Cindy Parola, George Sala, Dennis Woodside; Selectmen Peter Meler, Stephen Mealy, Don Ellis and Linda Zuern; Glenn Cannon, Patrick Tierney, Cape Cod Commission; Michael Rausch, *Bourne Enterprise*, Paul Gately, *Bourne Courier*. Jonathan Higgins, Courtney Higgins, Chris Bailey, Jim Mulvey

Call meeting to order: Chair Wes Ewell called the meeting to order at 3:30 pm.

Minutes: Was asked for corrections or amendments to the Minutes of the December 18, 2014 meeting. There being none, it was then **MOVED, SECONDED** and **VOTED** unanimously to accept the Minutes as circulated.

Commuter Rail: Glenn Cannon and his team continued the discussion of commuter rail and the research his team is doing by circulating a handout (a copy is on file with the original of these Minutes). Before he reviewed the handout, the Committee discussed the language of the vote that will be before the Special Town Meeting on January 26. The vote is simply to put the question of joining the MBTA on the ballot in the next Town election. The vote is not on the merits of commuter rail.

Selectman Mealy suggested that the Selectmen's meeting on January 20 be used as a public information meeting to clarify the vote and to make the distinction between commuter rail to Buzzards Bay and the CapeFLYER going to Hyannis.

Glenn then reviewed the handout, first expanding on potential ridership numbers and potential traffic generation during peak 15 minute periods. He then provided some general information on the potential economic impacts - communities with commuter rail service have seen positive economic impacts and an increase in property values and rental values. He noted particularly that *Those communities that have seen the greatest investment are those that focused mixed use high density development around the transit station.* And he added that young professionals are looking for urban centers as their homes where they can walk for services and take the train to work. Bourne is well positioned with the Downtown District Zoning Bylaws and the GIZ.

During the discussion that followed, Glenn noted that the MBTA will most likely build a platform, see how it goes, and then build a parking lot. Therefore, developing the current DOT parking lot next to the park will likely be the first scenario.

The discussion turned to the next steps. Glenn expects to complete the report of their work within about two weeks. The next meeting was set for February 12, after the Special Town

Meeting. The Committee will be on the Selectmen's agenda for Tuesday, January 20, as noted above.

Adjourn: The meeting adjourned about 4:53 pm.

Respectfully submitted:



Sallie Riggs, Clerk

Future Agenda Items:

- Adams Street update
- Local roads and road taking policy
- Commuter rail to Buzzards Bay
- MA DOT consultants and a report on Belmont Circle planning
- Bicycle and pedestrian concerns
- Canal fishing and charter boats



#6



Town of Bourne
TRANSPORTATION ADVISORY COMMITTEE

DRAFT -- DRAFT - DRAFT

Transportation Advisory Committee – Joint Meeting with Board of Selectmen
Minutes of the Meeting
January 20, 2015, 6:30 pm Bourne Community Center

Attending: Chair Wesley Ewell, Vice Chair Robert Parady, Clerk Sallie Riggs, George Sala, Dennis Woodside; Selectmen Peter Meier, Stephen Mealy, Don Ellis, Don Pickard and Linda Zuern; Glenn Cannon, Cape Cod Commission; Michael Rausch, *Bourne Enterprise*, Jim Mulvey and other members of the public

Call meeting to order: Board of Selectmen Chair Peter Meier called the joint meeting to order at 6:38 pm. He explained that the purpose of the discussion was for those watching on television to be able to clarify the confusion that has appeared around the Article on the Special Town Meeting that pertains to commuter rail. He asked Transportation Advisory Committee Chair Wesley Ewell to begin the meeting with a report of the Committee's activities.

Wes described the questions that the Committee formulated in order to be able to understand the potential impacts of commuter rail coming to Buzzards Bay. He thanked the Selectmen and Glenn Cannon of the Cape Cod Commission for providing the technical assistance the Committee needs. He noted that the Commission has provided answers for many of the questions and that more work is needed.

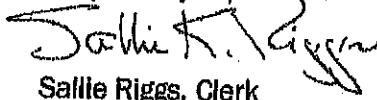
He went on to note that an "aye" vote at the upcoming Special Town Meeting will not be a vote for commuter rail – it would be a vote only for putting the question of joining the MBTA on the next Town ballot. He stated that if the Town were to join the MBTA, then it would have a seat at the table as the state moves forward with its plans.

There followed a wide-ranging discussion that touched on the STM vote, commuter rail as a positive economic development stimulus, the state's plans for a platform on the south side of the Canal, and the issues surrounding the potential of commuter rail coming to Buzzards Bay.

The discussion concluded with Chair Meier stating that he would like to see a positive STM vote to put the question of joining the MBTA on the ballot so that everyone in Town has a chance to express an opinion rather than just the small percent of residents that attend Town Meeting.

Adjourn: The joint meeting adjourned about 7:27 pm.

Respectfully submitted:


Sallie Riggs, Clerk

#7

**Bourne Enterprise, February 10, 2015 by Michael J. Rausch
Bourne Special Town Meeting Approves MBTA Question**

Bourne residents will get the opportunity to vote on the issue of membership in the Massachusetts Bay Transportation Authority (MBTA) during this spring's annual town election. Residents at Special Town Meeting Tuesday night, February 10, approved Article 2 on the warrant, to place the question of whether the town should join the MBTA on the May 19 general election ballot.

After being postponed twice due to the recent extended spate of winter weather that has descended on the region, Tuesday night's meeting was nearly dissolved due to a lack of a quorum. By 7 PM, the auditorium at Bourne High School held less than the 125 people needed to open the meeting. Bourne Board of Selectmen chairman Peter J. Meier had to go down the hall to a basketball game, where he said he "begged" people to attend and fill out the quorum.

Mr. Meier said that without a quorum, Special Town Meeting would not have been held and the majority of the articles on the warrant would have been placed on the warrant for Special Town Meeting in May; all except for Article 2, which involved a deadline that it would not have met, if this week's meeting did not happen.

Bourne Finance Committee member John E. Redman introduced Article 2 and made the motion for approval. The article asked residents to vote on whether to place on the May general election ballot the following question— "Shall this town be added to the Massachusetts Bay Transportation Authority? Yes or No." Membership would be the first step toward the potential arrival of commuter rail in Buzzards Bay.

Mr. Redman noted in his motion that under state law, approval by a vote at Town Meeting had to occur at least 90 days before an annual election. He affirmed that the vote was not to approve or disapprove membership in the MBTA. He added that questions regarding the impacts of commuter rail to the town and its residents would be addressed and answered in the months leading up to the May election.

"This is not a discussion tonight as to whether or not we join the MBTA. That discussion will come later," he said

Bourne town moderator Robert W. Parady noted that state law mandates that the question of MBTA membership can only be voted on as part of a general election or a special election. If Article 2 was not approved, it would be another year before the question could come before the town again, he said.

The only other way for the question to be voted on in May would be if a petition containing the signatures of 15 percent of the town's registered voters were filed requesting it be placed on the ballot, Mr. Parady said.

Bourne Board of Selectmen member Steven F. Mealy urged residents to vote in favor. Mr. Mealy noted that there are many questions to be addressed—parking, traffic, assessments and costs, and public safety—should Article 2 be passed. He said that even if the town votes to join, the MBTA might decide that the town is not ready to join.

“But until we take this initial step this evening, we cannot go any further,” he said.

Mr. Mealy said that voting to approve Article 2 would oblige town leaders to “work together to provide the answers we need to make an informed decision in the spring.”

No one spoke in opposition, although there were some scattered nays when the vote was held. Mr. Parady declared the motion passed by a majority vote.

Following the meeting, Bourne Transportation Advisory Committee chairman Wesley J. Ewell said that his group now “has a lot of work to do.”

Mr. Ewell said he had been disappointed by the lack of specifics from the Cape Cod Commission on the economic impacts should commuter rail be brought to Buzzards Bay.

Indications are that the impact would be positive, but he would like some numbers, he said.

“Does that mean the tax rate is going to go down 10 percent, or is it going to go down two percent, or what?” he said.

Six of the seven articles on the Special Town Meeting warrant were all approved by residents. The only article not approved was Article 7, which

asked to amend the town's bylaws pertaining to the Bourne Council on Aging. Finance committee member George G. Slade said the town bylaw committee made several changes to the wording of the proposed bylaw and suggested that a vote on the article be postponed to a later Town Meeting. Residents approved the postponement.

Article 5, which proposed two remedies for developers to meet the town's 10 percent affordable housing requirement, drew the most debate. The article would allow developers to either build the required number of affordable units on a separate property, or pay a cash amount to the Bourne Affordable Housing Trust.

The article was widely seen as benefiting the developers of Keystone Place, the new senior, assisted living facility on Main Street in Buzzards Bay. The facility is set to open this spring, but an absence of affordable units has been brought into question by the Bourne Zoning Board of Appeals. Town building inspector Roger M. Laporte has been advised by town counsel Robert S. Troy not to issue any occupancy permits until a remedy, such as Article 5, is reached.

Julie M. Keene of Sagamore Beach argued that the article was not specific enough to warrant approval. Ms. Keene, whose husband, Wade M., serves on the zoning board, suggested that a stipulation be added requiring any developer to build any off-site affordable units before completing the main development. She also suggested that the article require developers put up a bond to secure the town's affordable housing values.

"Send it back to the planning board to have it re-written with better ways to protect us as a town," she said.

James A. Mulvey of Buzzards Bay also argued against the article saying it encourages "economic and social stratification." It would allow a developer to build a facility and then regulate the "quality of the people" living there, thereby harming diversity in the community, Mr. Mulvey said.

Bourne Board of Health member Galon L. (Skip) Barlow responded that in order to get affordable housing in town, flexibility for developers is needed and the article provides that flexibility. Mr. Barlow disagreed that the article was "socially divisive." He also noted that the article provides the town with the ability to parcel out any money settlements from developers.

"There's all kinds of ways here that we could get additional money for housing and move it around to where it's needed. Not to where the state dictates it go, but to where it's needed," he said.

The article needed 61 votes for approval, and it received 65.

Residents also approved Article 1, taking \$613.71 from free cash to pay unpaid bills from the last fiscal year.

Article 3, classification of a solar farm off MacArthur Boulevard as an "institutional use"—municipal use—as proposed by the Bourne Water District, was passed unanimously. The article required Town Meeting approval because the proposed solar farm would be outside the town's Solar Photovoltaic Ground-Mounted System Overlay District.

Approval was given to Article 4, to appropriate \$3,000 from free cash to pay \$500 a month for the next six months to Mr. Ewell as a consultant to the Bourne Wastewater Advisory Committee.

Residents approved Article 6, transferring \$70,000 from the town's free cash account to the town's reserve fund.

Also approved was a resolution for the town to request that NStar abandon its herbicidal spraying program and commit to a no-spray, pesticide-free policy of vegetation management on Cape Cod and the islands.



#8

Town of Bourne
TRANSPORTATION ADVISORY COMMITTEE

DRAFT - DRAFT - DRAFT

**Transportation Advisory Committee
Minutes of the Meeting
February 19, 2015, 3:30 pm Bourne Community Center**

Attending: Chair Wesley Ewell, Vice Chair Robert Parady, Clerk Sallie Riggs, John Carroll, Dan Doucette, Cindy Parola, Dennis Woodside; Selectmen Peter Meier, Stephen Mealy, Glenn Cannon, Patrick Tierney, Cape Cod Commission; Paul Gately, *Bourne Courier*; a member of the public.

Call meeting to order: Chair Wes Ewell called the meeting to order at 3:30 pm.

Minutes: Was asked for corrections or amendments to the Minutes of the Committee's meeting on January 8, 2015, There being none, it was then MOVED, SECONDED and VOTED unanimously to accept the Minutes as circulated. He then asked for corrections or amendments to the Minutes of the Joint Meeting with the Selectmen on January 20, 2015. There being none, it was then MOVED, SECONDED and VOTED with one abstention to accept the Minutes as circulated

Commuter Rail: Was opened the discussion by noting that the article at Special Town Meeting passed, thus putting the question of Bourne joining the MBTA on the ballot at the Town election on May 19. (May Town Meeting will be May 11.)

He suggested that we begin planning for some public forums in the weeks just before the election. After a brief discussion there was consensus to put scheduling public meetings on the agenda for the next meeting of the Committee.

Glenn Cannon reported that the Commission's meetings with MA DOT - to discuss the Commission's report and the state's planning activities - had been cancelled because of the weather. He forwarded his report to the staff at the Boston MPO and they said they would review it by early March. Glenn stated that he believes that means they have an interest in the project. After a brief discussion there was consensus to invite the Central Transportation Planning staff (CTPS) to the next meeting of the Committee. Glenn will invite them.

Glenn also noted that he believes the ridership figures in the state's 2007 report are overestimated. A few committee members stated that they question whether the current projection of 600-800 is an over-estimate.

A discussion developed about questions that the public is likely to ask, in addition to the eleven or twelve that the Committee developed. Several were articulated:

- Where will the train stop? Don't want to block Academy Drive
- Where will the train sit overnight?
- What is the proposed length of the platform?
- What is the process to determine if the MBTA actually comes to Bourne, if the May vote is positive?

Wes stated what he characterized as a basic question: Why does the Town want commuter rail? Committee members shared their thoughts and Wes summarized a response:

For the Town, commuter rail to Buzzards Bay can be an economic generator with new investment in downtown buildings and redevelopment. Transit Oriented Design, where people live, work and play without needing a car, could characterize the Village.

For the Individuals, commuter rail could mean fewer hours lost from traffic delays, more comfortable rides than the bus, and savings in gasoline.

For the region, reducing car traffic can result in fewer greenhouse gasses emissions.
He concluded: where transit comes in, development brings more in than it takes out.

Several other questions were raised as examples of what voters might ask. Glenn took notes and said he would forward them to the CTPS before their meeting with the Committee.

Updates and reports from Committee members: there were none.

Future agenda items: John Carroll asked that the Committee consider the possibility of an extension of the bike path from the current terminus in Falmouth at Route 151 to the Canal.

Adjourn: The next meeting was set for Thursday, March 19. The meeting adjourned about 4:34 pm.

Respectfully submitted:


Sallie Riggs, Clerk

Future Agenda Items:

- Extension of Shining Sea Bikeway to the Canal
- Adams Street update
- Local roads and road taking policy
- MA DOT consultants and a report on Belmont Circle planning
- Bicycle and pedestrian concerns
- Canal fishing and charter boats



Town of Bourne
TRANSPORTATION ADVISORY COMMITTEE

DRAFT -- DRAFT - DRAFT

Transportation Advisory Committee
Minutes of the Meeting
March 19, 2015, 3:30 pm Bourne Community Center

Attending: Chair Wesley Ewell, Vice Chair Robert Parady, Clerk Sallie Riggs, John Carroll, Dan Doucette, George Sala; Selectmen Peter Meler, Stephen Mealy, Glenn Cannon, Patrick Tierney, Cape Cod Commission; member of the public: John Pearson, Thomas Carver, Kaylene Jablecki, Paul Palo.

Call meeting to order: Chair Wes Ewell called the meeting to order at 3:30 pm.

Minutes: Wes asked for corrections or amendments to the Minutes of the Committee's meeting on February 19, 2015. There being none, it was then MOVED, SECONDED and VOTED unanimously to accept the Minutes as circulated.

Commuter Rail: Wes opened the discussion by asking Committee member's opinions about commuter the possible rail extension in the context of the MBTA recent problems. Those that spoke up agreed that the town should not lessen its efforts to invite the extension, and that a "yes" on the May 19 ballot questions will not guarantee the extension, but at least open the door for the possibility. Glenn Cannon noted that in a meeting with the MA Department of Transportation (MA DOT) they did not appear to be in an expansionist mode. But they are continuing with their study.

In discussing public information, there was consensus that:

- The Committee will sponsor a public forum. Possible location (Upper Cape Cod Regional Technical School) and date (May 6) to be confirmed. In advance of the forum, a survey of residents will collect specific questions that should be addressed at the forum.
- Wes will prepare an opinion piece for the *Bourne Enterprise*
- The Committee will prepare a FAQ sheet for distribution and a display for the lobby at Town Meeting on May 4.

Wes also agreed to prepare a chart with the eleven questions and their answers.

Glenn and Patrick Tierney distributed a draft of a report (a copy is on file with the original of these Minutes) about the local impact of a commuter rail extension. They asked for reactions from Committee members - to be sent to ptierney@capecodcommission.org with a copy to gcannon@capecodcommission.org. Glenn would like reactions within the week so that a final report can be prepared before the next Committee meeting.

Discussion about extending the bike path from Rt. 151 in Falmouth to the Canal: John Carroll noted that the trash train is no longer using the rails from Joint Base Cape Cod to the Canal bridge and questioned whether a bike path could be built either on the rail bed or next to the rails that would connect the Cape Cod Canal service road with the Shining Sea Bikeway in Falmouth. Wes questioned how to start the investigation of this possibility.

Thomas Carver from Massachusetts Coastal Railroad (MCRR) stood and stated that MCRR hold a license from the Commonwealth to carry freight on the "Falmouth Branch" which is owned by the state. He read a statement (a copy is filed with the original of these Minutes). In brief, the statement rejected the idea of converting the track to a bike path. It included: "... MCRR has no interest in any consideration of the conversion of the Falmouth Branch for use as a bike path, so long as MCRR is licensed to use the Falmouth Branch as a railroad common carrier. MCRR will actively oppose any such conversion proposal."

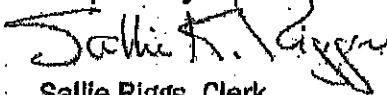
Updates and reports from Committee members:

George Sala reported that the permitting for the Adams Street project is still at District 5. Sallie reported that she had attended recent meetings of the Cape Cod Metropolitan Planning Organization and noted that Bourne is now better represented by Patrick Ellis. He has indicated an interest in the Committee and its activities. It was suggested to put him on the Committee's e-mail list. Sallie also noted that the MPO and Commission staff are updating the Regional Transportation Plan and have scheduled a series of public meetings. It also plans to make available an on-line survey. Sallie circulated the meeting schedule and encouraged Committee members to participate in the update process public outreach. She also reported that the bids for re-paving Rt. 28 will be opened in late June with the work scheduled to begin in the fall.

Future agenda items: 1) Study the charge to the Committee in case it is appropriate to make any recommendations to the Selectmen. 2) Re-open the discussion of local roads and policy on accepting roads.

Adjourn: The next meeting was set for Thursday, April 9. The meeting adjourned about 4:59 pm.

Respectfully submitted:


Sallie Riggs, Clerk

Future Agenda Items:

- Charge to the Committee
- Adams Street update
- Local roads and road taking policy
- MA DOT consultants and a report on Belmont Circle planning
- Bicycle and pedestrian concerns
- Canal fishing and charter boats



Town of Bourne
TRANSPORTATION ADVISORY COMMITTEE

DRAFT – DRAFT - DRAFT

**Transportation Advisory Committee
Minutes of the Meeting
April 9, 2015, 3:30 pm Bourne Community Center**

Attending: Chair Wesley Ewell, Vice Chair Robert Parady, Clerk Sallie Riggs, John Carroll, Dan Doucette, Cindy Parola, George Sala, Dennis Woodside; Selectman Don Eills; Glenn Cannon and Patrick Tierney, Cape Cod Commission; MPO member Patrick Eills; member of the public: Don Myers; Ryan Barber, *Cape Cod Times*, Michael Rausch, *Bourne Enterprise*, Paul Gately, *Bourne Courier*

Call meeting to order: Chair Wes Ewell called the meeting to order at 3:30 pm.

Minutes: Wes asked for corrections or amendments to the Minutes of the Committee's meeting on March 19, 2015. Wes had previously pointed out some typographical errors. There being no additional corrections, it was then **MOVED, SECONDED and VOTED** unanimously to accept the Minutes as amended.

Commuter Rail: Glenn Cannon and Patrick Tierney circulated a revised draft of the report and discussed the changes from the first draft. After a brief discussion of the report, it was **MOVED, SECONDED and VOTED** unanimously to accept the report as revised. Wes then noted that the document has become a public document. After additional discussion (see below), it was **MOVED, SECONDED and VOTED** unanimously to forward the report to the Board of Selectmen.

During the discussion, Glenn reported that the MassDOT officials he has spoken with suggested that the Town hold off on a Town vote until MassDOT is ready to provide service.

Additional discussion centered on a new platform – where it would be located, how long it would be, how it could be designed to prevent the trains from blocking Academy Drive. Ultimately, the answers will come from the MBTA planning staff.

The discussion shifted to public outreach. May 6 has been confirmed for a public forum at the Upper Cape Cod Regional Technical School beginning at 7 pm. Wes will chair the discussion; committee members should plan to attend. Glenn and Patrick were also asked to attend. It may be possible to use the Town's website to collect questions from residents before the meeting.

The Committee members then set the following schedule for its next meetings:

- April 16 – to discuss the original 12 questions and the information that has been identified to answer them.
- May 6 – public forum.
- May 7 – to review the discussion from the public forum and take a vote as to what action the Committee will recommend to the Board of Selectmen.

- May 12 - meet with the Board of Selectmen to present Commission report and to bring the Committee's recommendation

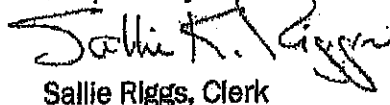
Cape Cod Metropolitan Planning Organization: Was introduced Patrick Ellis, a Selectman from Sandwich and for ten years the head of the Sandwich DPW. Patrick represents the Upper Cape region at the MPO meetings. He noted that he is particularly interested in Canal area transportation planning. Committee members welcomed him and indicated that they feel it is critically important to have the area's voice at the MPO, especially as potential TIP projects are reviewed.

Public Comment: Don Myers requested that his concern about speed at the intersection of Route 28A and County Road be put on the Committee's agenda. Was agreed to put it on an agenda, but not for the April 16 meeting. Was indicated that he would like to invite Glenn to the meeting.

Future agenda items: outlined for next several meetings above.

Adjourn: The next meeting was set for Thursday, April 16. The meeting adjourned about 4:49 pm.

Respectfully submitted:



Sallie Riggs, Clerk

Future Agenda Items:

- Charge to the Committee
- Local roads and road taking policy
- Adams Street update
- MA DOT consultants and a report on Belmont Circle planning
- Bicycle and pedestrian concerns
- Canal fishing and charter boats

CAPE COD TIMES

#11

State officials caution Bourne on joining MBTA

By C. Ryan Barber / rbarber@capecodonline.com

Posted Apr 10, 2015 at 2:00 AM

Updated Apr 10, 2015 at 8:10 AM

BUZZARDS BAY — A month before Bourne residents vote on whether to endorse joining the Massachusetts Bay Transportation Authority, the Cape Cod Commission's technical services director is warning that state transportation officials have privately recommended that the town wait until it has assurances that it will receive commuter rail service.

"MassDOT officials have advised against joining the MBTA at this time," Glenn Cannon said Thursday at a Bourne transportation advisory committee meeting.

State Department of Transportation officials have described such a move as "unprecedented" and advised that the town could be assessed about \$82,000 a year without any guarantee that commuter service would be extended to Buzzards Bay, Cannon said.

Cannon suggested state officials might fear the "political repercussions" of charging an assessment without providing service.

"They have told us that we should hold off," he said.

State transportation officials declined to attend Thursday's meeting, Cannon said. Describing his conversations with them as "off-the-record," Cannon declined to name the officials who advised that Bourne not pursue MBTA membership without some assurance of commuter service.

Cannon's comments concerned Wesley Ewell, chairman of the transportation advisory committee, who has consistently said that commuter rail service could drive a revitalization of downtown Buzzards Bay.

"It got my attention," Ewell said. "That's what we have to talk about at our next meeting. It's a big deal."

Ewell said the committee will meet again at 3:30 p.m. Thursday and will hold a public meeting at the Upper Cape Cod Regional Technical School on May 6. A day after that public meeting, Ewell said the committee will likely vote to recommend that the town join the MBTA.

During Thursday's meeting, Bourne police Chief Dennis Woodside said the committee should notify town selectmen of the "off-the-record advice (Cannon) got from DOT."

"What Glenn said here was very telling ... I don't think you can ignore that," said Woodside, a member of the transportation advisory committee. "When DOT is telling you not to do it, at the very least I think we should be very cautious of why they're saying that. Having experience with DOT, there's probably a lot more to it."

Sallie Riggs, a committee members and perhaps the most ardent proponent of entering the MBTA service district, said that Bourne residents should vote in favor of the ballot question in the May 19 election to show local support. In the February special town meeting, residents voted to put the question on the May 19 election ballot to determine whether Bourne wishes to enter the MBTA service area and become eligible for a commuter rail station.

After the meeting, Riggs expressed frustration with the state Department of Transportation giving advice behind the scenes but declining to meet with the committee in public.

"How can we have assurance of service if they aren't even talking to us?" asked Riggs, executive director of the Bourne Financial Development Corp.

State transportation officials could not be reached for comment Thursday.

If Bourne holds off on the ballot question, the town would have to wait another year before asking residents whether they wish to petition the Legislature for MBTA membership, Riggs said.

"That's a long time when we're trying to do some things here in downtown Buzzards Bay," she said.



#12

Town of Bourne
TRANSPORTATION ADVISORY COMMITTEE

DRAFT - DRAFT - DRAFT

Transportation Advisory Committee
Minutes of the Meeting
April 16, 2015, 3:30 pm Bourne Community Center

Attending: Chair Wesley Ewell, Vice Chair Robert Parady, Clerk Sallie Riggs, Michael Blanton, John Carroll, Dan Doucette, Cindy Parola, Dennis Woodside; Town Administrator Tom Guerino; Selectmen Don Ellis, Peter Meler and Stephen Mealy; Glenn Cannon and Patrick Tierney, Cape Cod Commission; ??Ryan Barber, *Cape Cod Times*, Michael Rausch, *Bourne Enterprise*, Paul Gately, *Bourne Courier*

Call meeting to order: Chair Wes Ewell called the meeting to order at 3:30 pm.

Minutes: Wes asked for corrections or amendments to the Minutes of the Committee's meeting on April 9, 2015. There being none, it was then MOVED, SECONDED and VOTED unanimously to accept the Minutes as circulated.

Commuter Rail: Wes introduced the topic of the Public Forum scheduled for May 6 at the Upper Cape Tech. There was consensus to create a flyer/handout with questions and answers. Sallie said she would post the meeting.

The Committee, working with Glenn Cannon and Patrick Tierney, went through the questions one-by-one and agreed on the answers.

Public Comment: Town Administrator Tom Guerino reported that the Canal Area Study staff wants to meet a Bourne delegation here in town. Tom will get the details to committee members when they become available.

Future agenda items: none other than the usual.

Adjourn: The next meeting was set for Thursday, April 16. The meeting adjourned about 4:58 pm.

Respectfully submitted:


Sallie Riggs, Clerk



TRANSPORTATION ADVISORY COMMITTEE

MEETING NOTICE



Date	Time	Location
April 16, 2015	3:30- 5:00 pm	Bourne Veterans' Memorial Community Center 239 Main Street Buzzards Bay

NOTE: All items on this agenda are subject to deliberation and vote(s) by members of the Transportation Advisory Committee.

PROPOSED AGENDA

1. Call meeting to order
2. Approve Minutes of Committee meeting on April 9, 2015.
3. Discussion concerning the proposed utilization of the Infrastructure for commuter rail from the Middleborough/Lakeville station to Buzzards Bay
Planning for Information meeting and outreach
Review of questions and answers
4. Reports from Committee members (for information only, no deliberation)
5. Public Comment (for information only, no deliberation)
6. Identify future agenda items and set next meeting date
7. Adjourn.

#13

Board of Selectmen
Minutes of Tuesday, April 30, 2015
Bourne Community Building
Bourne, MA 02532

6) Glenn Cannon – Cape Cod Commission – MBTA Buzzards Bay Study
Buzzards Bay Commuter Rail Study, available at the Town Administrator's office.

Glenn Cannon from Cape Cod Commission went over his power-point presentation on the MBTA Buzzards Bay study, dollar numbers, parking lot, and level of service. There was concern about the rail platform blocking Academy Drive. He doesn't understand how they would plan, design, and construct a platform that would block off a public street. Also, there is concern about the 900-foot platform. He will see if it can be negotiated to a 400-foot platform.

Peter Meier stated if the Town does vote "yes" on the ballot it will still take 20 years before there is service. This is an economic development to generate Main Street. The infrastructure is already in place with the switching station, the rails, the parking; it shouldn't take much to get this off the ground. The question is the assessment and are we going to be paying for the deficit. It is the financial part that we need answers to.

Linda Zuern stated her concerns about the MBTA and the problems they facing and how it will affect the MBTA Buzzards Bay Station.

Don Ellis has mixed emotions about this. If we join the MBTA does that mean we may be responsible for their deficit?

Stephen Mealy noted that a comment that was made at the last Transportation Advisory Committee meeting was if the town were to successfully ask to join the MBTA, even if it took several years before the trains are here that very fact that the trains are coming would have a significant impact to the development in Buzzards Bay.

Peter Meier stated that we are looking into an override because we don't have any additional commercial tax revenue; we need to look at a way to bring in additional revenue into the town. This could be part of it.

Members of the audience spoke about their concerns.

Mr. Mulvey spoke about his concerns about the commuter rail coming down to Buzzards Bay. He has concerns with the parking garage and spaces. Is the Town ready for the increase in traffic that would come down to this Town?



Town of Bourne
TRANSPORTATION ADVISORY COMMITTEE

DRAFT -- DRAFT - DRAFT

**Transportation Advisory Committee
Minutes of the Meeting - Public Forum
May 6, 2015, 7 pm Upper Cape Cod Regional Technical School**

Attending: Chair Wesley Ewell, Vice Chair Robert Parady, Clerk Sallie Riggs, Michael Blanton, John Carroll, Dan Doucette, Cindy Parola, George Sala, Dennis Woodside; Town Administrator Tom Guerino; Selectmen Stephen Mealy and Linda Zuern; Glenn Cannon and Patrick Tierney, Cape Cod Commission; Tom Cahir and Cathy Lynds, Regional Transit Authority; Mark Tirrell, former Selectman; George Slade, 2-3 other members of the public; Ryan Barber, *Cape Cod Times*, Michael Rausch, *Bourne Enterprise*,

Call meeting to order: Transportation Advisory Committee Chair Wes Ewell called the meeting to order at 7:00 pm.

Commuter Rail: Wes began by providing some background on the interest in commuter rail and the revitalization of Buzzards Bay, Bourne's Downtown. He went on to describe the work of the Cape Cod Commission Technical Planning staff in assisting the Committee in finding answers to a dozen questions that appeared to be the most often asked about bringing commuter rail to Buzzards Bay. He noted that Town Meeting in February voted to put the question of Bourne joining the MBTA on the May 19 Town election ballot.

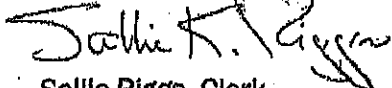
Questions from the audience then included such topics as (topics and summary responses):

- The assessment: In FY17 it would be about \$48,000 (\$128K minus CCRTA assessment of \$80K); ~~assessments would not begin until service begins.~~
- The impact on property values: other areas have experienced from 24% to 44% increases in property values; realized at sale time
- Ridership, parking and traffic: the Cape Cod Commission report projected ridership at 800 each day with parking needs for about 120 cars initially; there are expected to be some traffic flow impacts - about 30 minutes in the mornings and about 15 minutes in the afternoon, most significant at the entrance to the parking lot and at the intersection of Main Street and St. Margaret's St.
- Financial impact on the Town: new dwelling units and new commercial activity within ½ mile of the station could increase tax revenues by \$1.3 million

Wes also noted that the MBTA can add service to Buzzards Bay without a large investment in infrastructure because track, signals, crossings, and lights are already in place; in fact, this is an opportunity for some new revenues for the MBTA.

Adjourn: The meeting adjourned about 8:12 pm.

Respectfully submitted:


Sallie Riggs, Clerk



#15

Town of Bourne
TRANSPORTATION ADVISORY COMMITTEE

DRAFT - DRAFT - DRAFT

Transportation Advisory Committee
Minutes of the Meeting
May 7, 2015, 3:30 pm Bourne Community Center

21

Attending: Chair Wesley Ewell, Vice Chair Robert Parady, Clerk Sallie Riggs, Michael Blanton, John Carroll, Dan Doucette, Cindy Parola; Town Administrator Tom Guerino; Selectman Stephen Mealy; Glenn Cannon, Cape Cod Commission; Marie Oliva, Canal Region Chamber of Commerce; Ryan Barber, Cape Cod Times, Michael Rausch, Bourne Enterprise, Paul Gately, Bourne Courier

Call meeting to order: Chair Wes Ewell called the meeting to order at 3:35 pm.

Minutes: Wes asked for corrections or amendments to the Minutes of the Committee's meeting on April 16, 2015. There were two corrections. It was then MOVED, SECONDED and VOTED unanimously to accept the Minutes as amended.

Commuter Rail: Wes introduced the topic by asking if, having heard the discussion at the public forum last evening, anyone had a motion for the Committee regarding the upcoming Town vote to join the MBTA. Sallie Riggs spoke up, noting first that she considered it of particular interest that at the Forum, she learned that the Town would not be assessed until rail service began. With that question answered, she proposed the following MOTION:

Our research has convinced us that bringing commuter rail service to Buzzards Bay will provide the catalyst needed to trigger redevelopment of underutilized properties along Main Street and create a vibrant downtown for Bourne. There are enormous benefits to be gained by the entire town from this action with very little financial impact and few potential problems. The Transportation Advisory Committee supports a positive vote to join the MBTA in order to send a strong signal to our elected official and potential developers and investors that Bourne wants commuter rail service. The MOTION was SECONDED

After hearing from Committee members and members of the audience, Wes called for a vote. Sallie asked if the Committee would consider an amendment to the motion - rather than "very little financial impact" she suggested "very little negative financial impact." Several people suggested not using "negative" and proposed: "very little financial liability."

Wes then called for a MOTION and a SECOND on the amendment. It was then VOTED unanimously to amend by replacing impact with liability. Wes then asked for a VOTE - The Motion as amended passed unanimously.

There was a brief discussion of a hand-out. Wes and Sallie indicated that one was being prepared.

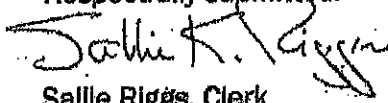
Updates: Glenn Cannon indicated that the Adams Street project is still at MassDOT.

Future agenda items:

Mr. Nelson's request concerning the 28A/County Road Intersection In Cataumet
Potential bike path extension
Local roads
Charge to Committee

Adjourn: The next meeting was set for Thursday, June 4. The meeting adjourned about 4:29 pm.

Respectfully submitted:


Sallie Riggs, Clerk

Future Agenda Items:

- Charge to the Committee
- Local roads and road taking policy
- Adams Street update
- MA DOT consultants and a report on Belmont Circle planning
- Bicycle and pedestrian concerns
- Canal fishing and charter boats



TRANSPORTATION ADVISORY COMMITTEE

MEETING NOTICE



To Clerk's office 465/275 11 am

Date	Time	Location
May 7, 2015	3:30- 5:00 pm	Bourne Veterans' Memorial Community Center 239 Main Street Buzzards Bay

NOTE: All items on this agenda are subject to deliberation and vote(s) by members of the Transportation Advisory Committee.

PROPOSED AGENDA

1. Call meeting to order
2. Approve Minutes of Committee meeting on April 16, 2015.
3. Discussion concerning the proposed utilization of the Infrastructure for commuter rail from the Middleborough/Lakeville station to Buzzards Bay
Review May 6 public forum
Discussion and vote on recommendation to Board of Selectmen
4. Dept. of Public Works updates
5. Other updates: Belmont Circle, Bourne Bridge Rotary, MacArthur Blvd repaving, private roads, Adams Street
6. Reports from Committee members (for information only, no deliberation)
7. Public Comment (for information only, no deliberation)
8. Identify future agenda items and set next meeting date
9. Adjourn.

OFFICE	CANDIDATE'S	PREC 1	PREC 2	PREC 3	PREC 4	PREC 5	PREC 6	PREC 7	TOTALS	P. 3
Housing Authority	Frederick Bartholomew	148	184	123	238	280	180	159	1912	
	Write Ins	1					2	1	4	#16
	Blanks	57	100	51	123	124	101	86	642	
	TOTALS	206	284	174	361	404	283	246	1958	1958
Housing Authority	Write In								0	
	Diane Baptista					1			1	
	Steve Bachand					1			1	
	Bary Johnson					1			1	
	Victoria Maxwell					1			1	
	TR Moore			1					1	
	Josh Connor		2						2	
	Robert Candron		1						1	
	Janet Mabit		1						1	
	Joseph Cheney		1						1	
	Stephen Harley		1						1	
	Anthony Blakie		2						2	
	Michael Hadley								1	1
	Robert Gray								1	1
	Michael Leblanc								1	1
	Stacey Rivat					1				1
	Meryjo Goggeshall					1				1
	William Thomas					1				1
	Ed Coyo					1				1
	Dana Leach					1				1
	Helen Leach					1				1
	Michael Polkline					1				1
	Todd Johnston		1							1
	Bandra Ferolito				1					1
	Tom Barlow				1					1
	Galen Barlow	1								1
	Joe Garrara Jr	1								1
	Dana Leach	1								1
	Scott Rodriguez	1								1
	Meggie Shao	1								1
	Jaun Potter	1								1
	Blanks	200	275	171	354	400	283	243	1926	
	TOTALS	206	284	174	361	404	283	246	1958	1958
Question	Yes	98	119	92	181	187	124	121	922	
MBTA	No	65	116	55	129	157	105	100	728	194
	Blanks	43	50	27	51	60	54	25	310	
	TOTALS	206	284	174	361	404	283	246	1958	1958

Town Election
19-May-16
Town of Bourne
Total Registered Voters

	1894	2107	1168	2082	2011	1416	1908	12576	P. 1
PREC 1	PREC 2	PREC 3	PREC 4	PREC 5	PREC 6	PREC 7	TOTALS		
Moderator Robert Parady	167	216	150	288	334	222	200	1574	
WRITE-INS		2		2	3		1	8	
BLANKS	39	67	24	73	87	61	45	376	
TOTALS	206	284	174	361	404	283	246	1958	1958
Selectmen/Sewer Donald Pickard	93	146	70	190	206	185	121	989	
Linda Zuorn	98	132	95	171	187	132	120	935	
Vote for 2 Michael Blanton	126	139	89	231	261	173	139	1158	
Gerald Silvestri	39	97	42	45	61	36	46	366	
WRITE-INS	1	1	1	1	1	1		6	
BLANKS	56	55	51	84	93	59	66	464	
TOTALS	412	568	348	722	808	566	492	3918	3918
Town Clerk Barry Johnson	160	214	143	281	326	213	195	1542	
WRITE-INS			1	1				2	
BLANKS	46	70	30	69	78	70	51	414	
TOTALS	206	284	174	361	404	283	246	1958	1958
Brd of Health Galon Skip Barlow	182	199	136	260	306	191	170	1423	
Donald Uitti	136	188	123	232	273	177	162	1290	
Vote for 2 WRITE-INS	1	1		2	1		1	6	
BLANKS	114	180	89	228	229	198	159	1197	
TOTALS	412	568	348	722	808	566	492	3918	3918
Jonathan Bourne Libra Kathryn Tura	148	198	128	281	291	190	173	1367	
Karl Splihaus	138	185	113	224	263	175	153	1261	
Vote for 2 WRITE-INS	1			3	1		2	7	
BLANKS	127	186	107	234	253	201	164	1271	
TOTALS	412	568	348	722	808	566	492	3918	3918
Jonathan Bourne Libra Paul Gately	186	194	132	272	304	195	184	1437	
Vote for 1 Write ins	2	1					2	5	
Blanks	48	89	42	89	100	88	60	516	
TOTALS	206	284	174	361	404	283	246	1958	1958
Planning Board Daniel Doucette	110	170	111	213	256	162	152	1173	
Daniel Chauvin Sr	70	88	62	119	133	87	70	629	
Vote for 3 Robert Gendron	120	197	113	188	193	116	138	1066	
Joseph Soares	72	82	46	143	120	85	85	633	
Steven Strajny	70	90	66	108	148	104	112	698	
WRITE-INS	1			1	1		3	6	
BLANKS	175	225	124	311	362	295	178	1670	
TOTALS	618	852	522	1083	1212	849	738	5674	5674
Community Bldg Veteran Donald Dastois	162	189	133	248	284	179	165	1380	
WRITE-INS							1	1	
BLANKS	44	95	41	113	120	104	80	697	
TOTALS	206	284	174	361	404	283	246	1958	1958

OFFICE	CANDIDATE'S	PREC 1	PREC 2	PREC 3	PREC 4	PREC 5	PREC 6	PREC 7	TOTALS	P. 2
Non Veteran	Jane Small			0		1			1	
	Tim Maxwell			0		1			1	
	H Arnold Carr			0		1			1	
	Phillip Burgess			0		1			1	
	Joe Carrara	1		0		1			2	
	Barry Johnson			0		1			1	
	William Meier			1					1	
	Calvin Smith			1					1	
	Galen Barlow			1					1	
	Roger Malcoln			1					1	
	Brenda Forolito			1					1	
	Tom Barlow	1		1					2	
	Richard Colanare	1							1	
	Dana Leach	1							1	
	Scott Rodriguez	1							1	
	Lester Anderson								1	
	Robert Gray								1	
	Chloe Farrell								1	
	Michael Alexander								1	
	Priscilla Koleschko								1	
	Lisa Plante								1	
	Dave Oesterholm								1	
	Ed Coyle					1			1	
	Susan Boquero	1							1	
	Phyllis Granberg	1							1	
	Josh Connors			1					1	
	David Saba			1					1	
	Kurt DeLoso			1					1	
	Kevin Blalock			2					2	
	Michael Bissolite			2					2	
	Kevin White			1					1	
	William Thomas					1			1	
	Mary Jo Coggeshall					1			1	
	Paul Gately					1			1	
	Cynthia Parola					1			1	
Dax Smith					1			1		
Kevin O'Leary					1			1		
Judith From					1			1		
Robert Parady					1			1		
Christopher Ogara					1			1		
BLANKS		189	276	168	351	398	283	239	1914	
TOTALS		266	284	174	361	304	283	246	1868	1958
School Committee	Christopher Hydenburg	144	184	117	224	266	117	187	1219	
	Ann Marie Sironian	143	179	116	241	286	188	160	1312	
Vote for 2									0	
	WRITE-INS	1	2		3	2		3	11	
									0	
									0	
	BLANKS	124	203	116	254	264	201	162	1314	
TOTALS		412	568	348	722	800	606	492	3856	3856
School Committee	Judith Madson Froman	69	147	61	121	133	86	76	682	
	Stacey Rivet	42	61	57	101	124	75	79	529	
Vote for 1	Steven Strojny	48	49	37	70	85	63	62	404	
									0	
	Write Ins							1	1	
									0	
	BLANKS	47	37	29	69	62	69	39	342	
TOTALS		208	264	174	361	304	283	246	1868	1958
Recreation Authority	W Curt Duane	146	188	119	266	281	177	187	1333	
	Paul Forberg	136	187	119	245	290	190	163	1330	
	Write Ins	1				2		2	6	
	BLANKS	130	183	110	221	236	199	160	1248	
TOTALS		412	568	348	722	808	606	492	3916	3916

Bourne votes to join MBTA

By C. Ryan Barber / Cape Cod Times

Posted May 21, 2015 at 5:30 AM

BOURNE — For weeks, Bourne officials were unsure of what membership in the Massachusetts Bay Transportation Authority and commuter rail service would mean for the town.

They wondered whether a parking complex with hundreds of spots would be needed at Buzzards Bay Park, only to learn that the existing lot could be reconfigured to accommodate commuters. They were told that the town could be assessed without any guarantee of receiving commuter rail service, only to be assured by Cape Cod Regional Transit Authority Administrator Thomas Cahir that the MBTA would not charge an annual membership fee until commuter service was extended from the Middleboro-Lakeville station to Buzzards Bay.

On Tuesday, Bourne voters went to the polls and made the choice to join the MBTA, taking the first step toward bringing commuter rail to the village of Buzzards Bay.

The unofficial tally was 914 in favor and 716 against. Turnout for the election was 15.4 percent of the town's 12,576 registered voters.

"I'm really pleased that the voters listened to the work our committee did," said Wesley Ewell, chairman of the town's transportation advisory committee. "The first thing will be to work closely with our state reps and senators, because they're the people who are going to make the difference. I think it's going to be a political decision, not an economic decision."

If the ballot question had been voted down, Ewell said, supporters would have renewed their efforts next year, beginning with a special town meeting vote to put the referendum on the May 2016 town election ballot.

In a February special town meeting, residents overwhelmingly approved putting the question of MBTA membership on Tuesday's ballot. And in the weeks before the election, the transportation advisory committee unanimously recommended joining.

The selectmen later voted 4-1 in support of the ballot question, with Selectman Linda Zuern opposing it out of concern that the MBTA would potentially assess the town even without providing service.

With Tuesday's vote, Bourne will become an MBTA member beginning in January 2016. Its assessment will be based on a state formula that deducts a town's dues to a regional transit authority from what it owes to the MBTA.

If Bourne were to be assessed in fiscal 2016 — a prospect local officials regard as highly unlikely — the town would be charged \$82,000 for its MBTA membership. But when a grant for bus service between the town and Sandwich expires in fiscal 2017, raising Bourne's dues to the regional transit authority from \$48,000 to \$88,500, the MBTA assessment will be reduced to about \$40,000, Cahir has said.



#18

Town of Bourne
TRANSPORTATION ADVISORY COMMITTEE

DRAFT - DRAFT - DRAFT

Transportation Advisory Committee
Minutes of the Meeting
June 4, 2015, 3:30 pm Bourne Community Center

Attending: Chair Wesley Ewell, Vice Chair Robert Parady, Clerk Sallie Riggs, John Carroll, Dan Doucette, Cindy Parola, George Sala, Dennis Woodside

Call meeting to order: Chair Wes Ewell called the meeting to order at 3:30 pm.

Minutes: Was asked for corrections or amendments to the Minutes of the Committee's meeting on May 7, 2015. There were two corrections. It was then **MOVED, SECONDED** and **VOTED** with one abstention to accept the Minutes as amended.

Commuter Rail: Was introduced the topic by asking if there were any suggestions for next steps. Sallie reported that the Chair of the Selectmen had sent an e-mail explaining that he could not attend and asking if the Committee had any thoughts on the type of representative the Town should appoint to the MBTA Board. She added that she had spoken with a staff member of the CCRTA at an earlier meeting who directed the Committee to the legislation. Was proposed recommending to the Selectmen that they call a meeting of the state legislative delegation along with Wareham selectmen. The lengthy discussion that followed focused on the role of the Committee going forward concerning commuter rail. At the conclusion there was consensus to keep the topic on the agenda and to monitor progress.

Rt. 2A/County Road Intersection: After a brief discussion on who had responsibility for the intersection, it was **MOVED, SECONDED** and **VOTED** to refer the matter to Jon Nelson to bring to the attention of the Board of Selectmen.

Possible bike path extension: Funds for a study of the feasibility of extending the Shining Sea Bikeway from Rt. 151 in Falmouth to the Cape Cod Canal are in the current version of the MPO's Unified Planning Work Program (UPWP). The document will be out for public comment later this month and the MPO members are scheduled to vote on it on July 20. **ACTION:** Let Bourne MPO rep know that the Committee would like to see that the funds for the study stay in the UPWP.

Updates: George Sala reported that he had been able to get the Belmont Circle ped/bike improvements into the Transportation Improvement Program (TIP) for FY19. That is particularly significant because MassDOT doesn't even have 25% drawings, usually a requirement for the TIP.

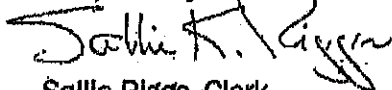
Dennis Woodside and George reported on the stripes mistakenly added to the Bourne

Rotary and removed three days later. They reported massive traffic problems.

Local roads: After a discussion, it was agreed to invite Town Administrator Tom Guerino to the next meeting to clarify what aspect of "local roads" he would like the Committee to discuss.

Adjourn: The next meeting was set for Thursday, September 10. The meeting adjourned about 4:35 pm.

Respectfully submitted:


Sallie Riggs, Clerk

Future Agenda Items:

- Charge to the Committee
- Local roads and road taking policy
- Adams Street update
- MA DOT consultants and a report on Belmont Circle planning
- Bicycle and pedestrian concerns
- Canal fishing and charter boats



#19

Town of Bourne
TRANSPORTATION ADVISORY COMMITTEE

DRAFT - DRAFT - DRAFT

Minutes of the Meeting of September 10 2015, 3:30 pm Bourne Community Center

Attending: John Carroll, Richard Conron, Daniel Doucette, Christopher Farrell, Jonathan Nelson, Marie Oliva, Robert Parady, Cynthia Parola, George Sala, Dennis Woodside

Call to order: Vice Chair Robert Parady called the meeting to order at 3:30 pm.

Election of officers: Chair Marie Oliva, Vice Chair Cynthia Parola, Clerk John Carroll

Minutes of the meeting of June 4 2015: Oliva asked for corrections or amendments to the Minutes. There were no corrections. Approved by Woodside. Second by Sala. Conron, Farrell and Oliva, abstained.

Commuter rail: The Committee understands that the Selectmen should appoint a representative to the MBTA Board in December.

Rt. 2A/County Rd Intersection: Nelson to bring to the attention of the Selectmen.

Discussion of potential bike path from the Canal to Falmouth: Carroll reported there was considerable interest for this proposal expressed at a meeting in Falmouth. The Committee would like to see that the funds for the study stay in the UPWP. Conron to remind the Cape Cod Commission of Bourne's interest.

Discussion of local roads: The Committee would like guidance from the Selectman as to what they may want from The Committee.

DPW updates: Sala reported paving of MacArthur Blvd is scheduled. A sidewalk extension from the Bourne Bridge to Veteran's Way in front of the State Police Barracks is included. Sala reported that notifications will go up before Adams St becomes one-way. Paving will start in October.

Adjourn: The next meeting was set for Thursday, October 10 at 3:30pm. The meeting adjourned at 4:30 pm.

Submitted:

John Carroll, Clerk



TRANSPORTATION ADVISORY COMMITTEE

Minutes of the Meeting of March 18 2016, at the Bourne Community Center

Attending: John Carroll, Richard Conron, Daniel Doucette, Christopher Farrell, Marle Oliva, Robert Parady, George Sala, Dennis Woodside. Absent: Cynthia Parola

Chair Marle Oliva called the meeting to order at 3:30 pm.

Nathan Robinson, President of Friends of the Bourne Rail Trail, gave an Introduction of their proposal and showed a screen presentation.

Glenn Cannon, Technical Services Director for the Cape Cod Commission, presented a Shining Sea Bike Path Extension Feasibility Study that is working in cooperation with various stakeholders in the existing rail line and trail interests in Bourne and Falmouth.

There was considerable Q&A following the two presentations.

The Committee voted 8-0 to endorse the ongoing Commission study.

Representative David Vieira, Third Barnstable District, outlined plans to bring Commuter Rail to Buzzards Bay in a pilot project to start in the Fall. No specifics were released. A full presentation to the Community is scheduled for 7pm Thursday 14 April at the Community Building.

The Chair will call for the next meeting when agenda items are identified.

The meeting adjourned at 4:40 pm.

Submitted:

John Carroll, Clerk

21

Town of Bourne

Finance Committee Report

for the

Annual Town Meeting

May 2, 2016

7:00 P.M. at the Bourne High School

Finance Committee Members

Mary Jane Mastrangelo, Chair
Michele W. Ford, Co-Vice Chair
John Redman, Co-Vice Chair

Judy Conron
Rich Lavoie
Kathleen Legacy
Brian Lemée

Karen Meehan
C. Jeffrey Perry
Andrew Roth
George Slade
Dr. William Towne

April 11, 2016

Chapter 70 Aid is the State Aid received for Education. While Chapter 70 aid is budgeted to be level, the Governor's budget shows that net Chapter 70 aid received by the Town for FY17 will be up \$86,919 and overall the Education related assessments for Retired Teachers' Retirement, School Choice and Charter School sending tuitions will be down \$47,919.

This is the first year that the Town will be assessed for the MBTA. The Total assessment for Transportation Authorities is \$130,136 with \$88,429 going to the Regional Transit Authority (RTA) and \$41,707 going to the MBTA.

Local Receipts

This year Local receipts are estimated to be up \$143,408 compared to the prior year with slight decreases in Marinas due to lower gas prices and investment income due to lower interest rates.

It should be noted that Marinas bring in \$1,160,000 of revenue to the general fund which is used to help fund all departments.

There is an estimated increase of \$150,000 in Motor Vehicle Excise and some slight increases Other Department Revenues.

For budgeting purposes all other local receipts are expected to remain level including the Local Option Meals tax and Energy Credits that provided additional revenue last year.

Other Revenue Sources

The budgeted ISWM Host Community Fee is maintained at \$600,000, reflecting an expectation that business will continue to be profitable. Excess Host Community Fees received over the \$600,000 will be put in the Capital Stabilization Fund. ISWM continues to pay General Fund support to the Town totaling \$1,922,744 to cover administrative fees, personnel costs, and the full cost of curbside trash and recycling.

Special Revenue Sources

PL874 is the impact aid we receive from the Federal government to reimburse us for educating children whose families live on the Massachusetts Military Reservation and do not pay local property taxes. There is no way to accurately project the amount of these funds, as the program is subject to Congressional appropriation. Last year this aid was increased by \$90,000, but this year the Town is estimating a decrease of \$70,621 to \$150,000 based on current year-to-date actual receipts.

Waterways Fund Revenue comes from the Mooring Fees paid to the Town and one half of the Boat Excise taxes paid in Bourne. There was \$496,301 in the Waterways Fund at the end of FY15. Waterways Fund Revenue for FY16 is estimated at \$415,000 which will bring the Waterways Fund Balance up to \$695,857 after transfers out for the FY16 Budget. \$197,452 from the Waterways Fund will be used to offset some of expense of



#22

TRANSPORTATION ADVISORY COMMITTEE

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Minutes of the Meeting of May 19 2016, at the Bourne Community Center

Attending: John Carroll, Richard Conron, Daniel Doucette, Marie Oliva, Dennis Woodside.

Absent: Christopher Farrell, Robert Parady, Cynthia Parola, George Sala,

Call to Order: Chair Marie Oliva called the meeting to order at 3:40 pm.

Minutes of 18 March: approved as recorded.

Discussion of Rt 28A Safety: Due to lack of information as to the specific nature of the subject there was little discussion. Rt 28A is a State Road. If the topic is still current MassDOT should be informed.

Discussion of MBTA's proposed commuter rail: The Pilot project fails to recognize existing commuter patterns and preferences. Bourne's assessment should await start of service.

Identify future agenda items:

Buzzards Bay Bypass Rd: Marie spoke with Tom Guerino who informed that if MassDOT does not do the drainage improvements on the Bypass, then he will not recommend the Town take it. He had discussions with MassDOT in the past and has not been successful. MassDOT won't do the improvements, which is standard practice throughout the State.

Bourne and Sagamore highway bridge loads: To be discussed.

Shining Sea Bikeway extension: This is now with the Cape Cod Commission that is attempting to get grant money to study the feasibility of the project.

Bourne Private Roads: Tom Guerino has stated no private roads will be taken even if some of them are public safety hazards. Chapter 90 money doesn't begin to reimburse the town enough for this to be prudent. It is a high expense to the town.

Next Meeting: The Chair will call for the next meeting.

The meeting adjourned at 4:10 pm.

Submitted:

John Carroll, Clerk

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**One Hundred and Thirty-second
Annual Report of the
Town Officers of the
Town of Bourne
For July 1, 2014 through June 30, 2015**

**Report of the
Transportation Advisory Committee
To the Honorable Board of Selectmen
and the Citizens of the Town of Bourne:**

The Transportation Advisory Committee continues to study transportation issues in Bourne, and to suggest policies and actions to the Board of Selectmen for action.

The primary focus of the committee this year has been the possible extension of MBTA commuter rail service to Buzzards Bay. With technical assistance from the Cape Cod Commission, the committee answered a list of twelve questions regarding the potential impact of rail service. The questions included parking and traffic impacts; rail related development in Buzzards Bay; and potential effect on town budgets and taxes.

After extensive discussion, public information efforts, and a public hearing, the committee concluded that extending commuter rail service from Lakeville to Buzzards Bay would be the single most important catalyst to revitalization of Bourne's downtown business district. Based upon experience around other commuter rail stations, Bourne can expect a substantial increase in property values and developer interest within one-half mile of the station.

The committee also concluded that new development and redevelopment of underutilized properties would increase with the prospect of commuter rail service even before such service began. It found that adequate parking could be provided within existing parking areas; and that traffic impacts would be limited to brief periods in the morning and early evening. The impact on the town tax base from increased valuation and new development would not necessarily lower the tax rate, but would likely avoid the need for future tax overrides.

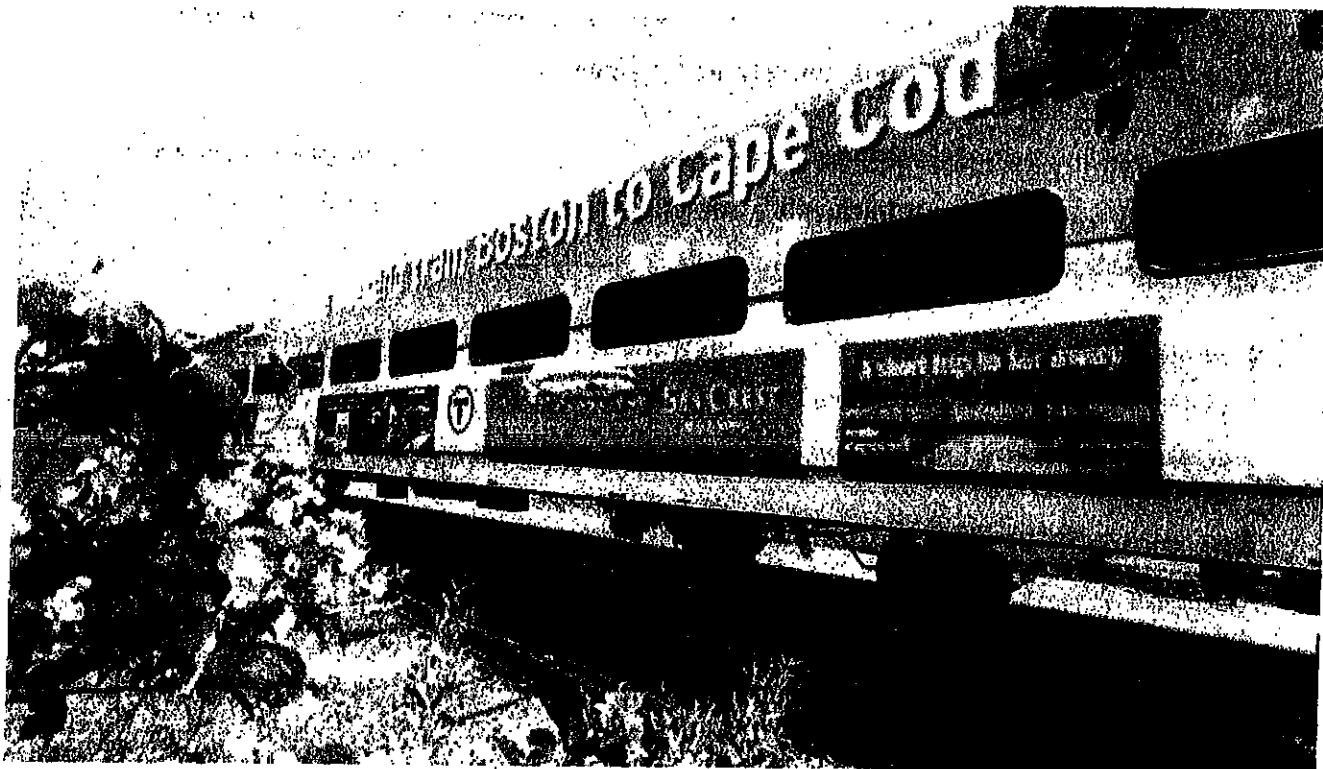
In order to signal the Town's desire to have commuter rail service, and to give Bourne representation at the state level, the committee supported a move to join the MBTA. This initiative was overwhelmingly approved by Town Meeting and a subsequent town-wide vote. As a result, the Town of Bourne will become a member of the MBTA on January 1, 2016. Membership status does not guarantee extension of the service, but it removes one of the few remaining barriers to bringing commuter rail to Buzzards Bay.

Other issues the committee is engaged with included reconfiguring Adams Street in Sagamore for one-way traffic, improving pedestrian and bicycle safety throughout the town, and preparing a recommendation regarding town acceptance of private streets.

Respectfully submitted,
Wesley Ewell
Chairman
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This Cape Cod town is paying for rail service that doesn't exist

It may never get a station, but Bourne is now part of the MBTA.



The CapeFlyer train already offers seasonal rail service from Boston to (and beyond) Bourne. —Vincent DeWitt
By Adam Vaccaro February 18, 2016

Last spring, the residents of a Cape Cod town did something unprecedented for a Massachusetts town or city: They voted to join the Massachusetts Bay Transportation Authority.

Bourne is the first town to ever make such a vote since the current T district was drawn up in 2000. Town officials were eager to join because they thought it represented the best chance to bring commuter rail service to the village of Buzzards Bay, providing a daily rail link between Boston and the Cape, which hasn't existed since the late 1950s.

There's one catch to this strategy, though: no plans to launch the hoped-for service currently exist. Yet starting this year, Bourne will pay the MBTA an annual fee of nearly \$42,000, despite no guarantee that the town will ever see daily trains.

Town Administrator Thomas Guerino said he was not aware that Bourne would be assessed by the T this year. But he maintained that the relatively light price of admission would be a worthwhile.

"It gives us some visibility with the folks there, and we will continue to press the case for accessibility to transit down here," Guerino said.

A prized rail link between Boston and Buzzards Bay could lay the groundwork for an economic development initiative near the mouth of the Cape Cod Canal, which runs through Bourne, Guerino said.

Last spring, however, may not have been the ideal time to campaign for MBTA service. Fresh off a winter crisis that exposed infrastructure and management problems, the transit agency was in a state of chaos and self-evaluation.

A panel appointed by Gov. Charlie Baker to explore the T's issues said the agency had been too focused on expansion and should instead focus on maintaining the system it already had. The angst around expansion only compounded last summer when the Green Line extension, the system's biggest new project, was projected to be way over budget.

The state's Department of Transportation even told local officials that Bourne should hold off on joining the crisis-struck T, because joining—and paying to do so—was no guarantee of someday seeing commuter service, *The Cape Cod Times* reported.

Voters opted to join the T anyway.

Until that point, the service district had been comprised of 175 towns and cities in eastern and central Massachusetts, all of them designated by the state legislature. Each municipality in the district pays an annual fee that varies by town. The local fees covered about 8 percent, or \$160 million, of the T's operating budget this fiscal year.

More than 100 of those towns do not host a transit station, but border a town or city that does. That's true of Bourne: Its next-door neighbor, Plymouth, has a station on its far northern border, about a 20-minute drive toward Boston from the canal.

Paul Regan, the executive director of the MBTA Advisory Committee, which represents the towns and cities in the district, said he doesn't understand why Bourne wanted in. As far as he can tell, the T has little interest in expanding its footprint as it continues to work through the agency's financial problems.

"If commuter rail service to Bourne is the goal, then the goal is going to have to be in making funds available to get commuter rail service to Bourne," he said. "Because those funds don't exist right now."

But David Vieira, a state representative for Bourne, said the MBTA met with local officials last October to chat about possibly starting a pilot program for service. He said he's hopeful the idea could be discussed further this spring, but acknowledged it may not easily gain traction.

Still, he thinks a prospective Buzzards Bay station is different from other proposed expansion projects because much of the necessary infrastructure is already in place. In partnership with the Cape Cod Regional Transit Authority, the T already extends the Middleborough/Lakeville commuter rail line on summer weekends to send seasonal CapeFlyer trains through Buzzards Bay, where it stops at a small station.

"The big infrastructure improvements that would have been needed a few years ago have already been made," Vieira said. "So we really have this section of track that is an asset."

Vieira suggested the speculative service may require a partnership with the private sector to fund it.

Private backing for MBTA expansion has been hit or miss in recent years. New Balance, for example, is building a new commuter rail station near its sprawling headquarters in Brighton. The T is also hopeful third parties will help fund the stalled Green Line extension if and when it gets back on track. But the private


sector failed to fund late-night weekend transit, which is facing imminent cancellation.

MBTA spokesman Joe Pesaturo confirmed that "a pilot program is something that is in the discussion stage, but there are no details to provide at this time."

It's not clear if the discussion will ever advance beyond the discussion stage. Meanwhile, Bourne can say it is officially a paying member of the T's service district — for better or for worse.

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TRANSPORTATION ADVISORY COMMITTEE

DRAFT

Minutes of the Meeting of January 26 2017 at the Bourne Community Center

Attending: John Carroll, Richard Conron, Daniel Doucette, Chris Farrell, Marie Oliva, George Sala, Dennis Woodside. Also Present: Thomas Guerino

Absent: Robert Parady, Cynthia Parola

Call to Order: Chair Marie Oliva called the meeting to order at 3:05 pm.

Buzzards Bay Bypass: Regarding the Town of Bourne taking control of the bypass from MassDOT, Mr. Guerino said the road has more value to the Town than the State and includes benefits such as opening cross streets and bringing speed down. Mr. Farrell said the width offers space to design a boulevard, a serpentine design, and a bike lane. Chief Woodside said Town control would appease residents concerns. Ms. Oliva asked Mr. Sala to check road conditions such as drainage and asked Mr. Guerino to explore interest at MassDOT in transferring ownership.

Update on MBTA's proposed commuter rail in Buzzards Bay/Wareham: Chief Woodside suggested, while the ongoing discussion of commuter rail continues, the Town could look at expanded fixed route bus service in exchange for our MBTA membership.

Reports from Committee Members: Mr Sala said the proposed sidewalk extension from the Bourne Bridge south end across the State Police property to Veterans Way is coming this Spring. Mr. Conron will inquire of the Cape Cod Commission as to progress on the Bourne Rail Trail feasibility study.

Public Comment: Mr. Harrington spoke in favor of Town control.

Next Meeting: The Chair will call for the next meeting.

The meeting adjourned at 3:40 pm.

Submitted:

John Carroll, Clerk