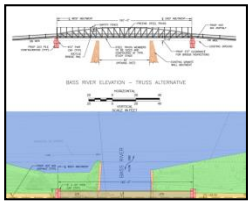
CAPE COD
COMMISSION

Cape Cod Metropolitan Planning Organization (MPO)

Cape Cod
Transportation Improvement Program
Federal Fiscal Year 2016 - 2019

Endorsed July 20, 2015

Adjusted February 16, 2016



CAPE COD
COMMISSION

Cape Cod Metropolitan Planning Organization

Cape Cod
Transportation Improvement Program (TIP)

Federal Fiscal Years 2016, 2017, 2018, and 2019
(October 1, 2015 – September 30, 2019)

Anticipated Endorsement Date: July 20, 2015

Prepared by the
Cape Cod Metropolitan Planning Organization (MPO) Members:
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This report was funded in part through grants from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), United States Department of Transportation (USDOT). The views and opinions of the Cape Cod Metropolitan Planning Organization (MPO) expressed herein do not necessarily state or reflect those of the USDOT.

MPO Self Certification Page to be inserted when finalized

CAPE COD COMMISSION

ENDORSEMENT, TIP

The signatures to follow certify that the Cape Cod Metropolitan Planning Organization (MPO) hereby endorses the Cape Cod Transportation Improvement Program (TIP) for Federal Fiscal Years 2016 -2019 in fulfillment of the requirements of 23 CFR Part 450.324.

CERTIFICATION:

The Cape Cod Metropolitan Planning Organization (MPO) Planning Process

The signatures to follow certify that the Comprehensive, Continuing, Cooperative Transportation Planning Process for the current local, regional, state, and federal fiscal years in the Cape Cod Metropolitan Planning Organization planning area is addressing major issues facing the region and is being conducted in accordance with the requirements of:

1. Section 134 Title 23, U.S.C., and Title 49 U.S.C. 5303, and this subpart;
2. Sections 174 and 176(c) & (d) of the Clean Air Act, as amended {42 U.S.C. 7504, 7506 (c) & (d)} and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended {42 U.S.C. 2000d-1} and 49 CFR part 21:
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101 (b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises (DBE) in USDOT funded projects;
6. Title 23 CRF part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR Parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
11. Anti-lobbying restrictions found in 49 USC Part 20. No appropriated funds may be expended by a recipient to influence or attempt to influence an officer or employee of any agency, a Member of Congress, in connection with the awarding of any Federal contract.

The currently endorsed Unified Planning Work Program, Regional Transportation Plan, and the Cape Cod Transportation Improvement Program (TIP) for Federal Fiscal Year 2016 were developed in accordance with FHWA/FTA regulations, EPA regulations, and fully incorporate the applicable requirements of the 1964 Civil Rights Act and the Americans with Disabilities Act of 1990.

CAPE COD COMMISSION

Cape Cod Metropolitan Planning Organization (MPO)

CAPE COD TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The signatures to follow certify that the Cape Cod Metropolitan Planning Organization (MPO), at their meeting on July 20, 2015, hereby approves the following action in accordance with the Comprehensive, Cooperative and Continuing transportation planning process. In accordance with the requirements of 23 CFR Part 450 Section 308(c) of Federal Regulations, the MPO for Cape Cod has completed its review and hereby endorses the Cape Cod Transportation Improvement Program for Federal Fiscal Year 2016 through 2019.

Stephanie Pollack, Secretary/Chief Executive Officer – Massachusetts Department of (MassDOT)

Thomas Tinlin, Acting Administrator
Massachusetts Department of Transportation Transportation (MassDOT) Highway Division

Richard Roy
Cape Cod Commission

Tom Guerino, Chair
Cape Cod Regional Transit Authority

Leo Cakounes
Barnstable County Commissioners

Jessica Rapp Grassetti, President
Barnstable Town Council

R. Patrick Ellis
Bourne, Falmouth, Mashpee, Sandwich

Sheryl A. McMahon
Dennis, Yarmouth

Sims McGrath
Brewster, Chatham, Harwich, Orleans

Cedric Cromwell, Chairman
Mashpee Wampanoag Tribal Council

Robert Weinstein
Eastham, Provincetown, Truro, Wellfleet

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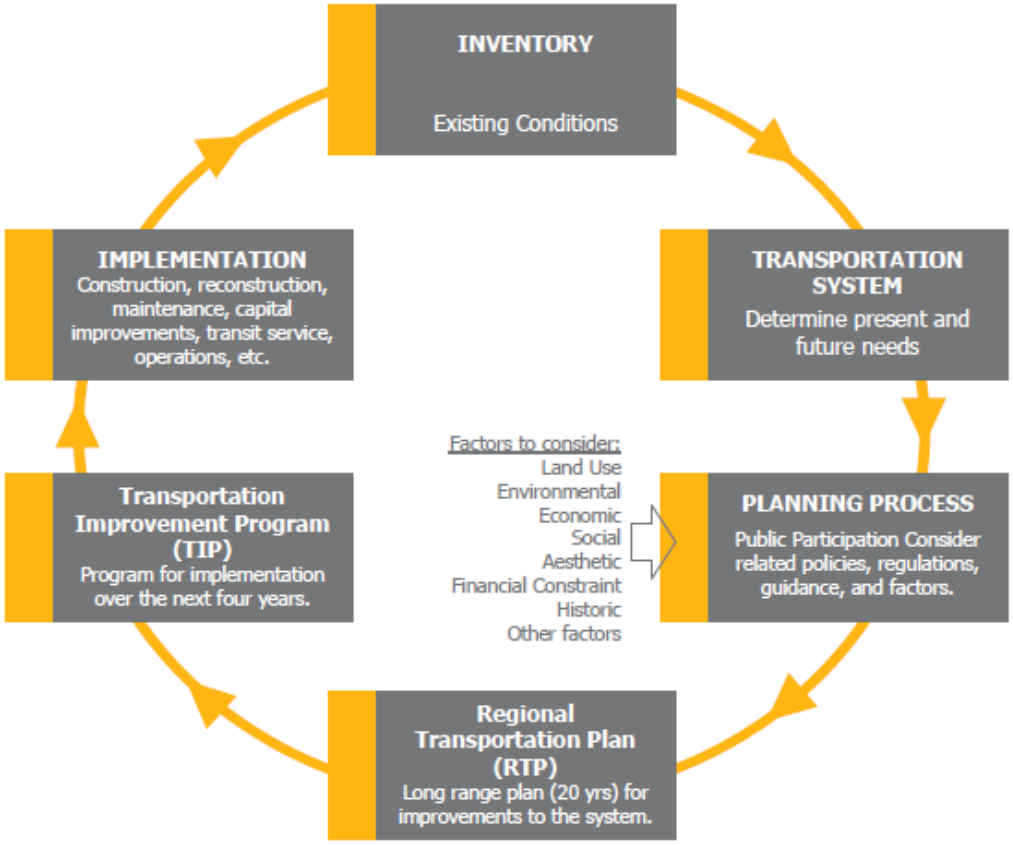
Introduction

Federal legislation that contains requirements for transportation plans, programs and projects includes the current legislation: *Moving Ahead for Progress in the 21st Century* (MAP-21) and the outgoing legislation: *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU) as well as the *Clean Air Act Amendments of 1990* (CAAA). Planning programs developed under the federal regulations for Cape Cod include the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP). The following figure, "Overview of the Transportation Planning Process" is a flow chart of the planning process.



CAPE COD COMMISSION

FEDERAL TRANSPORTATION LEGISLATION

Moving Ahead for Progress in the 21st Century – Transforming the Way We Build, Maintain, and Manage Our Nation's Highways (MAP-21):

MAP 21 The continues similar programs as were in the previous legislation, such as the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU), the *Transportation Equity Act for the 21st Century* (TEA-21), and the landmark *Intermodal Surface Transportation Efficiency Act of 1991* (ISTEA).

On July 6, 2012, President Obama signed into law P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21). Funding surface transportation programs at over $105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005. MAP-21 represents a milestone for the U.S. economy – it provides needed funds and, more importantly, it transforms the policy and programmatic framework for investments to guide the growth and development of the country's vital transportation infrastructure.

MAP-21 creates a streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system. These challenges include improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery.

AIR QUALITY CONFORMITY STATUS

Since most all of Massachusetts (with limited exceptions) was designated on 5/21/12 by the United States Environmental Protection Agency as "unclassifiable/ attainment" for the latest ozone standard, a conformity determination for the Cape Cod Metropolitan Planning Organization (MPO) is not currently required. Further details and background information are provided below:

Introduction

The 1990 Clean Air Act Amendments (CAAA) require metropolitan planning organizations within nonattainment and maintenance areas to perform air quality conformity determinations prior to the approval of Long-Range Transportation Plans (LRTPs) and Transportation Improvement Programs (TIPs), and at such other times as required by regulation. A nonattainment area is one that the U.S. Environmental Protection Agency (EPA) has designated as not meeting certain air

quality standards. A maintenance area is a nonattainment area that now meets the standards and has been re-designated as maintaining the standard. A conformity determination is a demonstration that plans, programs, and projects are consistent with the State Implementation Plan (SIP) for attaining the air quality standards. The CAAA requirement to perform a conformity determination ensures that federal approval and funding go to transportation activities that are consistent with air quality goals.

The entire Commonwealth of Massachusetts was previously classified as nonattainment for ozone, and was divided into two nonattainment areas. The Eastern Massachusetts ozone nonattainment area included Barnstable, Bristol, Dukes, Essex, Middlesex, Nantucket, Norfolk, Plymouth, Suffolk, and Worcester counties. Berkshire, Franklin, Hampden, and Hampshire counties comprised the Western Massachusetts ozone nonattainment area. With these classifications, the 1990 Clean Air Act Amendments (CAAA) required the Commonwealth to reduce its emissions of volatile organic compounds (VOCs) and nitrogen oxides (NOx), the two major precursors to ozone formation to achieve attainment of the ozone standard.

Legislative and Regulatory Background

The 1970 Clean Air Act defined a one-hour national ambient air quality standard (NAAQS) for ground-level ozone. The 1990 CAAA further classified degrees of nonattainment of the one-hour standard based on the severity of the monitored levels of the pollutant. The entire commonwealth of Massachusetts was classified as being in serious nonattainment for the one-hour ozone standard, with a required attainment date of 1999.The attainment date was later extended, first to 2003 and a second time to 2007.

In 1997, the EPA proposed a new, eight-hour ozone standard that replaced the one-hour standard, effective June 15, 2005. Scientific information had shown that ozone could affect human health at lower levels, and over longer exposure times than one hour. The new standard was challenged in court, and after a lengthy legal battle, the courts upheld it. It was finalized in June 2004.The eight-hour standard is 0.08 parts per million, averaged over eight hours and not to be exceeded more than once per year. Nonattainment areas were again further classified based on the severity of the eight-hour values. Massachusetts as a whole was classified as being in moderate nonattainment for the eight-hour standard, and was separated into two nonattainment areas—Eastern Massachusetts and Western Massachusetts.

In March 2008, EPA published revisions to the eight-hour ozone NAAQS establishing a level of 0.075 ppm, (March 27, 2008; 73 FR 16483). In 2009, EPA announced it would reconsider this standard because it fell outside of the range

recommended by the Clean Air Scientific Advisory Committee. However, EPA did not take final action on the reconsideration so the standard would remain at 0.075 ppm.

After reviewing data from Massachusetts monitoring stations, EPA sent a letter on December 16, 2011 proposing that only Dukes County would be designated as nonattainment for the new proposed 0.075 ozone standard. Massachusetts concurred with these findings.

On May 21, 2012, (77 FR 30088), the final rule was published in the Federal Register, defining the 2008 NAAQS at 0.075 ppm, the standard that was promulgated in March 2008. A second rule published on May 21, 2012 (77 FR 30160), revoked the 1997 ozone NAAQS to occur one year after the July 20, 2012 effective date of the 2008 NAAQS.

Also on May 21, 2012, the air quality designations areas for the 2008 NAAQS were published in the Federal Register. In this Federal Register, the only area in Massachusetts that was designated as nonattainment is Dukes County. All other Massachusetts counties were classified as unclassifiable/attainment.

Therefore, conformity for ozone in the Cape Cod MPO region is required until July 20, 2013 for only the 1997 ozone standard.

CAPE COD TRANSPORTATION IMPROVEMENT PROGRAM AND MPO

CAPE COD COMMISSION

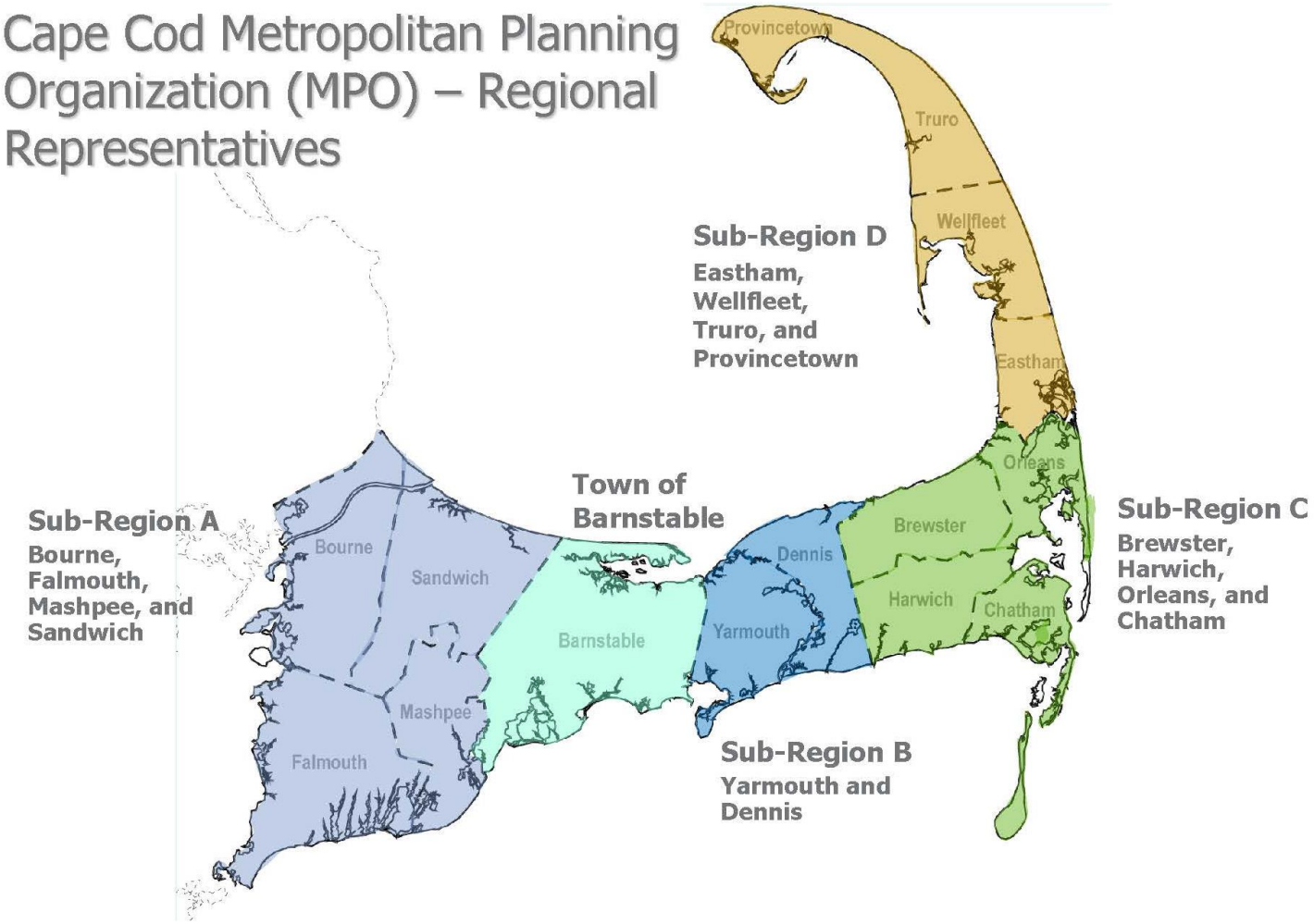
The Cape Cod Transportation Improvement Program (TIP) is devised from the Regional Transportation Plan (RTP) and includes the short-term transportation projects proposed for implementation in the next four years. The TIP is required to be updated every four years under federal law, and typically, in Massachusetts the TIP is updated each year. The development of the TIP occurs in coordination with the statewide schedule, and usually results in a statewide program of projects in place and submitted for federal approvals prior to the beginning of the Federal Fiscal Year on October 1. TIP development generally leads to action on endorsement by the Cape Cod Metropolitan Planning Organization (MPO) in June each year.

The TIP is a listing of federal aid eligible transportation projects for Cape Cod that is prepared by the Cape Cod Commission (CCC) transportation staff, the Cape Cod Regional Transit Authority (CCRTA) staff, Massachusetts Department of Transportation (MassDOT) staff, and the Cape Cod Joint Transportation Committee (CCJTC) along with public input, and in cooperation with state and federal agencies. The TIP must be financially constrained to estimated funds that are determined cooperatively with federal, state, and regional participants. The TIP must conform to the air quality plans and programs.

The MPO consists of the Massachusetts Department of Transportation (MassDOT) Secretary/CEO, the MassDOT Highway Administrator, the Cape Cod Commission (CCC) Chairman, the Cape Cod Regional Transit Authority (CCRTA) Chairman, a Barnstable County Commissioner, the Barnstable Town Council President, and Selectmen representing the Cape Cod sub-regions, and/or their designees (see the sub-region map on the following page). Except for the Town of Barnstable designee (Town Council President), MPO members from the geographic sub-regions are elected by all selectmen within the respective sub-region. Candidates are limited to currently serving selectmen.

The Federal Highway Administration, Federal Transit Administration, Army Corps of Engineers, Cape Cod National Seashore, the Woods Hole, Martha's Vineyard and Nantucket Steamship Authority, and the Chair of the Cape Cod Joint Transportation Committee serve as non-voting, Ex-Officio members of the MPO.

The Cape Cod Joint Transportation Committee (CCJTC), with members from all fifteen Barnstable County towns and a bicycle representative, is also the MPO advisory group. The TIP must be endorsed by the Cape Cod Metropolitan Planning Organization (MPO) members, combined with other regional TIPs into the State Transportation Improvement Program (STIP), and approved by federal agencies in order for the federal aid transportation projects to proceed.



PUBLIC PARTICIPATION PROCESS

CAPE COD COMMISSION

A4a. Schedule and Public Participation

Pursuant to Federal Highway Administration 23 CFR Part 450 and Federal Transit Administration 49 CFR, the Cape Cod Transportation Improvement Program (TIP) was developed locally, and is based on the latest Regional Transportation Plan (RTP).

The RTP development discussions with various representatives, including those from Cape Air, Barnstable Municipal Airport, MassCoastal Railroad, Plymouth & Brockton Street Railway, Inc., Woods Hole, Martha's Vineyard, and Nantucket Steamship Authority, and the HyLine Ferry. The publicly held discussions assisted in the RTP recommended strategies, studies, and items to implement.

In the fifteen towns on Cape Cod, the TIP project time frame has averaged approximately five to ten years from concept to construction, and the Cape Cod Joint Transportation Committee (CCJTC) strives to improve communication and processes related to the project development process. Project evaluation and status discussions occur primarily in the open public CCJTC meetings-with representatives of the Massachusetts Department of Transportation (MassDOT) typically present and participating. Project proponents and/or consultants on TIP projects are often present as well. The CCJTC includes representatives from each town (typically representatives of public works, engineering, and/or planning departments), a bicycle representative, as well as representatives of MassDOT, CCC, CCRTA, and other local groups.

Each year an annual discussion with regional, state, and federal partners on the federal and state financial resources for the collective TIPs is held jointly in the spring. The Cape Cod Commission has been a regular attendee to these statewide meetings and related discussions for information exchange. All of the CCJTC meetings are open to the public and are typically held on a monthly basis.

This TIP was produced in accordance with the latest Public Participation Program (PPP) established for the Cape Cod Region. TIP documents are available online at the Web site: www.capecodcommission.org. The Cape Cod Commission maintains an electronic mailing list of persons interested in transportation issues. Notice of the public meetings where discussion of draft TIP documents is to occur is emailed at least seven days in advance. Upon approval by the MPO, a public draft of the TIP is made available for public comment for a period of at least 30 days. Public comments may be made via email, telephone, fax, or regular mail. A public meeting to discuss the public draft was held in concert with the CCJTC meeting on July 10, 2015.

Some of the meetings related to the development of the TIP for discussion and/or endorsement include:

Date	***Meeting***	***Location***
March 10, 2015	TIP Day	Boston/Conference Call
May 14, 2015	CMAQ Consultation	Boston/Conference Call
April 10, 2015	CCJTC Meeting	Barnstable
April 27, 2015	MPO Meeting	Barnstable
May 8, 2015.	CCJTC Meeting	Barnstable
May 18, 2015	MPO Meeting	Barnstable
June 12, 2015	CCJTC Meeting	Barnstable
June 15, 2015	MPO Meeting	Barnstable
June 26, 2015	CCJTC Meeting	Barnstable
July 20, 2015	MPO Meeting	Barnstable

Meetings are subject to change, and additional meetings may be scheduled. For the latest information on the meetings of the Cape Cod Joint Transportation Committee (CCJTC), the Cape Cod Metropolitan Planning Organization (MPO), and/or the Cape Cod Commission (CCC), interested parties should call the Commission at 508-362-3828.

The Cape Cod Joint Transportation Committee (CCJTC) is the transportation planning advisory group that reviews, discusses, and votes on recommendations to the Cape Cod Metropolitan Planning Organization. Barnstable County formed the CCJTC more than 40 years ago, and the first meeting was held in 1973. Membership consists of one appointee (chosen by town governance) from each town as well as a Bicycle Representative designated by the MPO. Public comment is welcome at all meetings.

ADJUSTMENT/AMENDMENT PROCEDURES AND SUBSTITUTIONS

CAPE COD COMMISSION

The Cape Cod MPO process follows an annual schedule for development of the Transportation Improvement Program (TIP) to be roughly compatible with the development schedule of the State Transportation Improvement Program (STIP), as is required under 23 CFR 450.324.

The inclusion of a project in the TIP is sufficient for the project proponent to proceed toward implementation. Inclusion on this list does not guarantee funding; the project proponent is responsible for completing the steps toward implementation within the program. For a highway project, the obligation of the federal and state funds occurs when the project is advertised for construction by MassDOT. For a transit project, the obligation of the funding is through an electronic approval system by FTA.

The Cape Cod Joint Transportation Committee recommends inclusion in the statewide program of the projects as programmed in this TIP for Cape Cod, with regional consensus and endorsement by the Cape Cod MPO. Projects that are in the first years of the TIP, which have designs completed or well underway, have public support in addition to the regional support.

ADMINISTRATIVE ADJUSTMENT PROCESS

In the event a project in the annual element, or current Federal Fiscal Year, is not proceeding in the programmed year, the substitution of another project from the outer years of the TIP for implementation in the current year is considered by the Cape Cod MPO to be an administrative adjustment provided that the following conditions are true:

- Financial constraint of the TIP is maintained.
- The project must be an exempt project, conformity determination not required.
- A letter requesting the administrative adjustment is forwarded to the Director of the MassDOT Office of Transportation Planning to reflect the adjustment in the STIP.
- Administrative Adjustments to the TIP shall be included within the next MPO agenda. Administrative Adjustments do not require public comment periods.

Other changes that are allowed as administrative modifications include project name, scope, and/or cost estimate changes, as long as those changes are considered to be minor in nature. For example, a project cost increase within 10% of the existing amount programmed already, may be considered a minor adjustment.

CAPE COD COMMISSION

AMENDMENT PROCESS

In order for implementation of projects to proceed in the current year, a previously unlisted project may be amended into the TIP. An action to add a new project is considered by the Cape Cod MPO to be an amendment if the following conditions are true:

- Consensus in the region for this project to be included and move forward.
- Financial constraint of the TIP is maintained.
- A Cape Cod MPO meeting to endorse the amendment(s).
- Conformity determination is required unless the amendment(s) consist(s) entirely of exempt projects.
- An outer year TIP project or a Non Federal Aid project is not considered a new project and may be an Administrative Adjustment—see above Administrative Adjustment Process.

TRANSPORTATION FUNDING PROGRAMS

This TIP is being developed during a transition between two Federal transportation funding bills. Most funding categories in this TIP are through federal sources: Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) as provided by federal legislation. The current legislation is *Moving Ahead for Progress in the 21st Century* (MAP-21). The outgoing federal transportation legislation is the *Safe, Accountable, Flexible, and Efficient Transportation Equity Act-A Legacy for Users* (SAFETEA-LU). The following are brief descriptions of the various funding programs used for transportation projects on Cape Cod in the TIP:

FEDERAL HIGHWAY ADMINISTRATION (FHWA) AND STATE MATCHING FUNDS

Congestion Management/Air Quality Improvement Program (CMAQ) - This funding category directs funds towards demonstration transportation projects in Clean Air Act non-attainment areas for ozone and carbon monoxide. Projects must contribute to attainment of national ambient air quality standards. FHWA share is 80%, state/local share is 20%.

Bridge Replacement and Rehabilitation Program (BR) - This federal bridge program provides for the replacement or repair of bridges on or off the federal aid system. FHWA share is 80%, state share 20%.

Surface Transportation Program (STP) - This program provides funds for state and local roadways that are classified higher than Rural Minor Collector or Local. These funds, however, are flexible and may be used for a variety of other activities, such as transit projects. FHWA share is 80%, state/local share 20%.

A portion of STP funds is for projects qualifying under one of the categories of **Transportation Enhancements (STP-E)**. These are projects above and beyond the usual transportation project but directly related to transportation such as preservation of historic transportation facilities and stormwater mitigation. FHWA share is 80%, state/local share 20%.

Highway Safety Improvement Program (HSIP) - This program provides funds for safety improvements that are directed to the top 5% of high safety problem locations within the region. A Road Safety Audit (RSA) with federal, state, regional, and local partners collaborates on the crash experience, geometric configuration, and other factors to identify potential improvements.

National Highway System (NHS) - This program provides funds for roadways classified as part of the National Highway System. These are usually the interstates, principal arterials and connections to ports and intermodal facilities. The NHS system was designated in 1995.

High Priority Project (HPP) - TEA-21 included a specific list of certain projects entitled "High Priority Projects", or earmarks. An amount of funding has been designated for implementation once these projects are scheduled in the TIP/STIP, designed and have all approvals. FHWA share is typically 90%, with the state/local share providing the remaining 10%.

Ferry Boat Discretionary (FBD) - This is a discretionary funding program for improvements related to ferryboat service. Since August 2000, FBD projects are listed in TIP year 3 unless funding is in place. In other words, a year 3 project is typically a request for funding; once approved for FBD funding, the project may move into year one of the TIP for implementation through an administrative adjustment.

Non Federal Aid (NFA) - These projects are not funded with federal dollars. Typically, projects in this category are funded through state bonding, and are generally state maintenance projects.

Scenic Byways (SB) - This is a discretionary federal funding program for improvements related to scenic byways; only Route 6A qualifies for this funding currently on Cape Cod. FHWA share is 80%, state/local share 20%.

TRANSIT FUNDING CATEGORIES, FEDERAL TRANSIT ADMINISTRATION (FTA) AND STATE MATCHING FUNDS

FTA 5309 Formerly Section 3 - This category is discretionary funds for capital expenditures such as buses and terminal facilities; projects need federally earmarked 5309 funds to proceed.

FTA 5307 Formerly Section 9 - These funds are primarily for capital expenditures. In urbanized areas (UZA) with a population over 200,000, the use for operating assistance is limited. This funding is distributed to UZAs over 200,000 population via formula.

FTA 5310 Formerly Section 16 - This program funds public transit projects in rural areas.

FTA 5311 Formerly Section 18 - This program funds public transit projects in rural areas. MassDOT and FTA grant 5311 funds on a discretionary basis. Funds are for both capital and operating expenses. Federal share currently funds approximately 13% of total cost.

Mobility Assistance Program (MAP) - This MassDOT program funds capital improvements for transportation services for people who are elderly and/or have disabilities.

State Contract Assistance (SCA) - These funds are provided through the Commonwealth Transportation Fund (CTF) and the Massachusetts Transportation Trust Fund (MTTF) and are used as matching funds to make federal programs.

The current Federal transportation legislation, *Moving Ahead for Progress in the 21st Century* (MAP-21) continues many SAFETEA-LU programs and includes several new ones:

National Highway Performance Program (NHPP) [1106]
Under MAP-21, the enhanced National Highway System (NHS) is composed of approximately 220,000 miles of rural and urban roads serving major population centers, international border crossings, intermodal transportation facilities, and major travel destinations. It includes the Interstate System, all principal arterials (including some not previously designated as part of the NHS) and border crossings on those routes, highways that provide motor vehicle access between the NHS and major intermodal transportation facilities, and the network of highways important to U.S. strategic defense (STRAHNET) and its connectors to major military installations.

The NHPP is authorized at an average of $21.8 billion per year to support the condition and performance of the NHS, for the construction of new facilities on the

NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in an asset management plan of a State for the NHS.

MAP-21 establishes a performance basis for maintaining and improving the NHS.

- States are required to develop a risk- and performance-based asset management plan for the NHS to improve or preserve asset condition and system performance; plan development process must be reviewed and recertified at least every four years. The penalty for failure to implement this requirement is a reduced Federal share for NHPP projects in that year (65 percent instead of the usual 80 percent).
- The Secretary will establish performance measures for Interstate and NHS pavements, NHS bridge conditions, and Interstate and NHS system performance. States will establish targets for these measures, to be periodically updated.
- MAP-21 also requires minimum standards for conditions of Interstate pavements and NHS bridges by requiring a State to devote resources to improve the conditions until the established minimum is exceeded. The Secretary will establish the minimum standard for Interstate pavement conditions, which may vary by geographic region. If Interstate conditions in a State fall below the minimum set by the Secretary, the State must devote resources (a specified portion of NHPP and STP funds) to improve conditions. MAP-21 establishes the minimum standard for NHS bridge conditions – if more than 10 percent of the total deck area of NHS bridges in a State is on structurally deficient bridges, the State must devote a portion of NHPP funds to improve conditions.

Surface Transportation Program (STP) [1108]
This program provides funds for state and local roadways that are classified higher than Rural Minor Collector or Local. These funds, however, are flexible and may be used for a variety of other activities, such as transit projects. FHWA share is 80%, state/local share 20%.

Highway Safety Improvement Program (HSIP) [1112]
This program provides funds for safety improvements that are directed to the top 5% of high safety problem locations within the region. A Road Safety Audit (RSA) with federal, state, regional, and local partners collaborates on the crash experience, geometric configuration, and other factors to identify potential improvements.

Congestion Mitigation and Air Quality Improvement Program (CMAQ) [1113]
This funding category directs funds towards demonstration transportation projects in Clean Air Act non-attainment areas for ozone and carbon monoxide. Projects

must contribute to attainment of national ambient air quality standards. FHWA share is 80%, state/local share is 20%.

Transportation Alternatives (TA) [1122]
MAP-21 establishes a new program to provide for a variety of alternative transportation projects that were previously eligible activities under separately funded programs. This program is funded at a level equal to two percent of the total of all MAP-21 authorized Federal-aid highway and highway research funds, with the amount for each State set aside from the State's formula apportionments. Unless a State opts out, it must use a specified portion of its TA funds for recreational trails projects. Eligible activities include:

- Transportation alternatives (new definition incorporates many transportation enhancement activities and several new activities)
- Recreational trails program (program remains unchanged)
- Safe routes to schools program
- Planning, designing, or constructing roadways within the right-of way of former Interstate routes or other divided highways.

Fifty percent of TA funds are distributed to areas based on population (suballocated), similar to the STP. States and MPOs for urbanized areas with more than 200,000 people will conduct a competitive application process for use of the suballocated funds; eligible applicants include tribal governments, local governments, transit agencies, and school districts. Options are included to allow States flexibility in use of these funds.

Federal Lands and Tribal Transportation Programs [1119]
MAP-21 continues to acknowledge the importance of access to federal and tribal lands. Recognizing the need for all public Federal and tribal transportation facilities to be treated under uniform policies similar to the policies that apply to Federal-aid highways and other public transportation facilities, MAP-21 creates a unified program for Federal lands transportation facilities, Federal lands access transportation facilities, and tribal transportation facilities.

- The *Federal Lands Transportation Program* provides $300 million annually for projects that improve access within the Federal estate, such as national forests and national recreation areas, on infrastructure owned by the Federal government. This program combines the former Park Roads and Refuge Roads programs, and adds three new Federal land management agency (FLMA) partners. A portion of the funds will support traditional partner agencies at current funding levels, with new partners competing for a modest portion. All FLMA partners will administer the program using a new performance management model.
- The *Federal Lands Access Program* provides $250 million annually for projects that improve access to the Federal estate on infrastructure owned by States and local governments. Replacing and expanding the Forest Highways program, projects providing access to any Federal lands are eligible for this

new comprehensive program. Funds are distributed by formula based on recreational visitation, Federal land area, Federal public road mileage, and the number of Federal public bridges. Eighty percent of funds go to States with large areas of public land. States are required to provide a non-Federal match for program funds (which has not been the case historically for Federal lands highway funding). Programming decisions will be made locally using a tri-party model in each State comprised of representatives from FHWA, State DOT, and local government, in consultation with applicable FLMAs.

- The *Tribal Transportation Program* provides $450 million annually for projects that improve access to and within Tribal lands. This program generally continues the existing Indian Reservation Roads program, while adding new setasides for tribal bridge projects (in lieu of the existing Indian Reservation Road Bridge program) and tribal safety projects. It continues to provide setasides for program management and oversight and tribal transportation planning. A new statutory formula for distributing funds among tribes, based on tribal population, road mileage, and average funding under SAFETEA-LU, plus an equity provision, is to be phased in over a 4 year period.

MAP-21 also authorizes the *Tribal High Priority Projects Program*, a discretionary program modeled on an earlier program that was funded by setaside from the Indian Reservation Roads Program. MAP-21 provides $30 million per year from the General fund (subject to appropriation) for this new program. [1123]

Emergency Relief [1107]
The Emergency Relief (ER) program assists Federal, State, tribal and local governments with the expense of repairing serious damage to Federal-aid, tribal, and Federal Lands highways resulting from natural disasters or catastrophic failures. Unlike other highway programs, ER is funded by a permanent authorization of $100 million per year.

MAP-21 continues the ER program, with some changes in requirements:

- State must apply and provide a complete list of project sites and costs within two years of the event; cost may not exceed the cost to repair or reconstruct a comparable facility.
- For emergency repairs, a 100 percent Federal share is allowed during the first 180 days following a disaster. MAP-21 allows the Secretary to extend the time period if access to damaged areas is limited.
- Debris removal for major disasters declared under the Stafford Act will be funded by FEMA.
- Maintenance and operation of additional ferryboats or transit is eligible as a temporary substitute service.

Workforce Development and DBE [1109]
MAP-21 continues current law goals for use of small business concerns owned and controlled by socially and economically disadvantaged individuals. On-the-Job Training and DBE Supportive Services programs are continued without change. States may continue to use apportioned funds (except Metropolitan Planning or Ferry Program) for surface transportation workforce development, training, education, and small business capacity building.

Bridge and Tunnel Inspection [1111]
To provide for continued improvement to bridge and tunnel conditions essential to protect the safety of the traveling public and allow for the efficient movement of people and goods on which the U.S. economy relies, MAP-21 requires inspection and inventory of highway bridges and tunnels on public roads. No dedicated funds are provided for inspections, but it is an eligible use of NHPP, STP, HSIP, FHWA administrative, Tribal Transportation, and Research funds.

Territorial and Puerto Rico Highway Program [1114]
MAP-21 continues funding for the Puerto Rico Highway program ($150 million annually) and the Territorial Highway program ($40 million annually).

Projects of National and Regional Significance [1120]
MAP-21 authorizes $500 million from the General Fund (subject to appropriation) in FY 2013 only, to fund critical high-cost surface transportation capital projects that will accomplish national goals, such as generating national/regional economic benefits and improving safety, and that are difficult to complete with existing Federal, State, local, and private funds. States, tribes, transit agencies, and multi-State or multi-jurisdictional groups of these entities are eligible to apply for competitive grant funding.

Construction of Ferry Boats and Ferry Terminal Facilities [1121]
It provides $67 million annually to construct ferry boats and ferry terminal facilities, to be distributed by formula. Unlike the former ferry boat discretionary program, there are no set-asides for specific States.

Appalachian Development Highway System (ADHS) [1528]
The ADHS program is continued, but without separate funding. Portions that are on the NHS are eligible for NHPP funding, and ADHS routes, including local access roads, are eligible for STP funding. To encourage the completion of the ADHS, States are required to submit plans for completion of the system and an increased Federal share is provided.

Cape Cod TIP Projects

CAPE COD COMMISSION

CAPE COD PROJECTS, FEDERAL AID AND NON FEDERAL AID

The following pages include the projects for the Cape Cod region that are in this program for Federal Aid or Non Federal Aid funding.

Programming/Implementation Note:
While it is recognized that this TIP is a planning program of projects and implementation must follow from the responsible implementing agency or agencies, the Cape Cod region expects cooperation, communication and an expeditious review process by agencies with the responsibility of overseeing steps toward implementation in order to ensure the maximum compliance with the programmed plan of projects. This effort by overseeing agencies will promote implementation of projects within the planned program and allow the financial plan to remain in balance.

SUMMARY OF FUNDING FOR CAPE COD HIGHWAY PROJECTS

The Cape Cod federal aid target amounts, from Federal Highway Administration sources through the Commonwealth of Massachusetts, Massachusetts Highway Department, based on approximately 6% of the statewide amounts, are listed below, and the current amount programmed is the right column.

Projects programmed in years 2016-2019 reflect 2016 cost estimates. An inflation rate of 4% per year is added to project cost estimates in years 2017-2019, and therefore, the project cost estimates are by Year Of Expenditure (YOE) for the target projects.

TABLE 1. CAPE COD FEDERAL AID TARGET PROGRAMMED AMOUNTS

Year	Total Federal Aid	Amount Programmed
2016	$ 8,004,511	$7,898,698
2017	$ 9,471,756	$ 9,228,528
2018	$ 9,884,419	$ 8,811,626
2019	$ 9,884,419	$9,140,000
*2020**	*TBD*	*$4,570,000*
2016-19 TOTALS:	$ 37,245,105	$ 35,078,852

*FFY 2020 is shown for informational purposes and not included in the total. The Mashpee Route 151 project [#607319] is funded at $5,000,000 in FFY 2019 and it is the intention of the Cape Cod MPO to fund the remainder of the project $4,570,000 in FFY 2020.

In addition to funding of highway projects, a significant amount of TIP funding is allocated for public transportation. The following table shows the programming amounts for both highway and transit projects provided from the TIP.

TABLE 2 - CAPE COD TIP FUNDING PROGRAMMED FOR ALL HIGHWAY AND TRANSIT PROJECTS

Year	Highway	Transit	Total
2016	$10,544,778	$8,174,562	$18,719,340
2017	$ 24,355,142	$8,713,979	$33,069,121
2018	$ 9,352,426	$11,027,627	$20,380,053
2019	$9,140,000	$11,702,452	$20,842,452
Total	$ 53,392,346	$36,618,620	$94,010,966

*Includes projects outside of the Cape Cod TIP Target such as Cape Cod specific bridge and maintenance projects

The list of specific Cape Cod projects is presented on the following pages. From the system level anticipated revenues continue to fall short of anticipated needs as evidenced by the projects in need of funding listed in the appendix of this document.

2016 Cape Cod MPO Transportation Improvement Program

06/15/2015 Draft Released
07/20/2015 Endorsement
2/16/2016 Adjustment

Amendment/Adjustment Type ▼	MassDOT Project ID ▼	MPO ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
►Section 1A / Federal Aid Target Projects										
►HSIP - Highway Safety Improvement Program										
	608033	Cape Cod	Barnstable	BARNSTABLE- LIGHTING & LANDSCAPING OF THE ROUNDABOUT AT THE MID-CAPE HIGHWAY (ROUTE 6) EASTBOUND EXIT RAMP & ROUTE 149	5	HSIP	$ 600,000	$ 540,000	$ 60,000	Total programmed = $600,000. Under desigm by MassDOT.
						HSIP Subtotal ►	$ 600,000	$ 540,000	$ 60,000	◄ 90% Federal + 10% Non-Federal
►CMAQ - Congestion Mitigation and Air Quality Improvement Program										
	606461	Cape Cod	Orleans	ORLEANS- INTERSECTION IMPROVEMENTS AT 2 LOCATIONS: CRANBERRY HIGHWAY (ROUTE 6A) AND MAIN STREET; CHATHAM ROAD (ROUTE 28) AND MAIN STREET.	5	CMAQ	$ 3,189,954	$ 2,551,963	$ 637,991	Total programmed = $3,547,482 = $3,189,954 CMAQ + $357,528 TAP. 100% design completed. CMAQ analysis completed. Project schedule adjusted due to right of way acquisition timing. Municipality is proponent.
	201601	Cape Cod	Barnstable	BARNSTABLE - HYANNIS VILLAGER DEMONSTATION	5	CMAQ	$ 659,100	$ 527,280	$ 131,820	CMAQ -> FTA Transfer. Total programmed = $659,100. Year 1 of 3.
	201602	Cape Cod	Cape Cod	CAPE COD BIKE RACK PROGRAM	5	CMAQ	$ 50,000	$ 40,000	$ 10,000	Total programmed = $50,000. Funds to be applied for by municipalities. Program specifics under development.
						CMAQ Subtotal ►	$ 3,899,054	$ 3,119,243	$ 779,811	◄ 80% Federal + 20% Non-Federal
►TAP - Transportation Alternatives Program										
	606461	Cape Cod	Orleans	ORLEANS- INTERSECTION IMPROVEMENTS AT 2 LOCATIONS: CRANBERRY HIGHWAY (ROUTE 6A) AND MAIN STREET; CHATHAM ROAD (ROUTE 28) AND MAIN STREET.	5	TAP	$ 357,528	$ 286,022	$ 71,506	Total programmed = $3,547,482 = $3,189,954 CMAQ + $357,528 TAP. 100% design completed. CMAQ analysis completed. Project schedule adjusted due to right of way acquisition timing. Municipality is proponent.
						TAP Subtotal ►	$ 357,528	$ 286,022	$ 71,506	◄ 80% Federal + 20% Non-Federal
►Non-CMAQ/HSIP/TAP (Other)										
	606596	Cape Cod	Chatham	CHATHAM- IMPROVEMENTS ON WEST MAIN STREET (ROUTE 28), FROM GEORGE RYDER ROAD TO BARN HILL ROAD	5	STP	$ 2,735,090	$ 2,188,072	$ 547,018	Total programmed = $2,735,090. 25% design plans submitted.
	607571	Cape Cod	Dennis Yarmouth	DENNIS- YARMOUTH- CONSTRUCTION OF A MULTI-USE PATH OVER THE BASS RIVER, INCLUDES NEW PEDESTRIAN BRIDGE D-07-007=Y-01-010	5	STP	$ 307,026	$ 245,621	$ 61,405	Total programmed = $2,403,106 =$2,096,080 from TI 173 MA 209 + $307,026 STP. Bass River Bridge portion of CCRT Dennis-Yarmouth extension.
						Non-CMAQ/HSIP/TAP (Other) Subtotal ►	$ 3,042,116	$ 2,433,693	$ 608,423	◄ 80% Federal + 20% Non-Federal

►Section 1A / Fiscal Constraint Analysis

Total Federal Aid Target Funds Programmed ►	$ 7,898,698	**$ 8,004,511**	**◄Total**	**$ 105,813**	**Target Funds Available**
Total Non-CMAQ/HSIP/TAP (Other) Programmed ►	$ 3,042,116	$ 5,755,612	◄ Max. **Non-**	**$ 105,813**	Non-CMAQ/HSIP/TAP (Other) A
Total HSIP Programmed ►	$ 600,000	$ 458,514	◄ Min. **HSIP**	**$ (141,486)**	HSIP Minimum Met
Total CMAQ Programmed ►	$ 3,899,054	$ 1,432,857	◄ Min.	**$ (2,466,197)**	CMAQ Minimum Met
Total TAP Programmed ►	$ 357,528	$ 357,528	◄ Min. **TAP**	**$ -**	TAP Minimum Met
HSIP, CMAQ, TAP Overprogrammed	$ (2,607,683)				

►Section 1B / Federal Aid Bridge Projects										
►Statewide Bridge Maintenance Program										
				No Projects Programmed			$ -	$ -	$ -	
				Statewide Bridge Maintenance Program Subtotal ►			$ -	$ -	$ -	◄ 80% Federal + 20% Non-Federal
►On System										
				No Projects Programmed			$ -	$ -	$ -	
				On System Subtotal ►			$ -	$ -	$ -	◄ 80% Federal + 20% Non-Federal
►Off-System										
				No Projects Programmed			$ -	$ -	$ -	
				Off-System Subtotal ►			$ -	$ -	$ -	◄ 80% Federal + 20% Non-Federal
► Statewide Bridge Inspection Program										
				No Projects Programmed			$ -	$ -	$ -	
				Statewide Bridge Inspection Program Subtotal ►			$ -	$ -	$ -	◄ 80% Federal + 20% Non-Federal
►Section 1C / Federal Aid Non-Target Projects										
►Other Federal Aid										
	607571	Cape Cod	Dennis Yarmouth	DENNIS- YARMOUTH- CONSTRUCTION OF A MULTI-USE PATH OVER THE BASS RIVER, INCLUDES NEW PEDESTRIAN BRIDGE D-07-007=Y-01-010	5	TI 173 MA 209	$ 2,096,080	$ 2,096,080	$ -	Total programmed = $2,403,106 =$2,096,080 from TI 173 MA 209 + $307,026 STP. Bass River Bridge portion of CCRT Dennis-Yarmouth extension.
						Other Federal Aid Subtotal ►	$ 2,096,080	$ 2,096,080	$ -	◄ Funding Split Varies by Funding Source
►Section 1D / Federal Aid Major & State Category Projects										
► Statewide Infrastructure Program										

				No Projects Programmed			$ -	$ -	$ -	
				Statewide Infrastructure Program Subtotal ►			$ -	$ -	$ -	◄ 80% Federal + 20% Non-Federal
► Statewide HSIP Program										
	607753	Cape Cod	Barnstable	BARNSTABLE- INTERSECTION & SIGNAL IMPROVEMENTS AT SR 28 (FALMOUTH ROAD) AT STRAWBERRY HILL ROAD	5	HSIP	$ 550,000	$ 495,000	$ 55,000	Total programmed = $550,000. Preliminary design. RSA conducted.
ADJUST:Remove Project	**607918**	Cape Cod	Bourne Sandwich Barnstable Yarmouth Harwich Brewster Orleans	SANDWICH TO ORLEANS- GUIDE & TRAFFIC SIGN REPLACEMENT ON A SECTION OF US ROUTE 6 (MID-CAPE HIGHWAY)	5	HSIP				Adjust to remove project from CAPE COD TIP. Amend into Statewide Program as Statewide Project with new Project Description and increased cost to accommodate I-195 components.
				Statewide HSIP Program Subtotal ►			$ 550,000	$ 495,000	$ 55,000	◄ 90% Federal + 10% Non-Federal
► Statewide Safe Routes to Schools Program										
				No Projects Programmed			$ -	$ -	$ -	Funding Split Varies by Funding Source
				Statewide Safe Routes to Schools Program Subtotal ►			$ -	$ -	$ -	◄ Funding Split Varies by Funding Source
► Statewide CMAQ										
				No Projects Programmed			$ -	$ -	$ -	
				Statewide CMAQ ►			$ -	$ -	$ -	◄ 80% Federal + 20% Non-Federal
► Statewide Transportation Enhancements										
				No Projects Programmed			$ -	-	-	
				Statewide Transportation Enhancements Subtotal ►			$ -	$ -	$ -	◄ 80% Federal + 20% Non-Federal
► Statewide ITS										
				No Projects Programmed			$ -	-	-	
				Statewide ITS Subtotal ►			$ -	$ -	$ -	◄ 80% Federal + 20% Non-Federal
► Statewide Interstate Maintenance Program										
				No Projects Programmed			$ -	-	-	
				Statewide Interstate Maintenance Program Subtotal ►			$ -	$ -	$ -	◄ 90% Federal + 10% Non-Federal
► Statewide NHS Preservation Program+										
				No Projects Programmed			$ -	-	-	
				Statewide NHS Preservation Program Subtotal ►			$ -	$ -	$ -	◄ 80% Federal + 20% Non-Federal
► Statewide RR Grade Crossings										
				No Projects Programmed			$ -	-	-	
				Statewide RR Grade Crossings Subtotal ►			$ -	$ -	$ -	◄ 80% Federal + 20% Non-Federal
► Statewide Stormwater Retrofits										
				No Projects Programmed			$ -	-	-	
				Statewide Stormwater Retrofits Subtotal ►			$ -	$ -	$ -	◄ 80% Federal + 20% Non-Federal
► Statewide ADA Implementation Plan										
				No Projects Programmed			$ -	-	-	
				Statewide ADA Implementation Plan Subtotal ►			$ -	$ -	$ -	◄ 80% Federal + 20% Non-Federal
► Other Statewide Items										
				ABP GANS Repayment			$ -	-	-	
				Award Adjustments, Change Orders, Project Value Changes, Etc.			$ -	-	-	
				DBEs, FAPO, Pavement Lab Retrofits, and Misc. Programs			$ -	-	-	
				Planning			$ -	-	-	
				Statewide Design and Right of Way			$ -	-	-	
				Statewide Recreational Trails			$ -	-	-	
				Other Statewide Items Subtotal ►			$ -	$ -	$ -	◄ Funding Split Varies by Funding Source
► Section 2A / Non-Federal Projects										
► Non Federal Aid										
				No Projects Programmed			$ -		$ -	
				Non-Federal Aid Subtotal►			$ -		$ -	◄100% Non-Federal
► Section 2B / Non-Federal Bridge Projects										
► Section 2B / Non-Federal Bridge Projects										
				No Projects Programmed			$ -		$ -	
				Section 2B / Non-Federal Bridge Projects Subtotal►			$ -		$ -	◄100% Non-Federal

2016 Cape Cod MPO TIP Summary

	TIP Section 1: ▼	TIP Section 2: ▼	Total of All Projects ▼	
Total ►	$10,544,778	$ -	$10,544,778	◄ Total Spending in Region
Federal Funds ►	$ 8,970,038		$ 8,970,038	◄ Total Federal Spending in Region
Non-Federal Funds ►	$ 1,574,740	$ -	$ 1,574,740	◄ Total Non-Federal Spending in Region

701 CMR 7.00 Use of Road Flaggers and Police Details on Public Works Projects / 701 CMR 7.00 (the Regulation) was promulgated and became law on October 3, 2008. Under this Regulation, the CMR is applicable to any Public works Project that is performed within the limits of, or that impact traffic on, any Public Road. The Municipal Limitation referenced in this Regulation is applicable only to projects where the Municipality is the Awarding Authority. For all projects contained in the TIP, the Commonwealth is the Awarding Authority. Therefore, all projects must be considered and implemented in accordance with 701 CMR 7.00, and the Road Flagger and Police Detail Guidelines. By placing a project on the TIP, the Municipality acknowledges that 701 CMR 7.00 is applicable to its project and design and construction will be fully compliant with this Regulation. This information, and additional information relative to guidance and implementation of the Regulation can be found at the following link on the MassDOT Highway Division website: http://www.massdot.state.ma.us/Highway/flaggers/main.aspx

2017 Cape Cod MPO Transportation Improvement Program

06/15/2015 Draft Released
07/20/2015 Endorsement

Amendment/Adjustment Type ▼	MassDOT Project ID ▼	MPO ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
► Section 1A / Federal Aid Target Projects										
► HSIP - Highway Safety Improvement Program										
	607444	Cape Cod	Falmouth	FALMOUTH- INTERSECTION IMPROVEMENTS & RELATED WORK AT NORTH FALMOUTH HIGHWAY (ROUTE 28A),NATHAN ELLIS HIGHWAY (ROUTE 151)	5	HSIP	$ 2,240,000	$ 2,016,000	$ 224,000	Total programmed with 4% inflation applied = $2,240,000. 25% design under development. Possible HSIP - RSA to be conducted.
	607435	Cape Cod	Barnstable	BARNSTABLE- INTERSECTION IMPROVEMENTS @ FALMOUTH ROAD (ROUTE 28) & OSTERVILLE-WEST BARNSTABLE ROAD	5	HSIP	$ 2,240,000	$ 2,016,000	$ 224,000	Total programmed with 4% Inflation applied = $2,240,000. RSA conducted. 25% design plans submitted.
						HSIP Subtotal ►	$ 4,480,000	$ 4,032,000	$ 448,000	◄ 90% Federal + 10% Non-Federal
► CMAQ - Congestion Mitigation and Air Quality Improvement Program										
	606707	Cape Cod	Dennis	DENNIS- CORRIDOR AND STREETSCAPE IMPROVEMENTS ON MAIN STREET (ROUTE 28) FROM DENNIS COMMONS DRIVE TO UPPER COUNTY ROAD.	5	CMAQ	$ 3,830,758	$ 3,064,606	$ 766,152	Total programmed with 4% inflation applied = $4,063,064 = $3,830,758 CMAQ + $232,306 TAP. 25% design submitted. CMAQ analysis completed. Municipality is proponent.
	201701	Cape Cod	Barnstable	BARNSTABLE - HYANNIS VILLAGER DEMONSTATION	5	CMAQ	$ 685,464	$ 548,371	$ 137,093	CMAQ -> FTA Transfer. Total programmed with 4% inflation = $659,100. Year 2 of 3.
						CMAQ Subtotal ►	$ 4,516,222	$ 3,612,978	$ 903,244	◄ 80% Federal + 20% Non-Federal
► TAP - Transportation Alternatives Program										
	606707	Cape Cod	Dennis	DENNIS- CORRIDOR AND STREETSCAPE IMPROVEMENTS ON MAIN STREET (ROUTE 28) FROM DENNIS COMMONS DRIVE TO UPPER COUNTY ROAD.	5	TAP	$ 232,306	$ 185,845	$ 46,461	Total programmed with 4% inflation applied = $4,063,064 = $3,830,758 CMAQ + $232,306 TAP. 25% design submitted. CMAQ analysis completed. Municipality is proponent.
						TAP Subtotal ►	$ 232,306	$ 185,845	$ 46,461	◄ 80% Federal + 20% Non-Federal
► Non-CMAQ/HSIP/TAP (Other)										
				No Projects Programmed				$	$	
						Non-CMAQ/HSIP/TAP (Other) Subtotal ►	$	$	$	◄ 80% Federal + 20% Non-Federal

► Section 1A / Fiscal Constraint Analysis

Total Federal Aid Target Funds Programmed ►	$ 9,228,528	**$ 9,471,756**	◄ **Total**	**$ 243,228**	**Target Funds Available**
Total Non-CMAQ/HSIP/TAP (Other) Programmed ►	$	$ 7,348,079	◄ Max. **Non-**	**$ 243,228**	Non-CMAQ/HSIP/TAP (Other) A
Total HSIP Programmed ►	$ 4,480,000	$ 458,514	◄ Min. **HSIP**	**$ (4,021,486)**	HSIP Minimum Met
Total CMAQ Programmed ►	$ 4,516,222	$ 1,432,857	◄ Min.	**$ (3,083,365)**	CMAQ Minimum Met
Total TAP Programmed ►	$ 232,306	$ 232,306	◄ Min. **TAP**	$	TAP Minimum Met
HSIP, CMAQ, TAP Overprogrammed	$ (7,104,851)				

Amendment/Adjustment Type ▼	MassDOT Project ID ▼	MPO ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
► Section 1B / Federal Aid Bridge Projects										
► Statewide Bridge Maintenance Program										
				No Projects Programmed			$	$	$	
						Statewide Bridge Maintenance Program Subtotal ►	$	$	$	◄ 80% Federal + 20% Non-Federal
► On System										
				No Projects Programmed			$	$	$	
						On System Subtotal ►	$	$	$	◄ 80% Federal + 20% Non-Federal
► Off-System										
				No Projects Programmed			$	$	$	
						Off-System Subtotal ►	$	$	$	◄ 80% Federal + 20% Non-Federal
► Statewide Bridge Inspection Program										
				No Projects Programmed			$	$	$	
						Statewide Bridge Inspection Program Subtotal ►	$	$	$	◄ 80% Federal + 20% Non-Federal
► Section 1C / Federal Aid Non-Target Projects										
► Other Federal Aid										
				No Projects Programmed				$	$	
						Other Federal Aid Subtotal ►	$	$	$	◄ Funding Split Varies by Funding Source
► Section 1D / Federal Aid Major & State Category Projects										
► Statewide Infrastructure Program										
				No Projects Programmed			$	$	$	
						Statewide Infrastructure Program Subtotal ►	$	$	$	◄ 80% Federal + 20% Non-Federal
► Statewide HSIP Program										
				No Projects Programmed				$	$	
						Statewide HSIP Program Subtotal ►	$	$	$	◄ 90% Federal + 10% Non-Federal

► **Statewide Safe Routes to Schools Program**										
				No Projects Programmed			$	$	$	Funding Split Varies by Funding Source
				Statewide Safe Routes to Schools Program Subtotal ►			$	$	$	◄ Funding Split Varies by Funding Source
► **Statewide CMAQ**										
	607398	Cape Cod	Yarmouth Barnstable	YARMOUTH- BARNSTABLE- CAPE COD RAIL TRAIL EXTENSION, FROM STATION AVENUE (YARMOUTH) TO ROUTE 132 (BARNSTABLE)	5	CMAQ	$ 8,100,000	$ 6,480,000	$ 1,620,000	Statewide CMAQ funding for $8,100,000. Land acquisition, survey, and design in process.
				Statewide CMAQ ►			$ 8,100,000	$ 6,480,000	$ 1,620,000	◄ 80% Federal + 20% Non-Federal
► **Statewide Transportation Enhancements**										
				No Projects Programmed			$			
				Statewide Transportation Enhancements Subtotal ►			$	$	$	◄ 80% Federal + 20% Non-Federal
► **Statewide ITS**										
				No Projects Programmed			$			
				Statewide ITS Subtotal ►			$	$	$	◄ 80% Federal + 20% Non-Federal
► **Statewide Interstate Maintenance Program**										
				No Projects Programmed			$			
				Statewide Interstate Maintenance Program Subtotal ►			$	$	$	◄ 90% Federal + 10% Non-Federal
► **Statewide NHS Preservation Program+**										
	608201	Cape Cod	Harwich Brewster Orleans	HARWICH - BREWSTER - ORLEANS - RESURFACING AND RELATED WORK ON RT. 6	5	NHPP	$ 6,506,614	5,205,291.2	1,301,322.8	Total programmed = $7,026,614 = $6,506,614 NHPP + $520,000 STP-TE (under Statewide Stormwater Program)
				Statewide NHS Preservation Program Subtotal ►			$ 6,506,614	$ 5,205,291	$ 1,301,323	◄ 80% Federal + 20% Non-Federal
► **Statewide RR Grade Crossings**										
				No Projects Programmed			$			
				Statewide RR Grade Crossings Subtotal ►			$	$	$	◄ 80% Federal + 20% Non-Federal
► **Statewide Stormwater Retrofits**										
	608201	Cape Cod	Harwich Brewster Orleans	HARWICH - BREWSTER - ORLEANS - RESURFACING AND RELATED WORK ON RT. 6	5	STP-TE	$ 520,000	416,000.0	104,000.0	Total programmed = $7,026,614 = $6,506,614 NHPP + $520,000 STP-TE (under Statewide Stormwater Program)
				Statewide Stormwater Retrofits Subtotal ►			$ 520,000	$ 416,000	$ 104,000	◄ 80% Federal + 20% Non-Federal
► **Statewide ADA Implementation Plan**										
				No Projects Programmed			$			
				Statewide ADA Implementation Plan Subtotal ►			$	$	$	◄ 80% Federal + 20% Non-Federal
► **Other Statewide Items**										
				ABP GANS Repayment			$			
				Award Adjustments, Change Orders, Project Value Changes, Etc.			$			
				DBEs, FAPO, Pavement Lab Retrofits, and Misc. Programs			$			
				Planning			$			
				Statewide Design and Right of Way			$			
				Statewide Recreational Trails			$			
				Other Statewide Items Subtotal ►			$	$	$	◄ Funding Split Varies by Funding Source
► **Section 2A / Non-Federal Projects**										
► **Non Federal Aid**										
				No Projects Programmed			$		$	
				Non-Federal Aid Subtotal►			$		$	◄100% Non-Federal
► **Section 2B / Non-Federal Bridge Projects**										
► **Section 2B / Non-Federal Bridge Projects**										
				No Projects Programmed			$		$	
				Section 2B / Non-Federal Bridge Projects Subtotal►			$		$	◄100% Non-Federal

2017 Cape Cod MPO TIP Summary

	TIP Section 1: ▼	TIP Section 2: ▼	Total of All Projects ▼	
Total ►	$24,355,142	$	$24,355,142	◄ Total Spending in Region
Federal Funds ►	$19,932,114		$19,932,114	◄ Total Federal Spending in Region
Non-Federal Funds ►	$ 4,423,028	$	$ 4,423,028	◄ Total Non-Federal Spending in Region

701 CMR 7.00 Use of Road Flaggers and Police Details on Public Works Projects / 701 CMR 7.00 (the Regulation) was promulgated and became law on October 3, 2008. Under this Regulation, the CMR is applicable to any Public works Project that is performed within the limits of, or that impact traffic on, any Public Road. The Municipal Limitation referenced in this Regulation is applicable only to projects where the Municipality is the Awarding Authority. For all projects contained in the TIP, the Commonwealth is the Awarding Authority. Therefore, all projects must be considered and implemented in accordance with 701 CMR 7.00, and the Road Flagger and Police Detail Guidelines. By placing a project on the TIP, the Municipality acknowledges that 701 CMR 7.00 is applicable to its project and design and construction will be fully compliant with this Regulation. This information, and additional information relative to guidance and implementation of the Regulation can be found at the following link on the MassDOT Highway Division website: http://www.massdot.state.ma.us/Highway/flaggers/main.aspx

2018 Cape Cod MPO Transportation Improvement Program

06/15/2015 Draft Released
07/20/2015 Endorsement

Amendment/Adjustment Type ▼	MassDOT Project ID ▼	MPO ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
► Section 1A / Federal Aid Target Projects										
► HSIP - Highway Safety Improvement Program										
	606272	Cape Cod	Barnstable	BARNSTABLE- INTERSECTION IMPROVEMENTS AT IYANOUGH ROAD (ROUTE 28) AND YARMOUTH ROAD	5	HSIP	$ 458,514	$ 412,663	$ 45,851	Total programmed with 8% inflation applied = $6,400,598 = $5,401,284 CMAQ + $540,800 statewide CMAQ + $458,514 HSIP. 25% design submitted. RSA performed; CMAQ Analysis to be performed.
						HSIP Subtotal ►	$ 458,514	$ 412,663	$ 45,851	◄ 90% Federal + 10% Non-Federal
► CMAQ - Congestion Mitigation and Air Quality Improvement Program										
	607397	Cape Cod	Wellfleet	WELLFLEET- INTERSECTION IMPROVEMENTS & RELATED WORK AT ROUTE 6 & MAIN STREET	5	CMAQ	$ 2,007,694	$ 1,606,155	$ 401,539	Total programmed with 8% inflation applied = $2,240,000 = $2,007,964 CMAQ + $232,306 TAP. Preliminary design. Municipality is
	606272	Cape Cod	Barnstable	BARNSTABLE- INTERSECTION IMPROVEMENTS AT IYANOUGH ROAD (ROUTE 28) AND YARMOUTH ROAD	5	CMAQ	$ 5,401,284	$ 4,321,027	$ 1,080,257	Total programmed with 8% inflation applied = $6,400,598 = $5,401,284 CMAQ + $540,800 statewide CMAQ + $458,514 HSIP. 25% design submitted. RSA performed; CMAQ Analysis to be performed.
	201801	Cape Cod	Barnstable	BARNSTABLE - HYANNIS VILLAGER DEMONSTATION	5	CMAQ	$ 711,828	$ 569,462	$ 142,366	CMAQ -> FTA Transfer. Total cost,programmed with 8% inflation applied = $711,828. Year 3 of 3.
						CMAQ Subtotal ►	$ 8,120,806	$ 6,496,645	$ 1,624,161	◄ 80% Federal + 20% Non-Federal
► TAP - Transportation Alternatives Program										
	607397	Cape Cod	Wellfleet	WELLFLEET- INTERSECTION IMPROVEMENTS & RELATED WORK AT ROUTE 6 & MAIN STREET	5	TAP	$ 232,306	$ 185,845	$ 46,461	Total programmed with 8% inflation applied = $2,240,000 = $2,007,964 CMAQ + $232,306 TAP. Preliminary design. Municipality is
						TAP Subtotal ►	$ 232,306	$ 185,845	$ 46,461	◄ 80% Federal + 20% Non-Federal
► Non-CMAQ/HSIP/TAP (Other)										
				No Projects Programmed				$	$	
						Non-CMAQ/HSIP/TAP (Other) Subtotal ►	$	$	$	◄ 80% Federal + 20% Non-Federal

► Section 1A / Fiscal Constraint Analysis

Total Federal Aid Target Funds Programmed ►	$ 8,811,626	**$ 9,884,419**	**◄ Total**	**$ 1,072,793**	**Target Funds Available**
Total Non-CMAQ/HSIP/TAP (Other) Programmed ►	$	$ 7,760,742	◄ Max. **Non-**	**$ 1,072,793**	Non-CMAQ/HSIP/TAP (Other) A
Total HSIP Programmed ►	$ 458,514	$ 458,514	◄ Min. **HSIP**	$	HSIP Minimum Met
Total CMAQ Programmed ►	$ 8,120,806	$ 1,432,857	◄ Min.	**$ (6,687,949)**	CMAQ Minimum Met
Total TAP Programmed ►	$ 232,306	$ 232,306	◄ Min. **TAP**	$	TAP Minimum Met
HSIP, CMAQ, TAP Overprogrammed	$ (6,687,949)				

► Section 1B / Federal Aid Bridge Projects										
► Statewide Bridge Maintenance Program										
				No Projects Programmed			$	$	$	
						Statewide Bridge Maintenance Program Subtotal ►	$	$	$	◄ 80% Federal + 20% Non-Federal
► On System										
				No Projects Programmed			$	$	$	
						On System Subtotal ►	$	$	$	◄ 80% Federal + 20% Non-Federal
► Off-System										
				No Projects Programmed			$	$	$	
						Off-System Subtotal ►	$	$	$	◄ 80% Federal + 20% Non-Federal
► Statewide Bridge Inspection Program										
				No Projects Programmed			$	$	$	
						Statewide Bridge Inspection Program Subtotal ►	$	$	$	◄ 80% Federal + 20% Non-Federal
► Section 1C / Federal Aid Non-Target Projects										
► Other Federal Aid										
				No Projects Programmed				$	$	
						Other Federal Aid Subtotal ►	$	$	$	◄ Funding Split Varies by Funding Source
► Section 1D / Federal Aid Major & State Category Projects										
► Statewide Infrastructure Program										
				No Projects Programmed			$	$	$	
						Statewide Infrastructure Program Subtotal ►	$	$	$	◄ 80% Federal + 20% Non-Federal

► **Statewide HSIP Program**											
				No Projects Programmed				$	$		
				Statewide HSIP Program Subtotal ►			$	$	$	◄ 90% Federal + 10% Non-Federal	
► **Statewide Safe Routes to Schools Program**											
				No Projects Programmed			$	$	$	Funding Split Varies by Funding Source	
				Statewide Safe Routes to Schools Program Subtotal ►			$	$	$	◄ Funding Split Varies by Funding Source	
► **Statewide CMAQ**											
	606272	Cape Cod	Barnstable	BARNSTABLE- INTERSECTION IMPROVEMENTS AT IYANOUGH ROAD (ROUTE 28) AND YARMOUTH ROAD	5	CMAQ	$ 540,800	$ 432,640	$ 108,160	Total programmed with 8% inflation applied = $6,400,598 = $5,401,284 CMAQ + $540,800 statewide CMAQ + $458,514 HSIP. 25% design submitted. RSA performed; CMAQ Analysis to be performed.	
				Statewide CMAQ ►			$ 540,800	$ 432,640	$ 108,160	◄ 80% Federal + 20% Non-Federal	
► **Statewide Transportation Enhancements**											
				No Projects Programmed			$				
				Statewide Transportation Enhancements Subtotal ►			$	$	$	◄ 80% Federal + 20% Non-Federal	
► **Statewide ITS**											
				No Projects Programmed			$				
				Statewide ITS Subtotal ►			$	$	$	◄ 80% Federal + 20% Non-Federal	
► **Statewide Interstate Maintenance Program**											
				No Projects Programmed			$				
				Statewide Interstate Maintenance Program Subtotal ►			$	$	$	◄ 90% Federal + 10% Non-Federal	
► **Statewide NHS Preservation Program+**											
				No Projects Programmed			$				
				Statewide NHS Preservation Program Subtotal ►			$	$	$	◄ 80% Federal + 20% Non-Federal	
► **Statewide RR Grade Crossings**											
				No Projects Programmed			$				
				Statewide RR Grade Crossings Subtotal ►			$	$	$	◄ 80% Federal + 20% Non-Federal	
► **Statewide Stormwater Retrofits**											
				No Projects Programmed			$				
				Statewide Stormwater Retrofits Subtotal ►			$	$	$	◄ 80% Federal + 20% Non-Federal	
► **Statewide ADA Implementation Plan**											
				No Projects Programmed			$				
				Statewide ADA Implementation Plan Subtotal ►			$	$	$	◄ 80% Federal + 20% Non-Federal	
► **Other Statewide Items**											
				ABP GANS Repayment			$				
				Award Adjustments, Change Orders, Project Value Changes, Etc.			$				
				DBEs, FAPO, Pavement Lab Retrofits, and Misc. Programs			$				
				Planning			$				
				Statewide Design and Right of Way			$				
				Statewide Recreational Trails			$				
				Other Statewide Items Subtotal ►			$	$	$	◄ Funding Split Varies by Funding Source	
► **Section 2A / Non-Federal Projects**											
► **Non Federal Aid**											
				No Projects Programmed			$		$		
				Non-Federal Aid Subtotal►			$		$	◄100% Non-Federal	
► **Section 2B / Non-Federal Bridge Projects**											
► **Section 2B / Non-Federal Bridge Projects**											
				No Projects Programmed			$		$		
				Section 2B / Non-Federal Bridge Projects Subtotal►			$		$	◄100% Non-Federal	

2018 Cape Cod MPO TIP Summary

	TIP Section 1: ▼	TIP Section 2: ▼	Total of All Projects ▼	
Total ►	$ 9,352,426	$	$ 9,352,426	◄ Total Spending in Region
Federal Funds ►	$ 7,527,792		$ 7,527,792	◄ Total Federal Spending in Region
Non-Federal Funds ►	$ 1,824,634	$	$ 1,824,634	◄ Total Non-Federal Spending in Region

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2019 Cape Cod MPO Transportation Improvement

06/15/2015 Draft Released
07/20/2015 Endorsement

Amendment/Adjustment Type ▼	MassDOT Project ID ▼	MPO ▼	Municipality Name ▼	MassDOT Project Description▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼
►Section 1A / Federal Aid Target Projects										
►HSIP - Highway Safety Improvement Program										
	607319	Cape Cod	Mashpee	MASHPEE- CORRIDOR IMPROVEMENTS & RELATED WORK ON NATHAN ELLIS HIGHWAY (ROUTE 151), FROM MASHPEE ROTARY TO FALMOUTH T.L.	5	HSIP	$ 5,000,000	$ 4,500,000	$ 500,000	ADVANCED CONSTRUCTION: Year 1 of 2. Total programmed in with 12% inflation applied = $9,570,000) $5,000,000 to be funded in FFY2019. Remainder of project to be funded in FFY 2020
	606900	Cape Cod	Bourne	BOURNE- TRAFFIC IMPROVEMENTS @ BELMONT CIRCLE AT ROUTES 6/25/28	5	HSIP	$ 1,740,000	$ 1,566,000	$ 174,000	Total programmed with 12% inflation applied = = $1,740,000). Improvements focused primarily on bicycle and pedestrian accomdation improvements. To be desinged by MassDOT.
						HSIP Subtotal ►	$ 6,740,000	$ 6,066,000	$ 674,000	◄ 90% Federal + 10% Non-Federal
►CMAQ - Congestion Mitigation and Air Quality Improvement Program										
	607405	Cape Cod	Chatham	CHATHAM- INTERSECTION IMPROVEMENTS & RELATED WORK AT MAIN STREET (ROUTE 28), DEPOT ROAD, QUEEN ANNE ROAD AND CROWELL ROAD	5	CMAQ	$ 2,221,236	$ 1,776,989	$ 444,247	Total programmed with 12% inflation applied =$2,400,000 = $2,221,236 CMAQ + $178,764 TAP). CMAQ analysis to be conducted. Municipality is proponent.
						CMAQ Subtotal ►	$ 2,221,236	$ 1,776,989	$ 444,247	◄ 80% Federal + 20% Non-Federal
►TAP - Transportation Alternatives Program										
	607405	Cape Cod	Chatham	CHATHAM- INTERSECTION IMPROVEMENTS & RELATED WORK AT MAIN STREET (ROUTE 28), DEPOT ROAD, QUEEN ANNE ROAD AND CROWELL ROAD	5	TAP	$ 178,764	$ 143,011	$ 35,753	Total programmed with 12% inflation applied =$2,400,000 = $2,221,236 CMAQ + $178,764 TAP). CMAQ analysis to be conducted. Municipality is proponent.
						TAP Subtotal ►	$ 178,764	$ 143,011	$ 35,753	◄ 80% Federal + 20% Non-Federal
►Non-CMAQ/HSIP/TAP (Other)										
				No Projects Programmed				$	$	
						Non-CMAQ/HSIP/TAP (Other) Subtotal ►	$	$	$	◄ 80% Federal + 20% Non-Federal

►Section 1A / Fiscal Constraint Analysis

Total Federal Aid Target Funds Programmed ►	$ 9,140,000	**$ 9,884,419**	**◄Total**	**$ 744,419**	**Target Funds Available**
Total Non-CMAQ/HSIP/TAP (Other) Programmed ►	$	$ 7,814,284	◄ Max. **Non-**	**$ 744,419**	Non-CMAQ/HSIP/TAP (Other) A
Total HSIP Programmed ►	$ 6,740,000	$ 458,514	◄ Min. **HSIP**	**$ (6,281,486)**	HSIP Minimum Met
Total CMAQ Programmed ►	$ 2,221,236	$ 1,432,857	◄ Min.	**$ (788,379)**	CMAQ Minimum Met
Total TAP Programmed ►	$ 178,764	$ 178,764	◄ Min. **TAP**	$	TAP Minimum Met
HSIP, CMAQ, TAP Overprogrammed	$ (7,069,865)				

►Section 1B / Federal Aid Bridge Projects										
►Statewide Bridge Maintenance Program										
				No Projects Programmed			$	$	$	
						Statewide Bridge Maintenance Program Subtotal ►	$	$	$	◄ 80% Federal + 20% Non-Federal
►On System										
				No Projects Programmed			$	$	$	
						On System Subtotal ►	$	$	$	◄ 80% Federal + 20% Non-Federal
►Off-System										
				No Projects Programmed			$	$	$	
						Off-System Subtotal ►	$	$	$	◄ 80% Federal + 20% Non-Federal
► Statewide Bridge Inspection Program										
				No Projects Programmed			$	$	$	
						Statewide Bridge Inspection Program Subtotal ►	$	$	$	◄ 80% Federal + 20% Non-Federal
►Section 1C / Federal Aid Non-Target Projects										
►Other Federal Aid										
				No Projects Programmed				$	$	
						Other Federal Aid Subtotal ►	$	$	$	◄ Funding Split Varies by Funding Source
►Section 1D / Federal Aid Major & State Category Projects										
► Statewide Infrastructure Program										
				No Projects Programmed			$	$	$	
						Statewide Infrastructure Program Subtotal ►	$	$	$	◄ 80% Federal + 20% Non-Federal

► **Statewide HSIP Program**											
				No Projects Programmed				$	$		
				Statewide HSIP Program Subtotal ►			$	$	$	◄ 90% Federal + 10% Non-Federal	
► **Statewide Safe Routes to Schools Program**											
				No Projects Programmed			$	$	$	Funding Split Varies by Funding Source	
				Statewide Safe Routes to Schools Program Subtotal ►			$	$	$	◄ Funding Split Varies by Funding Source	
► **Statewide CMAQ**											
				No Projects Programmed			$	$	$		
				Statewide CMAQ ►			$	$	$	◄ 80% Federal + 20% Non-Federal	
► **Statewide Transportation Enhancements**											
				No Projects Programmed			$				
				Statewide Transportation Enhancements Subtotal ►			$	$	$	◄ 80% Federal + 20% Non-Federal	
► **Statewide ITS**											
				No Projects Programmed			$				
				Statewide ITS Subtotal ►			$	$	$	◄ 80% Federal + 20% Non-Federal	
► **Statewide Interstate Maintenance Program**											
				No Projects Programmed			$				
				Statewide Interstate Maintenance Program Subtotal ►			$	$	$	◄ 90% Federal + 10% Non-Federal	
► **Statewide NHS Preservation Program+**											
				No Projects Programmed			$				
				Statewide NHS Preservation Program Subtotal ►			$	$	$	◄ 80% Federal + 20% Non-Federal	
► **Statewide RR Grade Crossings**											
				No Projects Programmed			$				
				Statewide RR Grade Crossings Subtotal ►			$	$	$	◄ 80% Federal + 20% Non-Federal	
► **Statewide Stormwater Retrofits**											
				No Projects Programmed			$				
				Statewide Stormwater Retrofits Subtotal ►			$	$	$	◄ 80% Federal + 20% Non-Federal	
► **Statewide ADA Implementation Plan**											
				No Projects Programmed			$				
				Statewide ADA Implementation Plan Subtotal ►			$	$	$	◄ 80% Federal + 20% Non-Federal	
► **Other Statewide Items**											
				ABP GANS Repayment			$				
				Award Adjustments, Change Orders, Project Value Changes, Etc.			$				
				DBEs, FAPO, Pavement Lab Retrofits, and Misc. Programs			$				
				Planning			$				
				Statewide Design and Right of Way			$				
				Statewide Recreational Trails			$				
				Other Statewide Items Subtotal ►			$	$	$	◄ Funding Split Varies by Funding Source	
► **Section 2A / Non-Federal Projects**											
► **Non Federal Aid**											
				No Projects Programmed			$		$		
				Non-Federal Aid Subtotal►			$		$	◄100% Non-Federal	
► **Section 2B / Non-Federal Bridge Projects**											
► **Section 2B / Non-Federal Bridge Projects**											
				No Projects Programmed			$		$		
				Section 2B / Non-Federal Bridge Projects Subtotal►			$		$	◄100% Non-Federal	

2019 Cape Cod MPO TIP Summary

	TIP Section 1: ▼	TIP Section 2: ▼	Total of All Projects ▼	
Total ►	$ 9,140,000	$	$ 9,140,000	◄ Total Spending in Region
Federal Funds ►	$ 7,986,000		$ 7,986,000	◄ Total Federal Spending in Region
Non-Federal Funds ►	$ 1,154,000	$	$ 1,154,000	◄ Total Non-Federal Spending in Region

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Transportation Improvement Program (TIP)
Project List (FY2016)

FTA Program	Transit Agency	FTA Activity Line Item	Project Description	Carryover or Earmark Detail	Federal Funds	RTACAP	MAP	ICB	TDC	SCA	LocalFunds	Total Cost
5307												
5307	Cape Cod Regional Transit Authority	117C00	NON FIXED ROUTE ADA PARA SERV		$511,463	$0	$0	$0	$0	$127,866	$0	$639,329
5307	Cape Cod Regional Transit Authority	117A00	PREVENTIVE MAINTENANCE		$2,133,446	$0	$0	$0	$0	$533,361	$0	$2,666,807
5307	Cape Cod Regional Transit Authority	300900	OPERATING ASSISTANCE		$700,000	$0	$0	$0	$0	$700,000	$0	$1,400,000
5307	Cape Cod Regional Transit Authority	119303	CONSTRUCT LANDSCAPING / SCENIC BEAUTIFICATION		$22,751	$5,689	$0	$0	$0	$0	$0	$28,440
5307	Cape Cod Regional Transit Authority	114200	ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES		$1,068,833	$267,208	$0	$0	$0	$0	$0	$1,336,041
5307	Cape Cod Regional Transit Authority	114207	ACQUIRE - ADP HARDWARE		$44,000	$11,000	$0	$0	$0	$0	$0	$55,000
5307	Cape Cod Regional Transit Authority	119306	CONSTRUCT BICYCLE ACCESS, FACIL & EQUIP ON BUSES		$42,436	$10,609	$0	$0	$0	$0	$0	$53,045
5307	Cape Cod Regional Transit Authority	117L00	MOBILITY MANAGEMENT		$1,160,000	$0	$0	$0	$0	$290,000	$0	$1,450,000
				Subtotal	$5,682,929	$294,506	$0	$0	$0	$1,651,227	$0	$7,628,662
5309												
				Subtotal	$0	$0	$0	$0	$0	$0	$0	$0
5310												
				Subtotal	$0	$0	$0	$0	$0	$0	$0	$0
5311												
				Subtotal	$0	$0	$0	$0	$0	$0	$0	$0
5337												
				Subtotal	$0	$0	$0	$0	$0	$0	$0	$0
5339												
5339	Cape Cod Regional Transit Authority	113400	REHAB/RENOVATE BUS STATIONS		$436,720	$109,180	$0	$0	$0	$0	$0	$545,900
				Subtotal	$436,720	$109,180	$0	$0	$0	$0	$0	$545,900
5320												
				Subtotal	$0	$0	$0	$0	$0	$0	$0	$0
Other Federal												
				Subtotal	$0	$0	$0	$0	$0	$0	$0	$0
Other Non-Federal												
				Subtotal	$0	$0	$0	$0	$0	$0	$0	$0
				Total	$6,119,649	$403,686	$0	$0	$0	$1,651,227	$0	$8,174,562

Transportation Improvement Program (TIP)

Project List (FY2017)

FTA Program	Transit Agency	FTA Activity Line Item	Project Description	Carryover or Earmark Detail	Federal Funds	RTACAP	MAP	ICB	TDC	SCA	LocalFunds	Total Cost
5307												
5307	Cape Cod Regional Transit Authority	119302	CONSTRUCTION - BUS SHELTERS	2016	$46,400	$11,600	$0	$0	$0	$0	$0	$58,000
5307	Cape Cod Regional Transit Authority	114207	ACQUIRE - ADP HARDWARE	2015	$52,000	$13,000	$0	$0	$0	$0	$0	$65,000
5307	Cape Cod Regional Transit Authority	119305	CONSTRUCT PED ACCESS / WALKWAYS	2016	$20,748	$5,187	$0	$0	$0	$0	$0	$25,935
5307	Cape Cod Regional Transit Authority	117C00	NON FIXED ROUTE ADA PARA SERV	2016	$526,807	$0	$0	$0	$0	$131,702	$0	$658,509
5307	Cape Cod Regional Transit Authority	117A00	PREVENTIVE MAINTENANCE	2016	$2,197,449	$0	$0	$0	$0	$549,362	$0	$2,746,811
5307	Cape Cod Regional Transit Authority	117L00	MOBILITY MANAGEMENT	2015, 2016	$1,192,000	$0	$0	$0	$0	$298,000	$0	$1,490,000
5307	Cape Cod Regional Transit Authority	300900	OPERATING ASSISTANCE	2016	$800,000	$0	$0	$0	$0	$800,000	$0	$1,600,000
5307	Cape Cod Regional Transit Authority	114200	ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	2016	$1,205,958	$301,489	$0	$0	$0	$0	$0	$1,507,447
				Subtotal	$6,041,362	$331,276	$0	$0	$0	$1,779,064	$0	$8,151,702
5309												
				Subtotal	$0	$0	$0	$0	$0	$0	$0	$0
5310												
				Subtotal	$0	$0	$0	$0	$0	$0	$0	$0
5311												
				Subtotal	$0	$0	$0	$0	$0	$0	$0	$0
5337												
				Subtotal	$0	$0	$0	$0	$0	$0	$0	$0
5339												
5339	Cape Cod Regional Transit Authority	113400	REHAB/RENOVATE BUS STATIONS	2014, 2015	$449,822	$112,455	$0	$0	$0	$0	$0	$562,277
				Subtotal	$449,822	$112,455	$0	$0	$0	$0	$0	$562,277
5320												
				Subtotal	$0	$0	$0	$0	$0	$0	$0	$0
Other Federal												
				Subtotal	$0	$0	$0	$0	$0	$0	$0	$0
Other Non-Federal												
				Subtotal	$0	$0	$0	$0	$0	$0	$0	$0
				Total	$6,491,184	$443,731	$0	$0	$0	$1,779,064	$0	$8,713,979

Transportation Improvement Program (TIP)

Project List (FY2018)

FTA Program	Transit Agency	FTA Activity Line Item	Project Description	Carryover or Earmark Detail	Federal Funds	RTACAP	MAP	ICB	TDC	SCA	LocalFunds	Total Cost
5307												
5307	Cape Cod Regional Transit Authority	113400	REHAB/RENOVATE BUS STATIONS	2015, 2017	$463,316	$115,829	$0	$0	$0	$0	$0	$579,145
5307	Cape Cod Regional Transit Authority	119305	CONSTRUCT PED ACCESS / WALKWAYS	2016	$21,162	$5,291	$0	$0	$0	$0	$0	$26,453
5307	Cape Cod Regional Transit Authority	114200	ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	2016	$900,407	$225,102	$0	$0	$0	$0	$0	$1,125,509
5307	Cape Cod Regional Transit Authority	114207	ACQUIRE - ADP HARDWARE	2016	$56,000	$14,000	$0	$0	$0	$0	$0	$70,000
5307	Cape Cod Regional Transit Authority	111203	BUY REPLACEMENT 30-FT BUS (5)	2017	$1,699,500	$424,875	$0	$0	$0	$0	$0	$2,124,375
5307	Cape Cod Regional Transit Authority	119302	CONSTRUCTION - BUS SHELTERS	2016	$48,000	$12,000	$0	$0	$0	$0	$0	$60,000
5307	Cape Cod Regional Transit Authority	117C00	NON FIXED ROUTE ADA PARA SERV	2016	$542,612	$0	$0	$0	$0	$135,653	$0	$678,265
5307	Cape Cod Regional Transit Authority	117L00	MOBILITY MANAGEMENT	2016, 2017	$1,227,760	$0	$0	$0	$0	$306,940	$0	$1,534,700
5307	Cape Cod Regional Transit Authority	117A00	PREVENTIVE MAINTENANCE	2017	$2,263,337	$0	$0	$0	$0	$565,843	$0	$2,829,180
5307	Cape Cod Regional Transit Authority	300900	OPERATING ASSISTANCE	2017	$1,000,000	$0	$0	$0	$0	$1,000,000	$0	$2,000,000
				Subtotal	$8,222,094	$797,097	$0	$0	$0	$2,008,436	$0	$11,027,627
5309												
				Subtotal	$0	$0	$0	$0	$0	$0	$0	$0
5310												
				Subtotal	$0	$0	$0	$0	$0	$0	$0	$0
5311												
				Subtotal	$0	$0	$0	$0	$0	$0	$0	$0
5337												
				Subtotal	$0	$0	$0	$0	$0	$0	$0	$0
5339												
				Subtotal	$0	$0	$0	$0	$0	$0	$0	$0
5320												
				Subtotal	$0	$0	$0	$0	$0	$0	$0	$0
Other Federal												
				Subtotal	$0	$0	$0	$0	$0	$0	$0	$0
Other Non-Federal												
				Subtotal	$0	$0	$0	$0	$0	$0	$0	$0
				Total	$8,222,094	$797,097	$0	$0	$0	$2,008,436	$0	$11,027,627

Transportation Improvement Program (TIP)

Project List (FY2019)

FTA Program	Transit Agency	FTA Activity Line Item	Project Description	Carryover or Earmark Detail	Federal Funds	RTACAP	MAP	ICB	TDC	SCA	LocalFunds	Total Cost
5307												
5307	Cape Cod Regional Transit Authority	300900	OPERATING ASSISTANCE	2017, 2018	$1,200,000	$0	$0	$0	$0	$1,200,000	$0	$2,400,000
5307	Cape Cod Regional Transit Authority	117C00	NON FIXED ROUTE ADA PARA SERV	2018	$558,890	$0	$0	$0	$0	$139,722	$0	$698,612
5307	Cape Cod Regional Transit Authority	117A00	PREVENTIVE MAINTENANCE	2018	$2,331,274	$0	$0	$0	$0	$582,818	$0	$2,914,092
5307	Cape Cod Regional Transit Authority	117L00	MOBILITY MANAGEMENT	2018	$1,264,593	$0	$0	$0	$0	$316,148	$0	$1,580,741
5307	Cape Cod Regional Transit Authority	113400	REHAB/RENOVATE BUS STATIONS	2018	$477,215	$119,304	$0	$0	$0	$0	$0	$596,519
5307	Cape Cod Regional Transit Authority	114207	ACQUIRE - ADP HARDWARE	2018	$57,680	$14,420	$0	$0	$0	$0	$0	$72,100
5307	Cape Cod Regional Transit Authority	111303	BUY 30-FT BUS FOR EXPANSION	2018	$1,750,485	$437,621	$0	$0	$0	$0	$0	$2,188,106
5307	Cape Cod Regional Transit Authority	119302	CONSTRUCTION - BUS SHELTERS	2016, 2018	$49,440	$12,360	$0	$0	$0	$0	$0	$61,800
5307	Cape Cod Regional Transit Authority	119306	CONSTRUCT BICYCLE ACCESS, FACIL & EQUIP ON BUSES	2018	$21,798	$5,449	$0	$0	$0	$0	$0	$27,247
5307	Cape Cod Regional Transit Authority	114200	ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	2018	$354,008	$88,502	$0	$0	$0	$0	$0	$442,510
				Subtotal	$8,065,383	$677,656	$0	$0	$0	$2,238,688	$0	$10,981,727
5309												
				Subtotal	$0	$0	$0	$0	$0	$0	$0	$0
5310												
				Subtotal	$0	$0	$0	$0	$0	$0	$0	$0
5311												
				Subtotal	$0	$0	$0	$0	$0	$0	$0	$0
5337												
				Subtotal	$0	$0	$0	$0	$0	$0	$0	$0
5339												
5339	Cape Cod Regional Transit Authority	114200	ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	2016	$576,580	$144,145	$0	$0	$0	$0	$0	$720,725
				Subtotal	$576,580	$144,145	$0	$0	$0	$0	$0	$720,725
5320												
				Subtotal	$0	$0	$0	$0	$0	$0	$0	$0
Other Federal												
				Subtotal	$0	$0	$0	$0	$0	$0	$0	$0
Other Non-Federal												
				Subtotal	$0	$0	$0	$0	$0	$0	$0	$0
				Total	$8,641,963	$821,801	$0	$0	$0	$2,238,688	$0	$11,702,452

Glossary

CAPE COD COMMISSION

C1a. DEFINITIONS

The terms below define primarily the column headings in the TIP Projects Listing tables:

DESCRIPTION - This column is a brief description of the project. Complete descriptions can be obtained through the project proponent.

MUNICIPALITY - This column lists the town(s) of project location, "Capewide" for a regional project. The project proponent may also be listed in this column, e.g. "CCRTA, Capewide."

SID # - (State identification number) This column contains the number of the project assigned by the state. When a MHD "PROJIS" number has been assigned to the project, this number is included.

FUND - Proposed funding category for the project (described in A6. Transportation Funding Programs)

FED FUNDS - Estimated federal share cost of the project.

STATE FUNDS - Estimated state share cost of the project.

TOTAL COST - Estimated total project cost.

STATEWIDE - Anywhere in the Commonwealth of Massachusetts.

CAPEWIDE - Anywhere on Cape Cod (Barnstable County).

C1b. ACRONYMS

AADT	Annual Average Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
ARC	Available Reserve Capacity
BTP&D	(Massachusetts) Bureau of Transportation Planning and Development
CAAA	Clean Air Act Amendments of 1990
CEPO	Capital Expenditure and Program Office

CCC	Cape Cod Commission
CCJTC	Cape Cod Joint Transportation Committee
CCRTA	Cape Cod Regional Transit Authority
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CMR	Code of Massachusetts Regulations
CO	Carbon Monoxide
CTPS	Central Transportation Planning Staff
CZM	(Massachusetts) Coastal Zone Management
DCPO	Division of Capital Planning and Operations
DEP	Department of Environmental Protection
DOT	United States Department of Transportation
DRI	Development of Regional Impact
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EOEA	(Massachusetts) Executive Office of Environmental Affairs
EOTPW	(Massachusetts) Executive Office of Transportation and Public Works (2007)
EPA	Environmental Protection Agency
ESC	(Massachusetts) Enhancements Steering Committee
FA	Federal Aid
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year or Federal Fiscal Year
GPS	Global Positioning System
HPP	High Priority Project
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
ITC	Intermodal Transportation Center
ITE	Institute of Transportation Engineers
ITS	Intelligent Transportation System(s)
LOS	Level of Service
LRTP	Long Range Transportation Plan
MAP	Mobility Assistance Program
MAP-21	Moving Ahead for Progress in the 21st Century
MassDOT	Massachusetts Department of Transportation
MEPA	Massachusetts Environmental Protection Act
MHD	Massachusetts Highway Department or MassHighway (now MassDOT/Highway Division)
MPO	Metropolitan Planning Organization or Cape Cod Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards
NFA	Non Federal Aid
NHPP	National Highway Performance Program
NHS	National Highway System

NHTSA	National Highway Traffic Safety Administration
NOx	Nitrogen Oxides
PPP	Public Participation Process, or Public Participation Plan
PWED	Public Works Economic Development Program
RPA	Regional Planning Agency
RPP	Regional Policy Plan
RTA	Regional Transit Authority
RTP	Regional Transportation Plan
SIP	State Implementation Plan
SOV	Single Occupancy Vehicle
STEA	Surface Transportation Extension Act of 1997
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program
TAP	Transportation Alternatives Program
TAZ	Traffic Analysis Zone
TEA-21	Transportation Equity Act for the 21st Century
TDM	Transportation Demand Management
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TSM	Transportation Systems Management
USGS	United States Geographical Survey
v/c	Volume to Capacity
VMT	Vehicle Miles Traveled
VPD	Vehicles Per Day
VPH	Vehicles Per Hour

CAPE COD COMMISSION

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Appendix A:
Project Evaluation

TIP PROJECT EVALUATION

All projects in the TIP are either specifically identified in the Regional Transportation Plan (RTP) or are consistent with programs in the RTP. Looking at the first time band (2016-2020) in the RTP, phase 1 of the Hyannis Access Study (intersection of Route 28 and Yarmouth Road) appears and is programmed in TIP in FY2018. Also in the first time band is "Route 28 Multimodal Improvements." This appears as a series of projects in the 2016-2019 TIP. Other projects in the 2016-2019 TIP are consistent with programs in the RTP such as "Roadway Rehabilitation & Reconstruction" and "Bicycle/Pedestrian Projects."

The latest evaluation criteria in use for projects in the TIP was developed at the state level and encouraged to be used by all regions. Since the Cape Cod region has excellent participation from the communities at the Cape Cod Joint Transportation Committee (CCJTC) meetings, the MPO transportation advisory group, and the District Office 5 of MassDOT Highway Division is generally present, the project information is discussed openly. This local knowledge assists in the project evaluation process where the safety, existing conditions, environmental and land use aspects, and other factors are being considered. Projects are then scored through consensus.

Using the attached evaluation form, a consensus score for each individual criterion is assigned (positive scores up to a value of three ranging to a negative score of minus 3). For each issue area the individual criterion scores are averaged. The overall score for the project is the sum of the issue area scores.

Following the evaluation form are all projects considered in the TIP development process along with scores where available.

Note: The RTP goals and objectives are used as the basis for establishing the TIP Transportation Evaluation Criteria. These criteria will be updated to reflect the goals, objectives, performance measures, and recommendations of the 2016 RTP following endorsement of the document and used in future TIP project selection and prioritization. This update will bring the evaluation procedure into compliance with MAP-21 regulations relating to performance measures.

Transportation Project Evaluation - Cape Cod Commission

Score

sample

Fund Category

Condition

Magnitude of pavement condition improvement

Magnitude of improvement of other infrasturcture elements

TIP_Year

Cost

Length_mi

Mobility

Effect on magnitude and duration of congestion

Effect on travel time and connectivity/access

Effect on other modes using facility

Effect on regional and local traffic

Safety & Security

Effect on crash rate compared to state average

Effect on bicycle and pedestrian safety

Effect on transportation security and evacuation routes

Environmental Effects

Air Quality/climate effects, GHG/Greenhouse Gas

Water quality/supply effects; wetlands effects

Historic and cultural resource effects

Effect on wildlife habitat and endangered species

Land Use & Economic Development

Business effects: right-of-way, access, noise, traffic, parking, freight access, other

Sustainable development effects

Consistent with regional land-use and economic development plans

Effect on job creation

Community Effects & Support

Residential effects: right-of-way, noise, aesthetics, cut-through traffic, other

Effect on service to minority or low income neighborhoods - Environmental Justice

Other impact/benefits to minority or low income neighborhoods

Public, local government, legislative, and regional support

Effect on development and redevelopment of housing stock

Printed: 7/17/2015

Cape Cod Transportation Improvement Program (TIP) - Evaluation Summary

State_ID	Towns	Location	Description	Year	Score
606461	Orleans	Main St at Rte 28 and Main St at Rte 6A	This project addresses safety issues at the intersections of Route 6A/Main Street and Route 28/Main Street. Work proposed includes traffic signals upgrading, minor geometric improvements and improved accessibility for pedestrians and bicyclists.	2016	4.5
608033	Barnstable	Rte 6 Exit 5 Lighting and Landscaping	This project is intended to address the need for lighting and landscaping which was not included in the prior roundabout project.	2016	
607571	Dennis Yarmouth	Dennis-Yarmouth, Cape Cod Rail Trail Extension - Bass River Bridge	Work on this project consists of construction of a pedestrian bridge over the Bass River in the location of the former rail road bridge to provide a connection for the cape cod rail trail extension.	2016	7.7
606596	Chatham	Rte 28 - George Ryder Rd to Barn Hill Rd	The purpose of this project is to construct safety and multimodal improvements along a 1700 foot linear segment of West Main Street (Route 28) between George Ryder Road and Barn Hill Road. The intent of the project is to provide improved safety and accessibility for bicyclists, pedestrians and motorists traveling through this corridor.	2016	3.9
201602	Cape Cod	Bicycle Rack Program		2016	
201601	Barnstable	CCRTA Hyannis Villager Project (Year 1 of 3)		2016	
606707	Dennis	Rte 28 Corridor & Streetscape Improvements	This project is intended to improve multi-modal accommodation through the reconstruction of sidewalks to ADA specification, providing wider, bicycle accommodating shoulders and streetscape elements including new plantings and street lighting.	2017	4.2
607444	Falmouth	Rte 28A at Rte 151	This project is intended to address the following needs: upgrading of traffic signals; geometric work in the form of minor widening; providing multi-modal accommodation.	2017	6.0
607435	Barnstable	Rte 28 at Osterville-West Barnstable Rd	This project proposes to address vehicular safety by upgrading traffic signals to include exclusive left turn lanes at the Route 28 approaches in addition to emergency vehicle pre-emption. There is also a need to improve bicycle and pedestrian accommodation at the intersection in addition to updating pavement markings and signage.	2017	4.1

State_ID	Towns	Location	Description	Year	Score
201701	Barnstable	CCRTA Hyannis Villager Project (Year 2 of 3)		2017	
607397	Wellfleet	Rte 6 at Main St	This project proposes to address traffic safety, multi-modal accommodation and the need for updated pavement markings. Upgrading of the traffic signals to include ped activation is proposed, in addition to the construction of sidewalks and extensions at the intersection. Pavement markings are also proposed to be updated at the intersection crossings.	2018	5.2
606272	Barnstable	Rte 28 at Yarmouth Rd	This project involves improving safety and congestion for all users at the intersection of Iyanough Road (Route 28) and Yarmouth Road. Additional approach turn lanes are required at the intersection to alleviate congestion and improve corridor/intersection level of service. Traffic signal upgrades are also planned, in addition to new pavement markings and signage. Sidewalks will be reconstructed to ADA standards where necessary.	2018	8.0
201801	Barnstable	CCRTA Hyannis Villager Project (Year 3 of 3)		2018	
607753	Barnstable	Rte 28 at Strawberry Hill Rd	Work consists of intersection safety upgrades for signs, pavement markings, and traffic signals as identified through a Road Safety Audit Process.	2018	5.3
607405	Chatham	Rte 28 at Main St, Depot Rd, Queen Anne Rd and Crowell Rd	This project is intended to address the need for geometric, safety and multimodal improvements at the intersection. Proposed improvements include realignment of approach travel lanes and traffic islands at the intersection. The existing traffic signals also need upgrading to include pedestrian activation. There is also a lack of sidewalks on the South side of the intersection in addition to bike accommodating shoulders. Existing signage and pavement markings need upgrading. New sidewalk extensions and provision of upgraded pavement markings including ADA compliant crosswalks and ramps will serve to improve multimodal accommodation.	2019	5.2

State_ID	Towns	Location	Description	Year	Score
607319	Mashpee	Rte 151	Work on this project will consist of corridor improvements on Route 151. Work will include intersection improvements, channelization, and potential exclusive left turn lanes at key driveways. In addition, traffic signals upgrading is required at key intersections such as Frank Ellis Drive/Job Fishing Rd. and Old Barnstable Rd. The project will address the lack of continuous 'complete streets' (bicycle and pedestrian accommodation) along the corridor, particularly at 2 key intersections: Frank Ellis Drive/Job Fishing Rd. and Old Barnstable Rd. Also, there is a need to update the crosswalks and pedestrian actuation equipment at the intersections to ADA compliance. Finally, signage, pavement markings and drainage need upgrading.	2019	6.0
606900	Bourne	Belmont Circle Traffic Improvements	This project is intended to address safety and congestion issues at Belmont Circle. Proposed improvements being considered include: reconstruction, minor widening, reconfiguration of travel/turn lanes, signalization of nodes, and improved signage and pavement markings.	2019	5.6
607394	Yarmouth	Rte 6 Exit 8 Ramps	This project is intended to address safety issues on the Route 6 ramps at Exit 8 (Union Street/Station Avenue).	future	
606082	Bourne	Rte 6 Scenic Highway Median Installation	Work on this project consists of installing a median and shoulders to the existing four travel lane cross section providing separation between the eastbound and westbound opposing directions.	future	

Appendix B:
Greenhouse Gas Emissions

2016-2019 TIP GREENHOUSE GAS (GHG) MONITORING AND EVALUATION

INTRODUCTION

This section summarizes the greenhouse gas (GHG) impacts that are anticipated to result from the projects that are included in this FFY 2016 - 2019 Transportation Improvement Program (TIP). It includes a summary of the state laws and policies that call for reducing greenhouse gas in order to mitigate global climate change, actions that are being to respond to these state laws and policies, the role of regional planning and TIP development in reducing GHG emission and tracking these reductions, and the projected GHG emission impacts from the projects programmed in the TIP.

STATE POLICY CONTEXT

The Global Warming Solutions Act (GWSA), which Governor Deval Patrick signed into law in August 2008, makes Massachusetts a leader in setting aggressive and enforceable GHG reduction targets, and implementing policies and initiatives to achieve these targets. In keeping with the law, on December 29, 2010 the Massachusetts Executive Office of Energy and Environmental Affairs (EOEEA), in consultation with other state agencies and the public, released the Massachusetts Clean Energy and Climate Plan for 2020. This implementation plan establishes targets for overall, statewide GHG emissions:

- By 2020 **25 percent reduction** below statewide 1990 GHG emission levels
- By 2050 **80 percent reduction** below statewide 1990 GHG emission levels

GREENDOT POLICY

The transportation sector is the single largest emitter of greenhouse gases, accounting for over a third of GHG emissions, and therefore the transportation sector is a key focus of the Clean Energy and Climate Plan. MassDOT's approach to supporting the implementation of the plan is set forth in its GreenDOT Policy Directive, a comprehensive sustainability initiative that sets three principal objectives:

- **Reduce greenhouse gas (GHG) emissions.** MassDOT will achieve this by taking GHG emissions into account in all of its responsibilities, from strategic planning to project design and construction and system operations.
- **Promote the healthy transportation modes of walking, bicycling, and public transit.** MassDOT will achieve this by pursuing multi-modal, "complete streets" design standards; providing choice in transportation services; and by working with MPOs and other partners to prioritize and

program a balance of projects that serve drivers, pedestrians, bicyclists, and public transit riders.

- **To support smart growth development.** MassDOT will achieve this by working with MPOs and other partners to make transportation investments that enable denser, smart growth development patterns that support reduced GHG emissions.

GREENDOT POLICY AND METROPOLITAN PLANNING ORGANIZATIONS

The Commonwealth's thirteen metropolitan planning organizations (MPOs) are integrally involved in helping to achieve the GreenDOT goals and supporting the GHG reductions mandated under the GWSA. The MPOs are most directly involved in helping to achieve the GHG emissions reductions under the second goal - to promote healthy transportation modes through prioritizing and programming an appropriate balance of roadway, transit, bicycle and pedestrian investments - and assist in the third goal by supporting smart growth development patterns through the creation of a balanced multi-modal transportation system. This will be realized through the transportation goals and policies espoused in the Regional Transportation Plans (RTPs), the major projects planned in the RTPs, and the mix of new transportation projects that are programmed and implemented through the TIPs. The GHG tracking and evaluation processes enable the MPOs to identify the anticipated GHG impacts of the planned and programmed projects, and also to use GHG impacts as a criterion in prioritizing transportation projects.

Regional GHG Tracking and Evaluation in RTPs

MassDOT coordinated with MPOs and regional planning agency (RPA) staffs on the implementation of GHG tracking and evaluation in development of each MPO's 2035 RTPs, which were adopted in September 2011.

Working together, MassDOT and the MPOs have attained the following milestones:

- Modeling and long-range statewide projections for GHG emissions resulting from the transportation sector. Using the Boston MPO's regional model and the statewide travel demand model for the remainder of the state, GHG emissions were projected for 2020 no-build and build conditions, and for 2035 no-build and build conditions.
- All of the MPOs included these GHG emission projections in their RTPs, along with a discussion of climate change and a statement of MPO support for reducing GHG emissions as a regional goal.

PROJECT-LEVEL GHG TRACKING AND EVALUATION IN THE TRANSPORTATION IMPROVEMENT PROGRAM

It is also important to monitor and evaluate the GHG impacts of the transportation projects that are programmed in the MPO Transportation Improvement Programs (TIP). The TIP includes both the larger, regionally-significant projects from the RTPs, which have already had their aggregate GHG impacts calculated and reported in the RTP, as well as smaller projects that are not included in the RTP but that may nevertheless have impacts on GHG emissions. The principal objective of this tracking is to enable the MPOs to evaluate expected GHG impacts of different projects and to use this information as a criterion for prioritizing and programming projects in future TIPs.

In order to monitor and evaluate the GHG impacts of TIP projects, MassDOT and the MPOs have developed the following approach for identifying anticipated GHG impacts and quantifying GHG impacts of projects, when appropriate, through the TIP. Different types of projects will have different anticipated GHG emissions impacts. The different project categories are outlined on the next two pages with this region's project tracking sheet on the third page.

RTP Projects - Major capacity expansion projects (e.g. Green Line Extension, I-95 Whittier Bridge Replacement) would be expected to have a significant impact on GHG emissions. However, these projects are included in the RTPs and analyzed using the statewide model or Boston regional model, which would reflect their GHG impacts. Therefore, no independent TIP calculations are required.

Quantified Decrease in Emissions - Projects that would be expected to produce a measurable decrease in emissions. The approach for calculating these impacts is described below. These projects should be categorized in the following manner:

- Quantified Decrease in Emissions from Traffic Operational Improvement - An intersection reconstruction or signalization project that is projected to reduce delay and congestion.
- Quantified Decrease in Emissions from Pedestrian and Bicycle Infrastructure - A shared-use path that would enable increased walking and biking and decreased vehicle-miles traveled (VMT).
- Quantified Decrease in Emissions from New/Additional Transit Service - A bus or shuttle service that would enable increased transit ridership and decreased VMT
- Quantified Decrease in Emissions from a Park and Ride Lot A park-and-ride lot that would enable increased transit ridership/ increased ridesharing and decreased VMT
- Quantified Decrease in Emissions from Bus Replacement - A bus replacement that would directly reduce GHG emissions generated by that bus service.
- Quantified Decrease in Emissions from Other Improvement

Quantified Increase in Emissions - Projects that would be expected to produce a measurable increase in emissions.

The Office of Transportation Planning at MassDOT provided the spreadsheets that are used for determining Congestion Management and Air Quality Improvement (CMAQ) eligibility. These spreadsheets require the same inputs as the CMAQ calculations, and have been adapted to provide CO_2 impacts. The data and analysis required for these calculations is available from functional design reports that should be submitted for projects that would produce a measurable GHG impact.

No Assumed Impact/Negligible Impact on Emission - Projects that do not change the capacity or use of a facility (e.g. a resurfacing project that restores a roadway to its previous condition, or a bridge rehabilitation/replacement that restores the bridge to its previous condition) would be assumed to have no GHG impact.

Assumed Nominal Decrease in Emissions - Projects that would be expected to produce a minor decrease in emissions that cannot be calculated with any precision. Examples of such projects include roadway repaving or reconstruction projects that add a new sidewalk or new bike lanes. Such a project would enable increased travel by walking or bicycling, but there may be not data or analysis to support any projections of GHG impacts. These projects should be categorized in the following manner:

- Assumed Nominal Decrease in Emissions from Sidewalk Infrastructure
- Assumed Nominal Decrease in Emissions from Bicycle Infrastructure
- Assumed Nominal Decrease in Emissions from Sidewalk and Bicycle Infrastructure
- Assumed Nominal Decrease in Emissions from Intelligent Transportation Systems (ITS) and/or Traffic Operational Improvements
- Assumed Nominal Decrease in Emissions from Other Improvements

Assumed Nominal Increase in Emissions - Projects that would be expected to produce a minor increase in emissions that cannot be calculated with any precision.

2016 Cape Cod MPO TIP GHG Tracking

MassDOT Project ID ▼	MassDOT Project Description▼	Funding Source ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG Impact by the Numbers (kg/year)▼	GHG Impact Description ▼	Additional Description ▼
►Section 1A / Federal Aid Target Projects							
►HSIP - Highway Safety Improvement Program							
608033	BARNSTABLE- LIGHTING & LANDSCAPING OF THE ROUNDABOUT AT THE MID-CAPE HIGHWAY (ROUTE 6) EASTBOUND EXIT RAMP & ROUTE 149	HSIP	$ 600,000	0	0	0	Total programmed = $600,000. Under desigm by MassDOT.
				Quantified Impact ►	0		
►CMAQ - Congestion Mitigation and Air Quality Improvement							
606461	ORLEANS- INTERSECTION IMPROVEMENTS AT 2 LOCATIONS: CRANBERRY HIGHWAY (ROUTE 6A) AND MAIN STREET; CHATHAM ROAD (ROUTE 28) AND MAIN STREET.	CMAQ	$ 3,189,954	320	320	Quantified	Total programmed = $3,547,482 = $3,189,954 CMAQ + $357,528 TAP. 100% design completed. CMAQ analysis completed. Project schedule adjusted due to right of way acquisition timing. Municipality is proponent.
201601	BARNSTABLE - HYANNIS VILLAGER DEMONSTATION	CMAQ	$ 659,100	0	0	0	CMAQ -> FTA Transfer. Total programmed = $659,100. Year 1 of 3.
201602	CAPE COD BIKE RACK PROGRAM	CMAQ	$ 50,000	0	0	0	Total programmed = $50,000. Funds to be applied for by municipalities. Program specifics under development.
				Quantified Impact ►	320		
►TAP - Transportation Alternatives Program							
606461	ORLEANS- INTERSECTION IMPROVEMENTS AT 2 LOCATIONS: CRANBERRY HIGHWAY (ROUTE 6A) AND MAIN STREET; CHATHAM ROAD (ROUTE 28) AND MAIN STREET.	TAP	$ 357,528	320	320	Quantified	Total programmed = $3,547,482 = $3,189,954 CMAQ + $357,528 TAP. 100% design completed. CMAQ analysis completed. Project schedule adjusted due to right of way acquisition timing. Municipality is proponent.
				Quantified Impact ►	320		
►Non-CMAQ/HSIP/TAP (Other)							
606596	CHATHAM- IMPROVEMENTS ON WEST MAIN STREET (ROUTE 28), FROM GEORGE RYDER ROAD TO BARN HILL ROAD	STP	$ 2,735,090	0	0	N/A	Total programmed = $2,735,090. 25% design plans submitted.
607571	DENNIS- YARMOUTH- CONSTRUCTION OF A MULTI-USE PATH OVER THE BASS RIVER, INCLUDES NEW PEDESTRIAN BRIDGE D-07-007=Y-01-010	STP	$ 307,026	3668.2	3668.2	Quantified	Total programmed = $2,403,106 =$2,096,080 from TI 173 MA 209 + $307,026 STP. Bass River Bridge portion of CCRT Dennis-Yarmouth extension.
				Quantified Impact ►	3,668		

vailable

►Section 1B / Federal Aid Bridge Projects							
►Statewide Bridge Maintenance Program							
	No Projects Programmed		$ -				
				Quantified Impact ►	0		
►On System							
	No Projects Programmed		$ -				
				Quantified Impact ►	0		
►Off-System							
	No Projects Programmed		$ -				
				Quantified Impact ►	0		
► Statewide Bridge Inspection Program							
	No Projects Programmed		$ -				
				Quantified Impact ►	0		
►Section 1C / Federal Aid Non-Target Projects							
►Other Federal Aid							
607571	DENNIS- YARMOUTH- CONSTRUCTION OF A MULTI-USE PATH OVER THE BASS RIVER, INCLUDES NEW PEDESTRIAN BRIDGE D-07-007=Y-01-010	TI 173 MA 209	$ 2,096,080	3668.2	3668.2	Quantified	Total programmed = $2,403,106 =$2,096,080 from TI 173 MA 209 + $307,026 STP. Bass River Bridge portion of CCRT Dennis-Yarmouth extension.
				Quantified Impact ►	3,668		

► Section 1D / Federal Aid Major & State Category Projects							
► Statewide Infrastructure Program							
	No Projects Programmed		$ -				
			Quantified Impact ►		0		
► Statewide HSIP Program							
607753	BARNSTABLE- INTERSECTION & SIGNAL IMPROVEMENTS AT SR 28 (FALMOUTH ROAD) AT STRAWBERRY HILL ROAD	HSIP	$ 550,000	0	0	0	Total programmed = $550,000. Preliminary design. RSA conducted.
607918	SANDWICH TO ORLEANS- GUIDE & TRAFFIC SIGN REPLACEMENT ON A SECTION OF US ROUTE 6 (MID-CAPE HIGHWAY)	HSIP	$ 4,100,000	0	0	0	Total programmed = $4,100,000
			Quantified Impact ►		0		
► Statewide Safe Routes to Schools Program							
0	No Projects Programmed	0	$ -	N/A	0	N/A	
			Quantified Impact ►		0		
► Statewide CMAQ							
	No Projects Programmed		$ -				
			Quantified Impact ►		0		
► Statewide Transportation Enhancements							
	No Projects Programmed		$ -				
			Quantified Impact ►		0		
► Statewide ITS							
	No Projects Programmed		$ -				
			Quantified Impact ►		0		
► Statewide Interstate Maintenance Program							
	No Projects Programmed		$ -				
			Quantified Impact ►		0		
► Statewide NHS Preservation Program+							
	No Projects Programmed		$ -				
			Quantified Impact ►		0		
► Statewide RR Grade Crossings							
	No Projects Programmed		$ -				
			Quantified Impact ►		0		
► Statewide Stormwater Retrofits							
	No Projects Programmed		$ -				
			Quantified Impact ►		0		
► Statewide ADA Implementation Plan							
	No Projects Programmed		$ -				
			Quantified Impact ►		0		
► Other Statewide Items							
0	ABP GANS Repayment		$ -	N/A	0	N/A	
0	Award Adjustments, Change Orders, Project Value Changes, Etc.		$ -	N/A	0	N/A	
0	DBEs, FAPO, Pavement Lab Retrofits, and Misc. Programs		$ -	N/A	0	N/A	
0	Planning		$ -	N/A	0	N/A	
0	Statewide Design and Right of Way		$ -	N/A	0	N/A	
0	Statewide Recreational Trails		$ -	N/A	0	N/A	
			Quantified Impact ►		0		
► Section 2A / Non-Federal Projects							
► Non Federal Aid							
	No Projects Programmed		$ -				
			Quantified Impact ►		0		
► Section 2B / Non-Federal Bridge Projects							
► Section 2B / Non-Federal Bridge Projects							
	No Projects Programmed		$ -				
			Quantified Impact ►		0		

2016 Cape Cod MPO TIP GHG Tracking Summary

Total Quantified Impact ▼

Quantified Impact ► 7,976

2017 Cape Cod MPO TIP GHG Tracking

MassDOT Project ID ▼	MassDOT Project Description▼	Funding Source ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG Impact by the Numbers (kg/year)▼	GHG Impact Description ▼	Additional Description ▼
►Section 1A / Federal Aid Target Projects							
►HSIP - Highway Safety Improvement Program							
607444	FALMOUTH- INTERSECTION IMPROVEMENTS & RELATED WORK AT NORTH FALMOUTH HIGHWAY (ROUTE 28A),NATHAN ELLIS HIGHWAY (ROUTE 151) AND COUNTY ROAD	HSIP	$ 2,240,000	0	0	N/A	Total programmed with 4% inflation applied = $2,240,000. 25% design under development. Possible HSIP - RSA to be conducted.
607435	BARNSTABLE- INTERSECTION IMPROVEMENTS @ FALMOUTH ROAD (ROUTE 28) & OSTERVILLE-WEST BARNSTABLE ROAD	HSIP	$ 2,240,000	0	0	N/A	Total programmed with 4% Inflation applied = $2,240,000. RSA conducted. 25% design plans submitted.
				Quantified Impact ►	0		
►CMAQ - Congestion Mitigation and Air Quality Improvement							
606707	DENNIS- CORRIDOR AND STREETSCAPE IMPROVEMENTS ON MAIN STREET (ROUTE 28) FROM DENNIS COMMONS DRIVE TO UPPER COUNTY ROAD.	CMAQ	$ 3,830,758	3512.1	3512.1	Quantified	Total programmed with 4% inflation applied = $4,063,064 = $3,830,758 CMAQ + $232,306 TAP. 25% design submitted. CMAQ analysis completed. Municipality is proponent.
201701	BARNSTABLE - HYANNIS VILLAGER DEMONSTATION	CMAQ	$ 685,464	0	0	0	CMAQ -> FTA Transfer. Total programmed with 4% inflation = $659,100. Year 2 of 3.
				Quantified Impact ►	3,512		
►TAP - Transportation Alternatives Program							
606707	DENNIS- CORRIDOR AND STREETSCAPE IMPROVEMENTS ON MAIN STREET (ROUTE 28) FROM DENNIS COMMONS DRIVE TO UPPER COUNTY ROAD.	TAP	$ 232,306	3512.1	3512.1	Quantified	Total programmed with 4% inflation applied = $4,063,064 = $3,830,758 CMAQ + $232,306 TAP. 25% design submitted. CMAQ analysis completed. Municipality is proponent.
				Quantified Impact ►	3,512		
►Non-CMAQ/HSIP/TAP (Other)							
	No Projects Programmed		$ -				
				Quantified Impact ►	0		

Available

►Section 1B / Federal Aid Bridge Projects							
►Statewide Bridge Maintenance Program							
	No Projects Programmed		$ -				
				Quantified Impact ►	0		
►On System							
	No Projects Programmed		$ -				
				Quantified Impact ►	0		
►Off-System							
	No Projects Programmed		$ -				
				Quantified Impact ►	0		
► Statewide Bridge Inspection Program							
	No Projects Programmed		$ -				
				Quantified Impact ►	0		
►Section 1C / Federal Aid Non-Target Projects							
►Other Federal Aid							
	No Projects Programmed		$ -				
				Quantified Impact ►	0		
►Section 1D / Federal Aid Major & State Category Projects							
► Statewide Infrastructure Program							
	No Projects Programmed		$ -				
				Quantified Impact ►	0		
► Statewide HSIP Program							

	No Projects Programmed		$ -				
			Quantified Impact ►		0		
► Statewide Safe Routes to Schools Program							
0	No Projects Programmed	0	$ -	N/A	0	N/A	
			Quantified Impact ►		0		
► Statewide CMAQ							
607398	YARMOUTH- BARNSTABLE- CAPE COD RAIL TRAIL EXTENSION, FROM STATION AVENUE (YARMOUTH) TO ROUTE 132 (BARNSTABLE)	CMAQ	$ 8,100,000	0	0	Qualitative	Statewide CMAQ funding for $8,100,000. Land acquisition, survey, and design in process.
			Quantified Impact ►		0		
►Statewide Transportation Enhancements							
	No Projects Programmed		$ -				
			Quantified Impact ►		0		
►Statewide ITS							
	No Projects Programmed		$ -				
			Quantified Impact ►		0		
►Statewide Interstate Maintenance Program							
	No Projects Programmed		$ -				
			Quantified Impact ►		0		
►Statewide NHS Preservation Program+							
608201	HARWICH - BREWSTER - ORLEANS - RESURFACING AND RELATED WORK ON RT. 6	NHPP	$ 6,506,614	0	0	0	Total programmed = $7,026,614 = $6,506,614 NHPP + $520,000 STP-TE (under Statewide Stormwater Program)
			Quantified Impact ►		0		
►Statewide RR Grade Crossings							
	No Projects Programmed		$ -				
			Quantified Impact ►		0		
►Statewide Stormwater Retrofits							
608201	HARWICH - BREWSTER - ORLEANS - RESURFACING AND RELATED WORK ON RT. 6	STP-TE	$ 520,000	0	0	0	Total programmed = $7,026,614 = $6,506,614 NHPP + $520,000 STP-TE (under Statewide Stormwater Program)
			Quantified Impact ►		0		
►Statewide ADA Implementation Plan							
	No Projects Programmed		$ -				
			Quantified Impact ►		0		
►Other Statewide Items							
0	ABP GANS Repayment		$ -	N/A	0	N/A	
0	Award Adjustments, Change Orders, Project Value Changes, Etc.		$ -	N/A	0	N/A	
0	DBEs, FAPO, Pavement Lab Retrofits, and Misc. Programs		$ -	N/A	0	N/A	
0	Planning		$ -	N/A	0	N/A	
0	Statewide Design and Right of Way		$ -	N/A	0	N/A	
0	Statewide Recreational Trails		$ -	N/A	0	N/A	
			Quantified Impact ►		0		
►Section 2A / Non-Federal Projects							
►Non Federal Aid							
	No Projects Programmed		$ -				
			Quantified Impact ►		0		
►Section 2B / Non-Federal Bridge Projects							
►Section 2B / Non-Federal Bridge Projects							
	No Projects Programmed		$ -				
			Quantified Impact ►		0		

2017 Cape Cod MPO TIP GHG Tracking Summary

Total Quantified Impact ▼

Quantified Impact ► 7,024

2018 Cape Cod MPO TIP GHG Tracking

MassDOT Project ID ▼	MassDOT Project Description▼	Funding Source ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG Impact by the Numbers (kg/year)▼	GHG Impact Description ▼	Additional Description ▼
►Section 1A / Federal Aid Target Projects							
►HSIP - Highway Safety Improvement Program							
606272	BARNSTABLE- INTERSECTION IMPROVEMENTS AT IYANOUGH ROAD (ROUTE 28) AND YARMOUTH ROAD	HSIP	$ 458,514	0	0	N/A	Total programmed with 8% inflation applied = $6,400,598 = $5,401,284 CMAQ + $540,800 statewide CMAQ + $458,514 HSIP. 25% design submitted. RSA performed; CMAQ Analysis to be performed.
			Quantified Impact ►		0		
►CMAQ - Congestion Mitigation and Air Quality Improvement							
607397	WELLFLEET- INTERSECTION IMPROVEMENTS & RELATED WORK AT ROUTE 6 & MAIN STREET	CMAQ	$ 2,007,694	0	0	0	Total programmed with 8% inflation applied = $2,240,000 = $2,007,964 CMAQ + $232,306 TAP. Preliminary design. Municipality is proponent
606272	BARNSTABLE- INTERSECTION IMPROVEMENTS AT IYANOUGH ROAD (ROUTE 28) AND YARMOUTH ROAD	CMAQ	$ 5,401,284	0	0	N/A	Total programmed with 8% inflation applied = $6,400,598 = $5,401,284 CMAQ + $540,800 statewide CMAQ + $458,514 HSIP. 25% design submitted. RSA performed; CMAQ Analysis to be performed.
201801	BARNSTABLE - HYANNIS VILLAGER DEMONSTATION	CMAQ	$ 711,828	0	0	0	CMAQ -> FTA Transfer. Total cost,programmed with 8% inflation applied = $711,828. Year 3 of 3.
			Quantified Impact ►		0		
►TAP - Transportation Alternatives Program							
607397	WELLFLEET- INTERSECTION IMPROVEMENTS & RELATED WORK AT ROUTE 6 & MAIN STREET	TAP	$ 232,306	0	0	0	Total programmed with 8% inflation applied = $2,240,000 = $2,007,964 CMAQ + $232,306 TAP. Preliminary design. Municipality is proponent
			Quantified Impact ►		0		
►Non-CMAQ/HSIP/TAP (Other)							
	No Projects Programmed		$ -				
			Quantified Impact ►		0		

Available

►Section 1B / Federal Aid Bridge Projects							
►Statewide Bridge Maintenance Program							
	No Projects Programmed		$ -				
			Quantified Impact ►		0		
►On System							
	No Projects Programmed		$ -				
			Quantified Impact ►		0		
►Off-System							
	No Projects Programmed		$ -				
			Quantified Impact ►		0		
► Statewide Bridge Inspection Program							
	No Projects Programmed		$ -				
			Quantified Impact ►		0		
►Section 1C / Federal Aid Non-Target Projects							
►Other Federal Aid							
	No Projects Programmed		$ -				
			Quantified Impact ►		0		
►Section 1D / Federal Aid Major & State Category Projects							

► **Statewide Infrastructure Program**							
	No Projects Programmed		$ -				
			Quantified Impact ►		0		
► **Statewide HSIP Program**							
	No Projects Programmed		$ -				
			Quantified Impact ►		0		
► **Statewide Safe Routes to Schools Program**							
0	No Projects Programmed	0	$ -	N/A	0	N/A	
			Quantified Impact ►		0		
► **Statewide CMAQ**							
606272	BARNSTABLE- INTERSECTION IMPROVEMENTS AT IYANOUGH ROAD (ROUTE 28) AND YARMOUTH ROAD	CMAQ	$ 540,800	0	0	N/A	Total programmed with 8% inflation applied = $6,400,598 = $5,401,284 CMAQ + $540,800 statewide CMAQ + $458,514 HSIP. 25% design submitted. RSA performed; CMAQ Analysis to be performed.
			Quantified Impact ►		0		
►**Statewide Transportation Enhancements**							
	No Projects Programmed		$ -				
			Quantified Impact ►		0		
►**Statewide ITS**							
	No Projects Programmed		$ -				
			Quantified Impact ►		0		
►**Statewide Interstate Maintenance Program**							
	No Projects Programmed		$ -				
			Quantified Impact ►		0		
►**Statewide NHS Preservation Program+**							
	No Projects Programmed		$ -				
			Quantified Impact ►		0		
►**Statewide RR Grade Crossings**							
	No Projects Programmed		$ -				
			Quantified Impact ►		0		
►**Statewide Stormwater Retrofits**							
	No Projects Programmed		$ -				
			Quantified Impact ►		0		
►**Statewide ADA Implementation Plan**							
	No Projects Programmed		$ -				
			Quantified Impact ►		0		
►**Other Statewide Items**							
0	ABP GANS Repayment		$ -	N/A	0	N/A	
0	Award Adjustments, Change Orders, Project Value Changes, Etc.		$ -	N/A	0	N/A	
0	DBEs, FAPO, Pavement Lab Retrofits, and Misc. Programs		$ -	N/A	0	N/A	
0	Planning		$ -	N/A	0	N/A	
0	Statewide Design and Right of Way		$ -	N/A	0	N/A	
0	Statewide Recreational Trails		$ -	N/A	0	N/A	
			Quantified Impact ►		0		
►**Section 2A / Non-Federal Projects**							
►**Non Federal Aid**							
	No Projects Programmed		$ -				
			Quantified Impact ►		0		
►**Section 2B / Non-Federal Bridge Projects**							
►**Section 2B / Non-Federal Bridge Projects**							
	No Projects Programmed		$ -				
			Quantified Impact ►		0		

2018 Cape Cod MPO TIP GHG Tracking Summary

Total Quantified Impact ▼

Quantified Impact ► 0

2019 Cape Cod MPO TIP GHG Tracking

MassDOT Project ID ▼	MassDOT Project Description▼	Funding Source ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG Impact by the Numbers (kg/year)▼	GHG Impact Description ▼	Additional Description ▼
►Section 1A / Federal Aid Target Projects							
►HSIP - Highway Safety Improvement Program							
607319	MASHPEE- CORRIDOR IMPROVEMENTS & RELATED WORK ON NATHAN ELLIS HIGHWAY (ROUTE 151), FROM MASHPEE ROTARY TO FALMOUTH T.L.	HSIP	$ 5,000,000	0	0	Qualitative	ADVANCED CONSTRUCTION: Year 1 of 2. Total programmed in with 12% inflation applied = $9,570,000) $5,000,000 to be funded in FFY2019. Remainder of project to be funded in FFY 2020.
606900	BOURNE- TRAFFIC IMPROVEMENTS @ BELMONT CIRCLE AT ROUTES 6/25/28	HSIP	$ 1,740,000	0	0	0	Total programmed with 12% inflation applied = = $1,740,000). Improvements focused primarily on bicycle and pedestrian accomdation improvements. To be desinged by MassDOT.
				Quantified Impact ►	0		
►CMAQ - Congestion Mitigation and Air Quality Improvement							
607405	CHATHAM- INTERSECTION IMPROVEMENTS & RELATED WORK AT MAIN STREET (ROUTE 28), DEPOT ROAD, QUEEN ANNE ROAD AND CROWELL ROAD	CMAQ	$ 2,221,236	0	0	N/A	Total programmed with 12% inflation applied =$2,400,000 = $2,221,236 CMAQ + $178,764 TAP). CMAQ analysis to be conducted. Municipality is proponent.
				Quantified Impact ►	0		
►TAP - Transportation Alternatives Program							
607405	CHATHAM- INTERSECTION IMPROVEMENTS & RELATED WORK AT MAIN STREET (ROUTE 28), DEPOT ROAD, QUEEN ANNE ROAD AND CROWELL ROAD	TAP	$ 178,764	0	0	N/A	Total programmed with 12% inflation applied =$2,400,000 = $2,221,236 CMAQ + $178,764 TAP). CMAQ analysis to be conducted. Municipality is proponent.
				Quantified Impact ►	0		
►Non-CMAQ/HSIP/TAP (Other)							
	No Projects Programmed		$ -				
				Quantified Impact ►	0		

Available

►Section 1B / Federal Aid Bridge Projects							
►Statewide Bridge Maintenance Program							
	No Projects Programmed		$ -				
				Quantified Impact ►	0		
►On System							
	No Projects Programmed		$ -				
				Quantified Impact ►	0		
►Off-System							
	No Projects Programmed		$ -				
				Quantified Impact ►	0		
► Statewide Bridge Inspection Program							
	No Projects Programmed		$ -				
				Quantified Impact ►	0		
►Section 1C / Federal Aid Non-Target Projects							
►Other Federal Aid							
	No Projects Programmed		$ -				
				Quantified Impact ►	0		
►Section 1D / Federal Aid Major & State Category Projects							
► Statewide Infrastructure Program							
	No Projects Programmed		$ -				

			Quantified Impact ►		0		
► Statewide HSIP Program							
	No Projects Programmed		$ -				
			Quantified Impact ►		0		
► Statewide Safe Routes to Schools Program							
0	No Projects Programmed	0	$ -	N/A	0	N/A	
			Quantified Impact ►		0		
► Statewide CMAQ							
	No Projects Programmed		$ -				
			Quantified Impact ►		0		
►Statewide Transportation Enhancements							
	No Projects Programmed		$ -				
			Quantified Impact ►		0		
►Statewide ITS							
	No Projects Programmed		$ -				
			Quantified Impact ►		0		
►Statewide Interstate Maintenance Program							
	No Projects Programmed		$ -				
			Quantified Impact ►		0		
►Statewide NHS Preservation Program+							
	No Projects Programmed		$ -				
			Quantified Impact ►		0		
►Statewide RR Grade Crossings							
	No Projects Programmed		$ -				
			Quantified Impact ►		0		
►Statewide Stormwater Retrofits							
	No Projects Programmed		$ -				
			Quantified Impact ►		0		
►Statewide ADA Implementation Plan							
	No Projects Programmed		$ -				
			Quantified Impact ►		0		
►Other Statewide Items							
0	ABP GANS Repayment		$ -	N/A	0	N/A	
0	Award Adjustments, Change Orders, Project Value Changes, Etc.		$ -	N/A	0	N/A	
0	DBEs, FAPO, Pavement Lab Retrofits, and Misc. Programs		$ -	N/A	0	N/A	
0	Planning		$ -	N/A	0	N/A	
0	Statewide Design and Right of Way		$ -	N/A	0	N/A	
0	Statewide Recreational Trails		$ -	N/A	0	N/A	
			Quantified Impact ►		0		
►Section 2A / Non-Federal Projects							
►Non Federal Aid							
	No Projects Programmed		$ -				
			Quantified Impact ►		0		
►Section 2B / Non-Federal Bridge Projects							
►Section 2B / Non-Federal Bridge Projects							
	No Projects Programmed		$ -				
			Quantified Impact ►		0		

2019 Cape Cod MPO TIP GHG Tracking Summary

	Total Quantified Impact ▼
Quantified Impact ►	0

Appendix C:
Projects in Need of Funding

PROJECTS IN NEED OF FUNDING (For Information Only)

			Estimated Cost	
BARNSTABLE	URBAN AREA	Improved access for Hyannis Transportation Center	$	5,000,000
BARNSTABLE BOURNE	URBAN AREA	Improvments to Real Time Traffic Information System -- Design Build of year-round 24/7 Web based traffic information system based on cameras, sensors, with 511 to reduce road rage, congestion, and improve mobility and incident management through improved information	$	3,000,000
BARNSTABLE YARMOUTH	URBAN AREA	Hyannis Access Preferred Alternative including Airport Rotary improvements, grade separation of Route 28-Route 132 with tunnel / overpass direct connection, Rt 28/Yarmouth Rd intersection upgrade; reconstruction of sections of Yarmouth Road and Rt 28 to include addtional 2 lanes of travel with median divider, sidewalk and multiuse paths	$	52,000,000
BOURNE	URBAN AREA	Belmont Circle Intersection Improvement Project	$	5,040,000
BOURNE	URBAN AREA	Bourne Rotary Improvement Project	$	50,000,000
BOURNE	URBAN AREA	Route 6 / Route 28 Bypass --Memorial Circle to Belmont Circle (1.1 miles)	$	2,000,000
BOURNE	URBAN AREA	Memorial Circle Intersection Improvement Project	$	1,125,000
BOURNE	URBAN AREA	Route 6 Scenic Highway Median Barrier	$	12,000,000
BOURE FALMOUTH	URBAN AREA	Shining Sea Bike Path Extension	$	8,000,000
BOURNE PROVINCETOWN	URBAN AREA	Regional bicycle route from Cape Cod Canal to Provincetown		
BREWSTER	URBAN AREA	Full depth reclamation Harwich Road / Rte. 124	$	1,500,000
BREWSTER	URBAN AREA	Full depth reclamation Long Pond Road / Rte. 137	$	1,900,000
BREWSTER	URBAN AREA	Full depth reclamation Stony Brook Road, Rte. 6A - Satucket Rd	$	600,000
Cape Cod Regional Transit Authority	URBAN AREA	Intercity Seasonal Connector-demonstration	$	4,000,000
EASTHAM	URBAN AREA	Route 6 and Governor Prence Road Improvements - Bicycle / Pedestrian	$	1,000,000
HARWICH	URBAN AREA	Route 39 section, 1.6 miles from Bay Road to Brewster TL	$	2,000,000
HARWICH	URBAN AREA	Route 39 section, 2.0 miles from Oak Street to Queen Anne Road	$	2,500,000
MASHPEE	URBAN AREA	Route 151 Corridor Improvements [$5,000,000 funded in FFY2019, $4,570,000 anticipated funding for FFY2020]	$	4,570,000
ORLEANS	URBAN AREA	Rock Harbor Road drainage improvements and roadway reconstruction	$	600,000
ORLEANS	URBAN AREA	Main Street Sidewalk extension and reconstruction of Meeting House Road intersection	$	300,000
STEAMSHIP AUTHORITY	URBAN AREA	Relocation of Administrative Offices	$	6,600,000
STEAMSHIP AUTHORITY	URBAN AREA	Woods Hole Terminal Reconstruction Project	$	61,750,000
STEAMSHIP AUTHORITY	URBAN AREA	M/V Martha's Vineyard Mid-Life Refurbishment Project	$	10,000,000
WELLFLEET		Chequessett BR Rehabilitation	$	12,000,000
YARMOUTH	URBAN AREA	Safety improvemetns atRoute 6 ramps at Exit 8 (Union Street/Station Avenue).	$	5,000,000
YARMOUTH	URBAN AREA	Yarmouth, Sidewalk improvements: North Main Street sidewalk of approximately 1 mile connecting existing sidewalk with major recreation area	$	650,000
		TOTAL	**$**	**253,135,000**

Appendix D:
Status of Previous TIP Projects

Cape Projects Advertised and Status

Cape Cod Transportation Improvement Program (TIP)

PROJIS or State Identification (SID) number	MUNICIPALITY of project location	DESCRIPTION	Low bid, award amount, or TIP Programmed Amount	FUND in TIP	Completed?	Project Proponent	Estimated cost, award amount, or Construction Contract Value	YEAR adver-tised (FFY)
56206	BOURNE	Bridge, Perry St, replacement/related BR# B-17-010	$857,648	BR	11/30/94	town	$857,648	1993
600326	DEN to ORL	Route 6, Install surface mount delineators	$37,717	NFA	YES	state	$37,717	1993
	Eastham, Wellfleet	Cape Cod Rail Trail (extension)	$1,239,333	CMQ	9/30/94	DEM	$1,239,333	1993
53355	FALMOUTH	Bridge, Menauhant Rd over Green Pond, BR#F-03-002	$2,274,690	BR	12/1/96	town	$2,274,690	1993
600485	HARWICH	Bridge #H-10-014, Rte 137 Br betterment over Rte 6	$564,384	NFA BR	7/15/95	state	$564,384	1993
600111	ORLEANS	Roof Replacment Orleans Depot, Bay Ridge La & 6, 6A	$68,500	NFA	done?	state	$68,500	1993
17400	SANDWICH	Bridge#S-04-02/Conrail, Old County Rd & Related	$282,240	BR	7/29/96	town	$282,240	1993
	1993	ADVERTISING PROGRAM				***TOTAL***	**$5,324,512**	
600897	BARNSTABLE	Route 132 @ Bearses Way Intersection	$357,790	NFA	6/14/96	town	$357,790	1994
600694	Barns, Bour, Sand	Route 6 Sign Update & Replacement	$590,021	NFA	11/30/95	state	$590,021	1994
600492	BOURNE	Rte 6@Bournedale & Nightingale Rds, sig & safety	$662,568	NFA	7/31/98	state	$662,568	1994
600728	Dennis, Yarmouth	Bridge Maint. Rte 6, Y-1-7,15,16, D-7-11	$1,392,855	NFA	9/16/96	state	$1,392,855	1994
600407	MASHPEE	Rte 151 Resurface & related	$145,680	NFA	10/1/95	town	$145,680	1994
	1994	ADVERTISING PROGRAM				***TOTAL***	**$3,148,914**	
	BARNSTABLE	Route 6 rest area renovations	$168,736	NFA	8/8/96	state	$168,736	1995
601219	BARNSTABLE	SSA ferry terminal & marine facilities	$4,568,000	FBD	7/9/97	SSA	$4,568,000	1995
600564	HARWICH	Rte 124 @ Rte 6, Park & Ride Lot Construction	$182,900	NFA	8/19/96	state	$182,900	1995
601039	MASHPEE	Route 130 section, resurfacing & related	$160,369	NFA	7/20/95	town	$160,369	1995
	1995	ADVERTISING PROGRAM				***TOTAL***	**$5,080,005**	
601396	BARNSTABLE	Route 28 Recons & Signals on a section	$1,249,101	STP	11/30/99	town	$1,278,140	1996
601194	Bourne / Plymouth	Route 25 EB to rest area, water service tie in	$361,495	NFA	7/13/96	state	$545,719	1996
601423	BOURNE	Buzzards Bay Train Station Improvements	$149,747	STP-E	12/31/99	town	$155,677	1996
601418	BOURNE	Monument Beach Train Station Improvements	$28,698	STP-E	completed 1999	town	$32,163	1996
601634	EASTHAM	Route 6 / Rogers Lane, drainage	readv 6/15/96	NFA	11/6/96	state	$30,950	1996
601257	FALMOUTH	Route 151 @ Sandwich Rd	$408,260	STP	7/5/97	town	$499,676	1996
601690	FALMOUTH	Construct Shining Sea Bikeway, Phase II	$299,974	NFA	7/12/97	town	$273,399	1996
600402	FALMOUTH	Route 151 Section	$1,524,864	STP	5/28/99	town	$1,622,950	1996
601563	TRURO	Cons. Two Chemical Storage Sheds	$200,000	NFA	?	state	$199,850	1996
601084	YARMOUTH	Route 6 Bridges #'s: Y-1-5, 5a, 6, 12, 13, 14	$986,000	NFA	1/14/98	state	$986,332	1996
601859	YARMOUTH	Recons railroad grade crossing Willow St	$375,222	NFA	7/30/97	state	$269,298	1996
	1996	ADVERTISING PROGRAM				***TOTAL***	**$5,894,154**	
601541	BARNS-ORLEANS	Route 6 safety improvements, signs		NFA	complete 1997	state	$659,265	1997
105701	BARNSTABLE	Route 28 section		NFA	11/30/98	state	$4,168,495	1997
600969	EASTHAM	Bridge, Bridge Rd over Boat Meadow River #E-04-001		NFA	completed 1999	town	$565,363	1997
601095	FALMOUTH	Bridge, Quaker Rd over Herring Brook #F-03-011	$1,198,203	BR	complete may00	town	$1,256,079	1997
600517	FALMOUTH	Pedestrian signal Rte 28 @ Falmouth Mall	$54,738	NFA	11/1/97	town	$51,920	1997
601465	HARWICH	Cons of Bike Path CCRT extension	$698,302	NFA	8/22/98	town	$674,451	1997
601883	MASHPEE	Great Neck Rd South section	$667,492	NFA	complete	town	$750,910	1997
601882	MASHPEE	Route 151 section		NFA	complete	town	$344,993	1997
601706	MASHPEE	Route151 @ Old Barns Rd (signal)	$279,706	NFA	complete 1999	town	$315,539	1997
601849	~~SANDWICH~~	~~Route 6 Rest Area Site Improvements WB~~			readvertised	state		1997
601849	~~SANDWICH~~	~~Route 6 Rest Area Site Improvements WB~~			readvertised 98	state		1997
117808	SANDWICH	Route 6A, Tupper Rd to Chipman Rd	$1,812,077	NFA	11/30/00	state	$2,212,787	1997
601582	BARNSTABLE	Park & Ride lot expansion, Rte 6 at Rte 132	$799,528	CMQ	8/29/98	state	$931,620	1997
600795	YARMOUTH	Route 28@ Forest Rd	$539,380	NFA	??? deobligated	state		1997
	1997	ADVERTISING PROGRAM				***TOTAL***	**$11,931,422**	
601801	BARNSTABLE	Barns, Route 132 Signal Coordination	$249,305	NFA	9/26/98	town	$290,000	1998
600966	BARNSTABLE	Bridge, Craigville Beach Rd over Centerville River #B-01-002	$834,399	BR	6/1/02	town	$906,759	1998
600967	~~Barns, Mashpee~~	~~Bridge, School St over Santuit River~~	**See 2000 Adv**	BR	**re-advertised**	town	see below	1998
601522	DENNIS	Setucket Rd (Old Bass River Rd to Rte 134)	$657,694	STP	complete	town	$706,960	1998
601849	SANDWICH	Route 6 Rest Area Site Improvements WB		NFA	?	state	$150,914	1998
600970	FALMOUTH	CHURCH ST BR#F-03-014 (timber bridge replacement)	E. T. & L. Corp.	BR	5/27/00	town	$1,170,899	1998
601966	BOURNE	Intersect Rte 6 and Nightingale Pond Dr & Scenic Dr	P.A. Landers	NFA	11/22/99	town	$251,678	1998
	1998	ADVERTISING PROGRAM				***TOTAL***	**$3,477,210**	
601422	BOURNE +	Head of the Bay Road, (also Plymouth and Wareham)		STP	advertised in 200(	town	see below	1999
	1999	ADVERTISING PROGRAM				***TOTAL***	**$0**	
600967	Barns, Mashpee	Bridge, School St, Re-advertised May 2000 (orig 11/97)	$698,584	BR	complete	town	$698,584	2000
601422	BOURNE +	Head of the Bay Road, (also Plymouth and Wareham)	$1,285,815	STP	complete	state	$1,248,879	2000
601955	DENNIS	Route 6 @ Interchang 9 -- Route 134	$2,165,316	NFA	complete	state	$3,038,500	2000
601751	YARMOUTH	Buck Island and Town Brook Roads	$1,389,680	STP	complete	town	$1,665,000	2000
no projis	PROVINCETOWN	Shank Painter Property Acquisition - statewide Enhancements	$247,000	STP-E	complete	town	$247,000	2000
	2000	ADVERTISING PROGRAM				***TOTAL***	**$6,897,963**	
	BOURNE	Academy Road Railroad crossing		NFA ?		state	$247,507	2001
602309	HARWICH, CCRT	BRIDGE, Route 6/ Cape Cod Rail Trail, H-10-020	$703,342	CMAQ	11/24/01	regional	$703,342	2001
~~602293~~	~~HARWICH~~	~~BRIDGE, Lower County Road over the Herring River~~			----------	state	see below	2001
602293	HARWICH	BRIDGE, Lower County Road over the Herring River H-10-01	$1,386,288	NFA	complete	state	$1,386,288	2001
600756	HARWICH	BRIDGE, Route 6 over Depot Street H-10-016	$1,895,284	NFA	complete	state	$1,895,284	2001
601930	MASHPEE	Route 28 FalTL to Rotary, Shoulders & Sidewalk	$959,370	STP	complete	state	$959,370	2001
603304	ORLEANS, CCRT	BRIDGE, Route 6/ Cape Cod Rail Trail	$2,754,491	CMAQ	complete	regional	$2,350,000	2001
600392	SANDWICH	Route 130 Reconstruction & related	$1,904,711	NFA		town	$1,900,000	2001
	2001	ADVERTISING PROGRAM				***TOTAL***	**$9,441,791**	
601466	CHATHAM	Bike Spur, from HarTL by airport then to downtown Chatham	$1,438,041	CMAQ		town	$1,800,000	2002
602842	Dennis Harwich	Route 28 overlay	$1,509,535	NFA	complete	state	$1,491,063	2002
602520	Eastham Wellfleet	Route 6, Traffic safety improvements	$1,038,839	NFA	complete 2004	state	$996,181	2002
602531	FALMOUTH	BRIDGE, Meadow Neck Rd over the Moonakis River #F-03-01	$861,489	BR		town/state	$861,489	2002
602562	ORLEANS	Main St, Rock Harbor Rd & Old Colony Rd	$362,181	NFA		town	$362,181	2002
	2002	ADVERTISING PROGRAM				***TOTAL***	**$5,510,914**	
603427	BARNSTABLE	Route 6 Resurfacing and drainage improvements	$4,000,000	STP	complete 2005	state	$4,000,000	2003

Cape Projects Advertised and Status

Cape Cod Transportation Improvement Program (TIP)

PROJIS or State Identification (SID) number	MUNICIPALITY of project location	DESCRIPTION	Low bid, award amount, or TIP Programmed Amount	FUND in TIP	Completed?	Project Proponent	Estimated cost, award amount, or Construction Contract Value	YEAR adver-tised (FFY)
602559	ORLEANS	Skaket Corners, Rte. 6A @ West Rd / Eldredge Park Way	$730,000	NFA	complete 2006	town	$962,000	2003
	2003	ADVERTISING PROGRAM				***TOTAL***	**$4,962,000**	
603521	FALMOUTH	Shining Sea Bikeway Phase IIB, Skating Lane to Carlson Lane	$672,000	CMAQ	7/2/05	town	$423,450	2004
601916	BARNSTABLE	Bearse's Way, Route 28 norhterly to Pitcher's Way	$1,651,000	STP	complete	town	$1,757,596	2004
603847	BOURNE	Sagamore Rotary Area Improvements Depot & temp P&R lot	$5,000,000	STP	complete	state	$3,475,470	2004
603847	BOURNE	Sagamore Rotary Chapter 149 fire station construction		STP	complete	state	$4,065,000	2004
603847	BOURNE	Sagamore Rotary -- grade separation		STP	complete	state	$36,336,000	2004
602326	YARMOUTH	Willow Street Recons (Rte 6 to relocated Higgins Crowell Rd)	$2,652,000	STP	complete	town	$2,652,000	2004
	2004	ADVERTISING PROGRAM				***TOTAL***	**$48,709,516**	
601441	BARNSTABLE	Route 132 Boulevard	$10,000,000	STP	complete	town	$9,600,000	2005
603813	EASTHAM-ORLEANS	Route 6 Resurfacing and related	$ 2,200,000	NFA	complete	state	$2,200,000	2005
603349	FALMOUTH	WOODS HOLE BRIDGE	$ 7,800,000	BR	complete	town	$8,000,000	2005
	2005	ADVERTISING PROGRAM				***TOTAL***	**$19,800,000**	
S117 earmark	BARNSTABLE	Hyannis Gateway / Main St. Lighting etc.		S117	complete	town	$378,944	2006
604091	DENNIS	Swan River Road reconstruction	$2,395,528	CMAQ	complete	town	$2,300,000	2006
55400	FALMOUTH	Palmer Avenue BR		BR	warded-terminate	state	$1,500,000	2006
603666	ORLEANS	Route 28 and Finlay Road intersection	$645,524	STP	complete	town	$590,000	2006
604335	SANDWICH	Route 130/Water St and Main St Intersection TOWN HALL SQ	$546,657	STP	complete	town	$600,000	2006
	2006	ADVERTISING PROGRAM				***TOTAL***	**$5,368,944**	
603520	FALMOUTH	Shining Sea Bikeway Ph III	$3,631,123	CMAQ	7/09 complete	town	$4,000,000	2007
	2007	ADVERTISING PROGRAM				***TOTAL***	**$4,000,000**	
603894	BOURNE	Rte. 6 Scenic Highway at Edgehill Road	$4,935,910	STP	complete	town	$3,948,728	2008
605037	DENNIS	Rte. 28 at Rte. 134 intersection improvements	$843,000	CMAQ	complete	town	$596,000	2008
604919	HARWICH	Rte. 124 at Queen Anne Road intersection improvements	$1,200,000	CMAQ	complete	town	$859,800	2008
CCNS	PROVINCETOWN	Rte. 6 at Province Lands Rd.	$2,500,000	Parks	complete	NPS	$2,500,000	2008
602923	YARMOUTH	Packet Landing site improvements	$633,436	HPP	complete	town	$633,436	2008
	2008	ADVERTISING PROGRAM				***TOTAL***	**$8,537,964**	
604521	BARNSTABLE	Route 6A resurfacing	$3,045,000	ARRA	complete	state	$3,045,000	2009
604914	BARNSTABLE	Rte. 132 Boulevard Landscaping	$1,500,000	STP-E	REJECTED - ReADV	town	$0	2009
604914	BARNSTABLE	Rte. 132 Boulevard Landscaping	$1,100,000	STP-E	complete	town	$783,933	2009
604096	BARNSTABLE	Rte. 28 at 3 locations Rte. 149, So, County Rd., Lumbert Mill R	$3,200,000	CMAQ	complete	town	$3,200,000	2009
604224	BOURNE	Rte. 6 Scenic Highway resurfacing	$1,651,519	ARRA	complete	state	$1,651,519	2009
	CAPE Safety	Hwy Safety Improvement Program DESIGN (Sand. Cotuit Harl	$458,514	HSIP	complete	state	$458,514	2009
605214	DENNIS	Route 6A resurfacing	$1,680,620	ARRA	complete	state	$1,680,620	2009
603494	FALMOUTH	BRIDGE Chapoquoit Road BR#F-03-009 over W. Falm Harbor	$3,000,000	BR	Spring 2012	town / state	$2,667,948	2009
603609	FALMOUTH	Route 28 Section known as "Reine's Corner"	$2,000,000	STP	Spring 2011	state	$1,237,500	2009
	2009	ADVERTISING PROGRAM				***TOTAL***	**$14,725,034**	
604093	BARNSTABLE	Rte 149 at Rte 6 EB off-ramps, Roundabout construction	$1,868,000	HSIP	completed	state	$1,868,000	2010
604744	SANDWICH	Rte 130 at Rte 6 off-ramps, construct traffic signals & improv	$2,434,000	STP	completed	state	$1,521,000	2010
605943	BOURNE-SANDWICH	ITS - Camera & equipment installation at Sagamore & Bourne I	$1,000,000	STP	completed	state	$1,076,269	2010
	CCRTA	Vehicles, equipment & terminal improvements	$635,322	ARRA FTA	transferred	state	$635,322	2010
	2010	ADVERTISING PROGRAM				***TOTAL***	**$5,100,591**	
604918	HARWICH	Route 137 Reconstruct & Improve QueenAnneRd to BrewTL	$5,916,934	STP-U, CMAQ	completed	state	$5,333,643	2011
606131	SANDWICH	Intersection Cotuit Rd at Harlow / So. Sand. Rd. roundabout	$1,043,641	HSIP	completed	state	$1,098,743	2011
606295	SANDWICH	Route 6 cable barrier installation	$300,000	HSIP	completed	state	$289,867	2011
605619	FALMOUTH	Route 28 Resurfacing & Related Work	$5,686,424	NHS	completed	state	$5,369,217	2011
	2011	ADVERTISING PROGRAM				***TOTAL***	**$12,091,470**	
605243	YARMOUTH	Old Town House Rd at Forest Rd Intersection & Signal improv	$1,221,000	HSIP	completed	town	$1,221,000	2012
605375	DENNIS	Rte. 134 from Upper County Rd. to Rte. 28	$4,390,504	CMAQ TE HSIF	completed	town	$4,390,504	2012
605291	DENNIS	BR# D-007-001 UpperCountyRd, BR# D-07-006	$10,964,561	BR	completed	state	$10,964,561	2012
	CCRTA	New transit service Bourne-Sandwich	$138,580	CMAQ	transferred	CCRTA	$138,580	2012
	CCRTA	New transit service Bourne-Falmouth	$137,540	CMAQ	transferred	CCRTA	$137,540	2012
	2012	ADVERTISING PROGRAM				***TOTAL***	**$16,852,185**	
602213	ORLEANS	Roundabout at Route 28 & Route 6a	$1,331,245	CMAQ	underway	state	$1,668,830	2013
605671	FALMOUTH	Rte 28 Improvements: Davisville/Old Mtghouse & Jones/Worce	$3,308,075	CMAQ	underway	state	$3,269,348	2013
607263	BARN-BOU-SAN	Changeable Message Boards/Cameras on Rtes 6, 25 and 28	$1,500,000	STP	underway	state	$1,301,769	2013
606286	BOURNE-SANDWICH	Rte 6 Resurfacing:Sagamore Bridge - Sandwich/Barnstable T.I	$8,200,948	NHS	underway	state	$8,061,702	2013
605792	CCNS	Various Pavement Management Projects	$587,000	NHS	transferred	CCNS	$587,000	2013
	CCRTA	New transit service Bourne-Sandwich	$180,154	CMAQ	transferred	CCRTA	$180,154	2013
	CCRTA	New transit service Bourne-Falmouth	$178,803	CMAQ	transferred	CCRTA	$178,803	2013
	CCRTA	Ouer Cape Bike Shuttle	$101,250	CMAQ	transferred	CCNS	$101,250	2013
	2013	ADVERTISING PROGRAM				***TOTAL***	**$15,247,606**	
606178	BOURNE	Resurfacing and related work	$7,787,520	NHPP/HSIP	advertised	state	$7,778,789	2014
604488	DENNIS-YARMOUTH	Cape Cod Rail Trail Extension	$7,234,133	CMAQ	advertised	towns	$8,061,016	2014
603690	CHATHAM	Mitchell River Bridge Replacement	$14,400,000	ABP-GANS	underway	state	$15,298,631	2014
		Ouer Cape Bike Shuttle	$84,240	CMAQ	transferred	CCNS	$84,240	2014
	2014	ADVERTISING PROGRAM				***TOTAL***	**$31,222,675**	

Cape Projects Advertised and Status

Cape Cod Transportation Improvement Program (TIP)

PROJIS or State Identification (SID) number	MUNICIPALITY of project location	DESCRIPTION	Low bid, award amount, or TIP Programmed Amount	FUND in TIP	Completed?	Project Proponent	Estimated cost, award amount, or Construction Contract Value	YEAR adver-tised (FFY)
606394	BARNSTABLE	Route 28 at Bearses Way	$5,509,246	TAP/STP/CMAQ/HSIP	to be advertised	state	$5,509,246	2015
606179	DENNIS-HARWICH	Route 6 resurfacing	$2,283,272	STP	to be advertised	state	$2,283,272	2015
		Ouer Cape Bike Shuttle	$87,610	CMAQ	transferred	CCNS	$87,610	2015
	2014	ADVERTISING PROGRAM				***TOTAL***	**$7,880,128**	

TOTAL amount advertised or obligated **$251,204,998**

Appendix E:
Statewide Tables

TITLE 23 - TRANSPORTATION FUNDING

FEDERAL FISCAL YEAR 2016
FEDERAL REGIONAL TARGETS

May 15, 2015 Final

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.
Base Obligation AFthority	$550,000,000		
Redistribution, as Estimated by FHWA	$50,000,000		
Total Estimated Obligation AFthority Available:	**$600,000,000**		
ABP GANS Repayment	44,440,000		
Total Non-Earmarked Available Statewide - (Including State Match)	**555,560,000**	**124,678,739**	**680,238,739**
Statewide Infrastructure Items:			
Statewide Infrastructure Program	$14,000,000	$3,500,000	$17,500,000
Statewide HSIP Program	$27,500,000	$3,055,556	$30,555,556
Statewide Safe Routes to Schools Program	$6,052,578	$1,513,145	$7,565,723
Statewide CMAQ	$29,844,908	$7,461,227	$37,306,135
Statewide Transportation Enhancements	$4,647,954	$1,161,988	$5,809,942
Statewide ITS	$10,480,000	$2,620,000	$13,100,000
Statewide Interstate Maintenance Program	$68,340,860	$7,593,429	$75,934,289
Statewide NHS Preservation Program	$21,360,000	$5,340,000	$26,700,000
Statewide RR Grade Crossings	$6,800,000	$1,700,000	$8,500,000
Statewide Stormwater Retrofits	$6,075,000	$1,518,750	$7,593,750
Statewide ADA Implementation Plan	$3,200,000	$800,000	$4,000,000
Subtotal Statewide Infrastructure Items:	**$198,301,300**	**$36,464,094**	**$235,565,394**
Other Statewide Items:			
AWARD ADJUSTMENTS, CHANGE ORDERS, ETC	$12,219,721	$3,054,930	$15,274,651
Planning	$16,800,000	$4,200,000	$21,000,000
Recreational Trails	$800,000	$200,000	$1,000,000
DBEs, FAPO, Misc Programs	$800,000	$200,000	$1,000,000
Design and Right of Way	$0	$0	$0
Subtotal Other Statewide Items:	**$30,619,721**	**$7,654,930**	**$38,274,651**
Regional Major Infrastructure Projects:	**$67,595,000**	**$16,898,750**	**$84,493,750**
Bridge Program:			
Statewide Bridge Maintenance Program	**$8,000,000**	**$2,000,000**	**$10,000,000**
Statewide Bridge Repl. / Rehab Program	**$105,983,859**	**$26,495,965**	**$132,479,824**
Statewide Bridge Inspection Program	**$5,000,000**	**$1,250,000**	**$6,250,000**
Subtotal Federal Aid Bridge Program:	**$118,983,859**	**$29,745,965**	**$148,729,824**
Total Regional Targets:			
CMAQ - Congestion Mitigation and Air Quality Improvement Prog	*$25,000,000*	*$6,250,000*	*$31,250,000*
HSIP - Highway Safety Improvement Program	*$9,000,000*	*$1,000,000*	*$10,000,000*
TAP - Transportation Alternatives Program	*$7,970,006*	*$1,992,501*	*$9,962,507*
Regional Maximum Non-CMAQ / HSIP Component:	*$98,689,994*	*$24,672,498*	*$123,362,492*
Total Regional Target	*$140,660,000*	*$33,915,000*	*$174,575,000*

Region	Regional Minimum HSIP Component With State Match	Regional Minimum CMAQ Component With State Match	Regional TAP Component With State Match	Total Regional Target With State Match	NonCMAQ/ HSIP/TAP with State Match
Berkshire Region	**$355,964**	**$1,112,389**	**$0**	**$6,214,248**	**$4,745,895**
Boston Region	**$4,296,710**	**$13,427,220**	**$5,097,438**	**$75,009,821**	**$52,188,452**
Cape Cod	**$458,514**	**$1,432,857**	**$357,528**	**$8,004,511**	**$5,755,612**
Central Mass	**$869,013**	**$2,715,666**	**$852,078**	**$15,170,796**	**$10,734,039**
Franklin Region	**$253,975**	**$793,671**	**$0**	**$4,433,762**	**$3,386,116**
Martha's Vineyard	**$30,997**	**$96,865**	**$0**	**$541,128**	**$413,266**
Merrimack Valley	**$442,956**	**$1,384,237**	**$610,846**	**$7,732,899**	**$5,294,861**
Montachusett	**$445,955**	**$1,393,611**	**$149,980**	**$7,785,266**	**$5,795,721**
Nantucket	**$21,998**	**$68,743**	**$0**	**$384,027**	**$293,286**
Northern Middlesex	**$390,961**	**$1,221,753**	**$490,607**	**$6,825,200**	**$4,721,879**
Old Colony	**$455,954**	**$1,424,858**	**$600,019**	**$7,959,824**	**$5,478,993**
Pioneer Valley	**$1,080,992**	**$3,378,100**	**$947,878**	**$18,871,416**	**$13,464,447**
Southeastern Mass	**$896,010**	**$2,800,033**	**$856,134**	**$15,642,102**	**$11,089,925**
Total:	**$10,000,000**	**$31,250,000**	**$9,962,507**	**$174,575,000**	**$123,362,492**

TITLE 23 - TRANSPORTATION FUNDING

FEDERAL FISCAL YEAR 2017
FEDERAL REGIONAL TARGETS

May 15, 2015 Final

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.
Base Obligation Authority	$550,000,000		
Redistribution, as Estimated by FHWA	$50,000,000		
Total Estimated Obligation Authority Available:	**$600,000,000**		
ABP GANS Repayment	59,150,000		
Total Non-Earmarked Available Statewide - (Including State Match)	**540,850,000**	**122,288,943**	**663,138,943**
Statewide Infrastructure Items:			
Statewide Infrastructure Program	$5,600,000	$1,400,000	$7,000,000
Statewide HSIP Program	$22,000,000	$2,444,444	$24,444,444
Statewide Safe Routes to Schools Program	$5,000,000	$1,250,000	$6,250,000
Statewide CMAQ	$35,030,000	$8,757,500	$43,787,500
Statewide Transportation Enhancements	$0	$0	$0
Statewide ITS	$14,400,000	$3,600,000	$18,000,000
Statewide Interstate Maintenance Program	$63,489,614	$7,054,402	$70,544,016
Statewide NHS Preservation Program	$34,932,000	$8,733,000	$43,665,000
Statewide RR Grade Crossings	$8,000,000	$2,000,000	$10,000,000
Statewide Stormwater Retrofits	$4,500,000	$1,125,000	$5,625,000
Statewide ADA Implementation Plan	$2,700,000	$675,000	$3,375,000
Subtotal Statewide Infrastructure Items:	**$195,651,614**	**$37,239,346**	**$233,690,960**
Other Statewide Items:			
AWARD ADJUSTMENTS, CHANGE ORDERS, ETC	$25,000,000	$6,250,000	$31,250,000
Planning	$25,800,000	$6,450,000	$32,250,000
Recreational Trails	$800,000	$200,000	$1,000,000
DBEs, FAPO, Misc Programs	$800,000	$200,000	$1,000,000
Design and Right of Way	$0	$0	$0
Subtotal Other Statewide Items:	**$52,400,000**	**$13,100,000**	**$65,500,000**
Regional Major Infrastructure Projects:	**$7,200,000**	**$1,800,000**	**$9,000,000**
Bridge Program:			
Statewide Bridge Maintenance Program	**$8,000,000**	**$2,000,000**	**$10,000,000**
Statewide Bridge Repl. / Rehab Program	**$106,338,386**	**$26,584,597**	**$132,922,983**
Statewide Bridge Inspection Program	**$5,000,000**	**$1,250,000**	**$6,250,000**
Subtotal Federal Aid Bridge Program:	**$119,338,386**	**$29,834,597**	**$149,172,983**
Total Regional Targets:			
CMAQ - Congestion Mitigation and Air Quality Improvement Prog	*$25,000,000*	*$6,250,000*	*$31,250,000*
HSIP - Highway Safety Improvement Program	*$9,000,000*	*$1,000,000*	*$10,000,000*
TAP - Transportation Alternatives Program	*$7,970,006*	*$1,992,501*	*$9,962,507*
Regional Maximum Non-CMAQ / HSIP Component:	*$124,289,994*	*$31,072,499*	*$155,362,493*
Total Regional Target	*$166,260,000*	*$40,315,000*	*$206,575,000*

Region	Regional Minimum HSIP Component With State Match	Regional Minimum CMAQ Component With State Match	Regional TAP Component With State Match	Total Regional Target With State Match	NonCMAQ/ HSIP/TAP with State Match
Berkshire Region	**$355,964**	**$1,112,389**	**$0**	**$7,353,335**	**$5,884,981**
Boston Region	**$4,296,710**	**$13,427,220**	**$3,312,089**	**$88,759,294**	**$67,723,275**
Cape Cod	**$458,514**	**$1,432,857**	**$232,306**	**$9,471,756**	**$7,348,079**
Central Mass	**$869,013**	**$2,715,666**	**$553,642**	**$17,951,638**	**$13,813,317**
Franklin Region	**$253,975**	**$793,671**	**$0**	**$5,246,480**	**$4,198,835**
Martha's Vineyard	**$30,997**	**$96,865**	**$0**	**$640,318**	**$512,456**
Merrimack Valley	**$442,956**	**$1,384,237**	**$396,901**	**$9,150,357**	**$6,926,265**
Montachusett	**$445,955**	**$1,393,611**	**$97,450**	**$9,212,324**	**$7,275,308**
Nantucket	**$21,998**	**$68,743**	**$0**	**$454,420**	**$363,679**
Northern Middlesex	**$390,961**	**$1,221,753**	**$318,775**	**$8,076,275**	**$6,144,787**
Old Colony	**$455,954**	**$1,424,858**	**$389,865**	**$9,418,878**	**$7,148,201**
Pioneer Valley	**$1,080,992**	**$3,378,100**	**$615,889**	**$22,330,590**	**$17,255,610**
Southeastern Mass	**$896,010**	**$2,800,033**	**$556,278**	**$18,509,335**	**$14,257,014**
Total:	**$10,000,000**	**$31,250,000**	**$9,962,507**	**$206,575,000**	**$158,851,806**

TITLE 23 - TRANSPORTATION FUNDING

FEDERAL FISCAL YEAR 2018

FEDERAL REGIONAL TARGETS

May 15, 2015 Final

	Obligation Authority	Obl. Auth. Matching	Total Funding Based On
		State Funds	Obl. Auth.
Base Obligation Authority	$550,000,000		
Redistribution, as Estimated by FHWA	$50,000,000		
Total Estimated Obligation Authority Available:	**$600,000,000**		
ABP GANS Repayment	68,463,700		
Total Non-Earmarked Available Statewide - (Including State Match)	**531,536,300**	**120,126,726**	**651,663,026**
Statewide Infrastructure Items:			
Statewide Infrastructure Program	$5,600,000	$1,400,000	$7,000,000
Statewide HSIP Program	$24,000,000	$2,666,667	$26,666,667
Statewide Safe Routes to Schools Program	$5,000,000	$1,250,000	$6,250,000
Statewide CMAQ	$38,400,000	$9,600,000	$48,000,000
Statewide Transportation Enhancements	$0	$0	$0
Statewide ITS	$11,920,000	$2,980,000	$14,900,000
Statewide Interstate Maintenance Program	$60,292,914	$6,699,213	$66,992,127
Statewide NHS Preservation Program	$31,000,000	$7,750,000	$38,750,000
Statewide RR Grade Crossings	$4,800,000	$1,200,000	$6,000,000
Statewide Stormwater Retrofits	$5,650,000	$1,412,500	$7,062,500
Statewide ADA Implementation Plan	$1,550,000	$387,500	$1,937,500
Subtotal Statewide Infrastructure Items:	**$188,212,914**	**$35,545,879**	**$224,558,793**
Other Statewide Items:			
AWARD ADJUSTMENTS, CHANGE ORDERS, ETC	$25,000,000	$6,250,000	$31,250,000
Planning	$24,800,000	$6,200,000	$31,000,000
Recreational Trails	$800,000	$200,000	$1,000,000
DBEs, FAPO, Misc Programs	$800,000	$200,000	$1,000,000
Design and Right of Way	$0	$0	$0
Subtotal Other Statewide Items:	**$51,400,000**	**$12,850,000**	**$64,250,000**
Regional Major Infrastructure Projects:	**$0**	**$0**	**$0**
Bridge Program:			
Statewide Bridge Maintenance Program	**$8,000,000**	**$2,000,000**	**$10,000,000**
Statewide Bridge Repl. / Rehab Program	**$105,463,386**	**$26,365,847**	**$131,829,233**
Statewide Bridge Inspection Program	**$5,000,000**	**$1,250,000**	**$6,250,000**
Subtotal Federal Aid Bridge Program:	**$118,463,386**	**$29,615,847**	**$148,079,233**
Total Regional Targets:			
CMAQ - Congestion Mitigation and Air Quality Improvement Progra	*$25,000,000*	*$6,250,000*	*$31,250,000*
HSIP - Highway Safety Improvement Program	*$9,000,000*	*$1,000,000*	*$10,000,000*
TAP - Transportation Alternatives Program	*$7,970,006*	*$1,992,501*	*$9,962,507*
Regional Maximum Non-CMAQ / HSIP Component:	*$131,489,994*	*$32,872,499*	*$164,362,493*
Total Regional Target	*$173,460,000*	*$42,115,000*	*$215,575,000*

Region	Regional Minimum HSIP Component With State Match	Regional Minimum CMAQ Component With State Match	Regional TAP Component With State Match	Total Regional Target With State Match	NonCMAQ/ HSIP/TAP with State Match
Berkshire Region	$355,964	$1,112,389	$0	$7,673,703	$6,205,349
Boston Region	$4,296,710	$13,427,220	$3,312,089	$92,626,333	$71,590,315
Cape Cod	$458,514	$1,432,857	$232,306	$9,884,419	$7,760,742
Central Mass	$869,013	$2,715,666	$553,642	$18,733,750	$14,595,428
Franklin Region	$253,975	$793,671	$0	$5,475,057	$4,427,412
Martha's Vineyard	$30,997	$96,865	$0	$668,216	$540,353
Merrimack Valley	$442,956	$1,384,237	$396,901	$9,549,017	$7,324,925
Montachusett	$445,955	$1,393,611	$97,450	$9,613,684	$7,676,667
Nantucket	$21,998	$68,743	$0	$474,218	$383,477
Northern Middlesex	$390,961	$1,221,753	$318,775	$8,428,140	$6,496,651
Old Colony	$455,954	$1,424,858	$389,865	$9,829,237	$7,558,560
Pioneer Valley	$1,080,992	$3,378,100	$615,889	$23,303,483	$18,228,502
Southeastern Mass	$896,010	$2,800,033	$556,278	$19,315,744	$15,063,424
Total:	**$10,000,000**	**$31,250,000**	**$9,962,507**	**$215,575,000**	**$167,851,806**

TITLE 23 - TRANSPORTATION FUNDING

FEDERAL FISCAL YEAR 2019
FEDERAL REGIONAL TARGETS
May 15, 2015 Final

	Obligation Authority	Obl. Auth. Matching State Funds	Total Funding Based On Obl. Auth.
Base Obligation Authority	$550,000,000		
Redistribution, as Estimated by FHWA	$50,000,000		
Total Estimated Obligation Authority Available:	**$600,000,000**		
ABP GANS Repayment	73,525,150		
Total Non-Earmarked Available Statewide - (Including State Match)	**526,474,850**	**130,368,713**	**656,843,563**
Statewide Infrastructure Items:			
Statewide Infrastructure Program	$2,960,000	$740,000	$3,700,000
Statewide HSIP Program	$24,000,000	$2,666,667	$26,666,667
Statewide Safe Routes to Schools Program	$5,000,000	$1,250,000	$6,250,000
Statewide CMAQ	$44,363,162	$11,090,791	$55,453,953
Statewide Transportation Enhancements	$0	$0	$0
Statewide ITS	$20,000,000	$5,000,000	$25,000,000
Statewide Interstate Maintenance Program	$57,646,464	$14,411,616	$72,058,080
Statewide NHS Preservation Program	$28,000,000	$7,000,000	$35,000,000
Statewide RR Grade Crossings	$3,800,000	$950,000	$4,750,000
Statewide Stormwater Retrofits	$1,800,000	$450,000	$2,250,000
Statewide ADA Implementation Plan	$1,200,000	$300,000	$1,500,000
Subtotal Statewide Infrastructure Items:	**$188,769,626**	**$47,192,407**	**$235,962,033**
Other Statewide Items:			
AWARD ADJUSTMENTS, CHANGE ORDERS, ETC	$22,040,000	$5,510,000	$27,550,000
Planning	$23,800,000	$5,950,000	$29,750,000
Recreational Trails	$800,000	$200,000	$1,000,000
DBEs, FAPO, Misc Programs	$800,000	$200,000	$1,000,000
Design and Right of Way	$0	$0	$0
Subtotal Other Statewide Items:	**$47,440,000**	**$11,860,000**	**$59,300,000**
Regional Major Infrastructure Projects:	**$0**	**$0**	**$0**
Bridge Program:			
Statewide Bridge Maintenance Program	**$8,000,000**	**$2,000,000**	**$10,000,000**
Statewide Bridge Repl. / Rehab Program	**$103,805,224**	**$25,951,306**	**$129,756,530**
Statewide Bridge Inspection Program	**$5,000,000**	**$1,250,000**	**$6,250,000**
Subtotal Federal Aid Bridge Program:	**$116,805,224**	**$29,201,306**	**$146,006,530**
Total Regional Targets:			
CMAQ - Congestion Mitigation and Air Quality Improvement Progra	*$25,000,000*	*$6,250,000*	*$31,250,000*
HSIP - Highway Safety Improvement Program	*$9,000,000*	*$1,000,000*	*$10,000,000*
TAP - Transportation Alternatives Program	*$5,278,555*	*$1,319,639*	*$6,598,194*
Regional Maximum Non-CMAQ / HSIP Component:	*$134,181,445*	*$33,545,361*	*$167,726,806*
Total Regional Target	*$173,460,000*	*$42,115,000*	*$215,575,000*

Region	Regional Minimum HSIP Component With State Match	Regional Minimum CMAQ Component With State Match	Regional TAP Component With State Match	Total Regional Target With State Match	NonCMAQ/ HSIP/TAP with State Match
Berkshire Region	$355,964	$1,112,389	$0	$7,673,703	$6,205,349
Boston Region	$4,296,710	$13,427,220	$2,548,719	$92,626,333	$72,353,684
Cape Cod	$458,514	$1,432,857	$178,764	$9,884,419	$7,814,284
Central Mass	$869,013	$2,715,666	$426,039	$18,733,750	$14,723,032
Franklin Region	$253,975	$793,671	$0	$5,475,057	$4,427,412
Martha's Vineyard	$30,997	$96,865	$0	$668,216	$540,353
Merrimack Valley	$442,956	$1,384,237	$305,423	$9,549,018	$7,416,402
Montachusett	$445,955	$1,393,611	$74,990	$9,613,684	$7,699,128
Nantucket	$21,998	$68,743	$0	$474,218	$383,477
Northern Middlesex	$390,961	$1,221,753	$245,303	$8,428,140	$6,570,122
Old Colony	$455,954	$1,424,858	$300,009	$9,829,237	$7,648,416
Pioneer Valley	$1,080,992	$3,378,100	$473,939	$23,303,483	$18,370,452
Southeastern Mass	$896,010	$2,800,033	$428,067	$19,315,744	$15,191,634
Total:	**$10,000,000**	**$31,250,000**	**$6,598,194**	**$215,575,000**	**$169,343,747**

Massachusetts Department of Transportation - Highway Division
Summary of Operating and Maintenance Expenditures
Cape Cod Region - Part 1: Non-Federal Aid
as of 3/30/2015

Section I - Non Federal Aid Maintenance Projects - State Bondfunds

Program Group/Sub Group	Estimated SFY 2013 Expenditures	Estimated SFY 2014 Expenditures	Current SFY 2015 Expenditures to Date
01 - Bridge Repair & Replacement			
New Bridge (Excluded)	n/a	n/a	*n/a*
Bridge Replacement (Excluded)	n/a	n/a	*n/a*
Bridge Reconstruction/Rehab	$0	$0	$0
Drawbridge Maintenance	$0	$0	$0
Structures Maintenance	$32,689	$116,578	$0
02 - Bridge Painting			
Painting - Structural	$0	$0	$0
03 - Roadway Reconstruction			
Hwy Relocation (Excluded)	*n/a*	*n/a*	*n/a*
Hwy Recon. - Added Capacity (Excluded)	*n/a*	*n/a*	*n/a*
New Construction (Excluded)	*n/a*	*n/a*	*n/a*
Hwy Reconstr - Restr and Rehab	$0	$0	$0
Hwy Reconstr - No Added Capacity	$0	$0	$0
Hwy Reconstr - Minor Widening	$0	$0	$0
Hwy Reconstr - Major Widening	$0	$0	$0
04 - Roadway Resurfacing			
Resurfacing	$0	$0	$0
05 - Intersection & Safety			
Impact Attenuators	$0	$0	$0
Safety Improvements	$0	$0	$0
Traffic Signals	$0	$0	$14,905
06 - Signs & Lighting			
Electrical	$0	$0	$0
Sign Installation / Upgrading	$0	$0	$0
Structural Signing	$0	$0	$0
07 - Guardrail			
Guard Rail and Fencing	$0	$0	$0
08 - Maintenance			
Catch Basin Cleaning	$0	$0	$0
Crack Sealing	$0	$0	$0
Landscaping	$0	$0	$0
Mowing and Spraying	$0	$0	$0
Pavement Marking	$0	$0	$0
Sewer and Water	$0	$0	$0
Process/Recycle/Trnsprt Soils	$0	$0	$0
Contract Hwy Maint.	$0	$0	$0
09 - Facilities			
Chemical Storage Sheds	$0	$0	$0
Vertical Construction	$0	$0	$0
10 - Bikeways (Excluded)	*n/a*	*n/a*	*n/a*
11 - Other			
Demolition	$0	$0	$0
Drilling & Boring	$0	$0	$0
Highway Sweeping	$0	$0	$0
Intelligent Transportation System	$0	$0	$0
Marine Construction	$0	$0	$0
Miscellaneous / No prequal	$0	$0	$0
Reclamation	$0	$0	$0
Underground Tank Removal Replace	$0	$0	$0
Unknown	$0	$0	$0
Section I Total:	**$32,689**	**$116,578**	**$14,905**

Section II - Non Federal Aid Highway Operations - State Operating Budget Funding

12 - Snow and Ice Operations & Materials	*n/a*	*n/a*	*n/a*
13 - District Maintenance Payroll (Mowing, Litter Management, Sight Distance Clearing, Etc.)	*n/a*	*n/a*	*n/a*
Section II Total:	**$0**	**$0**	**$0**
Grand Total NFA:	$32,689	$116,578	$14,905

Massachusetts Department of Transportation - Highway Division
Summary of Operating and Maintenance Expenditures
Cape Cod Region - Part 2: Federal Aid
as of 3/30/2015

Section I - Federal Aid Maintenance Projects

Program Group/Sub Group	Estimated SFY 2013 Expenditures	Estimated SFY 2014 Expenditures	Current SFY 2015 Expenditures to Date
01 - Bridge Repair & Replacement			
New Bridge (Excluded)	*n/a*	*n/a*	*n/a*
Bridge Replacement (Excluded)	*n/a*	*n/a*	*n/a*
Bridge Reconstruction/Rehab	$0	$0	$0
Drawbridge Maintenance	$0	$0	$0
Structures Maintenance	$0	$0	$0
02 - Bridge Painting			
Painting - Structural	$0	$0	$0
03 - Roadway Reconstruction			
Hwy Relocation (Excluded)	*n/a*	*n/a*	*n/a*
Hwy Recon - Added Capacity (Excluded)	*n/a*	*n/a*	*n/a*
New Construction (Excluded)	*n/a*	*n/a*	*n/a*
Hwy Reconstr - Restr and Rehab	$0	$0	$0
Hwy Reconstr - No Added Capacity	$852,541	$71,598	$6,465
Hwy Reconstr - Minor Widening	$1,359,906	$2,032,416	$168,745
Hwy Reconstr - Major Widening	$0	$0	$0
04 - Roadway Resurfacing			
Resurfacing	$3,366,970	$5,999,938	$2,636,413
05 - Intersection & Safety			
Impact Attenuators	$0	$0	$0
Safety Improvements	$154,332	$0	$0
Traffic Signals	$1,992,835	$148,263	$867,317
06 - Signs & Lighting			
Electrical	$0	$3,494	$0
Sign Installation / Upgrading	$10,483	$0	$0
Structural Signing	$0	$0	$0
07 - Guardrail			
Guard Rail and Fencing	$14,314	$4,660	$0
08 - Maintenance			
Catch Basin Cleaning	$0	$0	$0
Contract Highway Maintenance	$0	$0	$0
Crack Sealing	$0	$0	$0
Landscaping	$123,508	$34,577	$0
Mowing and Spraying	$0	$0	$0
Pavement Marking	$0	$0	$0
Process/Recycle/Trnsport Soils	$0	$0	$0
Sewer and Water	$0	$0	$0
09 - Facilities			
Chemical Storage Sheds	$0	$0	$0
Vertical Construction	$19,550	$0	$0
10 - Bikeways (Excluded)	*n/a*	*n/a*	*n/a*
11 - Other			
Demolition	$0	$0	$0
Drilling & Boring	$0	$0	$0
Highway Sweeping	$0	$0	$0
Intelligent Transportation System	$17,097	$1,080,011	$0
Marine Construction	$0	$0	$0
Miscellaneous / No prequal	$0	$0	$0
Reclamation	$0	$0	$0
Underground Tank Removal Replace	$0	$0	$0
Unknown	$0	$0	$0
Section I Total:	**$7,911,536**	**$9,374,956**	**$3,678,941**

Section II - Federal Aid Highway Operations

ITS Operations - I-93 HOV Lane Operation and Towing	*n/a*	*n/a*	*n/a*
ITS Operations - Traffic Operations Center (South Boston)	*n/a*	*n/a*	*n/a*
Section II Total	**$0**	**$0**	**$0**

Grand Total Federal Aid: **$7,911,536** **$9,374,956** **$3,678,941**

Appendix F:
Comments on Public Draft

COMMENTS

This TIP comment period officially began after the Cape Cod Metropolitan Planning Organization (MPO) voted to release the Draft TIP for the public review/ comment period. The MPO is expected to consider TIP FFY 2016-2019 endorsement at their July 20, 2015 meeting at the Cape Cod Commission Office at 32250 Main Street (Route 6A) in Barnstable, MA 02630.

Comments on this TIP may be sent by COB on July 15, 2015 via mail, hand delivered, by facsimile, or via e-mail, as follows:

Mailed or dropped off:

Cape Cod Commission Transportation Program
Glenn Cannon, Technical Services Director
3225 Main Street (Route 6A)
PO Box 226
Barnstable MA 02630-0226

Sent by facsimile to the attention of **Glenn Cannon, Technical Services Director, CCC: FAX: 508-362-3136**

Electronic mail "***email***"—please put "**TIP**" in the subject line and send to: **gcannon@capecodcommission.org**

Comments / Questions received on this TIP:

The attached Public Comment Summary Grid presents a summary of the comments received during the 30-day public comment period. The comments were presented in their entirety to the Cape Cod MPO during their July 20, 2015 meeting where the body considered the comments. Consideration of the comments is detailed in the meeting minutes for that meeting. The response and any action taken by the MPO are summarized in this table. Discussion of TIP project programming is also included in the previous MPO and CCJTC meetings on April 10, 2015, April 27, 2015, May 8, 2015, May 18, 2015, June 12, 2015, June 15, 2015, and June 26, 2015.

#	Date/Format	Comment From	Summary of Comment	Potential Response/Action for Consideration
1	7/9/15 email with attachment	Leah Sirmin, FHWA	Typographical errors noted or clarification requested on pages 18, 20, 22, 23, 24	**Action**: Make revisions or add clarification as suggested.
			Please provide an explicit demonstration of how TIP is consistent with RTP; consistency with the first band of the RTP; how did RTP direct selection of TIP projects?	All projects in the TIP are either specifically identified in the RTP or are consistent with programs in the RTP. Looking at the first time band (2016-2020) in the RTP, phase 1 of the Hyannis Access Study (intersection of Route 28 and Yarmouth Road) appears and is programmed in TIP in FY2018. Also in the first time band is "Route 28 Multimodal Improvements," this appears as a series of projects in the 2016-2019 TIP. Other projects in the 2016-2019 TIP are consistent with programs in the RTP such as "Roadway Rehabilitation & Reconstruction" and "Bicycle/Pedestrian Projects." **Action**: Clarification added to the report.
			MAP-21 Performance Measures: Further detail is required on how these measures will be incorporated throughout the TIP planning process. As these performance measures become finalized the MPO should explain how they will be suited to implement them through their TIP development process.	The RTP goals, objectives, performance measures, and recommendations are used as the basis for establishing the TIP Transportation Evaluation Criteria. These criteria will be updated to reflect the RTP following endorsement of the document and used in future TIP project selection and prioritization.
			Financial plan: The document needs to include detail about the sources and projected levels of funds- federal, state, local, and also needs to provide a discussion of systems-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways and public transportation.	**Action**: Add discussion of systems-level estimates of costs and revenue sources.
			Please clarify whether the MPO intends to AC [Advanced Construct] the Mashpee 151 project and 2020 will be conversion of the remainder of the project, or if a second project (phase 2) is intended to be programmed in 2020.	The MPO intends to advanced construct (AC) the Mashpee 151 project. **Action**: Revise discussion of the Mashpee 151 project to indicate that it will be an AC project.
			Please provide description of matching funds shown in transit TIP listings.	**Action**: Add description of matching funds shown in transit TIP listings.

#	Date/Format	Comment From	Summary of Comment	Potential Response/Action for Consideration
2	7/13/2015 letter (sent via email from Bryan Pounds 7-13-15)	David Mohler, Executive Director, Office of Transportation Planning, MassDOT	Typographical errors noted or clarification requested on pages v, vi, vii, 5, 7, 12, 20-27, and in the comment section. Number all pages throughout document and ensure document is an accessible format.	**Action**: Make revisions or add clarification as suggested.
			Provide a narrative describing project selection, the Transportation Evaluation Criteria, a table with all relevant scored projects in consideration for the TIP, the recommended year, and an accompanying narrative.	**Action**: Add a narrative describing project selection, the Transportation Evaluation Criteria, a table with all relevant scored projects in consideration for the TIP, the recommended year, and an accompanying narrative.
			Please include the GHG analysis with associated projects.	**Action**: Make revisions or add clarification as suggested.
3	7/14/15 email	Bill Reidy	RTP, TIP, and UPWP comment: Shining Sea Bike Path extension project not spelled on in the TIP along with details on what is being proposed	No details on a potential Shining Sea Bike Path extension are available given that the project has not yet been studied. Response to this and other questions raised in this email, as they apply to the UPWP and RTP, are dealt with in those documents. **Action**: Add Shining Sea Bike Path extension to projects in need of funding.
4	7/8/15 email with attached letter	Rick Leavitt, West Chatham Village and Business Association	Support for West Chatham Route 28 - Barn Hill Road to George Ryder Road project [606596]: letter from West Chatham Village and Business Association in support of including this project in FY2016 of the TIP	Thank you for your comment.
5	7/8/15 email to MPO member Sims McGrath	Jill Goldsmith, Chatham Town Manager	Email to Sims McGrath, sub-region C (Brewster, Chatham, Harwich, and Orleans) representative to the MPO, informing him that the Chatham Board of Selectmen (BOS) voted at its meeting on July 7, 2015 to support the draft FFY 2019-2019 TIP by a 4:1 vote including an affirmative vote from both of the two new members. Noted formal comment to the MPO to follow.	Thank you for including the MPO on this communication. [Please refer to comment # 6 for formal comment to the MPO.]
6	7/15/15 letter (sent via email from Terry Whalen 7-15-15)	Jill Goldsmith, Chatham Town Manager	Support for West Chatham Route 28 - Barn Hill Road to George Ryder Road project [606596]: letter to inform the MPO that the Chatham Board of Selectmen (BOS) voted at its meeting on July 7, 2015 to support the draft FFY 2019-2019 TIP an urge the MPO to endorse the document as written. The letter further noted that the vote was 4:1 including an affirmative vote from both of the two new members. The letter also referenced an attached matrix, originally presented at the MassDOT Public Informational Meeting on May 5, 2015, detailing the public outreach efforts on the	Thank you for updating the MPO on this Board of Selection vote and the status of the Route 28 - Crowell Road intersection project [607405].
			Update on the status Route 28 - Crowell Road intersection project [607405]. A "kick-off" Public Information Meeting was held on June 22, 2015 and the town will continue to advance the project towards a 25% design submission.	

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7	7/14/14 email with attached letter	Timothy Roper, Member, Chatham Board of Selectmen	Support for West Chatham Route 28 - Barn Hill Road to George Ryder Road project [606596]: Notes exhaustive public process highlighting the history of Board of Selectmen involvement with advancing the project, Town Meeting actions, public hearings and other public meetings; Notes benefits of the project	Thank you for your comment.
8	7/14/15 email	Ira Seldin	Support for West Chatham Route 28 - Barn Hill Road to George Ryder Road project [606596]: Notes existing safety issues on the roadway, assurance to maintaining at least one lane of traffic during construction, and limited construction period	Thank you for your comment.
9	7/14/15 email	Florence Seldin	Support for West Chatham Route 28 - Barn Hill Road to George Ryder Road project [606596]: Notes experience with the project in her former position on the Chatham Board of Selectmen (Jan 2009 - May 2015), extensive public input and scrutiny, consistency with the Town's Long Range Comprehensive Plan, benefits of the project, changes made to the project as a result of public input, Town Meeting actions, that the 2000+ signatures on the opposition petition from 2011 were never certified; urges a favorable vote on the project	Thank you for your comment.
10	7/15/14 email with attached letter	George Meyers	Support for West Chatham Route 28 - Barn Hill Road to George Ryder Road project [606596]: Notes that he is one of the Section 106 consulting parties on the project, the recent 4:1 affirmative vote on the project by the Chatham Board of Selectmen (BOS) at their 7/7/15 meeting, that the two former BOS member that spoke in favor of the project at the 7/7/15 meeting, support of the Chairmen of the Planning Board, Historical Commission, and the Committee for the Disabled, and the Bikeway Committee; rebuts claims that no other places have roundabouts this close with examples; notes the benefits of the proposed project including improved safety, bicycle accommodation, and benefits to area businesses; urges the MPO to endorse the TIP with this project in 2016	Thank you for your comment.

#	Date/Format	Comment From	Summary of Comment	Potential Response/Action for Consideration
11	7/3/15 email	Anthony Zombas	Opposed to West Chatham Route 28 - Barn Hill Road to George Ryder Road project [606596]: Owner of Shop Ahoy Plaza and 1603 Main Street; notes opposition to removal of the center turn lane; highlights 2011 townspeople petition and 2013 and 2014 business petition, notes traffic counts not conducted in peak period, impacts of taking, impacts on businesses, safety impacts to Post Office Square; questions the motivations of the selectmen who started the project	Thank you for your comment.
12	7/4/15 email	Susan Wilcox	Opposed to West Chatham Route 28 - Barn Hill Road to George Ryder Road project [606596]: Resident off of George Ryder South; request to cancel or delay project; noted feeling like the voice of the people is not being heard; supports the idea of testing the configuration on a trial basis	Thank you for your comment.
13	7/6/15 email	David Burns	Opposed to West Chatham Route 28 - Barn Hill Road to George Ryder Road project [606596]: notes feeling that opposition to the project has been "marginalized"; notes the low rating of the project and "inadequate R/A designs that will not handle the normal 70 feet long tractor trailers and gasoline trucks"	Thank you for your comment.
14	7/8/15 email	David Burns	Noted concern that emails that did not have "TIP" in the subject line may be ignored	As indicated in the email response to Dr. Burns, each email received is brought to the MPO based on subject matter regardless of the subject line.
15	7/15/2015 email with petition and cover letter	David Burns, West Chatham Association	Opposed to West Chatham Route 28 - Barn Hill Road to George Ryder Road project [606596]: Cover letter calls for the MPO to postpone approval of this project "until proper consideration has been given to the concerns of townspeople and business people"; Includes a petition that the cover letter states includes "45 signatures of community businesses. . . opposing the loss of the turning lane, the construction of two roundabouts, and the taking of private property"	Thank you for your comment.
16	7/15/15 email	David Burns	Opposed to West Chatham Route 28 - Barn Hill Road to George Ryder Road project [606596]: notes the low rating of the project, public opposition, and other projects that could use the funds; requests delay or suspension of the project	Thank you for your comment.

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17	7/15/2015 email with attached letter	David Burns, West Chatham Association	Opposed to West Chatham Route 28 - Barn Hill Road to George Ryder Road project [606596]: notes that there is a 1000ft turning lane on Route 6 in South Wellfleet; presents a letter from the West Chatham Association, Inc. detailing the following points of concern with the project: design not based on peak traffic, insufficient testing of design, land takings, inappropriateness of roundabouts for these locations, lack of connectivity of bike lanes, business site access impacts, potential for increased congestion, no demonstrated speeding/safety problem, costs, maintenance responsibilities, lack of consideration for business operation, no need for change, low project score, public opposition; requests delay of project for testing and addition traffic counts	Thank you for your comment.
18	7/6/15 email	Barbara Hanrahan	Opposed to West Chatham Route 28 - Barn Hill Road to George Ryder Road project [606596]: notes expense not needed; opposed to "rotary" as solution to the summer traffic	Thank you for your comment.
19	7/6/15 email	Norman Pacun	Opposed to West Chatham Route 28 - Barn Hill Road to George Ryder Road project [606596]: notes adverse impact of project, resident and business opposition of the project, and no need for it in Chatham; believes land taking should go to town vote and that traffic counts should be done in the peak season	Thank you for your comment.
20	7/7/15 email with attached letter	Elaine Gibbs	Opposed to West Chatham Route 28 - Barn Hill Road to George Ryder Road project [606596]: raises the concern that there are still many unanswered questions about the project; suggests traffic calming is being inappropriately applied; questions shrinking the number of lanes given the traffic congestion problem; claims that data collection and simulation activities were not done properly; notes feeling like the public did not get sufficient access to the traffic data; questions if the solution is right for the location; claims that the process followed will open MassDOT to TORT liability; repeats prior request to delay the project to allow for real-time testing	Thank you for your comment.

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21	7/8/15 email	John and Barbara Cotnam	Opposed to West Chatham Route 28 - Barn Hill Road to George Ryder Road project [606596]: questions project development process and safety as the project motivation; notes business and resident opposition; urges MPO not to approve the design for the project	Thank you for your comment.
22	7/8/15 email	David Norris	Opposed to West Chatham Route 28 - Barn Hill Road to George Ryder Road project [606596]: notes concern about short and long term impacts on business; notes concern about delivery vehicles and safety	Thank you for your comment.
23	7/9/15 letter	Andrea Mulvany Lucier	Opposed to West Chatham Route 28 - Barn Hill Road to George Ryder Road project [606596]: Urges withdrawal or delay of the proposal; notes concern with the impact of eliminating the center turn lane; notes that, based on personal experience, the current conditions has worked for 50 years without any issues	Thank you for your comment.
24	7/9/15 email	Judy Patterson	Opposed to West Chatham Route 28 - Barn Hill Road to George Ryder Road project [606596]: Notes writing as resident and property owner in West Chatham; notes townspeople and business petitions and a 2011 vote not to fund any more money for the project; questions accuracy of traffic data since it was not counted in the summer; objects to having no say in the land takings; questions motivation of the selectmen that started the project; notes a belief that the "Town has ignored the will of the residents"	Thank you for your comment.
25	7/10/15 email	Bob and Marcia Hall	Opposed to West Chatham Route 28 - Barn Hill Road to George Ryder Road project [606596]: supports existing center turn lane; suggests traffic counts should have been done during peak traffic conditions; questions roundabouts will provide for improved safety or good traffic flow	Thank you for your comment.
26	7/11/15 email	Jennifer Buck	Opposed to West Chatham Route 28 - Barn Hill Road to George Ryder Road project [606596]: Notes belief that the project will have a detrimental effect on businesses, safety, and traffic; notes opposition by businesses and townspeople being ignored by town officials; calls on MPO members to reject or postpone the project	Thank you for your comment.

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27	7/14/15 email	Dan Meservey	Opposed to West Chatham Route 28 - Barn Hill Road to George Ryder Road project [606596]: Dan Meservey, Meservey Hess; notes resident and business opposition and that the road is safe and traffic flows freely	Thank you for your comment.
28	7/14/15 email	Marcia Burns	Opposed to West Chatham Route 28 - Barn Hill Road to George Ryder Road project [606596]: States that Route 28 is "very safe and useable" and opposition to the "Complete Street concept and unnecessary planned wide 'Bike Blvd' to Dunkin Donuts, plus against the roundabouts."	Thank you for your comment.
29	7/15/15 email with attached letter	W. F. Tuxbury	Opposed to West Chatham Route 28 - Barn Hill Road to George Ryder Road project [606596]: suggests project be delayed/postponed to allow for summer traffic counts; notes concern for business impact; questions the true cost of the project; notes low score of project; notes existing turning lane working as is	Thank you for your comment.
30	7/15/15 email	Gloria Freeman	Opposed to West Chatham Route 28 - Barn Hill Road to George Ryder Road project [606596]: Notes Chatham Historical Commission designation of structures of historic significance at 1563, 1566, and 1731 Main Street; questions determination that these structures are not worthy of National Register eligibility; further notes this historical significance of the area; notes opposition of townspeople and businesses; notes concern that the voice of the community is not being heard; highlights numerous issues raised by members of the public during the public process	Thank you for your comment.
31	7/15/15 email	Judith Kelley	Opposed to West Chatham Route 28 - Barn Hill Road to George Ryder Road project [606596]: notes concern for business damage, traffic backup, and quality of life impacts due to difficulty to access the post office; notes lack of data collection during peak traffic conditions; suggests testing be conducted; notes that the current configuration works well and that there is no need for change	Thank you for your comment.

Acronyms: AC = advanced construction; CCC = Cape Cod Commission; CCRTA = Cape Cod Regional Transit Authority; DPW = Department of Public Works; MassDOT = Massachusetts Department of Transportation; MPO = Metropolitan Planning Organization; RTP = Regional Transportation Plan; TIP = Transportation Improvement Program; UPWP = Unified Planning Work Program

Note: The Public Comment Summary Grid presents a summary of the comments received during the 30-day public comment period. The comments were presented in their entirety to the Cape Cod Metropolitan Planning Organization (MPO) during a public meeting where the body considered the comments. The response and any action taken by the MPO are summarized in this table. This table will be included in the final plan and is available at www.capecodcommission.org/mpo.

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