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CAPE COD  
COMMISSION

# Cape Cod Transportation Improvement Program Federal Fiscal Year 2020 – 2024

Endorsed: May 20, 2019

Amended: November 18, 2019 (Amendment #1)



## *Cape Cod Transportation Improvement Program for FFY 2020-2024*

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.

### Title VI Notice of Nondiscrimination

The Cape Cod MPO complies with Title VI of the Civil Rights Act of 1964 and related federal and state statutes and regulations. It is the policy of the Cape Cod MPO to ensure that no person or group of persons shall on the grounds of Title VI protected categories, including race, color, national origin, or under additional federal and state protected categories including sex, age, disability, sexual orientation, gender identity or expression, religion, creed, ancestry, veteran's status (including Vietnam-era veterans), or background, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity administered by the Cape Cod MPO. To request additional information about this commitment, or to file a complaint under Title VI or a related nondiscrimination provision, please contact the MPO's Title VI Coordinator by phone at (508)362-3828, TTY at 508-362-5885, fax (508) 362-3136 or by e-mail at [mhevenor@capecodcommission.org](mailto:mhevenor@capecodcommission.org).

If this information is needed in another language, please contact the MPO's Title VI Coordinator by phone at (508)362-3828.

Caso estas informações sejam necessárias em outro idioma, por favor, contate o Coordenador de Título VI da MPO pelo telefone 508-744-1299.

The public discussion of the Transportation Improvement Plan (TIP) at CCJTC, MPO, and transportation meetings satisfies the Program of Projects (POP) public hearing requirements of the Federal Transit Administration (FTA).

## *Cape Cod Transportation Improvement Program for FFY 2020-2024*

Cape Cod Transportation Improvement Program (TIP) prepared by the

*Cape Cod Metropolitan Planning Organization (MPO) Members:*

- Stephanie Pollack, Secretary and Chief Executive Officer, Massachusetts Department of Transportation (MassDOT)
- Jonathan Gulliver, Administrator, MassDOT Highway Division
- Tom Guerino, Chair, Cape Cod Regional Transit Authority
- Harold Mitchell, Cape Cod Commission
- Eric Steinhilber, President, Barnstable Town Council
- Ronald Bergstrom, Barnstable County Commissioners
- Judith MacLeod-Froman, Bourne Selectman, for Bourne, Falmouth, Mashpee, and Sandwich
- Norman Holcomb, Yarmouth Selectman, for Dennis and Yarmouth
- Alan McClennen, Orleans Selectman, for Brewster, Chatham, Harwich, and Orleans
- Robert Weinstein, Truro Selectman, for Eastham, Provincetown, Truro, and Wellfleet
- Cedric Cromwell, Chairman, Mashpee Wampanoag Tribal Council

*MPO Ex-Officio Members:*

- Jeff Colby, Chairman, Cape Cod Joint Transportation Committee
- Brian Carlstrom, National Park Service/Cape Cod National Seashore
- Lawrence T. Davis, US Army Corps of Engineers/Cape Cod Canal
- Robert B. Davis, Woods Hole, Martha's Vineyard, and Nantucket Steamship Authority
- Jeffrey McEwan, Federal Highway Administration
- Peter Butler, Acting Federal Transit Administration

and the

*Cape Cod Joint Transportation Committee*

- Jeff Colby, Chairman, Yarmouth
- Tom Andrade, Vice-Chairman, Dennis

*Cape Cod Commission TIP Staff Contact:*

- Steven Tupper, Transportation Program Manager, Cape Cod Commission

**Cape Cod Metropolitan Planning Organization**  
*Endorsement of the Cape Cod Federal Fiscal Years 2020-2024  
Transportation Improvement Program and  
Certification of the Transportation Planning Process*

**ENDORSEMENT**

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 2020-2024 in fulfillment of the requirements of 23 CFR Part 450.324.

**CERTIFICATION**

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) 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 Transportation Improvement Program for FFY 2020-2024*

Cape Cod Metropolitan Planning Organization (MPO)

**CAPE COD TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

The signature below certifies that the Cape Cod Metropolitan Planning Organization (MPO), at their meeting on May 20, 2019, 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 2020 through 2024.



Brian Bouds (Alternate) for Stephanie Pollack, Secretary/Chief Executive Officer – Massachusetts Department of Transportation (MassDOT)

MPO Members Voting in the Affirmative:

Pamela Haznar, (Alternate) for Jonathan Gulliver, Administrator  
Massachusetts Department of Transportation  
(MassDOT) Highway Division

Harold Mitchell  
Cape Cod Commission

Jill Goldsmith (Alternate) for Tom Guerino, Chair  
Cape Cod Regional Transit Authority

Ronald Bergstrom  
Barnstable County Commissioners

Dan Santos, (Alternate) for Eric Steinhilber, President  
Barnstable Town Council

Judith MacLeod-Froman  
Bourne, Sandwich, Falmouth, Mashpee

Norman Holcomb  
Dennis, Yarmouth

Alan McClennen  
Brewster, Chatham, Harwich, Orleans

Robert Weinstein  
Eastham, Provincetown, Truro, Wellfleet

Jason Steiding (Alternate) for Cedric Cromwell  
Mashpee Wampanoag Tribal Council

## Executive Summary

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

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

### *Contents of the Plan*

The TIP includes a discussion of the transportation planning process, a discussion of the TIP development process, a table of available TIP funding, descriptions of TIP projects selected for funding, and a series of tables detailing TIP project funding allocations. The TIP also includes appendices that detail project evaluation including equity analyses, air quality conformity, projects in need of funding, the status of previous TIP projects, and public comments. Project selected for funding are presented on the following page.

### *How to Get Involved*

The Cape Cod MPO voted to release the draft TIP for the public review/ comment period at their 1:00 PM meeting on April 22, 2019, officially beginning the 21-calendar-day public comment period. The MPO is expected to consider endorsement of the TIP at their 1:00 PM meeting on May 20, 2019. All MPO meetings are held in the East Wing Conference Room, Old Jail Building at 3195 Main Street (Route 6A) Barnstable, MA 02630. Transit service is available on the Cape Cod Regional Transit Authority's Barnstable Villager Route (the Barnstable Village-Courthouse stop).

Comments on this plan were accepted through May 13, 2019 via mail, hand delivered, by facsimile, or via e-mail, as follows:

Mailed or dropped off:

Cape Cod Commission Transportation Program  
Steven Tupper, Transportation Program Manager  
3225 Main Street (Route 6A)  
PO Box 226  
Barnstable MA 02630-0226

Sent by facsimile to the attention of Steven Tupper, Transportation Program Manager:

FAX: 508-362-3136

Electronic mail "email"—please put "TIP" in the subject line and sent to:

stupper@capecodcommission.org

## *2020-2024 Projects*

The following projects are included in the draft Cape Cod Transportation Improvement Program for Federal Fiscal Year 2020-2024:

- Barnstable, Route 28 at Yarmouth Rd (2019-2020)
- Bourne, Belmont Circle Multi-modal Improvements (2020)
- Stormwater Improvements – Various Locations (2020)
- Bourne-Falmouth, Route 28 Guide and Traffic Sign Replacements (2020)
- Cape Cod, Bicycle Rack Program (2020)
- Mashpee, Route 151 (2021-2022)
- Barnstable, Bearses Way Shared Use Path (2021)
- Orleans, Route 28 at Route 39 and Quanset Rd (2021)
- Harwich, Bridge Replacement - Azalea Dr over Herring River (2021)
- Wellfleet-Truro, Pavement Preservation and Related Work on Route 6 (2021)
- Yarmouth, Route 28 at North Main St and Old Main St (2022)
- Sandwich, Shared Use Path on Service Rd (Route 130 to Chase Rd) (2022)
- Yarmouth-Barnstable, Cape Cod Rail Trail Extension (2022)
- Wellfleet, Route 6 at Main St (2023)
- Chatham, Route 28 at Main St, Depot Rd, Queen Anne Rd and Crowell Rd (2023)
- Yarmouth, Route 28 Resurfacing and Related Work (2023)
- Dennis/Harwich, Route 28 Reconstruction (Upper County Rd to Herring River Bridge) (2024)
- Provincetown, Shank Painter Road Improvements (2024)
- Bourne, Route 6 Scenic Highway Median Installation (2024)
- Bourne, Rail Trail – Phase 1 (2024)
- Various transit projects to allow the Cape Cod Regional Transit Authority (CCRTA) to operate their year-round and seasonal fixed-route services, operate their demand response services, and maintain the vehicles and other infrastructure. (2020-2024)

In total, the FFY2020-2024 TIP includes over \$155 million in funded projects.

# Table of Contents

- Executive Summary ..... iv**
- Table of Contents ..... vi**
- Chapter 1: Transportation Planning Process ..... 1**
  - Cape Cod Metropolitan Planning Organization (MPO) ..... 1
  - Cape Cod Joint Transportation Committee (CCJTC)..... 2
  - Federal Certification Documents ..... 3
  - Transportation Legislation ..... 4
    - Fixing America’s Surface Transportation (FAST) Act..... 4
    - Title VI/Nondiscrimination ..... 5
    - Other Federal and State Legislative Requirements and Policies ..... 6
  - Performance Measures ..... 6
    - National Goals..... 6
    - Cape Cod Regional Transportation Plan Goals ..... 7
    - Federally Required Performance Measure Summary ..... 7
    - Safety Performance Measures (PM1) ..... 9
    - Bridge & Pavement Performance Measures (PM2) ..... 14
    - Reliability, Congestion, & Emissions Performance Measures (PM3) ..... 15
    - Transit Asset Management Measures and Targets..... 16
- Chapter 2: TIP Development Process ..... 17**
  - Development Schedule..... 17
  - Adjustment and Amendment Procedures ..... 17
    - Administrative Adjustment Process..... 18
    - Amendment Process..... 18
  - Public Participation Process ..... 19
- Chapter 3: TIP Funding ..... 20**
- Chapter 4: TIP Project Map and Descriptions..... 23**
  - Map of Funded Highway Projects ..... 23
  - Description of Funded Highway Projects ..... 24



Description of Funded Transit Projects..... 27

**Chapter 5: TIP Project Listing/Financial Plan ..... 29**

    Summary of Funding for Cape Cod Highway and Transit Projects..... 29

    Highway Project Listing ..... 31

    Transit Project Listing ..... 46

**Glossary ..... 51**

**Appendices ..... 54**

    Appendix A: Project Evaluation ..... 54

        Regional Transportation Plan Consistency ..... 54

        Project Evaluation Process ..... 54

        Project Evaluations for Considered Projects ..... 55

        Equity Analysis by Community ..... 60

        Equity Analysis by Impacted Population ..... 61

    Appendix B: Air Quality Conformity Determination ..... 65

        Air Quality Conformity Determination ..... 65

    Appendix C: Greenhouse Gas Analysis..... 71

        State policy context..... 71

        The role of MPOs ..... 71

        Project-level GHG tracking and evaluation in TIPs ..... 72

        Calculation of GHG Impacts for TIP Projects ..... 72

        Projects with quantified impacts ..... 72

        Projects with no assumed impacts ..... 73

        Greenhouse gas impact tables for FFY 2020 – 2024 TIP ..... 74

        GHG Self-Certification Signature Sheet ..... 97

    Appendix D: Projects in Need of Funding ..... 98

    Appendix E: Status of Previous TIP Projects ..... 100

    Appendix F: Operation and Maintenance Charts ..... 105

    Appendix G: Comments on Public Draft ..... 107

        Comments / Questions received on this TIP: ..... 107

    Appendix H: Amendments/Adjustments ..... 176



# Chapter 1: Transportation Planning Process

Decisions about how to spend transportation funds in a metropolitan area are guided by information and ideas from a broad group of people, including elected officials, municipal planners and engineers, transportation advocates, other advocates, and other interested persons. Metropolitan Planning Organizations (MPOs) are the bodies responsible for providing a forum for this decision-making process.

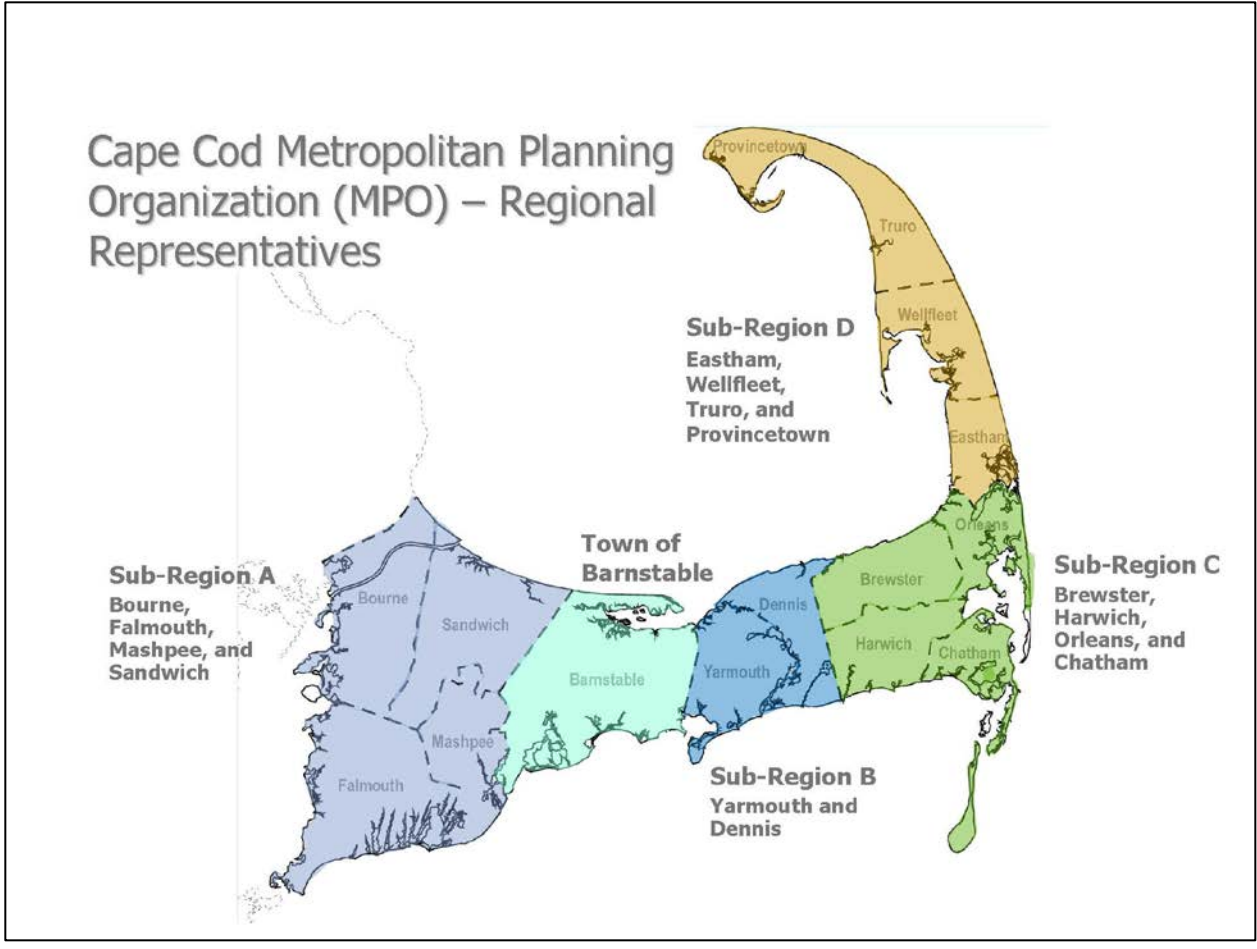
Each metropolitan area in the United States with a population of 50,000 or more has an MPO, which decides how to spend federal transportation funds for capital projects and planning studies. In order to be eligible for federal funds, metropolitan areas are required to maintain a continuing, cooperative, and comprehensive (3C) transportation planning process that results in plans and programs consistent with the planning objectives of the metropolitan area. The 3C transportation-planning process on Cape Cod is the responsibility of the Cape Cod MPO.

## Cape Cod Metropolitan Planning Organization (MPO)

The Cape Cod Metropolitan Planning Organization (MPO) is the regional governing body established by federal law to oversee regional transportation planning and recommend the distribution of transportation funds on Cape Cod (Barnstable County). The MPO is made up of eleven voting members as presented in Table 1. Town representation on the body is depicted in Figure 1.

**Table 1. Cape Cod MPO Membership**

<b>AGENCY</b>	<b>MPO SIGNATORY</b>
Massachusetts Department of Transportation (MassDOT)	Secretary of Transportation
MassDOT Highway Division	Administrator
Cape Cod Regional Transit Authority (CCRTA)	Chairman
Cape Cod Commission (CCC)	Chairman
Barnstable County Commissioners	Commissioner
Mashpee Wampanoag Tribe	Tribal Chairman
Town of Barnstable	Town Council President
Sub-region A (Bourne, Falmouth, Mashpee, Sandwich)	Selectman
Sub-region B (Dennis, Yarmouth)	Selectman
Sub-region C (Brewster, Chatham, Harwich, Orleans)	Selectman
Sub-region D (Eastham, Provincetown, Truro, Wellfleet)	Selectman



**Figure 1. Map of Cape Cod Metropolitan Planning Organization Sub-regions**

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.

Cape Cod Joint Transportation Committee (CCJTC)

The Cape Cod Joint Transportation Committee (CCJTC) is the advisory group to the Cape Cod MPO. The CCJTC was formed more than 40 years ago with the first meeting being held in 1973. Membership on the CCJTC consists of one appointee from each town, selected by the town's highest elected officials, as well as a Bicycle Representative designated by the CCJTC. Town appointees are generally department of public work directors, town engineers, or town planners; individuals familiar with their town's transportation needs. Individuals representing MassDOT, the CCRTA, and the CCC also generally attend and participate in CCJTC meetings.

**Federal Certification Documents**

The MPO is required to endorse other federal certification documents including the Regional Transportation Plan (RTP), the Transportation Improvement Program (TIP), the Unified Planning Work Program (UPWP), and the Public Participation Plan (PPP).

The RTP establishes a regional vision for the transportation system; the UPWP studies investigate deficiencies in that system and identify potential solutions, and the TIP details specific transportation projects that are implemented to improve the transportation system. The PPP provides a framework to ensure public involvement and cooperative decision making throughout the transportation planning process. A summary of the primary function, time horizon, and update timeline is presented in Table 2. The table also includes links to the Cape Cod MPO webpages that contain more detailed information on each of the documents.

**Table 2. Federal Certification Documents**

DOCUMENT	PRIMARY FUNCTION	TIME HORIZON	UPDATE TIMELINE
Regional Transportation Plan (RTP) <sup>1</sup>	Establishes long-range vision and goals, identifies major projects, studies, and programs	20+ years	Every 4 years
Transportation Improvement Program (TIP) <sup>2</sup>	Identifies specific transportation investments (projects)	5 years	Annually
Unified Planning Work Program (UPWP) <sup>3</sup>	Details planning studies and tasks	1 year	Annually
Public Participation Plan (PPP) <sup>4</sup>	Establishes plan for public participation for transportation decision-making	Ongoing	Every 5 years or more frequently as needed

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<sup>1</sup> The Regional Transportation Plan (RTP) is available at [www.capecodcommission.org/rtp](http://www.capecodcommission.org/rtp)  
<sup>2</sup> The Transportation Improvement Program (TIP) is available at [www.capecodcommission.org/tip](http://www.capecodcommission.org/tip)  
<sup>3</sup> The Unified Planning Work Program (UPWP) is available at [www.capecodcommission.org/upwp](http://www.capecodcommission.org/upwp)  
<sup>4</sup> The Public Participation Plan (PPP) is available at [www.capecodcommission.org/ppp](http://www.capecodcommission.org/ppp)

## Transportation Legislation

Federal legislation that contains requirements for transportation plans, programs and projects includes the current legislation: Fixing America's Surface Transportation (FAST) Act and the prior legislation: Moving Ahead for Progress in the 21st Century (MAP-21) as well as the Clean Air Act Amendments of 1990 (CAAA).

### *Fixing America's Surface Transportation (FAST) Act*

On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) into law—the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2021 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs.

Building on prior legislation (MAP-21), the FAST Act maintains a focus on safety, keeps intact the established structure of the various highway-related programs, continues efforts to streamline project delivery and, for the first time, provides a dedicated source of federal dollars for freight projects. As required under this legislation, the planning process used in the development of this plan includes consideration of projects that:

- (A) support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- (B) increase the safety of the transportation system for motorized and nonmotorized users;
- (C) increase the security of the transportation system for motorized and nonmotorized users;
- (D) increase the accessibility and mobility of people and for freight;
- (E) protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- (F) enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- (G) promote efficient system management and operation;
- (H) emphasize the preservation of the existing transportation system;
- (I) improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- (J) enhance travel and tourism.

### *Title VI/Nondiscrimination*

The Cape Cod MPO follows federal and state non-discrimination laws and seeks to ensure that all interested parties in Barnstable County have access to the MPO's activities and services and that public involvement in the MPO's decision making comes from a diverse socioeconomic group that is representative of the county's population. The MPO has developed a nondiscrimination program, in accordance with federal and state requirements, to encourage broad public participation, representation, and equity in the region's transportation planning.

Title VI of the Civil Rights Act of 1964 prohibits discrimination based on race, color, or national origin. Organizations that receive Federal funds are obligated to assure nondiscrimination in their programs and activities and are required to have a comprehensive Title VI enforcement program to prevent and eliminate discrimination in their federally funded programs. Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) set forth Title VI compliance requirements for "primary" funding recipients such as MassDOT and sub-recipients such as the MPOs to follow. Effective transportation decision making depends upon understanding and properly addressing the needs of different socioeconomic groups. The MPO's Title VI program includes identifying the demographic distribution of minority and limited English proficiency populations within the region and implementing a comprehensive strategy to ensure that the MPO conducts effective outreach to encourage their involvement in and access to the transportation planning and decision-making process.

The Massachusetts Department of Transportation (MassDOT) is responsible for ensuring that the state's MPOs comply with federal program requirements. Following MassDOT's 2013 Title VI program update, the Cape Cod MPO developed and adopted a Title VI Program in 2014. The Title VI plan provides information about beneficiaries' rights, how to file a complaint, regional demographic data, maps, a public participation plan, a language access plan, and analyses of transportation spending in the region, project locations and potential impacts from projects to ensure equity in the planning and implementation process for the region.

Although Title VI is the focal point of non-discrimination law in the United States, FHWA incorporates a broader spectrum of statutes, executive orders, and regulations into its requirements for states and MPOs. For example, Section 324 of the Federal-Aid Highway Act of 1973 prohibits discrimination based on sex; Section 504 of the Rehabilitation Act of 1973 prohibits discrimination on the basis of disability status, as does the Americans with Disabilities Act of 1990; and the Age Discrimination Act of 1975 prohibits age discrimination. In addition, the Civil Rights Restoration Act of 1987 (FHWA Notice 4720.6) clarified the original intent of Congress with respect to Title VI by restoring the broad, institution-wide scope and coverage of the nondiscrimination

statutes to include all programs and activities of federal-aid recipients and enforcing the application of the laws that include nondiscrimination on the basis of race, color, national origin, age, gender, or disability.

### *Other Federal and State Legislative Requirements and Policies*

In addition to federal transportation legislation, the transportation planning process must comply with the Americans with Disabilities Act (ADA); the Clean Air Act; Title VI of the Civil Rights Act of 1964; Executive Order 12898; Executive Order 13330; the Global Warming Solutions Act; and MassDOT and GreenDOT Policies.

### Performance Measures

The FAST Act emphasizes performance-based planning as an integral part of the metropolitan planning process: states are to develop performance goals, guided by the national goals, and then MPOs will work with state departments of transportation to develop MPO performance targets. The TIP integrates the MPOs' performance measures and link transportation-investment decisions to progress toward achieving performance goals.

### *National Goals*

The FAST Act identifies the following national goal areas:

- **Safety:** To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- **Infrastructure condition:** To maintain the highway infrastructure asset system in a state of good repair
- **Congestion reduction:** To achieve a significant reduction in congestion on the National Highway System
- **System reliability:** To improve the efficiency of the surface transportation system
- **Freight movement and economic vitality:** To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
- **Environmental sustainability:** To enhance the performance of the transportation system while protecting and enhancing the natural environment, including mitigation strategies for stormwater management and nutrient loading.
- **Reduced project delivery delays:** To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices



## *Cape Cod Regional Transportation Plan Goals*

Consistent with new federal legislation, the Cape Cod Regional Transportation Plan is built on a performance-based planning approach with a vision statement, goals, objectives, performance measures and targets, strategies, and policies.

The RTP vision statement established the overarching vision of the document and is as follows:

*The Cape Cod Metropolitan Planning Organization envisions a transportation system that supports the environmental and economic vitality of the region through infrastructure investment that focuses on livability, sustainability, equity, and preservation of the character that makes our special place special.*

The 2016 Regional Transportation Plan (RTP) is a community-driven, performance-based plan that considers the unique challenges and opportunities of the region and establishes spending priorities to allocate available surface transportation funding towards transportation infrastructure projects for Cape Cod through 2040.

The goals of the RTP expand on the vision statement in seven areas of emphasis. The goals are:

- **Safety:** Provide safe travel options for all users
- **Environmental and Economic Vitality:** Maintain, protect, and enhance the natural environment while strengthening the economy
- **Livability and Sustainability:** Support livable communities and village centers that strengthen the long-term sustainability of the region
- **Multimodal Options/Healthy Transportation:** Provides a variety of healthy transportation options to all users
- **Congestion Reduction:** Reduce congestion and improve travel time reliability
- **System Preservation:** Preserve, maintain, and modernize the existing transportation system
- **Freight Mobility:** Improve efficiency and reliability of freight movement

## *Federally Required Performance Measure Summary*

The US Department of Transportation (USDOT), in consultation with states, MPOs, and other stakeholders, established measures in performance areas relevant to the national goals. Table 3 lists federally required performance measures for the highway system and Table 4 lists federally required performance measures for the transit system.

**Table 3. Federally Required Highway Performance Measures**

NATIONAL GOAL	HIGHWAY PERFORMANCE AREA	PERFORMANCE MEASURE
Safety	Injuries and Fatalities	<ul style="list-style-type: none"> <li>• Number of fatalities</li> <li>• Fatality rate per 100 million vehicle-miles traveled</li> <li>• Number of serious injuries</li> <li>• Serious injury rate per 100 million vehicle-miles traveled</li> <li>• Number of non-motorized fatalities and non-motorized serious injuries</li> </ul>
Infrastructure Condition	Pavement Condition	<ul style="list-style-type: none"> <li>• Percent of pavements on the Interstate System in good condition</li> <li>• Percent of pavements on the Interstate System in poor condition</li> <li>• Percent of pavements on the non-Interstate NHS in good condition</li> <li>• Percent of pavements on the non-Interstate NHS in poor condition</li> </ul>
Infrastructure Condition	Bridge Condition	<ul style="list-style-type: none"> <li>• Percent of NHS bridges by deck area classified as in good condition</li> <li>• Percent of NHS bridges by deck area classified as in poor condition</li> </ul>
System Reliability	Performance of the National Highway System	<ul style="list-style-type: none"> <li>• Percent of person-miles traveled on the Interstate System that are reliable</li> <li>• Percent of person-miles traveled on the non-Interstate NHS that are reliable</li> </ul>
System Reliability, Freight Movement, and Economic Vitality	Freight Movement on the Interstate System	<ul style="list-style-type: none"> <li>• Truck Travel Time Reliability Index</li> </ul>
Congestion Reduction	Traffic Congestion	<ul style="list-style-type: none"> <li>• Annual hours of peak hour excessive delay per capita (for travel on NHS roadways)</li> <li>• Percent of non-single-occupant vehicle travel</li> </ul>
Environmental Sustainability	On-Road Mobile Source Emissions	<ul style="list-style-type: none"> <li>• Total emissions reductions</li> </ul>

**Table 4. Federally Required Transit Performance Measures**

NATIONAL GOAL	TRANSIT PERFORMANCE AREA OR ASSET CATEGORY	PERFORMANCE MEASURE
Safety	Fatalities	Total number of reportable fatalities and rate per total vehicle revenue-miles by mode
Safety	Injuries	Total number of reportable injuries and rate per total vehicle revenue-miles by mode
Safety	Safety Events	Total number of reportable events and rate per total vehicle revenue-miles by mode
Safety	System Reliability	Mean distance between major mechanical failures by mode
Infrastructure Condition	Equipment	Percent of vehicles that have met or exceeded their Useful Life Benchmark (ULB)
Infrastructure Condition	Rolling Stock	Percent of revenue vehicles within a particular asset class that have met or exceeded their ULB
Infrastructure Condition	Infrastructure	Percent of track segments with performance restrictions
Infrastructure Condition	Facilities	Percent of facilities within an asset class rated below 3.0 on the Federal Transit Administration’s Transit Economic Requirements Model scale

Targets for federally required performance measures must be set according to timelines established in the current federal transportation legislation.

*Safety Performance Measures (PM1)*

The Cape Cod MPO has chosen to adopt the statewide safety performance measure targets set by MassDOT for Calendar Year (CY) 2019. In setting these targets, MassDOT has followed FHWA guidelines by using statewide crash data and Highway Performance Monitoring System (HPMS) data for vehicle miles traveled (VMT) in order to calculate 5 year, rolling average trend lines for all FHWA-defined safety measures. For CY 2019 targets, four of the five safety measures—total number of fatalities, rate of fatalities per 100 million vehicle miles traveled, total number of incapacitating injuries, and rate of incapacitating injuries per 100 million VMT—were established by extending their trend lines into the 2015-2019 period. All four of these measures reflect a modest decrease in statewide trends. The fifth safety measure, the total number of combined incapacitating injuries and fatalities for non-motorized modes, is the only safety measure for which the statewide trend line depicts an increase. MassDOT’s effort to increase non-motorized mode share throughout the Commonwealth has posed a challenge to simultaneously reducing non-motorized injuries and fatalities. Rather than adopt a target that depicts an increase in the trend line, MassDOT has elected to

establish a target of non-motorized fatalities and injuries and for CY 2019 that remains constant from the rolling average for 2012–2016. In recent years, MassDOT and the The Cape Cod MPO have invested in “complete streets,” bicycle and pedestrian infrastructure, intersection and safety improvements in both the Capital Investment Plan (CIP) and Statewide Transportation Improvement Program (STIP) to address increasing mode share and to incorporate safety mitigation elements into projects. Moving forward, The Cape Cod MPO, alongside MassDOT, is actively seeking to improve data collection and methodology for bicycle and pedestrian VMT counts and to continue analyzing crash clusters and crash counts that include both motorized and non-motorized modes in order to address safety issues at these locations.

In all safety categories, MassDOT has established a long-term target of “Toward Zero Deaths” through MassDOT’s Performance Measures Tracker<sup>5</sup> and will be establishing safety targets for the MPO to consider for adoption each calendar year. While the MPO is not required by FHWA to report on annual safety performance targets, FHWA guidelines require MPOs to adopt MassDOT’s annual targets or to establish their own each year.

The safety measures MassDOT has established for CY 2019, and that The Cape Cod MPO has adopted, are as follows:

- 1) Fatalities: The target number of fatalities for years CY 2019 is 353, down from an average of 364 fatalities for the years 2012–2016. [See Figure 2 and Figure 3 for the Cape Cod trend and statewide trend for this performance measure]
- 2) Rate of Fatalities per 100 million VMT: The target fatality rate for years CY 2019 is 0.58, down from a 0.61 average for years 2012–2016. [See Figure 2 and Figure 3 for the Cape Cod trend and statewide trend for this performance measure]
- 3) Serious Injuries: The target number of incapacitating injuries for CY2019 is 2801, down from the average of 3146 for years 2012–2016. [See Figure 4 and Figure 5 for the Cape Cod trend and the statewide trend for this performance measure]
- 4) Rate of Incapacitating Injuries per 100 million VMT: The incapacitating injury rate target for CY2019 is 4.37 per year, down from the 5.24 average rate for years 2012–2016. [See Figure 4 and Figure 5 for the Cape Cod trend and the statewide trend for this performance measure]
- 5) Total Number of Combined Incapacitating Injuries and Fatalities for Non-Motorized Modes: The CY2019 target number of fatalities and incapacitating injuries for non-motorists is 541 per year, the same as the average for years 2012–2016. [See Figure 6 and Figure 7 for the Cape Cod trend and the statewide trend for this performance measure]

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<sup>5</sup> <https://www.mass.gov/lists/tracker-annual-performance-management-reports>

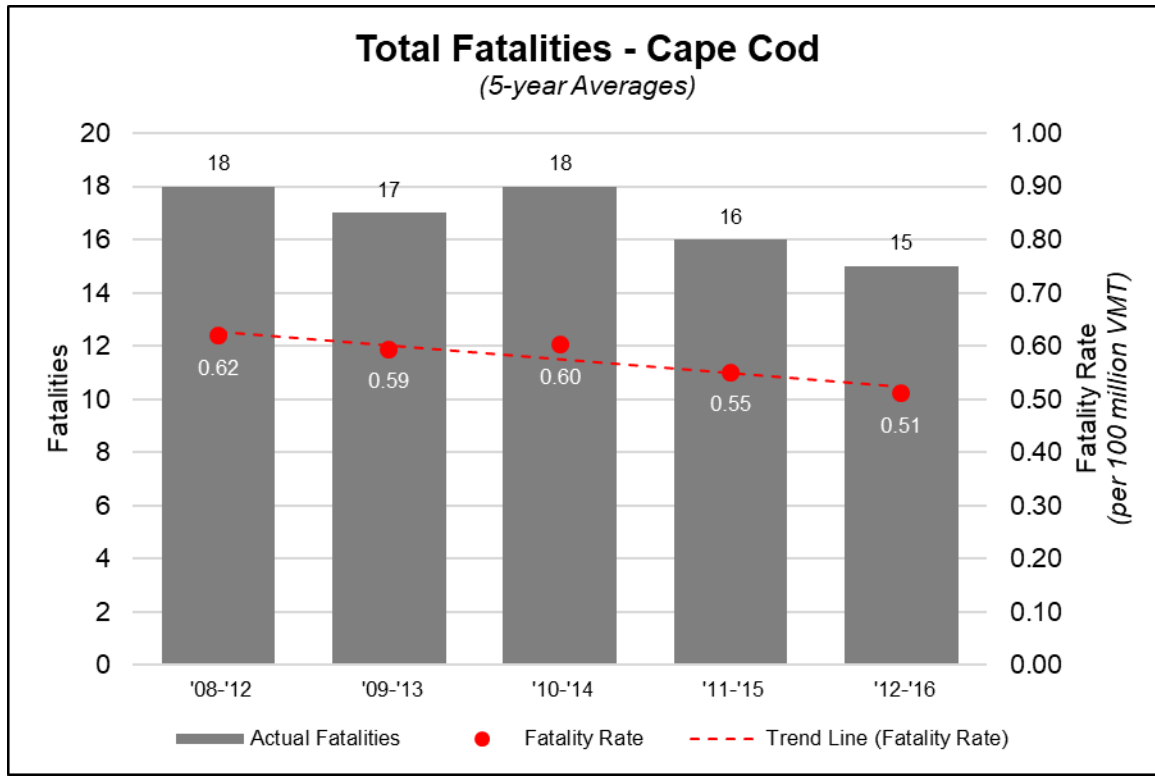


Figure 2. Cape Cod Fatalities Trend

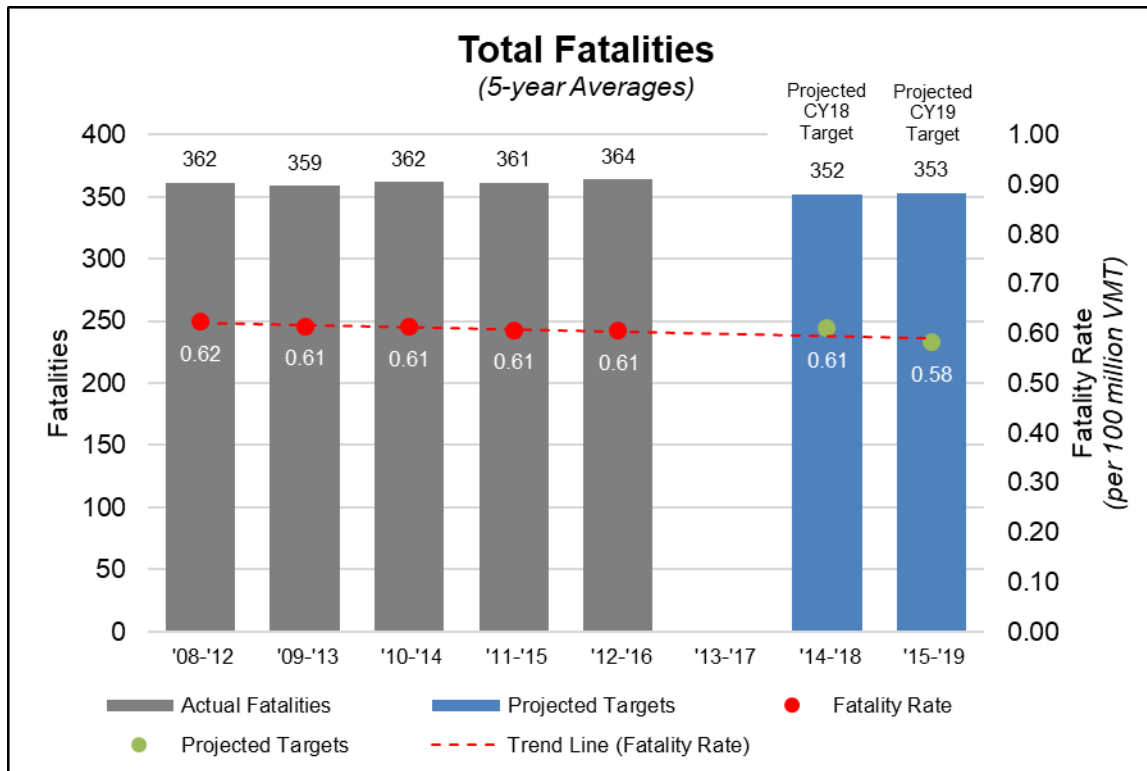


Figure 3. Statewide Fatalities Trend

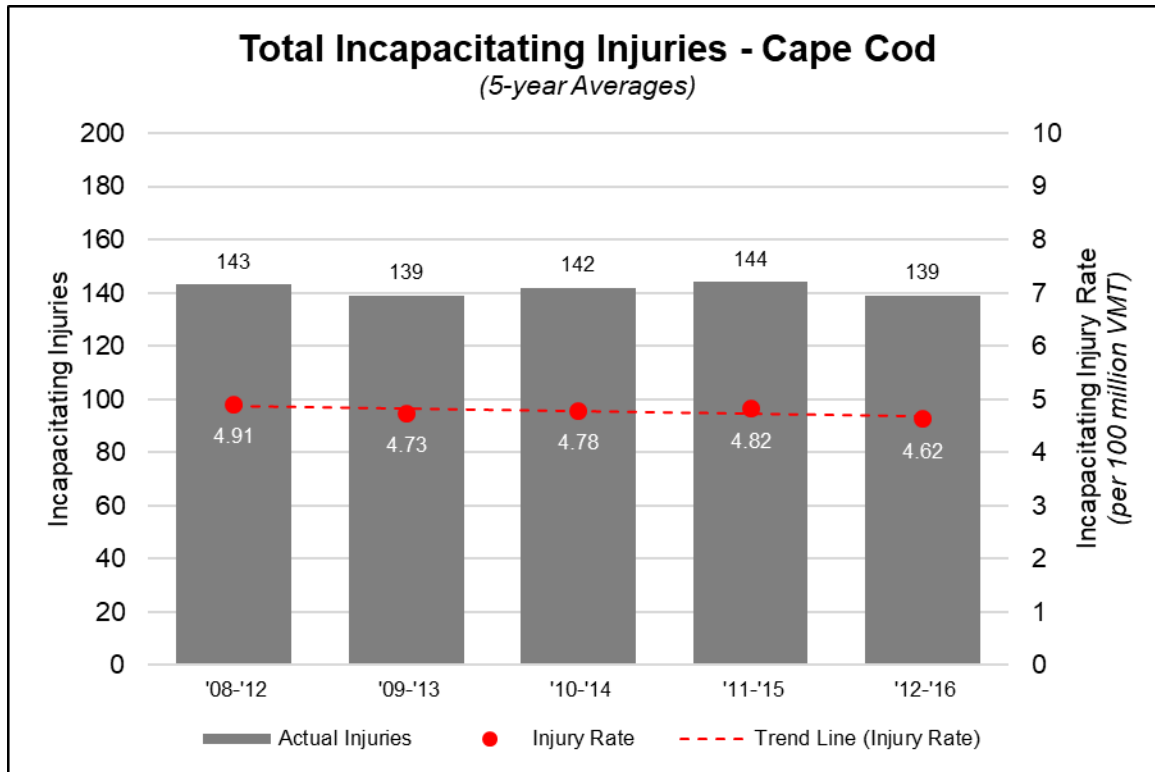


Figure 4. Cape Cod Incapacitating Injury Trend

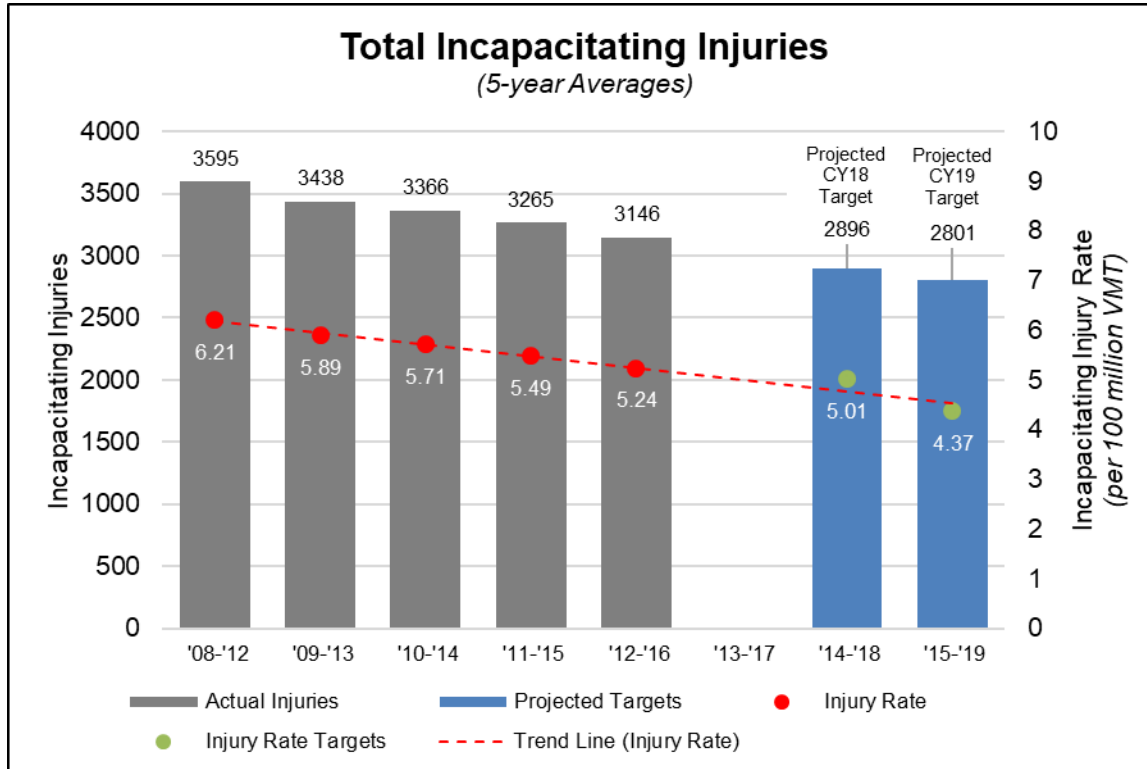


Figure 5. Statewide Incapacitating Injury Trend

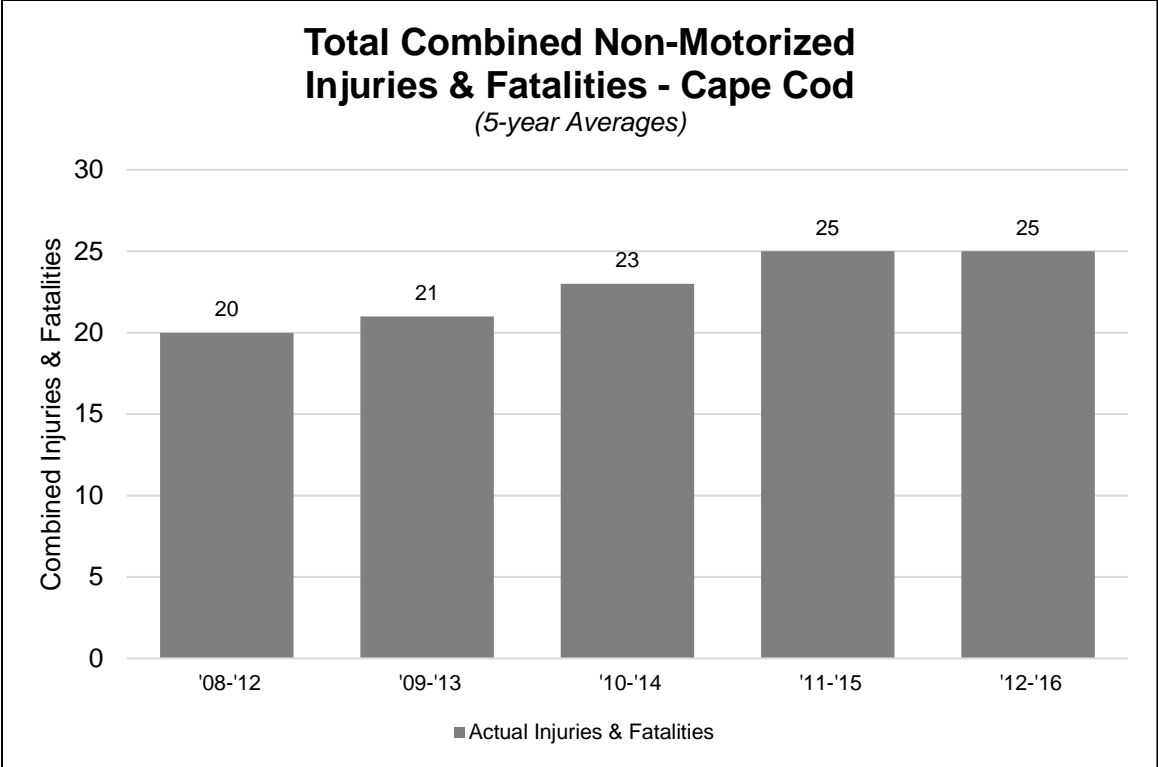


Figure 6. Cape Cod Non-Motorized Injury and Fatality Trend

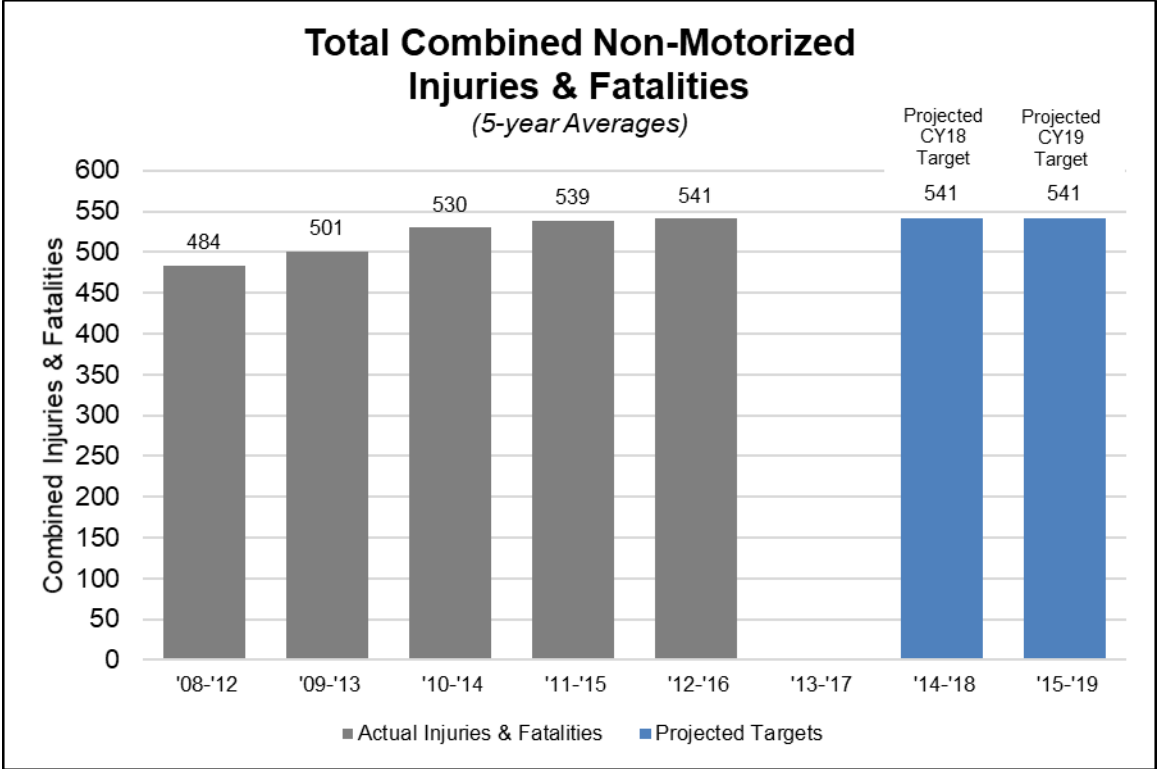


Figure 7. Statewide Non-Motorized Injury and Fatality Trend

Projects funded through the Cape Cod Transportation Improvement Program are one way for the region to make strides towards achieving the region's safety targets. Anticipated motorist and non-motorist safety impacts are important criteria in the evaluation of projects considered for inclusion in the Cape Cod Transportation Improvement Program as detailed in Appendix A. The Cape Cod Transportation Improvement Program includes projects that are anticipated to improve safety in a number of locations with demonstrated crash problems.

### *Bridge & Pavement Performance Measures (PM2)*

The Cape Cod MPO has chosen to adopt the 2-year (2020) and 4-year (2022) statewide bridge and pavement performance measure targets set by MassDOT. MassDOT was required to adopt a statewide target by May 20<sup>th</sup>, 2018, with MPOs either adopting the statewide target or establishing their own by November 2018. In setting these targets, MassDOT has followed FHWA guidelines by measuring bridges and pavement condition using the 9-point National Bridge Inventory Standards (NBIS); the International Roughness Index (IRI); the presence of pavement rutting; and the presence of pavement cracking. 2-year and 4-year targets were set for six individual performance measures: percent of bridges in good condition; percent of bridges in poor condition; percent of Interstate pavement in good condition; percent of Interstate pavement in poor condition; percent of non-Interstate pavement in good condition; and percent of non-Interstate pavement in poor condition. All of the above performance measures are tracked in greater detail in MassDOT's Transportation Asset Management Plan (TAMP), which is due to be finalized in July 2019.

Targets for bridge-related performance measures were determined by identifying which bridge projects are programmed and projecting at what rate bridge conditions deteriorate. The bridge-related performance measures measure the percentage of deck area, rather than the total number of bridges.

Performance targets for pavement-related performance measures were based on a single year of data collection, and thus were set to remain steady under the guidance of FHWA. These measures are to be revisited at the 2-year mark (2020), once three years of data are available, for more informed target setting.

MassDOT continues to measure pavement quality and to set statewide short-term and long-term targets in the MassDOT Performance Management Tracker using the Pavement Serviceability Index (PSI), which differs from IRI. These measures and targets are used in conjunction with federal measures to inform program sizing and project selection.



**Table 5. Bridge & Pavement Performance Measures (PM2) Target Summary**

PERFORMANCE MEASURE	CURRENT (2017)	2-YEAR TARGET (2020)	4-YEAR TARGET (2022)
Bridges in good condition	15.22%	15%	16%
Bridges in poor condition	12.37%	13%	12%
Non-Interstate Pavement in good condition	32.9%	30%	30%
Non-Interstate Pavement in poor condition	31.4%	30%	30%

Note: Performance targets related to the Interstate System are not included in this table since there are no interstates in the Cape Cod region.

Projects funded through the Cape Cod Transportation Improvement Program are one way for the region to make strides towards achieving the region’s bridge and pavement performance targets. Asset condition is an important criterion in the evaluation of projects considered for inclusion in the Cape Cod Transportation Improvement Program as detailed in Appendix A. The Cape Cod Transportation Improvement Program includes projects that are anticipated to improve roadway and pavement condition.

*Reliability, Congestion, & Emissions Performance Measures (PM3)*

The Cape Cod MPO has chosen to adopt the 2-year (2020) and 4-year (2022) statewide reliability, congestion, and emissions performance measure targets set by MassDOT. MassDOT was required to adopt a statewide target by May 20<sup>th</sup>, 2018, with MPOs either adopting the statewide target or establishing their own by November 2018.

MassDOT followed FHWA regulation in measuring Level of Travel Time Reliability (LOTTR) on both the Interstate and non-Interstate NHS as well as Truck Travel Time Reliability (TTTR) on the Interstate system using the National Performance Management Research Dataset (NPMRDS) provided by FHWA. These performance measures aim to identify the predictability of travel times on the roadway network by comparing the average travel time along a given segment against longer travel times. For LOTTR, the performance of all segments of the Interstate and of the non-Interstate NHS are defined as either reliable or unreliable based on a comparison between the 50<sup>th</sup> percentile travel time and the 80<sup>th</sup> percentile travel time, and the proportion of reliable segments is reported. For TTTR, the ratio between the 50<sup>th</sup> percentile travel time and the 90<sup>th</sup> percentile travel time for trucks only along the Interstate system is reported as a statewide measure. As this data set has but one year of consistent data, FHWA guidance has been to set conservative targets and to adjust future targets once more data becomes available. To that end, MassDOT’s reliability performance targets are set to remain the same.

Emissions reduction targets are measured as the sum total of all emissions reductions anticipated through CMAQ-funded projects in non-attainment or air quality maintenance

areas (currently the cities of Lowell, Springfield, Waltham, and Worcester, and the town of Oak Bluffs) identified in the Statewide Transportation Improvement Program (STIP). This anticipated emissions reduction is calculated using the existing CMAQ processes.

**Table 6. Bridge & Pavement Performance Measures (PM2) Target Summary**

PERFORMANCE MEASURE	CURRENT (2017)	2-YEAR TARGET (2020)	4-YEAR TARGET (2022)
Interstate LOTTR	68%	68%	68%
TTTR	1.85	1.85	1.85

Note: Performance targets not applicable to Cape Cod have been excluded from this table.

*Transit Asset Management Measures and Targets*

Transit Asset Management (TAM) is a business model that uses the condition of assets to guide optimal prioritization of funding at transit properties in order to keep our transit networks in a state of Good Repair (SGR).

Federal legislation requires all recipients of FTA funding to develop a TAM Plan and update the plan every four years. The Cape Cod Regional Transit Authority (CCRTA) is required to develop agency-specific TAM targets and the Cape Cod MPO is required to develop regional targets. The Cape Cod MPO has adopted CCRTA’s FY 2019 CCRTA TAM targets for the Cape Cod region as represented in Table 7.

**Table 7. Cape Cod Transit Asset Management Performance Measures and Targets**

CATEGORY	CLASS	NUMBER	MEASURE	FY2018 PERFORMANCE	FY2019 TARGET
Rolling Stock	Bus	28	% at or past ULB	0%	0%
Rolling Stock	Cutaway Bus	100	% at or past ULB	1%	10%
Rolling Stock	Vans	7	% at or past ULB	0%	0%
Equipment	Service Vehicle/Trucks	10	% at or past ULB	40%	50%
Facilities	Maintenance	1	% under 3.0 on TERM scale	0%	0%
Facilities	Passenger Facilities	1	% under 3.0 on TERM scale	0%	0%

Note: Useful Life Bench Mark (ULB) is defined by FTA as “the expected lifecycle of a capital asset for a particular transit provider’s operating environment, or the acceptable period of use in service for a particular transit provider’s operating environment.” For example, FTA’s default ULB value for a bus is 14 years. FTA’s Transit Economic Requirements Model (TERM) scale, which pertains to the facilities measure, is a rating system that describes asset condition. The scale values are 1 (poor), 2 (marginal), 3 (adequate), 4 (good), and 5 (excellent).

## **Chapter 2: TIP Development Process**

The Cape Cod Transportation Improvement Program (TIP) is a listing of federal aid eligible transportation projects for Cape Cod prepared under the direction of the Cape Cod Metropolitan Planning Organization (MPO). The plan 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) with input from the public and in cooperation with multiple state and federal agencies.

The TIP is developed based on a vision defined in the Cape Cod Regional Transportation Plan (RTP) and includes the transportation projects proposed for implementation in the next five years. Each year of the TIP must be financially constrained; anticipated project costs cannot exceed available funding. The TIP must conform with a host of federal and state requirements and polices including air quality and equity programs.

The inclusion of a project in the TIP is one step on the path towards construction. 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.

### **Development Schedule**

The Cape Cod MPO process follows an annual schedule for development of the Transportation Improvement Program (TIP) to be compatible with the development schedule of the State Transportation Improvement Program (STIP), as is required under 23 CFR 450.324. The STIP includes projects lists in the Cape Cod TIP, projects listed in the TIP from other planning regions, and projects that span multiple planning regions. The Cape Cod TIP is generally endorsed by the Cape Cod MPO each May with the STIP being submitted for federal approvals prior to the beginning of the Federal Fiscal Year on October 1.

### **Adjustment and Amendment Procedures**

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, if a project cost changes by less than 10% and less than \$500,000, it may be considered an administrative adjustment.

### *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 or remove an existing 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.

Amendments to the TIP are presented to the MPO as draft and released by vote for a 21-calendar-day public comment period. At that time, Cape Cod MPO Staff distributes the draft document and announces the beginning of the public comment period.

Comments received by staff are documented, presented to the MPO and may result in changes to the document. After the 21-calendar-day public comment period the MPO can endorse, reject or rerelease the draft for an additional comment period by vote. The comment period for these documents may be abbreviated as determined by the MPO.

**Public Participation Process**

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 development of the TIP occurs in public meeting of the CCJTC and the Cape Cod MPO. Presentations on potential new projects typically occur in the fall. Discussions of the scoring of potential projects and development of a potential program of projects occurs in the winter and spring. Meetings related to the development of the TIP for discussion and/or endorsement in Table 8.

**Table 8. Transportation Improvement Program Development Meetings**

DATE	MEETING TYPE	LOCATION
February 8, 2019	CCJTC	Barnstable County Complex
February 21, 2019	Cape Cod MPO	Barnstable County Complex
March 8, 2019	CCJTC	Barnstable County Complex
March 18, 2019	Cape Cod MPO	Barnstable County Complex
April 12, 2019	CCJTC	Barnstable County Complex
April 22, 2019 (anticipated)	Cape Cod MPO	Barnstable County Complex
May 10, 2019 (anticipated)	CCJTC	Barnstable County Complex
May 20, 2019 (anticipated)	Cape Cod MPO	Barnstable County Complex

In addition to discussion at CCJTC and Cape MPO public meetings, CCC staff makes efforts to reach out directly to members of the public interested in development of the TIP. Public outreach events were held across the region including collecting comments at Bay State Bike Week events. Staff also made a presentation and collected comments at a Sunday service at the largest Portuguese church on Cape Cod. CCC staff received additional comments at an outreach table set up at the Hyannis Transportation Center.

The TIP is to be presented to the MPO as draft and released by vote for a 21-calendar-day public comment period. At that time, Cape Cod MPO Staff distributes the draft document and announces the beginning of the public comment period. Comments received by staff are documented, presented to the MPO and may result in changes to the document. After the 21-calendar-day public comment period the MPO can endorse, reject or rerelease the draft for an additional comment period by vote. The comment period for these documents may be abbreviated as determined by the MPO.

CCC staff maintains an electronic mailing list of persons interested in transportation issues in the region. Notice of the public meetings where discussion of draft TIP documents is to occur is emailed at least seven days in advance. Public comments may be made in person or via email, telephone, fax, or regular mail.

## Chapter 3: TIP Funding

This TIP was developed under the Fixing America’s Surface Transportation (FAST) Act. Most funding categories in this TIP are through federal sources: Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) as provided by federal legislation. Table 9 and Table 10 provide brief descriptions of the funding programs used for transportation improvement projects on Cape Cod.

**Table 9. Federal Highway Funding Administration Programs**

PROGRAM	ELIGIBLE USES
Congestion Mitigation and Air Quality Improvement (CMAQ)	A wide range of projects in air quality nonattainment and maintenance areas for ozone, carbon monoxide, and small particulate matter, which reduce transportation-related emissions.
Highway Safety Improvement Program (HSIP)	Implementation of infrastructure-related highway safety improvements
National Highway Performance Program (NHPP)	Improvements to interstate routes, major urban and rural arterials, connectors to major intermodal facilities, and the national defense network. Also includes replacing or rehabilitating any public bridge, and resurfacing, restoring, and rehabilitating routes on the Interstate Highway System.
Surface Transportation Block Grant (STBG) <i>[Surface Transportation Program (STP) under MAP-21]</i>	A broad range of surface transportation capital needs, including roads; transit, sea, and airport access; and vanpool, bicycle, and pedestrian facilities.
Transportation Alternatives (TA) <i>[Transportation Alternatives Program (TAP) under MAP-21]</i>	Construction of infrastructure-related projects (for example, sidewalk, crossing, and on-road bicycle facility improvements).
Bridge Replacement and Rehabilitation Program (BR)	Replacement or repair of bridges on or off the federal aid system.
Ferry Boat Program (FBP)	Project to construct ferry boats and ferry terminal facilities.
National Highway Freight Program (NHFP)	Projects that improve the efficient movement of freight on the National Highway Freight Network
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.

**Table 10. Federal Transit Funding Administration Programs**

PROGRAM	ELIGIBLE USES
Bus and Bus Facilities (FTA 5309)	This category is discretionary funds for capital expenditures such as buses and terminal facilities; projects need federally earmarked 5309 funds to proceed.
Urbanized Area Formula Grant Program (FTA 5307)	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.
Elderly Persons and Persons with Disabilities Formula Program (FTA 5310)	This program funds public transit projects in rural areas.
Rural Area Formula Program (FTA 5311)	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.

*Cape Cod Transportation Improvement Program for FFY 2020-2024*

For federal fiscal years 2020-2024 the anticipated available funding from the Federal Highway Administration with the state match is presented in Table 11.

**Table 11. Summary of Available Federal Highway Administration Funding with State Match**

<b>YEAR</b>	<b>TOTAL</b>
2020	\$10,935,690
2021	\$11,157,034
2022	\$11,384,218
2023	\$11,632,859
2024	\$11,785,328
Total	\$56,895,129

For federal fiscal years 2020-2024 the anticipated available funding from the Federal Transit Administration with the state match is presented in Table 12.

**Table 12. Summary of Available Federal Transit Administration Funding with State Match**

<b>YEAR</b>	<b>TOTAL</b>
2020	\$12,998,962
2021	\$11,454,754
2022	\$11,711,587
2023	\$10,941,832
2024	\$13,006,443
Total	\$60,113,578



# Chapter 4: TIP Project Map and Descriptions

## Map of Funded Highway Projects

Figure 8 shows the location and extent of highway projects funded in this Transportation Improvement Program (TIP). An interactive map of these projects is available on the Cape Cod TIP website at [www.capecodcommission.org/tip](http://www.capecodcommission.org/tip).



**Figure 8. Map of Funded Highway Projects**

## Description of Funded Highway Projects

The following descriptions for highway projects were prepared by MassDOT and are subject to change as the projects are further developed.

### **Barnstable, Route 28 at Yarmouth Rd (#606272)**

This project involves improving safety and congestion for all users at the intersection of Iyannough 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.

### **Cape Cod, Bicycle Rack Program (#CCBR22)**

Reimbursement program for the towns and other eligible entities to receive bicycle racks.

### **Bourne, Belmont Circle Multi-modal Improvements (#606900)**

This project is intended as an interim improvement to address safety and congestion issues at Belmont Circle. Proposed improvements include upgraded pavement markings and signs, as well as improved pedestrian and bicycle through the installation of sidewalks and shared use paths.

### **Bourne-Falmouth, Route 28 Guide and Traffic Sign Replacements (#608571)**

This project is in the preliminary design phase.

### **Stormwater Improvements, Various Locations (#TBD)**

This project is in the preliminary design phase.

### **Mashpee, Route 151 (#607319)**

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.

**Barnstable, Bearses Way Shared Use Path (#609067)**

This project involves construction of a shared use path along Bearses Way, from the DPW driveway to Pitchers Way

**Orleans, Route 28 at Route 39 and Quanset Rd (#608666)**

Work on this project consists of the installation of a roundabout along with associated geometric improvements. ADA compliant sidewalks are proposed within the project limits.

**Harwich, Bridge Replacement - Azalea Dr over Herring River (#608617)**

This project is in the preliminary design phase.

**Wellfleet-Truro, Pavement Preservation and Related Work on Route 6 (#609098)**

This project is in the preliminary design phase.

**Yarmouth, Route 28 at North Main St and Old Main St (#608568)**

This project is in the preliminary design phase.

**Sandwich, Shared Use Path on Service Rd (Route 130 to Chase Rd) (#608422)**

In 2013, National Grid (NGRID, an international electricity and gas company, approached the Town of Sandwich with a request to construct and maintain a 20" gas main in the roadside area between the Service Road pavement and the Mid-Cape Highway right-of-way. The Town of Sandwich, as part of the local permit process, mandated that a variety of public betterments be included in the project. One such betterment requires National Grid to include tree removal and rough grading along the proposed gas line alignment that would serve as a base for constructing this first phase of a multi-phase shared-use path project from Route 130 to Chase Road.

**Yarmouth-Barnstable, Cape Cod Rail Trail Extension (#607398)**

This project is intended to provide an extension of the Cape Cod Rail Trail multi-use path connecting the communities of Barnstable and Yarmouth.

**Wellfleet, Route 6 at Main St (#607397)**

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.

**Chatham, Route 28 at Main St, Depot Rd, Queen Anne Rd and Crowell Rd (#607405)**

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.

**Yarmouth, Route 28 Resurfacing and Related Work (#608264)**

Work on this project consists of resurfacing and related work on Route 28. Also included is sidewalk reconstruction, ADA curb ramp upgrades, drainage improvements, pavement markings and signs.

**Dennis/Harwich, Route 28 Reconstruction (Upper County Rd to Herring River Bridge) (#608742)**

Work on this project consists of roadway rehabilitation, box cut widening, mill and overlay, sidewalk construction and reconstruction, installation of new ADA compliant curb ramps, drainage upgrades, pavement markings and signs on Route 28 for a length of 0.7 miles. The roadway and sidewalk work will improve both bicycle and pedestrian accommodation for this length of roadway. This project is the second phase of improvements proposed for Route 28 in Dennis and Harwich. In addition, traffic signals at the Route 28/Upper County Road intersection will be reconstructed to current standards with associated geometric improvements.

**Provincetown, Shank Painter Road Improvements (#608744)**

This project involves corridor improvements and related work on Shank Painter Road, from Route 6 to Bradford Street.

**Bourne, Median Installation on Route 6 (#606082)**

This project is in the preliminary design phase.

**Bourne, Rail Trail Construction – Phase 1 (#609262)**

This project is in the preliminary design phase.

## Description of Funded Transit Projects

Transit projects funded in the TIP allow the Cape Cod Regional Transit Authority (CCRTA) to operate and maintain the fleet of vehicle and other infrastructure needed to meet the transportation needs of the Cape Cod region. The agency offers many types of services that cater to many different customer types including provides year-round and seasonal fixed-route services and a variety of demand response services. There is emphasis on providing transportation to the transit dependent demographics on Cape Cod, the elderly and individuals with disabilities.

Year-round fixed route service is offered on major roads. Stops are positioned to provide mobility and convenience for customers. Passengers may also flag down the bus between scheduled stops along the route. The FLEX route is a hybrid, which allows passengers to request a pick-up or drop off location up to  $\frac{3}{4}$  of a mile from the designated route. The routes with the highest ridership are the H2O and Sealine, which travel on Route 28. Some of the fixed routes show ridership that changes seasonally, such as the FLEX route, but others show more steady year round use, including the Sandwich Line and Barnstable Villager. The newest regular services, the Sandwich Line and the Bourne Run have been meeting the fixed-route needs of previously unserved areas. Still running as a demonstration route, the Hyannis Loop is providing improved access to employment and services in Hyannis. Figure 3 shows the agencies year-round, fixed-route services.

Seasonal fixed-route services are provided in the downtown portions of Falmouth, Hyannis and Provincetown. These services have high ridership and measure well in performance during the summer months. The Provincetown shuttle has the highest ridership in the months of July and August of all the services offered. The CapeFLYER, a train from Boston targeted for vacationers traveling to Cape Cod, and the Outer Cape Bike shuttle, a vehicle with a trailer to carry bicycles, are provided in partnership with other agencies and are not included in this evaluation.

Demand response services make up a large portion of total ridership including; Dial-A-Ride Transportation (DART), Americans with Disabilities Act (ADA) paratransit services and the Boston Hospital Transportation.



Figure 9. Map of Cape Cod Regional Transit Authority Year-round, Fixed-route Services

# Chapter 5: TIP Project Listing/Financial Plan

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

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 and Transit Projects

The Cape Cod federal aid target amounts, from Federal Highway Administration sources through the Commonwealth of Massachusetts, Massachusetts Department of Transportation, based on approximately 4.6% of the statewide amounts, are presented in Table 13, and the current amount programmed is the right column.

**Table 13. Cape Cod Federal Aid Target Programmed Amounts**

YEAR	TOTAL FEDERAL AID	AMOUNT PROGRAMMED
2020	\$10,935,690	\$9,743,998
2021	\$11,157,034	\$11,157,034
2022	\$11,384,218	\$10,016,873
2023	\$11,632,859	\$9,829,288
2024	\$11,785,328	\$11,785,328
Total	\$56,895,129	\$52,532,521

Projects programmed in years 2020-2024 reflect 2020 cost estimates. An inflation rate of 4% per year is added to project cost estimates in years 2021-2024, and therefore, the project cost estimates are by Year of Expenditure (YOE) for the target projects.

In addition to funding of highway projects, a significant amount of TIP funding is allocated for public transportation. Table 14 shows the programming amounts for both highway and transit projects provided from the TIP. The highway totals include projects outside of the Cape Cod TIP Target such as Cape Cod specific bridge and maintenance projects.

**Table 14. Cape Cod TIP Funding Programmed for Highway and Transit Projects**

YEAR	HIGHWAY	TRANSIT	TOTAL
2020	\$11,476,998	\$12,998,962	\$24,475,960
2021	\$20,545,762	\$11,454,754	\$32,000,516
2022	\$27,191,338	\$11,711,587	\$38,902,925
2023	\$17,473,288	\$10,941,832	\$28,415,120
2024	\$18,348,028	\$13,006,443	\$31,354,471
Total	\$95,035,414	\$60,113,578	\$155,148,992

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 D.



# 2020 Cape Cod Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</i>
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## ► Section 1A / Regionally Prioritized Projects

### ► Regionally Prioritized Projects

Intersection Improvements		606272	Cape Cod	Barnstable	BARNSTABLE- INTERSECTION IMPROVEMENTS AT IYANOUGH ROAD (ROUTE 28) AND YARMOUTH ROAD	5	STBG	\$ 4,008,535	\$ 3,206,828	\$ 801,707	Construction; Total project cost = \$15,756,274 (2019 STBG + 2019 HSIP + 2019 CMAQ + 2019 TAP + 2019 Statewide NFP + 2020 STBG + 2020 HSIP); MPO score = 83; AC Year 2 of 2; Municipality is TAP proponent; RSA performed; CMAQ approved
Intersection Improvements		606272	Cape Cod	Barnstable	BARNSTABLE- INTERSECTION IMPROVEMENTS AT IYANOUGH ROAD (ROUTE 28) AND YARMOUTH ROAD	5	HSIP	\$ 458,514	\$ 412,663	\$ 45,851	Construction; Total project cost = \$15,756,274 (2019 STBG + 2019 HSIP + 2019 CMAQ + 2019 TAP + 2019 Statewide NFP + 2020 STBG + 2020 HSIP); MPO score = 83; AC Year 2 of 2; Municipality is TAP proponent; RSA performed; CMAQ approved
Intersection Improvements		606272	Cape Cod	Barnstable	BARNSTABLE- INTERSECTION IMPROVEMENTS AT IYANOUGH ROAD (ROUTE 28) AND YARMOUTH ROAD	5	TAP	\$ 205,809	\$ 164,647	\$ 41,162	Construction; Total project cost = \$15,756,274 (2019 STBG + 2019 HSIP + 2019 CMAQ + 2019 TAP + 2019 Statewide NFP + 2020 STBG + 2020 HSIP); MPO score = 83; AC Year 2 of 2; Municipality is TAP proponent; RSA performed; CMAQ approved
Roadway Reconstruction		606900	Cape Cod	Bourne	BOURNE- TRAFFIC AND MULTI-MODAL IMPROVEMENTS @ BELMONT CIRCLE AT ROUTES 6/25/28	5	STBG	\$ 3,924,855	\$ 3,139,884	\$ 784,971	Construction; Total project cost = \$4,971,140 (STBG + CMAQ); MPO score = 82; CMAQ approved
Roadway Reconstruction		606900	Cape Cod	Bourne	BOURNE- TRAFFIC AND MULTI-MODAL IMPROVEMENTS @ BELMONT CIRCLE AT ROUTES 6/25/28	5	CMAQ	\$ 1,046,285	\$ 837,028	\$ 209,257	Construction; Total project cost = \$4,971,140 (STBG + CMAQ); MPO score = 82; CMAQ approved
Planning / Adjustments / Pass-throughs		CCBR20	Cape Cod	Multiple	CAPE COD - BICYCLE RACK PROGRAM	5	CMAQ	\$ 100,000	\$ 80,000	\$ 20,000	Construction; Total project cost = \$100,000; MPO score = 52; CMAQ approved; Funds to be applied for by municipalities.
Regionally Prioritized Projects subtotal ►								<b>\$ 9,743,998</b>	<b>\$ 7,841,050</b>	<b>\$ 1,902,948</b>	◄ Funding Split Varies by Funding Source

## ► Section 1A / Fiscal Constraint Analysis

**Section 1A Instructions:** MPO Template Name) Choose Regional Name from dropdown list to populate header and MPO column; Column C) Enter ID from ProjectInfo; Column E) Choose Municipality Name from dropdown list; Column H) Choose the Funding Source being used for the project - if multiple funding sources are being used enter multiple lines; Column I) Enter the total amount of funds being programmed in this fiscal year and for each funding source; Column J) Federal funds autocalculates. Please verify the amount and only change if needed for flex. Column K) Non-federal funds autocalculates. Please verify the split/match - if matching an FTA flex, coordinate with Rail & Transit Division before programming; Column L) Enter Additional Information as described - please do not use any other format.

Total Regional Federal Aid Funds Programmed ►	\$ 9,743,998	\$ 10,935,690	◄ Total	\$ 1,191,692	Target Funds Available
STBG programmed ►	\$ 7,933,390	\$ 6,346,712	◄ STBG		
HSIP programmed ►	\$ 458,514	\$ 412,663	◄ HSIP		
CMAQ programmed ►	\$ 1,146,285	\$ 917,028	◄ CMAQ		
TAP programmed ►	\$ 205,809	\$ 164,647	◄ TAP		

## ► Section 1B / Earmark or Discretionary Grant Funded Projects

### ► Other Federal Aid

	Cape Cod	Other Federal Aid	HPP	\$ -	\$ -	\$ -	
Other Federal Aid subtotal ►				<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	◄ Funding Split Varies by Funding Source

## ► Section 2A / State Prioritized Reliability Projects

### ► Bridge Program / Inspections

Bridge Program	Cape Cod	Bridge Inspection		\$ -	\$ -	\$ -	
Bridge Program / Inspections subtotal ►				<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	◄ Funding Split Varies by Funding Source

### ► Bridge Program / Off-System

Bridge Program	Cape Cod	Bridge Program / Off-System		\$ -	\$ -	\$ -	
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# 2020 Cape Cod Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</i>
Bridge Program / Off-System subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
<b>► Bridge Program / On-System (NHS)</b>											
	Bridge Program		Cape Cod		Bridge Program / On-System (NHS)			\$ -	\$ -	\$ -	
Bridge Program / On-System (NHS) subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
<b>► Bridge Program / On-System (Non-NHS)</b>											
	Bridge Program		Cape Cod		Bridge Program / On-System (Non-NHS)			\$ -	\$ -	\$ -	
	Bridge Program		Cape Cod		Bridge Program / On-System (Non-NHS)			\$ -	\$ -	\$ -	
	Bridge Program		Cape Cod		Bridge Program / On-System (Non-NHS)			\$ -	\$ -	\$ -	
Bridge Program / On-System (Non-NHS) subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
<b>► Bridge Program / Systematic Maintenance</b>											
	Bridge Program		Cape Cod		Bridge Program / Systematic Maintenance			\$ -	\$ -	\$ -	
Bridge Program / Systematic Maintenance subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
<b>► Interstate Pavement</b>											
	Interstate Pavement		Cape Cod		Interstate Pavement			\$ -	\$ -	\$ -	
Interstate Pavement subtotal ▶								\$ -	\$ -	\$ -	◀ 90% Federal + 10% Non-Federal
<b>► Non-Interstate Pavement</b>											
	Non-Interstate Pavement		Cape Cod		Non-Interstate Pavement			\$ -	\$ -	\$ -	
Non-Interstate Pavement subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
<b>► Roadway Improvements</b>											
	Roadway Improvements	609393	Cape Cod	Multiple	DISTRICT 5 - STORMWATER IMPROVEMENTS AT VARIOUS LOCATIONS ON CAPE COD	5	STBG	\$ 1,300,000	\$ 1,040,000	\$ 260,000	
Roadway Improvements subtotal ▶								\$ 1,300,000	\$ 1,040,000	\$ 260,000	◀ 80% Federal + 20% Non-Federal
<b>► Safety Improvements</b>											
	Safety Improvements	608571	Cape Cod	Multiple	BOURNE TO FALMOUTH GUIDE AND TRAFFIC SIGN REPLACEMENT ON A SECTION OF ROUTE 28	5	HSIP	\$ 433,000	\$ 389,700	\$ 43,300	
Safety Improvements subtotal ▶								\$ 433,000	\$ 389,700	\$ 43,300	◀ Funding Split Varies by Funding Source
<b>► Section 2B / State Prioritized Modernization Projects</b>											
<b>► ADA Retrofits</b>											
	ADA Retrofits		Cape Cod		ADA Retrofits			\$ -	\$ -	\$ -	
ADA Retrofits subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
<b>► Intersection Improvements</b>											
	Intersection Improvements		Cape Cod		Intersection Improvements			\$ -	\$ -	\$ -	
Intersection Improvements subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
<b>► Intelligent Transportation Systems</b>											
	Intelligent Transportation Systems		Cape Cod		Intelligent Transportation Systems			\$ -	\$ -	\$ -	
Intelligent Transportation System subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
<b>► Roadway Reconstruction</b>											
	Roadway Reconstruction		Cape Cod		Roadway Reconstruction			\$ -	\$ -	\$ -	

# 2020 Cape Cod Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</i>
Roadway Reconstruction subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

## ► Section 2C / State Prioritized Expansion Projects

### ► Bicycles and Pedestrians

	Bicycles and Pedestrians		Cape Cod		Bicycles and Pedestrians			\$ -	\$ -	\$ -	
Bicycles and Pedestrians subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

### ► Capacity

	Capacity		Cape Cod		Capacity			\$ -	\$ -	\$ -	
Capacity subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

## ► Section 3 / Planning / Adjustments / Pass-throughs

### ► Planning / Adjustments / Pass-throughs

			Cape Cod		ABP GANS Repayment	Multiple		\$ -	\$ -	\$ -	
			Cape Cod		Award adjustments, change orders, etc.	Multiple		\$ -	\$ -	\$ -	
			Cape Cod		Metropolitan Planning	Multiple		\$ -	\$ -	\$ -	
			Cape Cod		State Planning and Research Work Program I, (SPR I), Planning	Multiple		\$ -	\$ -	\$ -	
			Cape Cod		Railroad Crossings	Multiple		\$ -	\$ -	\$ -	
			Cape Cod		Recreational Trails	Multiple		\$ -	\$ -	\$ -	
Other Statewide Items subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

## ► Section 4 / Non-Federally Aided Projects

### ► Non-Federally Aided Projects

	Non-Federally Aided Projects		Cape Cod		Non-Federal Aid			\$ -		\$ -	
Non-Federal Aid subtotal ▶								\$ -		\$ -	◀ 100% Non-Federal

## 2020 Summary

	TIP Section 1 - 3: ▼	TIP Section 4: ▼	Total of All Projects ▼	
Total ▶	\$ 11,476,998	\$ -	\$ 11,476,998	◀ Total Spending in Region
Federal Funds ▶	\$ 9,270,750		\$ 9,270,750	◀ Total Federal Spending in Region
Non-Federal Funds ▶	\$ 2,206,248	\$ -	\$ 2,206,248	◀ 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>

# 2021 Cape Cod Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</i>
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## ► Section 1A / Regionally Prioritized Projects

### ► Regionally Prioritized Projects

	Bicycles and Pedestrians	609067	Cape Cod	Barnstable	BARNSTABLE- CONSTRUCTION OF A SHARED USE PATH ALONG BEARSES WAY, FROM THE DPW DRIVEWAY TO PITCHERS WAY	5	STBG	\$ 1,194,216	\$ 955,373	\$ 238,843	Construction; Total project cost = \$1,194,216 with 4% inflation; MPO score = 77
	Roadway Reconstruction	608666	Cape Cod	Orleans	ORLEANS- INTERSECTION IMPROVEMENTS AT ROUTE 28 (SOUTH ORLEANS ROAD), ROUTE 39 (HARWICH ROAD) AND QUANSET ROAD	5	STBG	\$ 4,045,304	\$ 3,236,243	\$ 809,061	Construction; Total project cost = \$4,045,304 with 4% inflation applied; MPO score = 64
	Roadway Reconstruction	607319	Cape Cod	Mashpee	MASHPEE- CORRIDOR IMPROVEMENTS & RELATED WORK ON NATHAN ELLIS HIGHWAY (ROUTE 151), FROM MASHPEE ROTARY TO FALMOUTH T.L.	5	STBG	\$ 4,106,906	\$ 3,285,525	\$ 821,381	Construction; Total project cost = \$15,934,387 with 4% inflation (2021 STBG + 2021 HSIP + 2021 CMAQ + 2021 TAP + 2022 STBG + 2022 HSIP + 2022 CMAQ + 2022 TAP); MPO score = 80; AC Year 1 of 2; Municipality is TAP proponent; RSA conducted; CMAQ analysis to be completed
	Roadway Reconstruction	607319	Cape Cod	Mashpee	MASHPEE- CORRIDOR IMPROVEMENTS & RELATED WORK ON NATHAN ELLIS HIGHWAY (ROUTE 151), FROM MASHPEE ROTARY TO FALMOUTH T.L.	5	HSIP	\$ 458,514	\$ 412,663	\$ 45,851	Construction; Total project cost = \$15,934,387 with 4% inflation (2021 STBG + 2021 HSIP + 2021 CMAQ + 2021 TAP + 2022 STBG + 2022 HSIP + 2022 CMAQ + 2022 TAP); MPO score = 80; AC Year 1 of 2; Municipality is TAP proponent; RSA conducted; CMAQ analysis to be completed
	Roadway Reconstruction	607319	Cape Cod	Mashpee	MASHPEE- CORRIDOR IMPROVEMENTS & RELATED WORK ON NATHAN ELLIS HIGHWAY (ROUTE 151), FROM MASHPEE ROTARY TO FALMOUTH T.L.	5	CMAQ	\$ 1,146,285	\$ 917,028	\$ 229,257	Construction; Total project cost = \$15,934,387 with 4% inflation (2021 STBG + 2021 HSIP + 2021 CMAQ + 2021 TAP + 2022 STBG + 2022 HSIP + 2022 CMAQ + 2022 TAP); MPO score = 80; AC Year 1 of 2; Municipality is TAP proponent; RSA conducted; CMAQ analysis to be completed
	Roadway Reconstruction	607319	Cape Cod	Mashpee	MASHPEE- CORRIDOR IMPROVEMENTS & RELATED WORK ON NATHAN ELLIS HIGHWAY (ROUTE 151), FROM MASHPEE ROTARY TO FALMOUTH T.L.	5	TAP	\$ 205,809	\$ 164,647	\$ 41,162	Construction; Total project cost = \$15,934,387 with 4% inflation (2021 STBG + 2021 HSIP + 2021 CMAQ + 2021 TAP + 2022 STBG + 2022 HSIP + 2022 CMAQ + 2022 TAP); MPO score = 80; AC Year 1 of 2; Municipality is TAP proponent; RSA conducted; CMAQ analysis to be completed
Regionally Prioritized Projects subtotal ►								<b>\$ 11,157,034</b>	<b>\$ 8,971,479</b>	<b>\$ 2,185,555</b>	◄ Funding Split Varies by Funding Source

## ► Section 1A / Fiscal Constraint Analysis

**Section 1A Instructions:** MPO Template Name) Choose Regional Name from dropdown list to populate header and MPO column; Column C) Enter ID from ProjectInfo; Column E) Choose Municipality Name from dropdown list; Column H) Choose the Funding Source being used for the project - if multiple funding sources are being used enter multiple lines; Column I) Enter the total amount of funds being programmed in this fiscal year and for each funding source; Column J) Federal funds autocalculate. Please verify the amount and only change if needed for flex. Column K) Non-federal funds autocalculate. Please verify the split/match - if matching an FTA flex, coordinate with Rail & Transit Division before programming; Column L) Enter Additional Information as described - please do not use any other format.

Total Regional Federal Aid Funds Programmed ►	\$ 11,157,034	\$ 11,157,034	◄ Total	\$ 0	Target Funds Available
STBG programmed ►	\$ 9,346,426	\$ 7,477,141	◄ STBG		
HSIP programmed ►	\$ 458,514	\$ 412,663	◄ HSIP		
CMAQ programmed ►	\$ 1,146,285	\$ 917,028	◄ CMAQ		
TAP programmed ►	\$ 205,809	\$ 164,647	◄ TAP		

## ► Section 1B / Earmark or Discretionary Grant Funded Projects

### ► Other Federal Aid

	Cape Cod	Other Federal Aid	HPP	\$ -	\$ -	\$ -	
Other Federal Aid subtotal ►				<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	◄ Funding Split Varies by Funding Source

## ► Section 2A / State Prioritized Reliability Projects

### ► Bridge Program / Inspections

	Bridge Program	Cape Cod	Bridge Inspection	\$ -	\$ -	\$ -	
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# 2021 Cape Cod Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</i>
Bridge Program / Inspections subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
<b>► Bridge Program / Off-System</b>											
	Bridge Program	608617	Cape Cod	Harwich	HARWICH- BRIDGE REPLACEMENT, H-10-019, AZALEA DRIVE OVER HERRING RIVER	5	STBG-BR-OFF	\$ 1,043,768	\$ 835,014	\$ 208,754	
Bridge Program / Off-System subtotal ▶								\$ 1,043,768	\$ 835,014	\$ 208,754	◀ 80% Federal + 20% Non-Federal
<b>► Bridge Program / On-System (NHS)</b>											
	Bridge Program		Cape Cod		Bridge Program / On-System (NHS)			\$ -	\$ -	\$ -	
Bridge Program / On-System (NHS) subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
<b>► Bridge Program / On-System (Non-NHS)</b>											
	Bridge Program		Cape Cod		Bridge Program / On-System (Non-NHS)			\$ -	\$ -	\$ -	
Bridge Program / On-System (Non-NHS) subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
<b>► Bridge Program / Systematic Maintenance</b>											
	Bridge Program		Cape Cod		Bridge Program / Systematic Maintenance			\$ -	\$ -	\$ -	
Bridge Program / Systematic Maintenance subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
<b>► Interstate Pavement</b>											
	Interstate Pavement		Cape Cod		Interstate Pavement			\$ -	\$ -	\$ -	
Interstate Pavement subtotal ▶								\$ -	\$ -	\$ -	◀ 90% Federal + 10% Non-Federal
<b>► Non-Interstate Pavement</b>											
	Non-Interstate Pavement	609098	Cape Cod	Multiple	WELLFLEET-TRURO - PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 6	5	NHPP	\$ 8,344,960	\$ 6,675,968	\$ 1,668,992	
Non-Interstate Pavement subtotal ▶								\$ 8,344,960	\$ 6,675,968	\$ 1,668,992	◀ 80% Federal + 20% Non-Federal
<b>► Roadway Improvements</b>											
	Roadway Improvements		Cape Cod		Roadway Improvements			\$ -	\$ -	\$ -	
Roadway Improvements subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
<b>► Safety Improvements</b>											
	Safety Improvements		Cape Cod		Safety Improvements			\$ -	\$ -	\$ -	
Safety Improvements subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
<b>► Section 2B / State Prioritized Modernization Projects</b>											
<b>► ADA Retrofits</b>											
	ADA Retrofits		Cape Cod		ADA Retrofits			\$ -	\$ -	\$ -	
ADA Retrofits subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
<b>► Intersection Improvements</b>											
	Intersection Improvements		Cape Cod		Intersection Improvements			\$ -	\$ -	\$ -	
Intersection Improvements subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
<b>► Intelligent Transportation Systems</b>											
	Intelligent Transportation Systems		Cape Cod		Intelligent Transportation Systems			\$ -	\$ -	\$ -	
Intelligent Transportation System subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
<b>► Roadway Reconstruction</b>											

# 2021 Cape Cod Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</i>
	Roadway Reconstruction		Cape Cod		Roadway Reconstruction			\$ -	\$ -	\$ -	
Roadway Reconstruction subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

## ▶ Section 2C / State Prioritized Expansion Projects

### ▶ Bicycles and Pedestrians

	Bicycles and Pedestrians		Cape Cod		Bicycles and Pedestrians			\$ -	\$ -	\$ -	
Bicycles and Pedestrians subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

### ▶ Capacity

	Capacity		Cape Cod		Capacity			\$ -	\$ -	\$ -	
Capacity subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

## ▶ Section 3 / Planning / Adjustments / Pass-throughs

### ▶ Planning / Adjustments / Pass-throughs

			Cape Cod		ABP GANS Repayment	Multiple		\$ -	\$ -	\$ -	
			Cape Cod		Award adjustments, change orders, etc.	Multiple		\$ -	\$ -	\$ -	
			Cape Cod		Metropolitan Planning	Multiple		\$ -	\$ -	\$ -	
			Cape Cod		State Planning and Research Work Program I, (SPR I), Planning	Multiple		\$ -	\$ -	\$ -	
			Cape Cod		Railroad Crossings	Multiple		\$ -	\$ -	\$ -	
			Cape Cod		Recreational Trails	Multiple		\$ -	\$ -	\$ -	
Other Statewide Items subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

## ▶ Section 4 / Non-Federally Aided Projects

### ▶ Non-Federally Aided Projects

	Non-Federally Aided Projects		Cape Cod		Non-Federal Aid			\$ -		\$ -	
Non-Federal Aid subtotal ▶								\$ -		\$ -	◀ 100% Non-Federal

## 2021 Summary

	TIP Section 1 - 3: ▼	TIP Section 4: ▼	Total of All Projects ▼	
Total ▶	\$ 20,545,762	\$ -	\$ 20,545,762	◀ Total Spending in Region
Federal Funds ▶	\$ 16,482,461		\$ 16,482,461	◀ Total Federal Spending in Region
Non-Federal Funds ▶	\$ 4,063,301	\$ -	\$ 4,063,301	◀ 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>

# 2022 Cape Cod Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</i>
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## ► Section 1A / Regionally Prioritized Projects

### ► Regionally Prioritized Projects

Roadway Reconstruction	607319	Cape Cod	Mashpee	MASHPEE- CORRIDOR IMPROVEMENTS & RELATED WORK ON NATHAN ELLIS HIGHWAY (ROUTE 151), FROM MASHPEE ROTARY TO FALMOUTH T.L.	5	STBG	\$ 8,206,265	\$ 6,565,012	\$ 1,641,253	Construction; Total project cost = \$15,934,387 with 4% inflation (2021 STBG + 2021 HSIP + 2021 CMAQ + 2021 TAP + 2022 STBG + 2022 HSIP + 2022 CMAQ + 2022 TAP); MPO score = 80; AC Year 2 of 2; Municipality is TAP proponent; RSA conducted; CMAQ analysis to be completed	
Roadway Reconstruction	607319	Cape Cod	Mashpee	MASHPEE- CORRIDOR IMPROVEMENTS & RELATED WORK ON NATHAN ELLIS HIGHWAY (ROUTE 151), FROM MASHPEE ROTARY TO FALMOUTH T.L.	5	HSIP	\$ 458,514	\$ 412,663	\$ 45,851	Construction; Total project cost = \$15,934,387 with 4% inflation (2021 STBG + 2021 HSIP + 2021 CMAQ + 2021 TAP + 2022 STBG + 2022 HSIP + 2022 CMAQ + 2022 TAP); MPO score = 80; AC Year 2 of 2; Municipality is TAP proponent; RSA conducted; CMAQ analysis to be completed	
Roadway Reconstruction	607319	Cape Cod	Mashpee	MASHPEE- CORRIDOR IMPROVEMENTS & RELATED WORK ON NATHAN ELLIS HIGHWAY (ROUTE 151), FROM MASHPEE ROTARY TO FALMOUTH T.L.	5	CMAQ	\$ 1,146,285	\$ 917,028	\$ 229,257	Construction; Total project cost = \$15,934,387 with 4% inflation (2021 STBG + 2021 HSIP + 2021 CMAQ + 2021 TAP + 2022 STBG + 2022 HSIP + 2022 CMAQ + 2022 TAP); MPO score = 80; AC Year 2 of 2; Municipality is TAP proponent; RSA conducted; CMAQ analysis to be completed	
Roadway Reconstruction	607319	Cape Cod	Mashpee	MASHPEE- CORRIDOR IMPROVEMENTS & RELATED WORK ON NATHAN ELLIS HIGHWAY (ROUTE 151), FROM MASHPEE ROTARY TO FALMOUTH T.L.	5	TAP	\$ 205,809	\$ 164,647	\$ 41,162	Construction; Total project cost = \$15,934,387 with 4% inflation (2021 STBG + 2021 HSIP + 2021 CMAQ + 2021 TAP + 2022 STBG + 2022 HSIP + 2022 CMAQ + 2022 TAP); MPO score = 80; AC Year 2 of 2; Municipality is TAP proponent; RSA conducted; CMAQ analysis to be completed	
Regionally Prioritized Projects subtotal ►								<b>\$ 10,016,873</b>	\$ 8,059,350	\$ 1,957,523	◄ Funding Split Varies by Funding Source

## ► Section 1A / Fiscal Constraint Analysis

**Section 1A Instructions:** MPO Template Name) Choose Regional Name from dropdown list to populate header and MPO column; Column C) Enter ID from ProjectInfo; Column E) Choose Municipality Name from dropdown list; Column H) Choose the Funding Source being used for the project - if multiple funding sources are being used enter multiple lines; Column I) Enter the total amount of funds being programmed in this fiscal year and for each funding source; Column J) Federal funds autocalculate. Please verify the amount and only change if needed for flex. Column K) Non-federal funds autocalculate. Please verify the split/match - if matching an FTA flex, coordinate with Rail & Transit Division before programming; Column L) Enter Additional Information as described - please do not use any other format.

<b>Total Regional Federal Aid Funds Programmed ►</b>	<b>\$ 10,016,873</b>	<b>\$ 11,384,218</b>	<b>◄ Total</b>	<b>\$ 1,367,345</b>	<b>Target Funds Available</b>
STBG programmed ►	\$ 8,206,265	\$ 6,565,012	◄ STBG		
HSIP programmed ►	\$ 458,514	\$ 412,663	◄ HSIP		
CMAQ programmed ►	\$ 1,146,285	\$ 917,028	◄ CMAQ		
TAP programmed ►	\$ 205,809	\$ 164,647	◄ TAP		

## ► Section 1B / Earmark or Discretionary Grant Funded Projects

### ► Other Federal Aid

	Cape Cod	Other Federal Aid	HPP	\$ -	\$ -	\$ -	
Other Federal Aid subtotal ►				<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	◄ Funding Split Varies by Funding Source

## ► Section 2A / State Prioritized Reliability Projects

### ► Bridge Program / Inspections

	Cape Cod	Bridge Inspection		\$ -	\$ -	\$ -	
Bridge Program / Inspections subtotal ►				<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	◄ Funding Split Varies by Funding Source

### ► Bridge Program / Off-System

	Cape Cod	Bridge Program / Off-System		\$ -	\$ -	\$ -	
Bridge Program / Off-System subtotal ►				<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	◄ 80% Federal + 20% Non-Federal

# 2022 Cape Cod Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</i>
<b>► Bridge Program / On-System (NHS)</b>											
	Bridge Program		Cape Cod		Bridge Program / On-System (NHS)			\$ -	\$ -	\$ -	
Bridge Program / On-System (NHS) subtotal ►								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
<b>► Bridge Program / On-System (Non-NHS)</b>											
	Bridge Program		Cape Cod		Bridge Program / On-System (Non-NHS)			\$ -	\$ -	\$ -	
Bridge Program / On-System (Non-NHS) subtotal ►								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
<b>► Bridge Program / Systematic Maintenance</b>											
	Bridge Program		Cape Cod		Bridge Program / Systematic Maintenance			\$ -	\$ -	\$ -	
Bridge Program / Systematic Maintenance subtotal ►								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
<b>► Interstate Pavement</b>											
	Interstate Pavement		Cape Cod		Interstate Pavement			\$ -	\$ -	\$ -	
Interstate Pavement subtotal ►								\$ -	\$ -	\$ -	◀ 90% Federal + 10% Non-Federal
<b>► Non-Interstate Pavement</b>											
	Non-Interstate Pavement		Cape Cod		Non-Interstate Pavement			\$ -	\$ -	\$ -	
Non-Interstate Pavement subtotal ►								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
<b>► Roadway Improvements</b>											
	Roadway Improvements		Cape Cod		Roadway Improvements			\$ -	\$ -	\$ -	
Roadway Improvements subtotal ►								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
<b>► Safety Improvements</b>											
	Safety Improvements		Cape Cod		Safety Improvements			\$ -	\$ -	\$ -	
Safety Improvements subtotal ►								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
<b>► Section 2B / State Prioritized Modernization Projects</b>											
<b>► ADA Retrofits</b>											
	ADA Retrofits		Cape Cod		ADA Retrofits			\$ -	\$ -	\$ -	
ADA Retrofits subtotal ►								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
<b>► Intersection Improvements</b>											
	Intersection Improvements	608568	Cape Cod	Yarmouth	YARMOUTH- IMPROVEMENTS AT MAIN STREET (ROUTE 28) AT NORTH MAIN STREET AT OLD MAIN STREET	5	HSIP	\$ 2,621,360	\$ 2,359,224	\$ 262,136	
Intersection Improvements subtotal ►								\$ 2,621,360	\$ 2,359,224	\$ 262,136	◀ Funding Split Varies by Funding Source
<b>► Intelligent Transportation Systems</b>											
	Intelligent Transportation Systems		Cape Cod		Intelligent Transportation Systems			\$ -	\$ -	\$ -	
Intelligent Transportation System subtotal ►								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
<b>► Roadway Reconstruction</b>											
	Roadway Reconstruction		Cape Cod		Roadway Reconstruction			\$ -	\$ -	\$ -	
Roadway Reconstruction subtotal ►								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
<b>► Section 2C / State Prioritized Expansion Projects</b>											
<b>► Bicycles and Pedestrians</b>											



# 2022 Cape Cod Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</i>
	Bicycles and Pedestrians	607398	Cape Cod	Multiple	YARMOUTH- BARNSTABLE- CAPE COD RAIL TRAIL EXTENSION, INCLUDES NEW BRIDGE OVER WILLOW STREET & RAILROAD (PHASE III)	5	CMAQ	\$ 9,152,673	\$ 7,322,138	\$ 1,830,535	
	Bicycles and Pedestrians	608422	Cape Cod	Sandwich	SANDWICH- CONSTRUCTION OF SHARED USE PATH ALONG SERVICE ROAD FROM ROUTE 130 TO CHASE ROAD	5	CMAQ	\$ 5,400,432	\$ 4,320,346	\$ 1,080,086	
Bicycles and Pedestrians subtotal ▶								<b>\$ 14,553,105</b>	<b>\$ 11,642,484</b>	<b>\$ 2,910,621</b>	◀ 80% Federal + 20% Non-Federal

► Capacity											
	Capacity		Cape Cod		Capacity			\$ -	\$ -	\$ -	
Capacity subtotal ▶								<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	◀ Funding Split Varies by Funding Source

## ► Section 3 / Planning / Adjustments / Pass-throughs

► Planning / Adjustments / Pass-throughs											
			Cape Cod		ABP GANS Repayment	Multiple		\$ -	\$ -	\$ -	
			Cape Cod		Award adjustments, change orders, etc.	Multiple		\$ -	\$ -	\$ -	
			Cape Cod		Metropolitan Planning	Multiple		\$ -	\$ -	\$ -	
			Cape Cod		State Planning and Research Work Program I, (SPR I), Planning	Multiple		\$ -	\$ -	\$ -	
			Cape Cod		Railroad Crossings	Multiple		\$ -	\$ -	\$ -	
			Cape Cod		Recreational Trails	Multiple		\$ -	\$ -	\$ -	
Other Statewide Items subtotal ▶								<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	◀ Funding Split Varies by Funding Source

## ► Section 4 / Non-Federally Aided Projects

► Non-Federally Aided Projects											
	Non-Federally Aided Projects		Cape Cod		Non-Federal Aid			\$ -		\$ -	
Non-Federal Aid subtotal ▶								<b>\$ -</b>		<b>\$ -</b>	◀ 100% Non-Federal

## 2022 Summary

	TIP Section 1 - 3: ▼	TIP Section 4: ▼	Total of All Projects ▼	
Total ▶	\$ 27,191,338	\$ -	\$ 27,191,338	◀ Total Spending in Region
Federal Funds ▶	\$ 22,061,058		\$ 22,061,058	◀ Total Federal Spending in Region
Non-Federal Funds ▶	\$ 5,130,280	\$ -	\$ 5,130,280	◀ 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>

# 2023 Cape Cod Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</i>
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## ► Section 1A / Regionally Prioritized Projects

### ► Regionally Prioritized Projects

Intersection Improvements	607397	Cape Cod	Wellfleet	WELLFLEET- INTERSECTION IMPROVEMENTS & RELATED WORK AT ROUTE 6 & MAIN STREET	5	STBG	\$ 4,969,704	\$ 3,975,763	\$ 993,941	Construction; Total project cost = \$6,780,312 with 12% inflation (STP + HSIP + CMAQ + TAP); MPO score = 82; Municipality is TAP proponent; RSA completed; CMAQ analysis to be completed
Intersection Improvements	607397	Cape Cod	Wellfleet	WELLFLEET- INTERSECTION IMPROVEMENTS & RELATED WORK AT ROUTE 6 & MAIN STREET	5	HSIP	\$ 458,514	\$ 412,663	\$ 45,851	Construction; Total project cost = \$6,780,312 with 12% inflation (STP + HSIP + CMAQ + TAP); MPO score = 82; Municipality is TAP proponent; RSA completed; CMAQ analysis to be completed
Intersection Improvements	607397	Cape Cod	Wellfleet	WELLFLEET- INTERSECTION IMPROVEMENTS & RELATED WORK AT ROUTE 6 & MAIN STREET	5	CMAQ	\$ 1,146,285	\$ 917,028	\$ 229,257	Construction; Total project cost = \$6,780,312 with 12% inflation (STP + HSIP + CMAQ + TAP); MPO score = 82; Municipality is TAP proponent; RSA completed; CMAQ analysis to be completed
Intersection Improvements	607397	Cape Cod	Wellfleet	WELLFLEET- INTERSECTION IMPROVEMENTS & RELATED WORK AT ROUTE 6 & MAIN STREET	5	TAP	\$ 205,809	\$ 164,647	\$ 41,162	Construction; Total project cost = \$6,780,312 with 12% inflation (STP + HSIP + CMAQ + TAP); MPO score = 82; Municipality is TAP proponent; RSA completed; CMAQ analysis to be completed
Roadway Reconstruction	607405	Cape Cod	Chatham	CHATHAM- INTERSECTION IMPROVEMENTS & RELATED WORK AT MAIN STREET (ROUTE 28), DEPOT ROAD, QUEEN ANNE ROAD AND CROWELL ROAD	5	STBG	\$ 3,048,976	\$ 2,439,181	\$ 609,795	Construction; Total project cost = \$3,048,976 with 12% inflation applied; MPO score = 76; CMAQ analysis to be completed
Regionally Prioritized Projects subtotal ►							<b>\$ 9,829,288</b>	<b>\$ 7,909,282</b>	<b>\$ 1,920,006</b>	◄ Funding Split Varies by Funding Source

## ► Section 1A / Fiscal Constraint Analysis

		Total Regional Federal Aid Funds Programmed ►	\$ 9,829,288	\$ 11,632,859	◄ Total	\$ 1,803,571	Target Funds Available
		STBG programmed ►	\$ 8,018,680	\$ 6,414,944	◄ STBG		
		HSIP programmed ►	\$ 458,514	\$ 412,663	◄ HSIP		
		CMAQ programmed ►	\$ 1,146,285	\$ 917,028	◄ CMAQ		
		TAP programmed ►	\$ 205,809	\$ 164,647	◄ TAP		

*Section 1A Instructions: MPO Template Name) Choose Regional Name from dropdown list to populate header and MPO column; Column C) Enter ID from ProjectInfo; Column E) Choose Municipality Name from dropdown list; Column H) Choose the Funding Source being used for the project - if multiple funding sources are being used enter multiple lines; Column I) Enter the total amount of funds being programmed in this fiscal year and for each funding source; Column J) Federal funds autocalculates. Please verify the amount and only change if needed for flex. Column K) Non-federal funds autocalculates. Please verify the split/match - if matching an FTA flex, coordinate with Rail & Transit Division before programming; Column L) Enter Additional Information as described - please do not use any other format.*

## ► Section 1B / Earmark or Discretionary Grant Funded Projects

### ► Other Federal Aid

	Cape Cod	Other Federal Aid	HPP	\$ -	\$ -	\$ -	
Other Federal Aid subtotal ►				\$ -	\$ -	\$ -	◄ Funding Split Varies by Funding Source

## ► Section 2A / State Prioritized Reliability Projects

### ► Bridge Program / Inspections

Bridge Program	Cape Cod	Bridge Inspection		\$ -	\$ -	\$ -	
Bridge Program / Inspections subtotal ►				\$ -	\$ -	\$ -	◄ Funding Split Varies by Funding Source

### ► Bridge Program / Off-System

Bridge Program	Cape Cod	Bridge Program / Off-System		\$ -	\$ -	\$ -	
Bridge Program / Off-System subtotal ►				\$ -	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal

### ► Bridge Program / On-System (NHS)

Bridge Program	Cape Cod	Bridge Program / On-System (NHS)		\$ -	\$ -	\$ -	
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# 2023 Cape Cod Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</i>
Bridge Program / On-System (NHS) subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
<b>► Bridge Program / On-System (Non-NHS)</b>											
	Bridge Program		Cape Cod		Bridge Program / On-System (Non-NHS)			\$ -	\$ -	\$ -	
Bridge Program / On-System (Non-NHS) subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
<b>► Bridge Program / Systematic Maintenance</b>											
	Bridge Program		Cape Cod		Bridge Program / Systematic Maintenance			\$ -	\$ -	\$ -	
Bridge Program / Systematic Maintenance subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
<b>► Interstate Pavement</b>											
	Interstate Pavement		Cape Cod		Interstate Pavement			\$ -	\$ -	\$ -	
Interstate Pavement subtotal ▶								\$ -	\$ -	\$ -	◀ 90% Federal + 10% Non-Federal
<b>► Non-Interstate Pavement</b>											
	Non-Interstate Pavement	608264	Cape Cod	Yarmouth	YARMOUTH - RESURFACING AND RELATED WORK ON ROUTE 28	5	NHPP	\$ 7,644,000	\$ 6,115,200	\$ 1,528,800	
Non-Interstate Pavement subtotal ▶								\$ 7,644,000	\$ 6,115,200	\$ 1,528,800	◀ 80% Federal + 20% Non-Federal
<b>► Roadway Improvements</b>											
	Roadway Improvements		Cape Cod		Roadway Improvements			\$ -	\$ -	\$ -	
Roadway Improvements subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
<b>► Safety Improvements</b>											
	Safety Improvements		Cape Cod		Safety Improvements			\$ -	\$ -	\$ -	
Safety Improvements subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
<b>► Section 2B / State Prioritized Modernization Projects</b>											
<b>► ADA Retrofits</b>											
	ADA Retrofits		Cape Cod		ADA Retrofits			\$ -	\$ -	\$ -	
ADA Retrofits subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
<b>► Intersection Improvements</b>											
	Intersection Improvements		Cape Cod		Intersection Improvements			\$ -	\$ -	\$ -	
Intersection Improvements subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
<b>► Intelligent Transportation Systems</b>											
	Intelligent Transportation Systems		Cape Cod		Intelligent Transportation Systems			\$ -	\$ -	\$ -	
Intelligent Transportation System subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
<b>► Roadway Reconstruction</b>											
	Roadway Reconstruction		Cape Cod		Roadway Reconstruction			\$ -	\$ -	\$ -	
Roadway Reconstruction subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
<b>► Section 2C / State Prioritized Expansion Projects</b>											
<b>► Bicycles and Pedestrians</b>											
	Bicycles and Pedestrians		Cape Cod		Bicycles and Pedestrians			\$ -	\$ -	\$ -	
Bicycles and Pedestrians subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
<b>► Capacity</b>											
	Capacity		Cape Cod		Capacity			\$ -	\$ -	\$ -	

# 2023 Cape Cod Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable:</i> a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information
Capacity subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

## ▶ Section 3 / Planning / Adjustments / Pass-throughs

▶ Planning / Adjustments / Pass-throughs											
			Cape Cod		ABP GANS Repayment	Multiple		\$ -	\$ -	\$ -	
			Cape Cod		Award adjustments, change orders, etc.	Multiple		\$ -	\$ -	\$ -	
			Cape Cod		Metropolitan Planning	Multiple		\$ -	\$ -	\$ -	
			Cape Cod		State Planning and Research Work Program I, (SPR I), Planning	Multiple		\$ -	\$ -	\$ -	
			Cape Cod		Railroad Crossings	Multiple		\$ -	\$ -	\$ -	
			Cape Cod		Recreational Trails	Multiple		\$ -	\$ -	\$ -	
Other Statewide Items subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

## ▶ Section 4 / Non-Federally Aided Projects

▶ Non-Federally Aided Projects											
	Non-Federally Aided Projects		Cape Cod		Non-Federal Aid			\$ -		\$ -	
Non-Federal Aid subtotal ▶								\$ -		\$ -	◀ 100% Non-Federal

## 2023 Summary

	TIP Section 1 - 3: ▼	TIP Section 4: ▼	Total of All Projects ▼	
Total ▶	\$ 17,473,288	\$ -	\$ 17,473,288	◀ Total Spending in Region
Federal Funds ▶	\$ 14,024,482		\$ 14,024,482	◀ Total Federal Spending in Region
Non-Federal Funds ▶	\$ 3,448,806	\$ -	\$ 3,448,806	◀ 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>

# 2024 Cape Cod Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</i>
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## ► Section 1A / Regionally Prioritized Projects

### ► Regionally Prioritized Projects

Roadway Reconstruction	608742	Cape Cod	Multiple	DENNIS- HARWICH- RECONSTRUCTION & RELATED WORK ON MAIN STREET (ROUTE 28), FROM UPPER COUNTY ROAD TO THE HERRING RIVER BRIDGE	5	STBG	\$ 5,279,053	\$ 4,223,242	\$ 1,055,811	Construction; Total project cost = \$5,943,376 with 16% inflation applied (STP + HSIP + TAP); MPO score = 79; ; Municipality is TAP proponent; RSA completed	
Roadway Reconstruction	608742	Cape Cod	Multiple	DENNIS- HARWICH- RECONSTRUCTION & RELATED WORK ON MAIN STREET (ROUTE 28), FROM UPPER COUNTY ROAD TO THE HERRING RIVER BRIDGE	5	HSIP	\$ 458,514	\$ 412,663	\$ 45,851	Construction; Total project cost = \$5,943,376 with 16% inflation applied (STP + HSIP + TAP); MPO score = 79; ; Municipality is TAP proponent; RSA completed	
Roadway Reconstruction	608742	Cape Cod	Multiple	DENNIS- HARWICH- RECONSTRUCTION & RELATED WORK ON MAIN STREET (ROUTE 28), FROM UPPER COUNTY ROAD TO THE HERRING RIVER BRIDGE	5	TAP	\$ 205,809	\$ 164,647	\$ 41,162	Construction; Total project cost = \$5,943,376 with 16% inflation applied (STP + HSIP + TAP); MPO score = 79; ; Municipality is TAP proponent; RSA completed	
Roadway Reconstruction	608744	Cape Cod	Provincetown	PROVINCETOWN- CORRIDOR IMPROVEMENTS AND RELATED WORK ON SHANK PAINTER ROAD, FROM ROUTE 6 TO BRADFORD STREET	5	STBG	\$ 4,695,667	\$ 3,756,534	\$ 939,133	Construction; Total project cost = \$5,841,952 programmed with 16% inflation applied (STP + CMAQ); MPO score = 78; CMAQ analysis to be completed; Phase 1 of project - scope of project to be amended as needed	
Roadway Reconstruction	608744	Cape Cod	Provincetown	PROVINCETOWN- CORRIDOR IMPROVEMENTS AND RELATED WORK ON SHANK PAINTER ROAD, FROM ROUTE 6 TO BRADFORD STREET	5	CMAQ	\$ 1,146,285	\$ 917,028	\$ 229,257	Construction; Total project cost = \$5,841,952 programmed with 16% inflation applied (STP + CMAQ); MPO score = 78; CMAQ analysis to be completed; Phase 1 of project - scope of project to be amended as needed	
Regionally Prioritized Projects subtotal ►								<b>\$ 11,785,328</b>	\$ 9,474,114	\$ 2,311,214	◀ Funding Split Varies by Funding Source

## ► Section 1A / Fiscal Constraint Analysis

**Section 1A Instructions:** **MPO Template Name**) Choose Regional Name from dropdown list to populate header and MPO column; **Column C**) Enter ID from ProjectInfo; **Column E**) Choose Municipality Name from dropdown list; **Column H**) Choose the Funding Source being used for the project - if multiple funding sources are being used enter multiple lines; **Column I**) Enter the total amount of funds being programmed in this fiscal year and for each funding source; **Column J**) Federal funds autocalculates. Please verify the amount and only change if needed for flex. **Column K**) Non-federal funds autocalculates. Please verify the split/match - if matching an FTA flex, coordinate with Rail & Transit Division before programming; **Column L**) Enter Additional Information as described - please do not use any other format.

Total Regional Federal Aid Funds Programmed ►	\$ 11,785,328	\$ 11,785,328	◀Total	\$ 0	Target Funds Available
STBG programmed ►	\$ 9,974,720	\$ 7,979,776	◀ STBG		
HSIP programmed ►	\$ 458,514	\$ 412,663	◀ HSIP		
CMAQ programmed ►	\$ 1,146,285	\$ 917,028	◀ CMAQ		
TAP programmed ►	\$ 205,809	\$ 164,647	◀ TAP		

## ► Section 1B / Earmark or Discretionary Grant Funded Projects

### ► Other Federal Aid

Cape Cod	Other Federal Aid	HPP	\$ -	\$ -	\$ -	
Other Federal Aid subtotal ►			\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

## ► Section 2A / State Prioritized Reliability Projects

### ► Bridge Program / Inspections

Cape Cod	Bridge Inspection		\$ -	\$ -	\$ -	
Bridge Program / Inspections subtotal ►			\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

### ► Bridge Program / Off-System

Cape Cod	Bridge Program / Off-System		\$ -	\$ -	\$ -	
Bridge Program / Off-System subtotal ►			\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal

### ► Bridge Program / On-System (NHS)

Cape Cod	Bridge Program / On-System (NHS)		\$ -	\$ -	\$ -	
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# 2024 Cape Cod Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</i>
Bridge Program / On-System (NHS) subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
<b>► Bridge Program / On-System (Non-NHS)</b>											
	Bridge Program		Cape Cod		Bridge Program / On-System (Non-NHS)			\$ -	\$ -	\$ -	
Bridge Program / On-System (Non-NHS) subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
<b>► Bridge Program / Systematic Maintenance</b>											
	Bridge Program		Cape Cod		Bridge Program / Systematic Maintenance			\$ -	\$ -	\$ -	
Bridge Program / Systematic Maintenance subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
<b>► Interstate Pavement</b>											
	Interstate Pavement		Cape Cod		Interstate Pavement			\$ -	\$ -	\$ -	
Interstate Pavement subtotal ▶								\$ -	\$ -	\$ -	◀ 90% Federal + 10% Non-Federal
<b>► Non-Interstate Pavement</b>											
	Non-Interstate Pavement	606082	Cape Cod	Bourne	BOURNE - MEDIAN INSTALLATION ON ROUTE 6	5	NHPP	\$ 4,335,500	\$ 3,468,400	\$ 867,100	
Non-Interstate Pavement subtotal ▶								\$ 4,335,500	\$ 3,468,400	\$ 867,100	◀ 80% Federal + 20% Non-Federal
<b>► Roadway Improvements</b>											
	Roadway Improvements		Cape Cod		Roadway Improvements			\$ -	\$ -	\$ -	
Roadway Improvements subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
<b>► Safety Improvements</b>											
	Safety Improvements		Cape Cod		Safety Improvements			\$ -	\$ -	\$ -	
Safety Improvements subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
<b>► Section 2B / State Prioritized Modernization Projects</b>											
<b>► ADA Retrofits</b>											
	ADA Retrofits		Cape Cod		ADA Retrofits			\$ -	\$ -	\$ -	
ADA Retrofits subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
<b>► Intersection Improvements</b>											
	Intersection Improvements		Cape Cod		Intersection Improvements			\$ -	\$ -	\$ -	
Intersection Improvements subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
<b>► Intelligent Transportation Systems</b>											
	Intelligent Transportation Systems		Cape Cod		Intelligent Transportation Systems			\$ -	\$ -	\$ -	
Intelligent Transportation System subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
<b>► Roadway Reconstruction</b>											
	Roadway Reconstruction		Cape Cod		Roadway Reconstruction			\$ -	\$ -	\$ -	
Roadway Reconstruction subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
<b>► Section 2C / State Prioritized Expansion Projects</b>											
<b>► Bicycles and Pedestrians</b>											
	Bicycles and Pedestrians	609262	Cape Cod	Bourne	BOURNE- RAIL TRAIL CONSTRUCTION (PHASE 1)	5	CMAQ	\$ 2,227,200	\$ 1,781,760	\$ 445,440	

# 2024 Cape Cod Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</i>
Bicycles and Pedestrians subtotal ▶								\$ 2,227,200	\$ 1,781,760	\$ 445,440	◀ 80% Federal + 20% Non-Federal

► Capacity											
Capacity		Cape Cod		Capacity				\$ -	\$ -	\$ -	
Capacity subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

## ► Section 3 / Planning / Adjustments / Pass-throughs

► Planning / Adjustments / Pass-throughs											
			Cape Cod		ABP GANS Repayment	Multiple		\$ -	\$ -	\$ -	
			Cape Cod		Award adjustments, change orders, etc.	Multiple		\$ -	\$ -	\$ -	
			Cape Cod		Metropolitan Planning	Multiple		\$ -	\$ -	\$ -	
			Cape Cod		State Planning and Research Work Program I, (SPR I), Planning	Multiple		\$ -	\$ -	\$ -	
			Cape Cod		Railroad Crossings	Multiple		\$ -	\$ -	\$ -	
			Cape Cod		Recreational Trails	Multiple		\$ -	\$ -	\$ -	
Other Statewide Items subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source

## ► Section 4 / Non-Federally Aided Projects

► Non-Federally Aided Projects											
	Non-Federally Aided Projects		Cape Cod		Non-Federal Aid			\$ -		\$ -	
Non-Federal Aid subtotal ▶								\$ -		\$ -	◀ 100% Non-Federal

## 2024 Summary

	TIP Section 1 - 3: ▼	TIP Section 4: ▼	Total of All Projects ▼	
Total ▶	\$ 18,348,028	\$ -	\$ 18,348,028	◀ Total Spending in Region
Federal Funds ▶	\$ 14,724,274		\$ 14,724,274	◀ Total Federal Spending in Region
Non-Federal Funds ▶	\$ 3,623,754	\$ -	\$ 3,623,754	◀ 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>



CAPE COD  
COMMISSION

**TIP 2020 - 2024  
2020**

**5307**

Project Number	Agency	Line Item	Project Description	Carry Over	Federal Funds	State Funds	TDC	Local Funds	Total
RTD0007524	CCRTA	117C00	NON FIXED ROUTE ADA PARA SERV		\$553,624	\$138,406	\$0	\$0	\$692,030
RTD0007527	CCRTA	114207	ACQUIRE - ADP HARDWARE		\$69,440	\$17,360	\$0	\$0	\$86,800
RTD0007531	CCRTA	119302	CONSTRUCTION - BUS SHELTERS		\$28,800	\$7,200	\$0	\$0	\$36,000
RTD0007541	CCRTA	114208	ACQUIRE - ADP SOFTWARE		\$2,800	\$700	\$0	\$0	\$3,500
RTD0007550	CCRTA	111204	BUY REPLACEMENT <30 FT BUS		\$185,400	\$46,350	\$0	\$0	\$231,750
RTD0007525	CCRTA	117A00	PREVENTIVE MAINTENANCE		\$4,969,440	\$1,242,360	\$0	\$0	\$6,211,800
RTD0007528	CCRTA	117L00	MOBILITY MANAGEMENT		\$1,255,621	\$313,905	\$0	\$0	\$1,569,526
RTD0007532	CCRTA	114209	ACQUIRE - MOBILE SURV/SECURITY EQUIP		\$66,133	\$16,533	\$0	\$0	\$82,666
RTD0007526	CCRTA	114200	ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES		\$80,000	\$20,000	\$0	\$0	\$100,000
RTD0007529	CCRTA	300900	OPERATING ASSISTANCE		\$600,000	\$600,000	\$0	\$0	\$1,200,000
					<b>\$7,811,258</b>	<b>\$2,402,814</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,214,072</b>

**5339**

Project Number	Agency	Line Item	Project Description	Carry Over	Federal Funds	State Funds	TDC	Local Funds	Total
RTD0007530	CCRTA	113400	REHAB/RENOVATE BUS STATIONS		\$606,125	\$152,531	\$0	\$0	\$758,656
RTD0007533	CCRTA	117000	OTHER CAPITAL ITEMS (BUS)		\$684,000	\$171,000	\$0	\$0	\$855,000
RTD0007549	CCRTA	111203	BUY REPLACEMENT 30-FT BUS (Assumes allocation of Statewide 5339 funds)		\$1,171,234	\$0	\$292,808	\$0	\$1,171,234
					<b>\$2,461,359</b>	<b>\$323,531</b>	<b>\$292,808</b>	<b>\$0</b>	<b>\$2,784,890</b>
					<b>10,272,617</b>	<b>2,726,345</b>	<b>292,808</b>	<b>0</b>	<b>12,998,962</b>





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**TIP 2020 - 2024  
2021**

**5307**

Project Number	Agency	Line Item	Project Description	Carry Over	Federal Funds	State Funds	TDC	Local Funds	Total
RTD0007534	CCRTA	117L00	MOBILITY MANAGEMENT	2019 - \$1,280,734	\$1,280,734	\$320,183	\$0	\$0	\$1,600,917
RTD0007535	CCRTA	117C00	NON FIXED ROUTE ADA PARA SERV	2020 - \$564,697	\$564,697	\$141,174	\$0	\$0	\$705,871
RTD0007536	CCRTA	117A00	PREVENTIVE MAINTENANCE	2018 - \$790,293; 2019 - \$4,303,383	\$5,093,676	\$1,273,419	\$0	\$0	\$6,367,095
RTD0007537	CCRTA	300900	OPERATING ASSISTANCE	2019 - \$600,000	\$600,000	\$600,000	\$0	\$0	\$1,200,000
RTD0007539	CCRTA	119302	CONSTRUCTION - BUS SHELTERS	2018 - \$30,400	\$30,400	\$7,600	\$0	\$0	\$38,000
RTD0007552	CCRTA	111204	BUY REPLACEMENT <30 FT BUS	2019 - \$123,839; 2020 - \$67,121	\$190,960	\$47,740	\$0	\$0	\$238,700
					<b>\$7,760,467</b>	<b>\$2,390,116</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,150,583</b>

**5339**

Project Number	Agency	Line Item	Project Description	Carry Over	Federal Funds	State Funds	TDC	Local Funds	Total
RTD0007538	CCRTA	114207	ACQUIRE - ADP HARDWARE	2018 - \$22,240	\$22,240	\$5,560	\$0	\$0	\$27,800
RTD0007540	CCRTA	114220	ACQUIRE - MISC SUPPORT EQUIPMENT	2018 - \$56,000	\$56,000	\$14,000	\$0	\$0	\$70,000
RTD0007551	CCRTA	111203	BUY REPLACEMENT 30-FT BUS (Assumes allocation of Statewide 5339 funds)		\$1,206,371	\$0	\$301,593	\$0	\$1,206,371
					<b>\$1,284,611</b>	<b>\$19,560</b>	<b>\$301,593</b>	<b>\$0</b>	<b>\$1,304,171</b>
					<b>9,045,078</b>	<b>2,409,676</b>	<b>301,593</b>	<b>0</b>	<b>11,454,754</b>



CAPE COD  
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**TIP 2020 - 2024  
2022**

**5307**

Project Number	Agency	Line Item	Project Description	Carry Over	Federal Funds	State Funds	TDC	Local Funds	Total
RTD0007545	CCRTA	117L00	MOBILITY MANAGEMENT	2021 - \$886,106	\$1,306,348	\$326,588	\$0	\$0	\$1,632,936
RTD0007546	CCRTA	117C00	NON FIXED ROUTE ADA PARA SERV	2021 - \$575,991	\$575,991	\$143,997	\$0	\$0	\$719,988
RTD0007547	CCRTA	300900	OPERATING ASSISTANCE	2021 - \$600,000	\$600,000	\$600,000	\$0	\$0	\$1,200,000
RTD0007548	CCRTA	117A00	PREVENTIVE MAINTENANCE	2020 - \$5,195,550	\$5,195,550	\$1,298,887	\$0	\$0	\$6,494,437
RTD0007554	CCRTA	111204	BUY REPLACEMENT <30 FT BUS	2020 - \$196,692	\$196,692	\$49,173	\$0	\$0	\$245,865
					<b>\$7,874,581</b>	<b>\$2,418,645</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,293,226</b>

**5339**

Project Number	Agency	Line Item	Project Description	Carry Over	Federal Funds	State Funds	TDC	Local Funds	Total
RTD0007542	CCRTA	119202	PURCHASE BUS SHELTERS	2018 - \$60,800	\$60,800	\$15,200	\$0	\$0	\$76,000
RTD0007543	CCRTA	114207	ACQUIRE - ADP HARDWARE	2018 - \$19,840	\$19,840	\$4,960	\$0	\$0	\$24,800
RTD0007544	CCRTA	114220	ACQUIRE - MISC SUPPORT EQUIPMENT	2018 - \$60,000	\$60,000	\$15,000	\$0	\$0	\$75,000
RTD0007553	CCRTA	111203	BUY REPLACEMENT 30-FT BUS (Assumes allocation of Statewide 5339 funds)		\$1,242,561	\$0	\$310,640	\$0	\$1,242,561
					<b>\$1,383,201</b>	<b>\$35,160</b>	<b>\$310,640</b>	<b>\$0</b>	<b>\$1,418,361</b>
					<b>9,257,782</b>	<b>2,453,805</b>	<b>310,640</b>	<b>0</b>	<b>11,711,587</b>



CAPE COD  
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**TIP 2020 - 2024  
2023**

**5307**

Project Number	Agency	Line Item	Project Description	Carry Over	Federal Funds	State Funds	TDC	Local Funds	Total
RTD0007556	CCRTA	114207	ACQUIRE - ADP HARDWARE	2022 - \$24,960	\$24,960	\$6,240	\$0	\$0	\$31,200
RTD0007557	CCRTA	442400	SHORT RANGE TRANSIT PLANNING	2021 - \$40,000	\$40,000	\$10,000	\$0	\$0	\$50,000
RTD0007558	CCRTA	114401	REHAB/RENOVATE - ADMINISTRATIVE FACILITY	2021 - \$80,000	\$80,000	\$20,000	\$0	\$0	\$100,000
RTD0007561	CCRTA	111204	BUY REPLACEMENT <30 FT BUS	2022 - \$196,692	\$196,692	\$49,173	\$0	\$0	\$245,865
RTD0007562	CCRTA	117L00	MOBILITY MANAGEMENT	2020 - \$286,373	\$286,373	\$333,119	\$0	\$0	\$619,492
RTD0007563	CCRTA	117C00	NON FIXED ROUTE ADA PARA SERV	2022 - \$587,511	\$587,511	\$146,877	\$0	\$0	\$734,388
RTD0007564	CCRTA	300901	UP TO 50% FEDERAL SHARE	2022 - \$600,000	\$600,000	\$600,000	\$0	\$0	\$1,200,000
RTD0007565	CCRTA	117A00	PREVENTIVE MAINTENANCE	2020 - \$1,172,692; 2021 - \$4,126,769	\$5,299,461	\$1,324,865	\$0	\$0	\$6,624,326
					\$7,114,997	\$2,490,274	\$0	\$0	\$9,605,271

**5339**

Project Number	Agency	Line Item	Project Description	Carry Over	Federal Funds	State Funds	TDC	Local Funds	Total
RTD0007555	CCRTA	119302	CONSTRUCTION - BUS SHELTERS	2018 - \$15,200	\$15,200	\$3,800	\$0	\$0	\$19,000
RTD0007559	CCRTA	114220	ACQUIRE - MISC SUPPORT EQUIPMENT	2018 - \$60,000	\$60,000	\$15,000	\$0	\$0	\$75,000
RTD0007560	CCRTA	111203	BUY REPLACEMENT 30-FT BUS	2022 - \$1,242,561	\$1,242,561	\$0	\$310,640	\$0	\$1,242,561
					\$1,317,761	\$18,800	\$310,640	\$0	\$1,336,561
					8,432,758	2,509,074	310,640	0	10,941,832



CAPE COD  
COMMISSION

### TIP 2020 - 2024 2024

#### 5307

Project Number	Agency	Line Item	Project Description	Carry Over	Federal Funds	State Funds	TDC	Local Funds	Total
RTD0008200	CCRTA	113400	REHAB/RENOVATE BUS STATIONS	2020 - \$133,656; 2021 - \$1,466,344	\$1,600,000	\$400,000	\$0	\$0	\$2,000,000
RTD0008201	CCRTA	117A00	PREVENTIVE MAINTENANCE	2022 - \$5,200,000	\$5,200,000	\$1,300,000	\$0	\$0	\$6,500,000
RTD0008202	CCRTA	300901	UP TO 50% FEDERAL SHARE	2022 - \$600,000	\$600,000	\$600,000	\$0	\$0	\$1,200,000
RTD0008203	CCRTA	117L00	MOBILITY MANAGEMENT	2022 - \$211,987; 2023 - \$1,148,013	\$1,360,000	\$340,000	\$0	\$0	\$1,700,000
RTD0008204	CCRTA	117C00	NON FIXED ROUTE ADA PARA SERV	2022 - \$95,542; 2023 - \$504,458	\$600,000	\$150,000	\$0	\$0	\$750,000
					\$9,360,000	\$2,790,000	\$0	\$0	\$12,150,000

#### 5339

Project Number	Agency	Line Item	Project Description	Carry Over	Federal Funds	State Funds	TDC	Local Funds	Total
RTD0008205	CCRTA	114200	ACQUISITION OF BUS SUPPORT EQUIP/FACILITIES	2019 - \$685,154	\$685,154	\$171,289	\$0	\$0	\$856,443
					\$685,154	\$171,289	\$0	\$0	\$856,443
					10,045,154	2,961,289	0	0	13,006,443

# Glossary

**Table 15. Definitions Used in Highway Project Listings**

LABEL	DESCRIPTION
Amendment/Adjustment Type	Identifies the reason for the amendment or adjustment (if applicable)
STIP Program	Identifies the STIP funding program the project is programmed within.
MassDOT Project ID	Identification number assigned by MassDOT staff or, for regional pass-through projects, by MPO staff.
Metropolitan Planning Organization	Identifies the Metropolitan Planning Organization within which the project is proposed.
Municipality Name	Identifies the municipality within which the project is proposed. Multiple is indicated for projects that span multiple projects.
MassDOT Project Description	Project description as provided by MassDOT staff.
MassDOT District	Identifies the MassDOT District within which the project is proposed.
Funding Source	Identifies the project funding source. One project may have multiple funding sources. See Table 9 for a description of the funding sources.
Total Programmed Funds	Identified the total funding programmed for the given project through the given funding source.
Federal Funds	Identified the federal funding programmed for the given project through the given funding source.
Non-Federal Funds	Identified the non-federal funding programmed for the given project through the given funding source.
Additional Information	Identifies (as applicable) a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information

**Table 16. Acronyms**

<b>ACRONYM</b>	<b>MEANING</b>
CAAA	Clean Air Act Amendments of 1990
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
DEP	Department of Environmental Protection
DOT	United States Department of Transportation
EPA	Environmental Protection Agency
FAST	Fixing America’s Surface Transportation (FAST) Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FFY	Federal Fiscal Year
FY	Fiscal Year
ITE	Institute of Transportation Engineers
ITS	Intelligent Transportation System(s)
LOS	Level of Service
L RTP	Long Range Transportation Plan, for the Cape Cod Regional generally referred to as the Regional 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
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
RPA	Regional Planning Agency
RPP	Regional Policy Plan
RTA	Regional Transit Authority
RTP	Regional Transportation Plan
SIP	State Implementation Plan
SOV	Single Occupancy Vehicle
STBG	Surface Transportation Block Grant
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program

**Table 16. Acronyms (continued)**

ACRONYM	MEANING
STP	Surface Transportation Program
TA	Transportation Alternatives
TAP	Transportation Alternatives Program
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

## Appendices

### Appendix A: Project Evaluation

#### *Regional Transportation Plan Consistency*

All projects included in the Transportation Improvement Program (TIP) are either specifically identified in the Regional Transportation Plan (RTP) or are consistent with programs in the RTP. Looking at the first RTP time band (2020-24) in the RTP, Mashpee Route 151 Improvements appears and is programmed in TIP in FFY2021/22. Also in the first RTP time band is "Route 28 Multimodal Improvements." This appears as a series of projects in the 2020-2024 TIP. Other projects in the 2020-2024 TIP are consistent with programs in the RTP such as "Roadway Rehabilitation & Reconstruction" and "Bicycle/Pedestrian Projects."

Furthermore, the goals, objectives, performance measures, and recommendations of the 2016 RTP were used in the development of the TIP Transportation Evaluation Criteria.

#### *Project Evaluation Process*

All highway projects under consideration for funding through the TIP are scored using the Cape Cod Metropolitan Planning Organization (MPO)'s TIP Transportation Evaluation Criteria. These criteria were approved by the Cape Cod MPO in 2016 following the review and recommendation of the Cape Cod Joint Transportation Committee. Projects are scored each spring based on the latest information available. The resulting project scores are one of the considerations in selecting projects for funding in the TIP. Other considerations include, but are not limited to:

- Project impact on performance targets,
- Project evaluation score,
- Project readiness,
- Project cost (in relation to available funding),
- Project qualification for different funding programs,
- Greenhouse gas (GHG) impacts,
- Title VI/Equity, and
- Community support.

The following pages presents the scores for each project and the criteria used to arrive at these scores. The projects where evaluated by Cape Cod MPO staff and were reviewed by the CCJTC and the Cape Cod MPO.

Transit projects are evaluated and recommended for inclusion in the TIP by the Cape Cod Regional Transit Authority Advisory Board.



Cape Cod TIP Project Evaluation  
Scoring Summary  
(For FFY2020-2024 TIP)

See [www.capecodcommission.org/tip](http://www.capecodcommission.org/tip)  
for a map of the projects and data  
layers used to score the projects.

#	Project	System Preservation and Modernization			Mobility			Safety		Economic Impact			Environmental and Health Effects				Cost Effectiveness	Policy Support				Total Score	FFY2019-23TIP Year (Future = NOT funded)	Funded with statewide funds (outside of target)	Title VI Population Affected (I=Income; M = Minority, LEP = Limited English Proficiency)		
		A1	A2	A3	B1	B2	B3	C1	C2	D1	D2	D3	E1	E2	E3	E4	E5	E6	F1	G1	G2					G3	G4
606900	Bourne, Belmont Circle Multi-modal Improvements	12	10	5	3	3	3	5	4	4	3	3	1	1	1	0	1	1	15	2	3	1	1	82	2020		M
607397	Wellfleet, Rte 6 at Main St	15	10	9	3	3	3	5	4	3	3	3	1	1	2	0	0	1	8	3	3	1	1	82	2023		None
607398	Yarmouth-Barnstable, Cape Cod Rail Trail Extension	15	10	7	3	3	3	3	5	4	3	3	0	0	2	0	1	1	10	3	3	2	1	82	2022	X	I, M, LEP
607319	Mashpee, Rte 151 [AC Year 1 of 2]	12	10	7	4	3	3	5	4	3	3	3	1	1	1	0	1	1	12	2	2	1	1	80	2021		M, LEP
609218	Falmouth, Corridor Improvements on Route 28	12	10	7	3	3	3	5	5	4	3	3	0	1	1	0	1	1	10	2	3	2	1	80	Future		I
608742	Dennis/Harwich, Route 28 Reconstruction (Upper County Rd to Herring River B	12	10	7	3	3	3	3	4	4	3	3	1	1	2	0	0	1	12	2	3	1	1	79	2024		I, M
608196	Dennis, Route 28 Streetscape Improvements (Phase 2)	12	10	7	2	3	3	3	4	4	3	3	1	1	2	0	1	1	12	2	3	1	1	79	Future		I, M
608744	Provincetown, Shank Painter Road Improvements (Phase 1)	12	10	7	1	3	3	3	4	4	3	3	1	1	2	0	1	1	12	3	2	1	1	78	2024		I
608942	Wellfleet, Cape Cod Rail Trail Extension	15	10	7	3	3	3	3	4	2	3	3	0	0	2	0	1	1	10	2	3	2	1	78	Future		None
609067	Barnstable, Bearses Way Shared Use Path	15	10	5	3	3	3	3	5	4	3	3	0	0	2	0	1	1	10	2	2	1	1	77	2021		I, M, LEP
608568	Yarmouth, Route 28 at North Main St and Old Main St	12	8	7	4	3	3	5	4	4	3	3	0	1	1	0	0	1	10	2	3	1	1	76	2022	X	I, M, LEP
607405	Chatham, Rte 28 at Main St, Depot Rd, Queen Anne Rd and Crowell Rd	15	10	9	4	3	3	3	3	0	3	3	0	1	1	0	0	1	10	2	3	1	1	76	2023		None
608422	Sandwich, Shared Use Path on Service Rd (Rte 130 to Chase Rd)	15	10	5	3	3	3	3	4	3	2	3	0	0	2	0	1	1	10	3	3	1	1	76	2022	X	M
609262	Bourne, Bourne Rail Trail (Phase 1)	15	10	7	2	3	1	2	3	0	2	1	0	0	2	0	1	1	12	3	3	2	2	72	2024	X	None
607394	Yarmouth, Rte 6 Exit 8 Ramps	15	7	7	3	3	2	5	2	4	3	3	0	1	1	0	0	1	10	1	1	1	1	71	Future		I, M, LEP
609098	Wellfleet-Truro, Pavement Preservation and Related Work on Route 6	12	10	7	1	2	2	2	3	1	1	1	0	1	0	0	0	1	15	2	3	1	1	66	2021	X	LEP
608877	Wellfleet, Corridor Improvements on Route 6	12	10	7	1	2	2	2	3	1	1	1	0	1	0	0	0	1	15	2	3	1	1	66	Future		None
608666	Orleans, Route 28 at Route 39 and Quanset Rd	10	10	8	1	3	2	3	3	1	3	2	0	1	1	0	0	1	8	3	2	1	1	64	2021		I
606236	Barnstable, Rte 28 Resurfacing and Related Work	15	7	0	1	2	2	5	3	2	1	2	1	1	0	0	0	1	15	2	2	1	1	64	Future		I, M, LEP
607444	Falmouth, Rte 28A at Rte 151	10	10	8	1	3	3	5	2	0	3	1	0	1	1	0	0	1	8	3	1	1	1	63	Future		M
608264	Yarmouth, Rte 28 Resurfacing and Related Work	15	7	0	1	2	2	2	3	2	1	1	1	1	0	0	1	1	15	1	3	1	1	61	2023	X	I, M, LEP
606082	Bourne, Rte 6 Scenic Highway Median Installation	12	7	0	1	1	2	5	2	3	2	2	0	1	0	0	0	15	2	3	1	1	60	2024	X	M	
CC200C	Cape Cod, Bicycle Rack Program	15	0	0	1	2	2	0	1	2	2	1	0	0	2	0	1	1	15	3	2	1	1	52	2020		TBD
608819	Barnstable, Route 6 Repaving and Related Work	15	3	0	1	0	1	3	0	2	1	2	1	1	0	0	0	0	12	0	2	1	1	46	2022	X	I, M, LEP
608545	Yarmouth, Rte 6 Resurfacing and Related Work	15	3	0	1	0	1	2	0	2	1	2	1	1	0	0	0	0	12	0	2	1	1	45	Future		I, M, LEP
TBD	Stormwater Improvements, Various Locations																							2020	X	TBD	
608617	Harwich, Bridge Replacement - Azalea Dr over Herring River	15	8	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	5	2	2	1	1	36	2021	X	I, M
	<b>Maximum Possible</b>	<b>15</b>	<b>10</b>	<b>10</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>5</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>15</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>5</b>	<b>100</b>			

## Cape Cod TIP Project Evaluation - Detailed Scoring Template

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

### Notes on Project Scoring

Points within each criterion should be seen as guides. Points should be given based on the best match and may be awarded in between increments as appropriate. Project receiving a negative score on any question should be further analyzed.

<b>A - System Preservation and Modernization Scoring</b>			
	<b>Criterion</b>	<b>Factor</b>	<b>Points</b>
1	<b>Primary asset condition / effect on condition</b>	Poor or failing / substantial improvement	15
		Fair / moderate improvement	8
		Good / minor improvement	4
		Excellent / no improvement	0
2	<b>Enhancements to other assets</b> (Projects elements included in the project, but not part of the primary project focus ie. Sidewalks with repaving project)	Poor or failing / substantial improvement	10
		Fair / moderate improvement	7
		Good / minor improvement	4
		Excellent / no improvement	0
3	<b>Use of modern technology to improve efficiency and support ITS regional efforts</b> (ie. continuous traffic counting equipment, adaptive signal control, emergency preemption systems)	Use of innovative technology and/or incorporation of traffic counting technology	10
		Improvement in technology to current best practices	7
		Maintain/repair existing technology	4
		Not applicable	0
			<b>Total Score = up to 35</b>
<b>B - Mobility Scoring</b>			
	<b>Criterion</b>	<b>Factor</b>	<b>Points</b>
1	<b>Existing motorist congestion / effect on motorist congestion</b> (Projects identified in Congestion Management Plan network are able to receive maximum points)	Location identified in the CMP network/ substantial improvement	4
		Significant existing / substantial improvement	3
		Significant existing / moderate or minor improvement	2
		Minimal existing / minor improvement	1
		No change	0
		Negative effect	-1
2	<b>Effect on mobility / accommodation of non-motorists</b>	Substantial improvement	3
		Moderate improvement	2
		Minimal improvement	1
		No effect for non-motorists	0
		Negative effect on mobility / accommodation	-1
3	<b>Effect on connectivity / access</b> (emphasis placed on key emergency and evacuation routes)	Substantial improvement to connectivity through the corridor	3
		Moderate improvement to connectivity	2
		Minimal effect on connectivity	1
		No effect on connectivity	0
		Negative effect on connectivity	-1
			<b>Total Score = up to 10</b>
<b>C - Safety</b>			
	<b>Criterion</b>	<b>Factor</b>	<b>Points</b>
1	<b>Motorist crash history and anticipated safety impact</b> (Note: Highway Safety Improvement Program (HSIP) eligible locations are determined by MassDOT and includes the 5% percent of locations in the region based on a severity weighted crash rate)	Location is HSIP eligible and project is anticipated to improve motorist safety	5
		Location has a demonstrated crash problem and project is anticipated to improve motorist safety	3
		No demonstrated crash problem, but project is anticipated to improve motorist safety	2
		No safety improvement anticipated	0
		The project may adversely affect motorist safety	-1
2	<b>Non-motorist crash history and anticipated safety impact</b>	Location identified as a HSIP Bicycle or Pedestrian Cluster and project is anticipated to improve non-motorist safety	5
		Location has a demonstrated safety deficiencies for non-motorists and project is anticipated to improve non-motorist safety	3
		Location has a demonstrated safety deficiencies for non-motorists and project is anticipated to improve non-motorist safety	2
		No safety improvement anticipated	0
		The project may adversely affect non-motorist safety	-1
			<b>Total Score = up to 10</b>

<b>D - Economic Impact Scoring</b>			
	<b>Criterion</b>	<b>Factor</b>	<b>Points</b>
1	<b>Effect on access to or within a regionally-designated economic development area</b> (ie. Economic Center, GIZ, etc.)	Substantial improvement	4
		Moderate improvement	3
		Minor improvement	1
		No effect	0
		Negative effect	-1
2	<b>Effect on access to or within a locally-designated business district</b>	Substantial improvement	3
		Moderate improvement	2
		Minor improvement	1
		No effect	0
		Negative effect	-1
3	<b>Effect on connections between housing, job, cultural centers, and essential services within and beyond the region or effect on the freight network</b>	Substantial improvement	3
		Moderate improvement	2
		Minor improvement	1
		No effect	0
		Negative effect	-1
			<b>Total Score = up to 10</b>

<b>E - Environmental and Health Effects Scoring</b>			
	<b>Criterion</b>	<b>Factor</b>	<b>Points</b>
1	<b>Effect on wetlands, wildlife, or other resource protection</b>	Anticipated improvement	2
		Minor contribution to preservation	1
		No anticipated impact or negative impacts adequately mitigated	0
		Negative impact	-1
2	<b>Effect on water quality through stormwater management and treatment with an emphasis on for nitrogen</b> (points for anticipated improvements may also be given for projects involving culvert widening)	Anticipated improvement in stormwater management and treatment	2
		Anticipated improvement in stormwater management	1
		No anticipated impact or negative impacts adequately mitigated	0
		Negative impact	-1
3	<b>Effect on air quality / GHG emission</b>	Significant, quantifiable decrease in GHG anticipated	2
		Minor, quantifiable or qualitative decrease in GHG anticipated	1
		No effect on GHG anticipated	0
		Anticipated increase in GHG	-1
4	<b>Coastal Resiliency / Sea Level Rise Vulnerability</b> (Vulnerable areas include those identified as a Special Flood Hazard Area (SFHA), areas identified by the Sea, Land, and Overland Surges from Hurricanes (SLOSH) model, or areas susceptible to sea level rise)	Project vulnerable area with resilient design	2
		Project in not in a vulnerable area but includes with resilient design elements	1
		Project not in vulnerable area and not special consideration given to resilient design	0
		Project in a vulnerable area and is not a resilient design	-1
5	<b>Effect on cultural resources or open space</b>	Anticipated improvement	1
		No anticipated impact or negative impacts adequately mitigated	0
		Negative impact	-1
6	<b>Healthy Transportation Options</b>	Increase in healthy transportation options	1
		No anticipated impact or negative impacts adequately mitigated	0
		Negative impact	-1
			<b>Total Score = up to 10</b>

F - Cost Effectiveness Scoring			
	Criterion	Factor	Points
1	Project cost per user (Use cost/ADT/lane mile calculation as a general indicator, but flexibility is appropriate when considering unique project circumstances particularly for projects involving bicyclists and pedestrians. Low cost safety measures can be given full points.)	See reference table below, but consider unique circumstances	up to 15
		High cost project serving a small number of users	-1
			<b>Total Score = up to 15</b>

		Notes	Value
	<b>Cost Estimate</b>		
	ADT	For intersections, enter combined ADT of intersecting roads. For projects where ADT is unknown, use regional data to approximate.	
	Length (in miles)	For intersections, enter total length of all approaches within project limits.	
	Number of Lanes	Travel lanes only	
	Project Service Life	7, 14, or 21 years	

**Reference**

Cost/ADT/Lane Mile*	Points
is less than \$50	15
is less than \$100	12
is less than \$200	8
is less than \$500	4
is less than \$1000	0
is more than \$1000	-1

\*Multiply by 2/3, 1, or 1.5 for service life of 7, 14, or 21 years, respectively

G - Policy Support Scoring			
	Criterion	Factor	Points
1	Community support (as indicated through collective statements or actions of the highest elected officials in the effected communities)	Stated support of the project by the highest elected officials	3
		Actions by highest elected officials indicate general support of the project	2
		Neutral	0
		Collective opposition voiced by the highest elected officials	-1
2	Regional plans/policies (ie. RTP, Regional Policy Plan, CEDS)	Project specifically identified in Regional Plan	3
		Strongly supports Regional Plans/Policies	2
		Moderately supports Regional Plans/Policies	1
		Neutral	0
		Inconsistent with Regional Plans/Policies	-1
3	Local plans/policies(ie. LCP, local ordinances, bylaws, etc.)	Project specifically identified in Local Plan	2
		Consistent with Local Plans/Policies	1
		Neutral	0
		Inconsistent with Local Plans/Policies	-1
4	Project supports Federal or State (including MassDOT) policies and goals not accounted for in other criteria (GreenDOT, Healthy Transportation, Complete Streets, TZD etc.)	Project specifically identified in a existing Federal or State Plan	2
		Consistent with Federal or State Policies or Principles	1
		Neutral	0
		Inconsistent with Federal or State Policies or Principles	-1
			<b>Total Score = up to 10</b>

*Equity Analysis by Community*

An equity analysis of projects included in the TIP as well as recently completed TIP projects was conducted. The maps at the end of this Appendix show the locations of these projects in relation to the 15 Cape Cod communities. The distribution of these funds are summarized in the following tables.

**Table 12. Distribution of TIP Funds by Community**

Community	2020-2024 Total	2020-2024 Community Share	2010-2019 Total	2010-2019 Community Share
Barnstable	\$10,443,411	11.2%	\$27,430,022	19.2%
Bourne	\$11,750,340	12.5%	\$14,584,018	10.2%
Brewster	\$0	0.0%	\$10,385,998	7.3%
Chatham	\$3,048,976	3.3%	\$19,438,391	13.6%
Dennis	\$1,485,844	1.6%	\$31,239,166	21.8%
Eastham	\$0	0.0%	\$0	0.0%
Falmouth	\$216,500	0.2%	\$8,156,937	5.7%
Harwich	\$5,501,300	5.9%	\$10,488,635	7.3%
Mashpee	\$15,934,387	17.0%	\$0	0.0%
Orleans	\$4,045,304	4.3%	\$7,232,114	5.1%
Provincetown	\$5,841,952	6.2%	\$0	0.0%
Sandwich	\$5,400,432	5.8%	\$7,226,572	5.1%
Truro	\$4,172,480	4.5%	\$1,328,451	0.9%
Wellfleet	\$10,952,792	11.7%	\$217,523	0.2%
Yarmouth	\$14,841,697	15.9%	\$5,251,508	3.7%
Regional	\$1,400,000	-	\$280,000	-
CCRTA	\$60,113,578	-	\$129,011,648	-
CCNS	-	-	\$860,100	-
Total	\$155,148,992	100.0%	\$272,270,982	100.0%

Notes: Where projects spanned multiple communities, project costs were distributed based on the approximate project length within each community.

### *Equity Analysis by Impacted Population*

An equity analysis of projects included in the TIP was conducted with respect to anticipated impacts on minority, low income, and limited English proficiency populations. An equity analysis of the previous ten years of TIP projects was also conducted. The maps at the end of this Appendix show the locations of projects in relation to identified concentrations of these populations both for the current TIP and the ten-year look back.

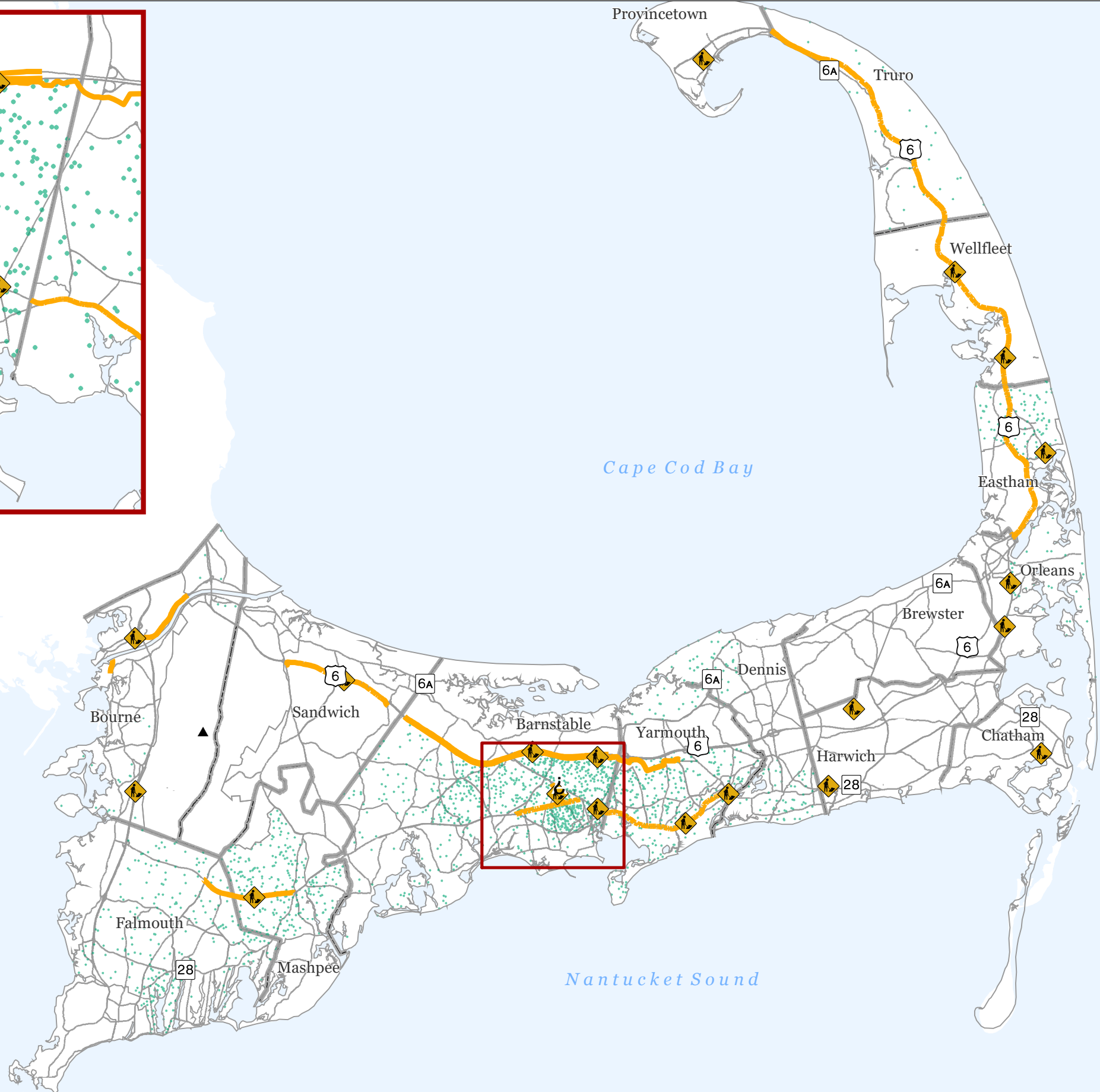
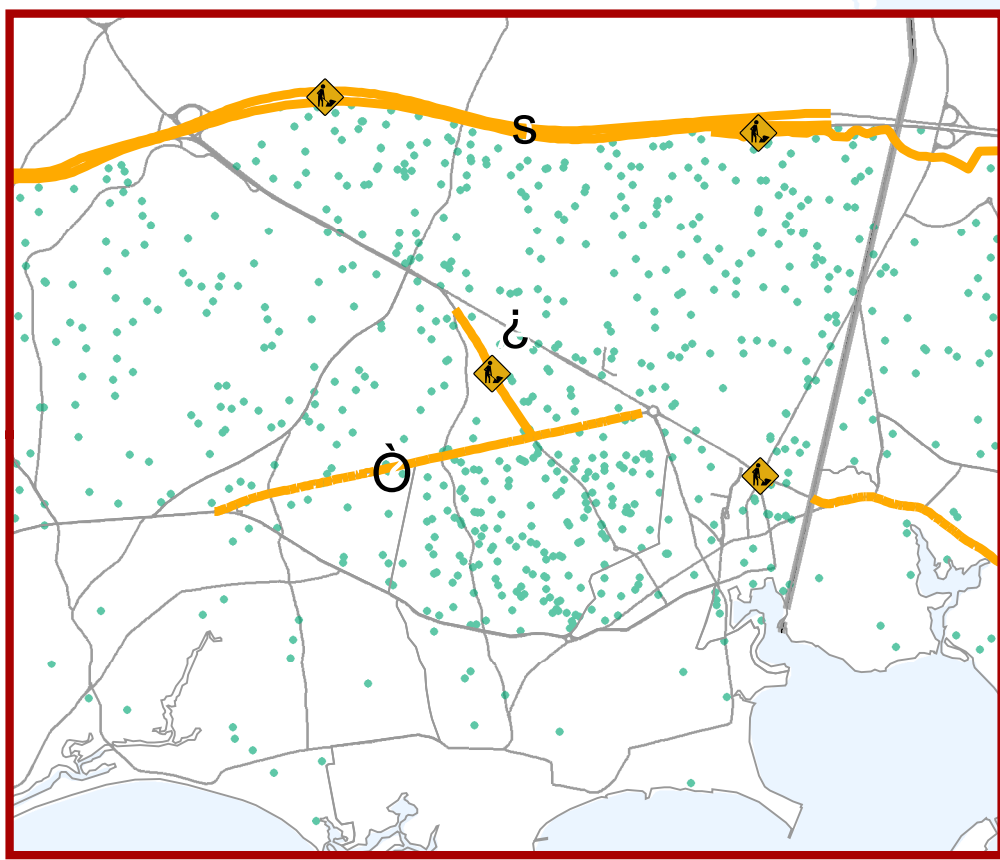
Overall, 62% of the FFY 2020-2024 TIP funding is allocated to projects that will positively impact minority populations, 42% to projects that will positively impact low income populations, and 41% to projects that will positively impact limited English proficiency populations. These estimates exclude transit-funded projects. No projects are anticipated to negatively impact these identified populations. Specific projects and their anticipated impacts are presented in Table 13.

**Table 13. Anticipated Impacts of TIP Projects on Minority (M), Low Income (I), and Limited English Proficiency (LEP) Populations**

Project (#)	Year	Impacted Population	Anticipated Impact
Barnstable, Rte 28 at Yarmouth Rd [AC Year 2 of 2] (#606272)	2020	I, M, LEP	Improved bicycle/ pedestrian access, safety, traffic flow
Bourne, Belmont Circle Multi-modal Improvements (#606900)	2020	M	Improved bicycle/ pedestrian access, safety, traffic flow
Orleans, Rte 28 Stormwater Improvements (#608598)	2020	I	Improved safety
Bourne To Falmouth, Route 28 Guide And Traffic Sign Replacements (#608571)	2020	M	Improved safety
Barnstable, Bearses Way Shared Use Path (#609067)	2021	I, M, LEP	Improved bicycle/ pedestrian access, safety
Mashpee, Rte 151 (#607319)	2021/2022	M, LEP	Improved bicycle/ pedestrian access, safety, traffic flow
Orleans, Route 28 at Route 39 and Quanset Rd (#608666)	2021	I	Improved bicycle/ pedestrian access, safety
Yarmouth, Route 28 at North Main St and Old Main St (#608568)	2021	I, M, LEP	Improved bicycle/ pedestrian access, safety
Harwich, Bridge Replacement - Azalea Dr over Herring River (#608617)	2021	I, M	Improved asset condition
Wellfleet-Truro, Pavement Preservation and Related Work on Route 6 (#609098)	2021	LEP	Improved pavement condition
Barnstable, Route 6 Repaving and Related Work (#608819)	2022	I, M, LEP	Improved pavement condition
Sandwich, Shared Use Path on Service Rd (Rte 130 to Chase Rd) (#608422)	2022	M	Improved bicycle/ pedestrian access, safety
Yarmouth-Barnstable, Cape Cod Rail Trail Extension (#607398)	2022	I, M, LEP	Improved bicycle/ pedestrian access, safety
Dennis/Harwich, Route 28 Reconstruction (Upper County Rd to Herring River Bridge) (#608742)	2023	I, M	Improved bicycle/ pedestrian access, safety
Yarmouth, Rte 28 Resurfacing and Related Work (#608264)	2023	I, M, LEP	Improved bicycle/ pedestrian access, safety
Provincetown, Shank Painter Road Improvements (Phase 1) (#608744)	2024	I	Improved bicycle/ pedestrian access, safety
Bourne, Rte 6 Scenic Highway Median Installation (#606082)	2024	M	Improved safety, traffic flow

Note: Based on projects within 3 miles of the populations identified on the maps on the following page.







Atlantic Ocean

Cape Cod Bay

Nantucket Sound

**Proposed 2020-2024 Transportation Improvement Program (TIP), Minority, Low Income and Limited English Proficiency Populations**



The information depicted on these maps is for planning purposes only. It is not adequate for legal boundary definition, regulatory interpretation, or parcel level analysis. It should not substitute for actual on-site survey, or supersede deed research.

-  Joint Base Cape Cod Boundary
-  Barnstable County Correctional Facility




**Limited English Proficiency**

Represents One (1) Portuguese or Portuguese Creole speaking person who speaks English less than very well (Points have been randomly located within the Census Tract represented)

**Transportation Projects**

-  TIP Specific Location Improvements
-  TIP Road Segment Improvements

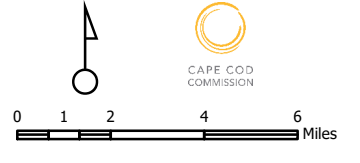
**Demographics**

-  Minority
  -  Low Income
  -  Low Income & Minority
- Income: Median household income of census block is less than or equal to 60% Barnstable County median household income (\$59,500)
- Minority: 15% or more residents of census block self-identify as a race other than white

**Barnstable County Census Block Group Minority Population**

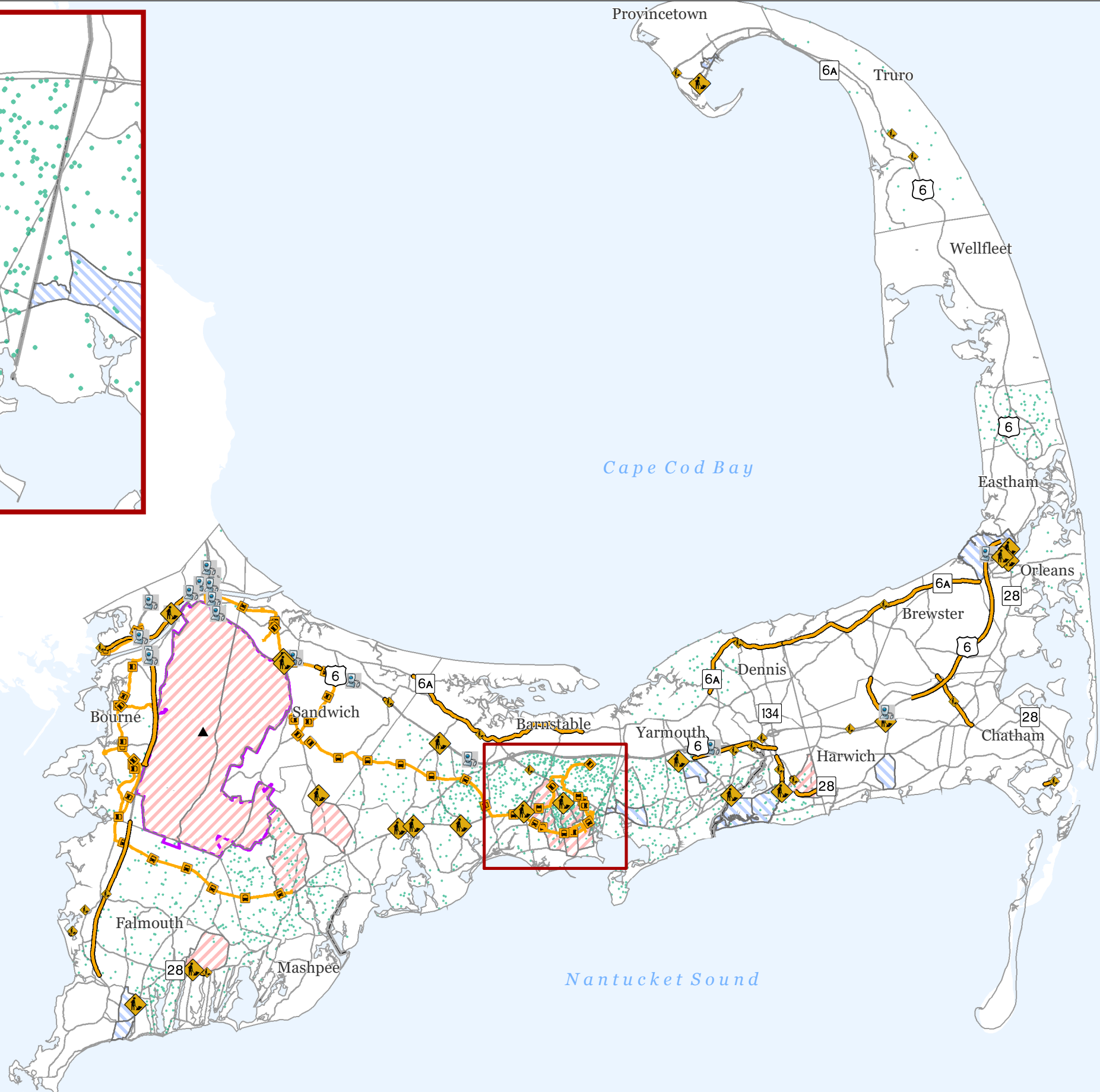
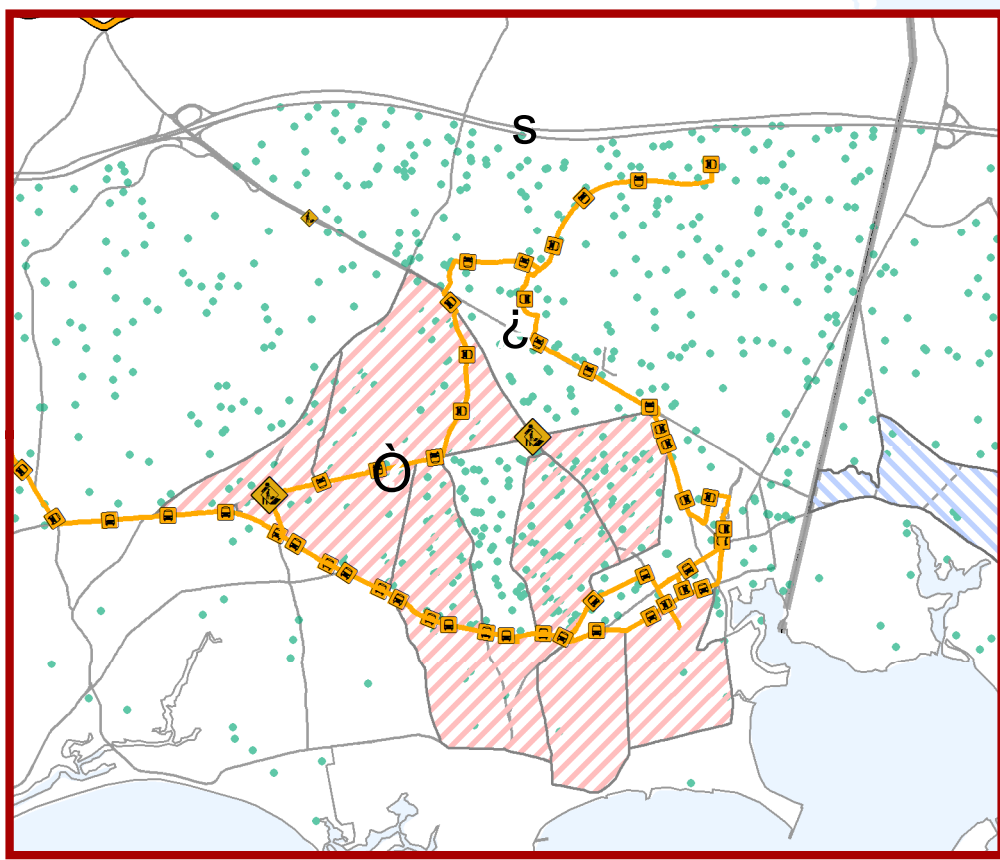
Mean percent minority: 8.45%  
 Median percent minority: 6.39%

Population classified as minority represents residents who self-identify as a race other than white



0 1 2 4 6 Miles





Atlantic Ocean

Cape Cod Bay

Nantucket Sound

10 Years Review (2010-2019)  
 Transportation Improvement Program (TIP),  
 Minority, Low Income and Limited English  
 Proficiency Populations

The information depicted on these maps is for planning purposes only. It is not adequate for legal boundary definition, regulatory interpretation, or parcel level analysis. It should not substitute for actual on-site survey, or supersede deed research.

Date: 4/12/2019  
 User: david.nolan

Joint Base Cape Cod Boundary  
 Barnstable County Correctional Facility

**Limited English Proficiency**  
 Represents One (1) Portuguese or Portuguese Creole speaking person who speaks English less than very well (Points have been randomly located within the Census Tract represented)

**Transportation Projects**  
 TIP Specific Location Improvements  
 TIP Specific Location Traffic Monitoring  
 TIP Road Segment Improvements  
 TIP Transit Demonstration Project

**Demographics**  
 Minority  
 Low Income  
 Low Income & Minority

Income: Median household income of census block is less than or equal to 60% Barnstable County median household income (\$59,500)  
 Minority: 15% or more residents of census block self-identify as a race other than white

**Barnstable County Census Block Group Minority Population**  
 Mean percent minority: 8.45%  
 Median percent minority: 6.39%

Population classified as minority represents residents who self-identify as a race other than white



Appendix B: Air Quality Conformity Determination

*Air Quality Conformity Determination*

**Air Quality Conformity Determination  
Cape Cod Metropolitan Planning Organization  
FFY 2020-2024 Transportation Improvement Program  
and  
2020-2040 Regional Transportation Plan**

This section documents the latest air quality conformity determination for the 1997 ozone National Ambient Air Quality Standards (NAAQS) in the MPO Region. It covers the applicable conformity requirements according to the latest regulations, regional designation status, legal considerations, and federal guidance. 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. Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) requires that federally funded or approved highway and transit activities are consistent with (“conform to”) the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that means Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and transit activities that will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS or any interim milestones (42 U.S.C. 7506(c)(1)). EPA’s transportation conformity rules establish the criteria and procedures for determining whether metropolitan transportation plans, transportation improvement programs (TIPs), and federally supported highway and transit projects conform to the SIP (40 CFR Parts 51.390 and 93).

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.

### **Legislative and Regulatory Background**

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.

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 designated as attainment/unclassified for the 2008 standard. On March 6, 2015, (80 FR 12264, effective April 6, 2015) EPA published the Final Rulemaking, “Implementation of the 2008 National Ambient Air Quality Standards (NAAQS) for Ozone: State Implementation Plan Requirements; Final Rule.” This rulemaking confirmed the removal of transportation conformity to the 1997 Ozone NAAQS.

However, on February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* (“*South Coast II*,” 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone NAAQS and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. These conformity determinations are required in these areas after February 16, 2019. On November 29, 2018, EPA issued *Transportation Conformity Guidance for the South Coast II Court Decision* (EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations can be made in areas. According to the guidance, both Eastern and Western Massachusetts, along with several other areas across the country, are now defined as “orphan nonattainment areas” – areas that were designated as nonattainment for the 1997 ozone NAAQS at the time of its revocation (80 FR 12264, March 6, 2015) and were designated attainment for the 2008 ozone NAAQS in EPA’s original designations rule for this NAAQS (77 FR 30160, May 21, 2012).

### **Current Conformity Determination**

After 2/16/19, as a result of the court ruling and the subsequent federal guidance, transportation conformity for the 1997 NAAQS – intended as an “anti-backsliding” measure – now applies to both of Massachusetts’ orphan areas. Therefore, this conformity determination is being made for the 1997 ozone NAAQS on the Cape Cod FFY 2020-2024 Transportation Improvement Program and 2020-2040 Regional Transportation Plan.

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for TIPs and RTPs include: latest planning assumptions (93.110), latest emissions model (93.111), consultation (93.112), transportation control measures (93.113(b) and (c)), and emissions budget and/or interim emissions (93.118 and/or 93.119).

For the 1997 ozone NAAQS areas, transportation conformity for TIPs and RTPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA's nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the *South Coast II* court upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, or budget or interim emissions tests.

Therefore, transportation conformity for the 1997 ozone NAAQS for the Cape Cod FFY 2020-2024 Transportation Improvement Program and 2020-2040 Regional Transportation Plan can be demonstrated by showing that remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA's guidance and addressed below, include:

- Latest planning assumptions (93.110)
- Consultation (93.112)
- Transportation Control Measures (93.113)
- Fiscal Constraint (93.108)

### **Latest Planning Assumptions**

The use of latest planning assumptions in 40 CFR 93.110 of the conformity rule generally apply to regional emissions analysis. In the 1997 ozone NAAQS areas, the use of latest planning assumptions requirement applies to assumptions about transportation control measures (TCMs) in an approved SIP (See following section on Timely Implementation of TCMs).

### **Consultation**

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation. Interagency consultation was conducted with FHWA, FTA, US EPA Region 1, MassDEP, and the other Massachusetts MPOs, with the most recent conformity consultation meeting held on March 6, 2019 (this most recent meeting focused on understanding the latest conformity-related court rulings and resulting federal guidance). This ongoing consultation is conducted in accordance with the following:

- Massachusetts' Air Pollution Control Regulations 310 CMR 60.03 "Conformity to the State Implementation Plan of Transportation Plans, Programs, and Projects Developed, Funded or Approved Under Title 23 USC or the Federal Transit Act"
- The Commonwealth of Massachusetts Memorandum of Understanding by and between Massachusetts Department of Environmental Protection, Massachusetts Executive Office of Transportation and Construction, Massachusetts Metropolitan Planning Organizations concerning the conduct of transportation-air quality planning in the development and implementation of the state implementation plan" (note: this MOU is currently being updated)

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450. Title 23 CFR Section 450.324 and 310 CMR 60.03(6)(h) requires that the development of the TIP, RTP, and related certification documents provide an adequate opportunity for public review and comment. Section 450.316(b) also establishes the outline for MPO public participation programs. The public participation process followed procedures outline in the Cape Cod MPO's Public Participation Plan as updated in 2017. The Public Participation Plan ensures that the public will have access to the TIP, RTP, and all supporting documentation, provides for public notification of the availability of the TIP and RTP and the public's right to review the document and comment thereon, and provides a 21-day public review and comment period prior to the adoption of the TIP and RTP and related certification documents.

The public comment period for this conformity determination commenced on April 22, 2019. During the 21-day public comment period, any comments received were incorporated into this Plan. This allowed ample opportunity for public comment and MPO review of the draft document. The public comment period will close on May 13, 2019 and subsequently, the Cape Cod MPO is expected to endorse this air quality conformity determination before May 20, 2019. These procedures comply with the associated federal requirements.

### **Timely Implementation of Transportation Control Measures**

Transportation Control Measures (TCMs) have been required in the SIP in revisions submitted to EPA in 1979 and 1982. All SIP TCMs have been accomplished through construction or through implementation of ongoing programs. All of the projects have been included in the Region's Transportation Plan (present or past) as recommended projects or projects requiring further study.

DEP submitted to EPA its strategy of programs to show Reasonable Further Progress of a 15% reduction of VOCs in 1996 and the further 9% reduction of NO<sub>x</sub> toward attainment of the National Ambient Air Quality Standards (NAAQS) for ozone in 1999. Within that strategy there are no specific TCM projects. The strategy does call for traffic flow improvements to reduce congestion and, therefore, improve air quality. Other transportation-related projects that have been included in the SIP control strategy are listed below:

- Enhanced Inspection and Maintenance Program
- California Low Emission Vehicle Program
- Reformulated Gasoline for On- and Off-Road Vehicles
- Stage II Vapor Recovery at Gasoline Refueling Stations
- Tier I Federal Vehicle Standards

### **Fiscal Constraint**

Transportation conformity requirements in 40 CFR 93.108 state that TIPs and transportation plans and must be fiscally constrained consistent with DOT's metropolitan planning regulations at 23 CFR part 450. The Cape Cod 2020-2024 Transportation Improvement Program and 2020-2040 Regional Transportation Plan are fiscally constrained, as demonstrated in Chapter 5 of the TIP and Chapter 5 of the RTP.

In summary and based upon the entire process described above, the Cape Cod MPO has prepared this conformity determination for the 1997 Ozone NAAQS in accordance with EPA's and Massachusetts' latest conformity regulations and guidance. This conformity determination process demonstrates that the FFY 2020-2024 Transportation Improvement Program and the 2020-2040 Regional Transportation Plan meet the Clean Air Act and Transportation Conformity Rule requirements for the 1997 Ozone NAAQS, and have been prepared following all the guidelines and requirements of these rules during this time period.

Therefore, the implementation of the Cape Cod MPO's FFY 2020-2024 Transportation Improvement Program and the 2020-2040 Regional Transportation Plan are consistent with the air quality goals of, and in conformity with, the Massachusetts State Implementation Plan.



## Appendix C: Greenhouse Gas Analysis

This section summarizes the greenhouse gas (GHG) impacts anticipated to result from the projects that are included in this FFY 2020 – 2024 STIP. 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 respond to these state laws and policies; the role of regional planning and STIP development in reducing GHG emission and tracking these reductions; and the projected GHG emission impacts from the projects programmed in the STIP.

### *State policy context*

The Global Warming Solutions Act (GWSA), which was 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. In December 2014, DEP issued new regulations that require MPOs to quantify impacts from project investments, track, progress towards reductions, and consider impacts in the prioritization of project investments. The targets for overall statewide GHG emissions are:

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

### *The role of MPOs*

The Commonwealth's MPOs are integrally involved in supporting the GHG reductions mandated under the GWSA. The MPOs are most directly involved in helping to achieve the GHG emissions reductions through the promotion of healthy transportation modes through prioritizing and programming an appropriate balance of roadway, transit, bicycle and pedestrian investments – and assisting smart growth development patterns through the creation of a balanced multi-modal transportation system. This is realized through the transportation goals and policies espoused in the 2020 Regional Transportation Plans (RTPs); the major projects planned in those RTPs; and the mix of new transportation projects that are programmed and implemented through the TIPs. GHG tracking and evaluation processes enable the MPOs to identify anticipated GHG impacts of planned and programmed projects, and also to use GHG impacts as a criterion in prioritizing transportation projects.

### *Project-level GHG tracking and evaluation in TIPs*

It is also important to monitor and evaluate the GHG impacts of the transportation projects that are programmed in the MPOs' TIPs. The TIPs include both the larger, regionally-significant projects from the RTPs, which are reported in the Statewide GHG report, as well as smaller projects that are not included in the RTP but that may nevertheless have impacts on GHG emissions. The primary 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.

### *Calculation of GHG Impacts for TIP Projects*

MassDOT has adopted spreadsheets used by MPOs to determine CMAQ eligibility and that also include CO2 impacts. The data and analysis required for these calculations is available from functional design reports that are submitted for projects that would produce a measurable GHG impact.

### *Projects with quantified impacts*

#### **RTP Projects**

Major capacity expansion projects are expected to have a significant impact on GHG emissions. These projects are included in each MPO's RTPs and analyzed using either the statewide model or the Boston MPO's regional model, which reflect GHG impacts. As a result, no independent TIP calculations are required.

#### **Quantified Decrease in Emissions**

For those projects that are expected to produce a measurable decrease in emissions, the approach for calculating these impacts is described below. These projects are 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 enables increased walking and biking and decreases vehicle-miles traveled (VMT).
- **Quantified Decrease in Emissions from New/Additional Transit Service** - A bus or shuttle service that enables increased transit ridership and decreased VMT
- **Quantified Decrease in Emissions from a Park and Ride Lot** - A parkand-ride lot that enables increased transit ridership/ increased ridesharing and decreased VMT

- **Quantified Decrease in Emissions from Bus Replacement** - a bus replacement that directly reduces GHG emissions generated by service.
- **Quantified Decrease in Emissions from Complete Streets Improvements** - Improvements to roadway networks that include the addition of bicycle and pedestrian accommodations where none were present before.
- **Quantified Decrease in Emissions from Alternative Fuel Vehicle Procurements** – A vehicle procurement where alternative fuel/advanced technology vehicles replace traditional gas or diesel vehicles.
- **Quantified Decrease in Emissions from Anti-idling Strategies** – Implementation of policies such as limiting idling allowed, incorporating anti-idling technology into fleets and using LED lights on trucks for the purpose of illuminating worksites.
- **Quantified Decrease in Emissions from Bike Share Projects** – A new bike share project or capacity added to an existing project.
- **Quantified Decrease in Emissions from Induced Travel Projects** – A project that changes roadway capacity
- **Quantified Decrease in Emissions from Speed Reduction Programs** – Programs that reduce speed to no less than 55 miles per hour.
- **Quantified Decrease in Emissions from Transit Signal Priority Projects** – A project that applies this technology to a signal intersection or along a corridor that impacts bus service.
- **Quantified Decrease in Emissions from Truck Stop Electrification Projects** – A new truck stop electrification project or capacity added to an existing project.
- **Quantified Decrease in Emissions from Other Improvement**

#### **Quantified Increase in Emissions**

Projects expected to produce a measurable increase in emissions.

#### *Projects with no assumed impacts*

#### **No Assumed Impact/Negligible Impact on Emissions**

Projects that do not change the capacity or use of a facility (e.g. roadway median barrier or retaining wall replacement, or a bridge rehabilitation/replacement that restores the bridge to its previous condition) are assumed to have no/negligible GHG impact.

#### **Qualitative Decrease in Emissions**

Projects expected to produce a minor decrease in emissions that cannot be calculated with any precision. Examples of such projects include roadway repaving, signage improvement, ITS improvement, or transit marketing/customer experience improvement.

**Qualitative Increase in Emissions**

Projects expected to produce a minor increase in emissions that cannot be calculated with any precision.

*Greenhouse gas impact tables for FFY 2020 – 2024 TIP*

The tables summarizing the calculated quantitative and assumed qualitative impacts of the projects included in the FFY 2020 – 2024 TIP are included on the following pages.

# 2020 GHG Tracking Cape Cod Region Transportation Improvement

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO <sub>2</sub> Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼
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## ► Section 1A / Regionally Prioritized Projects

### ► Regionally Prioritized Projects

606272	BARNSTABLE- INTERSECTION IMPROVEMENTS AT IYANOUGH ROAD (ROUTE 28) AND YARMOUTH ROAD	\$ 4,008,535	Quantified		Quantified Decrease in Emissions from Traffic Operational Improvement	GHG CO2 reduction of 623,168 kg/yr accounted for in FFY2019
606272	BARNSTABLE- INTERSECTION IMPROVEMENTS AT IYANOUGH ROAD (ROUTE 28) AND YARMOUTH ROAD	\$ 458,514	Quantified		Quantified Decrease in Emissions from Traffic Operational Improvement	GHG CO2 reduction of 623,168 kg/yr accounted for in FFY2019
606272	BARNSTABLE- INTERSECTION IMPROVEMENTS AT IYANOUGH ROAD (ROUTE 28) AND YARMOUTH ROAD	\$ 205,809	Quantified		Quantified Decrease in Emissions from Traffic Operational Improvement	GHG CO2 reduction of 623,168 kg/yr accounted for in FFY2019
606900	BOURNE- TRAFFIC AND MULTI-MODAL IMPROVEMENTS @ BELMONT CIRCLE AT ROUTES 6/25/28	\$ 3,924,855	Qualitative		Qualitative Decrease in Emissions	Assumed Nominal Decrease in Emissions from Sidewalk and Bicycle Infrastructure
606900	BOURNE- TRAFFIC AND MULTI-MODAL IMPROVEMENTS @ BELMONT CIRCLE AT ROUTES 6/25/28	\$ 1,046,285	Qualitative		Qualitative Decrease in Emissions	Assumed Nominal Decrease in Emissions from Sidewalk and Bicycle Infrastructure
CCBR20	CAPE COD - BICYCLE RACK PROGRAM	\$ 100,000	Quantified	1,000,967	Quantified Decrease in Emissions from Other Improvements	GHG reduction rate based on SRPEDD analysis for comparable program

Quantified Impact ► 1,000,967

## ► Section 1B / Earmark or Discretionary Grant Funded Projects

### ► Other Federal Aid

0	Other Federal Aid	\$ -				
				Quantified Impact ►	0	

## ► Section 2A / State Prioritized Reliability Projects

### ► Bridge Program / Inspections

0	Bridge Inspection	\$ -				
				Quantified Impact ►	0	

### ► Bridge Program / Off-System

0	Bridge Program / Off-System	\$ -				
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# 2020 GHG Tracking Cape Cod Region Transportation Improvement

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO <sub>2</sub> Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼
Quantified Impact ▶				0		
<b>► Bridge Program / On-System (NHS)</b>						
0	Bridge Program / On-System (NHS)	\$ -				
Quantified Impact ▶				0		
<b>► Bridge Program / On-System (Non-NHS)</b>						
0	Bridge Program / On-System (Non-NHS)	\$ -				
0	Bridge Program / On-System (Non-NHS)	\$ -				
0	Bridge Program / On-System (Non-NHS)	\$ -				
Quantified Impact ▶				0		
<b>► Bridge Program / Systematic Maintenance</b>						
0	Bridge Program / Systematic Maintenance	\$ -				
Quantified Impact ▶				0		
<b>► Interstate Pavement</b>						
0	Interstate Pavement	\$ -				
Quantified Impact ▶				0		
<b>► Non-Interstate Pavement</b>						
0	Non-Interstate Pavement	\$ -				
Quantified Impact ▶				0		
<b>► Roadway Improvements</b>						
609393	DISTRICT 5 - STORMWATER IMPROVEMENTS AT VARIOUS LOCATIONS ON CAPE COD	\$ 1,300,000	Qualitative		No assumed impact/negligible impact on emissions	
Quantified Impact ▶				0		
<b>► Safety Improvements</b>						
608571	BOURNE TO FALMOUTH- GUIDE AND TRAFFIC SIGN REPLACEMENT ON A SECTION	\$ 433,000	Qualitative		No assumed impact/negligible impact on emissions	
Quantified Impact ▶				0		
<b>► Section 2B / State Prioritized Modernization Projects</b>						
<b>► ADA Retrofits</b>						
0	ADA Retrofits	\$ -				
Quantified Impact ▶				0		
<b>► Intersection Improvements</b>						
0	Intersection Improvements	\$ -				
Quantified Impact ▶				0		
<b>► Intelligent Transportation Systems</b>						
0	Intelligent Transportation Systems	\$ -				
Quantified Impact ▶				0		
<b>► Roadway Reconstruction</b>						
0	Roadway Reconstruction	\$ -				

# 2020 GHG Tracking Cape Cod Region Transportation Improvement

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO <sub>2</sub> Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼
Quantified Impact ▶				0		
<b>▶ Section 2C / State Prioritized Expansion Projects</b>						
<b>▶ Bicycles and Pedestrians</b>						
0	Bicycles and Pedestrians	\$ -				
Quantified Impact ▶				0		
<b>▶ Capacity</b>						
0	Capacity	\$ -				
Quantified Impact ▶				0		
<b>▶ Section 3 / Planning / Adjustments / Pass-throughs</b>						
<b>▶ Planning / Adjustments / Pass-throughs</b>						
0	ABP GANS Repayment	\$ -				
0	Award adjustments, change orders, etc.	\$ -				
0	Metropolitan Planning	\$ -				
0	State Planning and Research Work Program I, (SPR I), Planning	\$ -				
0	Railroad Crossings	\$ -				
0	Recreational Trails	\$ -				
Quantified Impact ▶				0		
<b>▶ Section 2A / Non-Federal Projects</b>						
<b>▶ Non-Federally Aided Projects</b>						
0	Non-Federal Aid	\$ -				
Quantified Impact ▶				0		
<b>2020 Cape Cod Region MPO GHG Tracking Summary</b>			<b>Total Quantified Impact ▼</b>			
Quantified Impact ▶				1,000,967		

# 2021 GHG Tracking Cape Cod Region Transportation Improvement

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO <sub>2</sub> Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼
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## ► Section 1A / Regionally Prioritized Projects

► Regionally Prioritized Projects						
609067	BARNSTABLE- CONSTRUCTION OF A SHARED USE PATH ALONG BEARSES WAY, FROM THE DPW DRIVEWAY TO PITCHERS WAY	\$ 1,194,216	Quantified	1,697	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	
608666	ORLEANS- INTERSECTION IMPROVEMENTS AT ROUTE 28 (SOUTH ORLEANS ROAD), ROUTE 39 (HARWICH ROAD) AND QUANSET ROAD	\$ 4,045,304	Qualitative		Qualitative Decrease in Emissions	Assumed Nominal Decrease in Emissions from Sidewalk and Bicycle Infrastructure
607319	MASHPEE- CORRIDOR IMPROVEMENTS & RELATED WORK ON NATHAN ELLIS HIGHWAY (ROUTE 151), FROM MASHPEE ROTARY TO FALMOUTH T.L.	\$ 4,106,906	Qualitative		Qualitative Decrease in Emissions	Assumed Nominal Decrease in Emissions from Sidewalk and Bicycle Infrastructure
607319	MASHPEE- CORRIDOR IMPROVEMENTS & RELATED WORK ON NATHAN ELLIS HIGHWAY (ROUTE 151), FROM MASHPEE ROTARY TO FALMOUTH T.L.	\$ 458,514	Qualitative		Qualitative Decrease in Emissions	Assumed Nominal Decrease in Emissions from Sidewalk and Bicycle Infrastructure
607319	MASHPEE- CORRIDOR IMPROVEMENTS & RELATED WORK ON NATHAN ELLIS HIGHWAY (ROUTE 151), FROM MASHPEE ROTARY TO FALMOUTH T.L.	\$ 1,146,285	Qualitative		Qualitative Decrease in Emissions	Assumed Nominal Decrease in Emissions from Sidewalk and Bicycle Infrastructure
607319	MASHPEE- CORRIDOR IMPROVEMENTS & RELATED WORK ON NATHAN ELLIS HIGHWAY (ROUTE 151), FROM MASHPEE ROTARY TO FALMOUTH T.L.	\$ 205,809	Qualitative		Qualitative Decrease in Emissions	Assumed Nominal Decrease in Emissions from Sidewalk and Bicycle Infrastructure
Quantified Impact ►				1,697		

## ► Section 1B / Earmark or Discretionary Grant Funded Projects

► Other Federal Aid						
0	Other Federal Aid	\$ -				
Quantified Impact ►				0		

## ► Section 2A / State Prioritized Reliability Projects

► Bridge Program / Inspections						
0	Bridge Inspection	\$ -				



# 2021 GHG Tracking Cape Cod Region Transportation Improvement

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO <sub>2</sub> Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼
Quantified Impact ▶				0		
<b>► Bridge Program / Off-System</b>						
608617	HARWICH- BRIDGE REPLACEMENT, H-10-019, AZALEA DRIVE OVER HERRING RIVER	\$ 1,043,768	Qualitative		No assumed impact/negligible impact on emissions	
Quantified Impact ▶				0		
<b>► Bridge Program / On-System (NHS)</b>						
0	Bridge Program / On-System (NHS)	\$ -				
Quantified Impact ▶				0		
<b>► Bridge Program / On-System (Non-NHS)</b>						
0	Bridge Program / On-System (Non-NHS)	\$ -				
Quantified Impact ▶				0		
<b>► Bridge Program / Systematic Maintenance</b>						
0	Bridge Program / Systematic Maintenance	\$ -				
Quantified Impact ▶				0		
<b>► Interstate Pavement</b>						
0	Interstate Pavement	\$ -				
Quantified Impact ▶				0		
<b>► Non-Interstate Pavement</b>						
609098	WELLFLEET-TRURO - PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 6	\$ 8,344,960	Qualitative		Qualitative Decrease in Emissions	Assumed Nominal Decrease in Emissions from Sidewalk and Bicycle Infrastructure
Quantified Impact ▶				0		
<b>► Roadway Improvements</b>						
0	Roadway Improvements	\$ -				
Quantified Impact ▶				0		
<b>► Safety Improvements</b>						
0	Safety Improvements	\$ -				
Quantified Impact ▶				0		
<b>► Section 2B / State Prioritized Modernization Projects</b>						
<b>► ADA Retrofits</b>						
0	ADA Retrofits	\$ -				
Quantified Impact ▶				0		
<b>► Intersection Improvements</b>						
0	Intersection Improvements	\$ -				
Quantified Impact ▶				0		
<b>► Intelligent Transportation Systems</b>						
0	Intelligent Transportation Systems	\$ -				
Quantified Impact ▶				0		
<b>► Roadway Reconstruction</b>						
0	Roadway Reconstruction	\$ -				

# 2021 GHG Tracking Cape Cod Region Transportation Improvement

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO <sub>2</sub> Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼
Quantified Impact ▶				0		
<b>▶ Section 2C / State Prioritized Expansion Projects</b>						
<b>▶ Bicycles and Pedestrians</b>						
0	Bicycles and Pedestrians	\$ -				
Quantified Impact ▶				0		
<b>▶ Capacity</b>						
0	Capacity	\$ -				
Quantified Impact ▶				0		
<b>▶ Section 3 / Planning / Adjustments / Pass-throughs</b>						
<b>▶ Planning / Adjustments / Pass-throughs</b>						
0	ABP GANS Repayment	\$ -				
0	Award adjustments, change orders, etc.	\$ -				
0	Metropolitan Planning	\$ -				
0	State Planning and Research Work Program I, (SPR I), Planning	\$ -				
0	Railroad Crossings	\$ -				
0	Recreational Trails	\$ -				
Quantified Impact ▶				0		
<b>▶ Section 2A / Non-Federal Projects</b>						
<b>▶ Non-Federally Aided Projects</b>						
0	Non-Federal Aid	\$ -				
Quantified Impact ▶				0		
<b>2021 Cape Cod Region MPO GHG Tracking Summary</b>			<b>Total Quantified Impact ▼</b>			
Quantified Impact ▶				1,697		

# 2022 GHG Tracking Cape Cod Region Transportation Improvement

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO <sub>2</sub> Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼
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► Section 1A / Regionally Prioritized Projects

► Regionally Prioritized Projects

607319	MASHPEE- CORRIDOR IMPROVEMENTS & RELATED WORK ON NATHAN ELLIS HIGHWAY (ROUTE 151), FROM MASHPEE ROTARY TO FALMOUTH T.L.	\$ 8,206,265	Qualitative		Qualitative Decrease in Emissions	Assumed Nominal Decrease in Emissions from Sidewalk and Bicycle Infrastructure
607319	MASHPEE- CORRIDOR IMPROVEMENTS & RELATED WORK ON NATHAN ELLIS HIGHWAY (ROUTE 151), FROM MASHPEE ROTARY TO FALMOUTH T.L.	\$ 458,514	Qualitative		Qualitative Decrease in Emissions	Assumed Nominal Decrease in Emissions from Sidewalk and Bicycle Infrastructure
607319	MASHPEE- CORRIDOR IMPROVEMENTS & RELATED WORK ON NATHAN ELLIS HIGHWAY (ROUTE 151), FROM MASHPEE ROTARY TO FALMOUTH T.L.	\$ 1,146,285	Qualitative		Qualitative Decrease in Emissions	Assumed Nominal Decrease in Emissions from Sidewalk and Bicycle Infrastructure
607319	MASHPEE- CORRIDOR IMPROVEMENTS & RELATED WORK ON NATHAN ELLIS HIGHWAY (ROUTE 151), FROM MASHPEE ROTARY TO FALMOUTH T.L.	\$ 205,809	Qualitative		Qualitative Decrease in Emissions	Assumed Nominal Decrease in Emissions from Sidewalk and Bicycle Infrastructure

Quantified Impact ► 0

► Section 1B / Earmark or Discretionary Grant Funded Projects

► Other Federal Aid

0	Other Federal Aid	\$ -				
			Quantified Impact ►	0		

► Section 2A / State Prioritized Reliability Projects

► Bridge Program / Inspections

0	Bridge Inspection	\$ -				
			Quantified Impact ►	0		

► Bridge Program / Off-System

0	Bridge Program / Off-System	\$ -				
			Quantified Impact ►	0		

► Bridge Program / On-System (NHS)

# 2022 GHG Tracking Cape Cod Region Transportation Improvement

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO <sub>2</sub> Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼
0	Bridge Program / On-System (NHS)	\$ -		0		
Quantified Impact ▶						
<b>▶ Bridge Program / On-System (Non-NHS)</b>						
0	Bridge Program / On-System (Non-NHS)	\$ -		0		
Quantified Impact ▶						
<b>▶ Bridge Program / Systematic Maintenance</b>						
0	Bridge Program / Systematic Maintenance	\$ -		0		
Quantified Impact ▶						
<b>▶ Interstate Pavement</b>						
0	Interstate Pavement	\$ -		0		
Quantified Impact ▶						
<b>▶ Non-Interstate Pavement</b>						
0	Non-Interstate Pavement	\$ -		0		
Quantified Impact ▶						
<b>▶ Roadway Improvements</b>						
0	Roadway Improvements	\$ -		0		
Quantified Impact ▶						
<b>▶ Safety Improvements</b>						
0	Safety Improvements	\$ -		0		
Quantified Impact ▶						
<b>▶ Section 2B / State Prioritized Modernization Projects</b>						
<b>▶ ADA Retrofits</b>						
0	ADA Retrofits	\$ -		0		
Quantified Impact ▶						
<b>▶ Intersection Improvements</b>						
608568	YARMOUTH- IMPROVEMENTS AT MAIN STREET (ROUTE 28) AT NORTH MAIN STREET AT OLD MAIN STREET	\$ 2,621,360	Qualitative		Qualitative Decrease in Emissions	Assumed Nominal Decrease in Emissions from Sidewalk and Bicycle Infrastructure
Quantified Impact ▶						
<b>▶ Intelligent Transportation Systems</b>						
0	Intelligent Transportation Systems	\$ -		0		
Quantified Impact ▶						
<b>▶ Roadway Reconstruction</b>						
0	Roadway Reconstruction	\$ -		0		
Quantified Impact ▶						
<b>▶ Section 2C / State Prioritized Expansion Projects</b>						
<b>▶ Bicycles and Pedestrians</b>						
607398	YARMOUTH- BARNSTABLE- CAPE COD RAIL TRAIL EXTENSION, INCLUDES NEW BRIDGE OVER WILLOW STREET & RAILROAD (PHASE III)	\$ 9,152,673	Quantified	48,220	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	

# 2022 GHG Tracking Cape Cod Region Transportation Improvement

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO <sub>2</sub> Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼
608422	SANDWICH- CONSTRUCTION OF SHARED USE PATH ALONG SERVICE ROAD FROM ROUTE 130 TO CHASE ROAD	\$ 5,400,432	Quantified	45,215	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	
Quantified Impact ▶				93,435		
<b>► Capacity</b>						
0	Capacity	\$ -				
Quantified Impact ▶				0		
<b>► Section 3 / Planning / Adjustments / Pass-throughs</b>						
<b>► Planning / Adjustments / Pass-throughs</b>						
0	ABP GANS Repayment	\$ -				
0	Award adjustments, change orders, etc.	\$ -				
0	Metropolitan Planning	\$ -				
0	State Planning and Research Work Program I, (SPR I), Planning	\$ -				
0	Railroad Crossings	\$ -				
0	Recreational Trails	\$ -				
Quantified Impact ▶				0		
<b>► Section 2A / Non-Federal Projects</b>						
<b>► Non-Federally Aided Projects</b>						
0	Non-Federal Aid	\$ -				
Quantified Impact ▶				0		

2022 Cape Cod Region MPO GHG Tracking Summary			Total Quantified Impact ▼
Quantified Impact ▶			93,435

# 2023 GHG Tracking Cape Cod Region Transportation Improvement

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO <sub>2</sub> Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼
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## ► Section 1A / Regionally Prioritized Projects

### ► Regionally Prioritized Projects

607397	WELLFLEET- INTERSECTION IMPROVEMENTS & RELATED WORK AT ROUTE 6 & MAIN STREET	\$ 4,969,704	Qualitative		Qualitative Decrease in Emissions	Assumed Nominal Decrease in Emissions from Sidewalk and Bicycle Infrastructure
607397	WELLFLEET- INTERSECTION IMPROVEMENTS & RELATED WORK AT ROUTE 6 & MAIN STREET	\$ 458,514	Qualitative		Qualitative Decrease in Emissions	Assumed Nominal Decrease in Emissions from Sidewalk and Bicycle Infrastructure
607397	WELLFLEET- INTERSECTION IMPROVEMENTS & RELATED WORK AT ROUTE 6 & MAIN STREET	\$ 1,146,285	Qualitative		Qualitative Decrease in Emissions	Assumed Nominal Decrease in Emissions from Sidewalk and Bicycle Infrastructure
607397	WELLFLEET- INTERSECTION IMPROVEMENTS & RELATED WORK AT ROUTE 6 & MAIN STREET	\$ 205,809	Qualitative		Qualitative Decrease in Emissions	Assumed Nominal Decrease in Emissions from Sidewalk and Bicycle Infrastructure
607405	CHATHAM- INTERSECTION IMPROVEMENTS & RELATED WORK AT MAIN STREET (ROUTE 28), DEPOT ROAD, QUEEN ANNE ROAD AND CROWELL ROAD	\$ 3,048,976	Qualitative		Qualitative Decrease in Emissions	Assumed Nominal Decrease in Emissions from Sidewalk and Bicycle Infrastructure

Quantified Impact ► 0

## ► Section 1B / Earmark or Discretionary Grant Funded Projects

### ► Other Federal Aid

0	Other Federal Aid	\$ -				
Quantified Impact ►				0		

## ► Section 2A / State Prioritized Reliability Projects

### ► Bridge Program / Inspections

0	Bridge Inspection	\$ -				
Quantified Impact ►				0		

### ► Bridge Program / Off-System

0	Bridge Program / Off-System	\$ -				
Quantified Impact ►				0		

### ► Bridge Program / On-System (NHS)

0	Bridge Program / On-System (NHS)	\$ -				
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# 2023 GHG Tracking Cape Cod Region Transportation Improvement

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO <sub>2</sub> Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼
Quantified Impact ▶				0		
<b>▶ Bridge Program / On-System (Non-NHS)</b>						
0	Bridge Program / On-System (Non-NHS)	\$ -				
Quantified Impact ▶				0		
<b>▶ Bridge Program / Systematic Maintenance</b>						
0	Bridge Program / Systematic Maintenance	\$ -				
Quantified Impact ▶				0		
<b>▶ Interstate Pavement</b>						
0	Interstate Pavement	\$ -				
Quantified Impact ▶				0		
<b>▶ Non-Interstate Pavement</b>						
608264	YARMOUTH - RESURFACING AND RELATED WORK ON ROUTE 28	\$ 7,644,000	Qualitative		Qualitative Decrease in Emissions	Assumed Nominal Decrease in Emissions from Sidewalk and Bicycle Infrastructure
Quantified Impact ▶				0		
<b>▶ Roadway Improvements</b>						
0	Roadway Improvements	\$ -				
Quantified Impact ▶				0		
<b>▶ Safety Improvements</b>						
0	Safety Improvements	\$ -				
Quantified Impact ▶				0		
<b>▶ Section 2B / State Prioritized Modernization Projects</b>						
<b>▶ ADA Retrofits</b>						
0	ADA Retrofits	\$ -				
Quantified Impact ▶				0		
<b>▶ Intersection Improvements</b>						
0	Intersection Improvements	\$ -				
Quantified Impact ▶				0		
<b>▶ Intelligent Transportation Systems</b>						
0	Intelligent Transportation Systems	\$ -				
Quantified Impact ▶				0		
<b>▶ Roadway Reconstruction</b>						
0	Roadway Reconstruction	\$ -				
Quantified Impact ▶				0		
<b>▶ Section 2C / State Prioritized Expansion Projects</b>						
<b>▶ Bicycles and Pedestrians</b>						
0	Bicycles and Pedestrians	\$ -				
Quantified Impact ▶				0		
<b>▶ Capacity</b>						
0	Capacity	\$ -				

# 2023 GHG Tracking Cape Cod Region Transportation Improvement

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO <sub>2</sub> Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼
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Quantified Impact ► 0

## ► Section 3 / Planning / Adjustments / Pass-throughs

### ► Planning / Adjustments / Pass-throughs

0	ABP GANS Repayment	\$ -				
0	Award adjustments, change orders, etc.	\$ -				
0	Metropolitan Planning	\$ -				
0	State Planning and Research Work Program I, (SPR I), Planning	\$ -				
0	Railroad Crossings	\$ -				
0	Recreational Trails	\$ -				

Quantified Impact ► 0

## ► Section 2A / Non-Federal Projects

### ► Non-Federally Aided Projects

0	Non-Federal Aid	\$ -				
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Quantified Impact ► 0

## 2023 Cape Cod Region MPO GHG Tracking Summary Total Quantified Impact ▼

Quantified Impact ► 0



# 2024 GHG Tracking Cape Cod Region Transportation Improvement

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO <sub>2</sub> Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼
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## ► Section 1A / Regionally Prioritized Projects

► Regionally Prioritized Projects						
608742	DENNIS- HARWICH- RECONSTRUCTION & RELATED WORK ON MAIN STREET (ROUTE 28), FROM UPPER COUNTY ROAD TO THE HERRING RIVER BRIDGE	\$ 5,279,053	Qualitative		Qualitative Decrease in Emissions	Assumed Nominal Decrease in Emissions from Sidewalk and Bicycle Infrastructure
608742	DENNIS- HARWICH- RECONSTRUCTION & RELATED WORK ON MAIN STREET (ROUTE 28), FROM UPPER COUNTY ROAD TO THE HERRING RIVER BRIDGE	\$ 458,514	Qualitative		Qualitative Decrease in Emissions	Assumed Nominal Decrease in Emissions from Sidewalk and Bicycle Infrastructure
608742	DENNIS- HARWICH- RECONSTRUCTION & RELATED WORK ON MAIN STREET (ROUTE 28), FROM UPPER COUNTY ROAD TO THE HERRING RIVER BRIDGE	\$ 205,809	Qualitative		Qualitative Decrease in Emissions	Assumed Nominal Decrease in Emissions from Sidewalk and Bicycle Infrastructure
608744	PROVINCETOWN- CORRIDOR IMPROVEMENTS AND RELATED WORK ON SHANK PAINTER ROAD, FROM ROUTE 6 TO BRADFORD STREET	\$ 4,695,667	Qualitative		Qualitative Decrease in Emissions	Assumed Nominal Decrease in Emissions from Sidewalk and Bicycle Infrastructure
608744	PROVINCETOWN- CORRIDOR IMPROVEMENTS AND RELATED WORK ON SHANK PAINTER ROAD, FROM ROUTE 6 TO BRADFORD STREET	\$ 1,146,285	Qualitative		Qualitative Decrease in Emissions	Assumed Nominal Decrease in Emissions from Sidewalk and Bicycle Infrastructure

Quantified Impact ► 0

## ► Section 1B / Earmark or Discretionary Grant Funded Projects

► Other Federal Aid						
0	Other Federal Aid	\$ -				
				Quantified Impact ►	0	

## ► Section 2A / State Prioritized Reliability Projects

► Bridge Program / Inspections						
0	Bridge Inspection	\$ -				
				Quantified Impact ►	0	

► Bridge Program / Off-System						
0	Bridge Program / Off-System	\$ -				
				Quantified Impact ►	0	

► Bridge Program / On-System (NHS)						
0	Bridge Program / On-System (NHS)	\$ -				
				Quantified Impact ►	0	

# 2024 GHG Tracking Cape Cod Region Transportation Improvement

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO <sub>2</sub> Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼
<b>► Bridge Program / On-System (Non-NHS)</b>						
0	Bridge Program / On-System (Non-NHS)	\$ -		0		
				Quantified Impact ►		
<b>► Bridge Program / Systematic Maintenance</b>						
0	Bridge Program / Systematic Maintenance	\$ -		0		
				Quantified Impact ►		
<b>► Interstate Pavement</b>						
0	Interstate Pavement	\$ -		0		
				Quantified Impact ►		
<b>► Non-Interstate Pavement</b>						
606082	BOURNE - MEDIAN INSTALLATION ON ROUTE 6	\$ 4,335,500	Qualitative		No assumed impact/negligible impact on emissions	
				Quantified Impact ►	0	
<b>► Roadway Improvements</b>						
0	Roadway Improvements	\$ -		0		
				Quantified Impact ►		
<b>► Safety Improvements</b>						
0	Safety Improvements	\$ -		0		
				Quantified Impact ►		
<b>► Section 2B / State Prioritized Modernization Projects</b>						
<b>► ADA Retrofits</b>						
0	ADA Retrofits	\$ -		0		
				Quantified Impact ►		
<b>► Intersection Improvements</b>						
0	Intersection Improvements	\$ -		0		
				Quantified Impact ►		
<b>► Intelligent Transportation Systems</b>						
0	Intelligent Transportation Systems	\$ -		0		
				Quantified Impact ►		
<b>► Roadway Reconstruction</b>						
0	Roadway Reconstruction	\$ -		0		
				Quantified Impact ►		
<b>► Section 2C / State Prioritized Expansion Projects</b>						
<b>► Bicycles and Pedestrians</b>						
609262	BOURNE- RAIL TRAIL CONSTRUCTION (PHASE 1)	\$ 2,227,200	Quantified	652	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	Assumed Nominal Decrease in Emissions from Sidewalk and Bicycle Infrastructure
				Quantified Impact ►	652	
<b>► Capacity</b>						
0	Capacity	\$ -		0		
				Quantified Impact ►		
<b>► Section 3 / Planning / Adjustments / Pass-throughs</b>						

# 2024 GHG Tracking Cape Cod Region Transportation Improvement

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO <sub>2</sub> Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼
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► Planning / Adjustments / Pass-throughs						
0	ABP GANS Repayment	\$ -				
0	Award adjustments, change orders, etc.	\$ -				
0	Metropolitan Planning	\$ -				
0	State Planning and Research Work Program I, (SPR I), Planning	\$ -				
0	Railroad Crossings	\$ -				
0	Recreational Trails	\$ -				
Quantified Impact ►				0		

## ► Section 2A / Non-Federal Projects

► Non-Federally Aided Projects						
0	Non-Federal Aid	\$ -				
Quantified Impact ►				0		

## 2024 Cape Cod Region MPO GHG Tracking Summary

Quantified Impact ►				652		
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# Cape Cod Region Transportation Improvement Program

MassDOT Project ID ▼	MassDOT Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO <sub>2</sub> Impact (kg/yr) ▼	GHG Impact Description ▼	Additional Description ▼	Fiscal Year of Contract Award (2015 and forward) ▼
607571	MULTI-USE PATH OVER THE BASS RIVER, INCLUDES NEW PEDESTRIAN BRIDGE D-07-007=Y-01-010	\$ 3,765,741	Quantified	3668.2	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure		2016
	Cape Cod, Bicycle Rack Program	\$ 50,000	Qualitative	50483.7	Quantified Decrease in Emissions from Other Improvements		2016
606707	DENNIS- CORRIDOR AND STREETSCAPE IMPROVEMENTS ON MAIN STREET (ROUTE 28) FROM DENNIS COMMONS DRIVE TO UPPER COUNTY ROAD	\$ 8,151,859	Qualitative	3512.1	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure		2017
	Cape Cod, Bicycle Rack Program	\$ 100,000	Qualitative	100967	Quantified Decrease in Emissions from Other Improvements		2017
606596	CHATHAM- IMPROVEMENTS ON MAIN STREET (ROUTE 28), FROM GEORGE RYDER ROAD TO BARN HILL ROAD	\$ 4,139,760	Quantified	175	Quantified Decrease in Emissions from Complete Streets Project		2018
607435	BARNSTABLE- INTERSECTION IMPROVEMENTS @ FALMOUTH ROAD (ROUTE 28) & OSTERVILLE-WEST BARNSTABLE ROAD	\$ 3,191,863	Qualitative		Qualitative Decrease in Emissions		2018
CC2000	CAPE COD - BICYCLE RACK PROGRAM	\$ 100,000	Quantified	100967	Quantified Decrease in Emissions from Other Improvements		2018
606272	BARNSTABLE- INTERSECTION IMPROVEMENTS AT IYANOUGH ROAD (ROUTE 28) AND YARMOUTH ROAD	\$15,756,274	Quantified	623168	Quantified Decrease in Emissions from Traffic Operational Improvement		2019

# 2020 Cape Cod Region Transportation Improvement Program

MassDOT/FTA Project ID ▼	MassDOT/FTA Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO <sub>2</sub> Impact (kg/yr) ▼	GHG Impact Description ▼	Total Cost ▼	Additional Information ▼	Fiscal Year of Contract Award (2015 and forward) ▼
RTD0007549	BUY REPLACEMENT 30-FT BUS	\$ 1,171,234	Quantified	13452	Quantified Decrease in Emissions from Bus Replacement	\$ 1,171,234		2020
RTD0007550	BUY REPLACEMENT <30 FT BUS	\$ 231,750	Quantified	28215	Quantified Decrease in Emissions from Bus Replacement	\$ 231,750		2020

# 2021 Cape Cod Region Transportation Improvement Program

MassDOT/FTA Project ID ▼	MassDOT/FTA Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO <sub>2</sub> Impact (kg/yr) ▼	GHG Impact Description ▼	Total Cost ▼	Additional Information ▼	Fiscal Year of Contract Award (2015 and forward) ▼
RTD0007551	BUY REPLACEMENT 30-FT BUS	\$ 1,206,371	Quantified	13452	Quantified Decrease in Emissions from Bus Replacement	\$ 1,206,371		2021
RTD0007552	BUY REPLACEMENT <30 FT BUS	\$ 238,700	Quantified	42808	Quantified Decrease in Emissions from Bus Replacement	\$ 238,700		2021

# 2022 Cape Cod Region Transportation Improvement Program

MassDOT/FTA Project ID ▼	MassDOT/FTA Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO <sub>2</sub> Impact (kg/yr) ▼	GHG Impact Description ▼	Total Cost ▼	Additional Information ▼	Fiscal Year of Contract Award (2015 and forward) ▼
RTD0007553	BUY REPLACEMENT 30-FT BUS	\$ 1,242,561	Quantified	13452	Quantified Decrease in Emissions from Bus Replacement	\$ 1,242,561		2022
RTD0007554	BUY REPLACEMENT <30 FT BUS	\$ 245,865	Quantified	42808	Quantified Decrease in Emissions from Bus Replacement	\$ 245,865		2022

# 2023 Cape Cod Region Transportation Improvement Program

MassDOT/FTA Project ID ▼	MassDOT/FTA Project Description ▼	Total Programmed Funds ▼	GHG Analysis Type ▼	GHG CO <sub>2</sub> Impact (kg/yr) ▼	GHG Impact Description ▼	Total Cost ▼	Additional Information ▼	Fiscal Year of Contract Award (2015 and forward) ▼
RTD0007560	BUY REPLACEMENT 30-FT BUS	\$ 1,242,561	Quantified	15155	Quantified Decrease in Emissions from Bus Replacement	\$ 1,242,561		2023
RTD0007561	BUY REPLACEMENT <30 FT BUS	\$ 245,865	Quantified	42808	Quantified Decrease in Emissions from Bus Replacement	\$ 245,865		2023



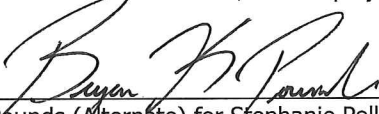


**310 CMR 60.05: Global Warming Solutions Act Requirements for the Transportation Sector and the Massachusetts Department of Transportation**

*Self-Certification Compliance Statement for Metropolitan Planning Organizations*

This will certify that the Cape Cod Transportation Improvement Program (TIP) Federal Fiscal Years 2020, 2021, 2022, 2023, and 2024 for the Cape Cod Metropolitan Planning Organization is in compliance with all applicable requirements in the State Regulation 310 CMR 60.05: Global Warming Solutions Act (GWSA) Requirements for the Transportation Sector and the Massachusetts Department of Transportation. The regulation requires the Metropolitan Planning Organizations (MPOs) to:

1. 310 CMR 60.05, 3(b)(1)(a): Evaluate and track the Greenhouse Gas (GHG) emissions and impacts of Regional Transportation Plans (RTPs) and TIPs;
2. 310 CMR 60.05, 3(b)(1)(b): In consultation with MassDOT, develop and utilize procedures to prioritize and select projects in RTPs, TIPs, and State Transportation Improvement Programs (STIPs) based on factors that include GHG emissions and impacts;
3. 310 CMR 60.05, 3(b)(1)(c): Quantify net GHG emissions and impacts resulting from the projects in RTPs and TIPs and have made efforts to minimize GHG emissions and impacts;
4. 310 CMR 60.05, 3(b)(1)(d): Determine in consultation with the MPO that the appropriate planning assumptions used for GHG emissions modeling are consistent with local land use policies, or that local authorities have made documented and credible commitments to establishing such consistency;
5. 310 CMR 60.05, 4(a)(2)(a): Develop RTPs and TIPs;
6. 310 CMR 60.05, 4(a)(2)(b): Ensure that MPOs are using appropriate planning assumptions;
7. 310 CMR 60.05, 4(a)(2)(c): Perform regional GHG emissions analysis of RTPs and TIPs;
8. 310 CMR 60.05, 4(a)(2)(d): Calculate GHG emissions for RTPs and TIPs;
9. 310 CMR 60.05, 4(a)(2)(e): Develop public consultation procedures for GHG reporting and related GWSA requirements consistent with current and approved regional public participation plans;
10. 310 CMR 60.05, 4(c): Prior to making final endorsements on the RTPs, TIPs, STIPs, and projects included in these plans, MassDOT and the MPOs shall include the GHG Assessment and information on related GWSA activities in RTPs, TIPs, and STIPs and provide an opportunity for public review and comment on the RTPs, TIPs, and STIPs.
11. 310 CMR 60.05, 6(a): After a final GHG assessment has been made by MassDOT and the MPOs, MassDOT and the MPOs shall submit MPO-endorsed RTPs, TIPs or projects within 30 days of endorsement to the Department for review of the GHG assessment.



Bryan Pounds (Alternate) for Stephanie Pollack, Secretary/Chief Executive Officer – Massachusetts Department of Transportation (MassDOT)

MPO Members Voting in the Affirmative:

Pamela Haznar, (Alternate) for Thomas Tinlin, Administrator  
Massachusetts Department of Transportation  
(MassDOT) Highway Division

Harold Mitchell  
Cape Cod Commission

Jill Goldsmith (Alternate) for Tom Guerino, Chair Cape Cod Regional Transit Authority

Ronald Bergstrom  
Barnstable County Commissioners

Dan Santos, (Alternate) for Eric Steinhilber, President  
Barnstable Town Council

Norman Holcomb  
Dennis, Yarmouth

Alan McClennen  
Brewster, Chatham, Harwich, Orleans

Jason Steiding (Alternate) for Cedric Cromwell  
Mashpee Wampanoag Tribal Council

Robert Weinstein  
Eastham, Provincetown, Truro, Wellfleet

Appendix D: Projects in Need of Funding

**Table 14. Projects in Need of Funding (For Information Only)**

Town(s)	Project Number	Project	Estimated Cost
Barnstable	-	Improved access for Hyannis Transportation Center	\$5,000,000
Barnstable	-	Parking garage and related improvements to the Hyannis Transportation Center	\$5,000,000
Barnstable	606236	Route 28 Repaving and Related Work	\$2,875,000
Barnstable Bourne	-	Improvements to Real Time Traffic Information System	\$3,000,000
Barnstable Yarmouth	-	Hyannis Access Preferred Alternative	\$90,000,000
Bourne	-	Bourne Rotary Improvement Project	\$50,000,000
Bourne	-	Memorial Circle Intersection Improvement Project	\$2,000,000
Bourne	606082	Route 6 Scenic Highway Median Barrier	\$8,000,000
Bourne/ Falmouth	-	Shining Sea Bike Path Extension	\$25,000,000
Brewster	-	Full depth reclamation Harwich Road / Rte. 124, Long Pond Road / Rte. 137	\$3,400,000
CCRTA	-	Intercity Seasonal Connector-demonstration	\$4,000,000
Dennis	608196	Route 28 Streetscape Improvements (Phase 2)	\$4,500,000
Falmouth	607444	Route 151 at Route 28A Intersection Improvements	\$3,700,000
Harwich	-	Route 39 section, 1.6 miles from Bay Road to Brewster TL and 2.0 miles from Oak Street to Queen Anne Road	\$4,500,000
Orleans	-	Rock Harbor Road drainage improvements and roadway reconstruction	\$600,000
Orleans	-	Main Street Sidewalk extension and reconstruction of Meeting House Road intersection	\$300,000
Outer Cape	-	Outer Cape Rail Trail Extension (\$28.3M with Wellfleet project below)	\$25,300,000
Steamship Authority	-	Relocation of Administrative Offices	\$6,600,000
Steamship Authority	-	Woods Hole Terminal Reconstruction Project	\$61,750,000
Steamship Authority	-	M/V Martha's Vineyard Mid-Life Refurbishment Project	\$10,000,000
Wellfleet	606165	Chequessett Bridge Rehabilitation	\$15,000,000
Wellfleet	608877	Corridor Improvements on Route 6	\$10,000,000
Wellfleet	608942	Outer Cape Rail Trail Extension	\$3,000,000
Yarmouth	607394	Safety improvements at Route 6 ramps at Exit 8 (Union Street/Station Avenue).	\$5,000,000
Yarmouth	-	Yarmouth, North Main Street sidewalk improvements	\$650,000
Yarmouth	-	Route 28 Repaving and Related Work	\$4,000,000
Yarmouth	608545	Route 6 Repaving and Related Work	\$5,750,000
<b>TOTAL</b>			<b>\$367,025,000</b>

Appendix E: Status of Previous TIP Projects

Appendix E: Status of Previous TIP Projects

601882	MASHPEE	Route 151 section		complete	town	\$344,993	1997
601706	MASHPEE	Route151 @ Old Barns Rd (signal)	\$279,706	complete 1999	town	\$315,539	1997
117808	SANDWICH	Route 6A, Tupper Rd to Chipman Rd	\$1,812,077	11/30/00	state	\$2,212,787	1997
601582	BARNSTABLE	Park & Ride lot expansion, Rte 6 at Rte 132	\$799,528	8/29/98	state	\$931,620	1997
<b>1997 ADVERTISING PROGRAM</b>						<b>TOTAL</b>	<b>\$11,931,422</b>
601801	BARNSTABLE	Barns, Route 132 Signal Coordination	\$249,305	9/26/98	town	\$290,000	1998
600966	BARNSTABLE	Bridge, Craigville Beach Rd over Centerville River #B-01-002	\$834,399	6/1/02	town	\$906,759	1998
601522	DENNIS	Setucket Rd (Old Bass River Rd to Rte 134)	\$657,694	complete	town	\$706,960	1998
601849	SANDWICH	Route 6 Rest Area Site Improvements WB		?	state	\$150,914	1998
600970	FALMOUTH	CHURCH ST BR#F-03-014 (timber bridge replacement)	E. T. & L. Corp.	5/27/00	town	\$1,170,899	1998
601966	BOURNE	Intersect Rte 6 and Nightingale Pond Dr & Scenic Dr	P.A. Landers	11/22/99	town	\$251,678	1998
<b>1998 ADVERTISING PROGRAM</b>						<b>TOTAL</b>	<b>\$3,477,210</b>
601422	BOURNE +	Head of the Bay Road, (also Plymouth and Wareham)		advertised in 2000	town	see below	1999
<b>1999 ADVERTISING PROGRAM</b>						<b>TOTAL</b>	<b>\$0</b>
600967	Barns, Mashpee	Bridge, School St, Re-advertised May 2000 (orig 11/97)	\$698,584	complete	town	\$698,584	2000
601422	BOURNE +	Head of the Bay Road, (also Plymouth and Wareham)	\$1,285,815	complete	state	\$1,248,879	2000
601955	DENNIS	Route 6 @ Interchang 9 -- Route 134	\$2,165,316	complete	state	\$3,038,500	2000
601751	YARMOUTH	Buck Island and Town Brook Roads	\$1,389,680	complete	town	\$1,665,000	2000
no projis	PROVINCETOWN	Shank Painter Property Acquisition - statewide Enhancements	\$247,000	complete	town	\$247,000	2000
<b>2000 ADVERTISING PROGRAM</b>						<b>TOTAL</b>	<b>\$6,897,963</b>
	BOURNE	Academy Road Railroad crossing			state	\$247,507	2001
602309	HARWICH, CCRT	BRIDGE, Route 6/ Cape Cod Rail Trail, H-10-020	\$703,342	11/24/01	regional	\$703,342	2001
602293	HARWICH	BRIDGE, Lower County Road over the Herring River H-10-01	\$1,386,288	complete	state	\$1,386,288	2001
600756	HARWICH	BRIDGE, Route 6 over Depot Street H-10-016	\$1,895,284	complete	state	\$1,895,284	2001
601930	MASHPEE	Route 28 FalTL to Rotary, Shoulders & Sidewalk	\$959,370	complete	state	\$959,370	2001
603304	ORLEANS, CCRT	BRIDGE, Route 6/ Cape Cod Rail Trail	\$2,754,491	complete	regional	\$2,350,000	2001
600392	SANDWICH	Route 130 Reconstruction & related	\$1,904,711		town	\$1,900,000	2001
<b>2001 ADVERTISING PROGRAM</b>						<b>TOTAL</b>	<b>\$9,441,791</b>
601466	CHATHAM	Bike Spur, from HarTL by airport then to downtown Chatham	\$1,438,041		town	\$1,800,000	2002
602842	Dennis Harwich	Route 28 overlay	\$1,509,535	complete	state	\$1,491,063	2002
602520	Eastham Wellfleet	Route 6, Traffic safety improvements	\$1,038,839	complete 2004	state	\$996,181	2002
602531	FALMOUTH	BRIDGE, Meadow Neck Rd over the Moonakis River #F-03-01!	\$861,489		town/state	\$861,489	2002
602562	ORLEANS	Main St, Rock Harbor Rd & Old Colony Rd	\$362,181		town	\$362,181	2002
<b>2002 ADVERTISING PROGRAM</b>						<b>TOTAL</b>	<b>\$5,510,914</b>
603427	BARNSTABLE	Route 6 Resurfacing and drainage improvements	\$4,000,000	complete 2005	state	\$4,000,000	2003
602559	ORLEANS	Skaket Corners, Rte. 6A @ West Rd / Eldredge Park Way	\$730,000	complete 2006	town	\$962,000	2003
<b>2003 ADVERTISING PROGRAM</b>						<b>TOTAL</b>	<b>\$4,962,000</b>
603521	FALMOUTH	Shining Sea Bikeway Phase IIB, Skating Lane to Carlson Lane	\$672,000	7/2/05	town	\$423,450	2004
601916	BARNSTABLE	Bearse's Way, Route 28 northerly to Pitcher's Way	\$1,651,000	complete	town	\$1,757,596	2004

Appendix E: Status of Previous TIP Projects

603847	BOURNE	Sagamore Rotary Area Improvements Depot & temp P&R lot	\$5,000,000	complete	state	\$3,475,470	2004
603847	BOURNE	Sagamore Rotary Chapter 149 fire station construction		complete	state	\$4,065,000	2004
603847	BOURNE	Sagamore Rotary -- grade separation		complete	state	\$36,336,000	2004
602326	YARMOUTH	Willow Street Recons (Rte 6 to relocated Higgins Crowell Rd)	\$2,652,000	complete	town	\$2,652,000	2004
<b>2004 ADVERTISING PROGRAM</b>						<b>TOTAL</b>	<b>\$48,709,516</b>
601441	BARNSTABLE	Route 132 Boulevard	\$10,000,000	complete	town	\$9,600,000	2005
603813	EASTHAM-ORLEANS	Route 6 Resurfacing and related	\$ 2,200,000	complete	state	\$2,200,000	2005
603349	FALMOUTH	WOODS HOLE BRIDGE	\$ 7,800,000	complete	town	\$8,000,000	2005
<b>2005 ADVERTISING PROGRAM</b>						<b>TOTAL</b>	<b>\$19,800,000</b>
S117 earmark	BARNSTABLE	Hyannis Gateway / Main St. Lighting etc.		complete	town	\$378,944	2006
604091	DENNIS	Swan River Road reconstruction	\$2,395,528	complete	town	\$2,300,000	2006
55400	FALMOUTH	Palmer Avenue BR		awarded-terminate	state	\$1,500,000	2006
603666	ORLEANS	Route 28 and Finlay Road intersection	\$645,524	complete	town	\$590,000	2006
604335	SANDWICH	Route 130/Water St and Main St Intersection TOWN HALL SQ	\$546,657	complete	town	\$600,000	2006
<b>2006 ADVERTISING PROGRAM</b>						<b>TOTAL</b>	<b>\$5,368,944</b>
603520	FALMOUTH	Shining Sea Bikeway Ph III	\$3,631,123	7/09 complete	town	\$4,000,000	2007
<b>2007 ADVERTISING PROGRAM</b>						<b>TOTAL</b>	<b>\$4,000,000</b>
603894	BOURNE	Rte. 6 Scenic Highway at Edgehill Road	\$4,935,910	complete	town	\$3,948,728	2008
605037	DENNIS	Rte. 28 at Rte. 134 intersection improvements	\$843,000	complete	town	\$596,000	2008
604919	HARWICH	Rte. 124 at Queen Anne Road intersection improvements	\$1,200,000	complete	town	\$859,800	2008
CCNS	PROVINCETOWN	Rte. 6 at Province Lands Rd.	\$2,500,000	complete	NPS	\$2,500,000	2008
602923	YARMOUTH	Packet Landing site improvements	\$633,436	complete	town	\$633,436	2008
<b>2008 ADVERTISING PROGRAM</b>						<b>TOTAL</b>	<b>\$8,537,964</b>
604521	BARNSTABLE	Route 6A resurfacing	\$3,045,000	complete	state	\$3,045,000	2009
604914	BARNSTABLE	Rte. 132 Boulevard Landscaping	\$1,100,000	complete	town	\$783,933	2009
604096	BARNSTABLE	Rte. 28 at 3 locations Rte. 149, So. County Rd., Lumbert Mill R	\$3,200,000	complete	town	\$3,200,000	2009
604224	BOURNE	Rte. 6 Scenic Highway resurfacing	\$1,651,519	complete	state	\$1,651,519	2009
	CAPE Safety	Hwy Safety Improvement Program DESIGN (Sand. Cotuit Harb	\$458,514	complete	state	\$458,514	2009
605214	DENNIS	Route 6A resurfacing	\$1,680,620	complete	state	\$1,680,620	2009
603494	FALMOUTH	BRIDGE Chapoquoit Road BR#F-03-009 over W. Falm Harbor	\$3,000,000	complete	town / state	\$2,667,948	2009
603609	FALMOUTH	Route 28 Section known as "Reine's Corner"	\$2,000,000	complete	state	\$1,237,500	2009
<b>2009 ADVERTISING PROGRAM</b>						<b>TOTAL</b>	<b>\$14,725,034</b>
604093	BARNSTABLE	Rte 149 at Rte 6 EB off-ramps, Roundabout construction	\$1,868,000	completed	state	\$1,868,000	2010
604744	SANDWICH	Rte 130 at Rte 6 off-ramps, construct traffic signals & improv	\$2,434,000	completed	state	\$1,521,000	2010
605943	BOURNE-SANDWICH	ITS - Camera & equipment installation at Sagamore & Bourne f	\$1,000,000	completed	state	\$1,076,269	2010
	CCRTA	Vehicles, equipment & terminal improvements	\$635,322	transferred	state	\$635,322	2010
<b>2010 ADVERTISING PROGRAM</b>						<b>TOTAL</b>	<b>\$5,100,591</b>
604918	HARWICH	Route 137 Reconstruct & Improve QueenAnneRd to BrewTL	\$5,916,934	completed	state	\$5,333,643	2011
606131	SANDWICH	Intersection Cotuit Rd at Harlow / So. Sand. Rd. roundabout	\$1,043,641	completed	state	\$1,098,743	2011
606295	SANDWICH	Route 6 cable barrier installation	\$300,000	completed	state	\$289,867	2011

Appendix E: Status of Previous TIP Projects

605619	FALMOUTH	Route 28 Resurfacing & Related Work	\$5,686,424	completed	state	\$5,369,217	2011
<b>2011 ADVERTISING PROGRAM</b>						<b>TOTAL</b>	<b>\$12,091,470</b>
605243	YARMOUTH	Old Town House Rd at Forest Rd Intersection & Signal improv	\$1,221,000	completed	town	\$1,221,000	2012
605375	DENNIS	Rte. 134 from Upper County Rd. to Rte. 28	\$4,390,504	completed	town	\$4,390,504	2012
605291	DENNIS	BR# D-007-001 UpperCountyRd, BR# D-07-006	\$10,964,561	completed	state	\$10,964,561	2012
	CCRTA	New transit service Bourne-Sandwich	\$138,580	transferred	CCRTA	\$138,580	2012
	CCRTA	New transit service Bourne-Falmouth	\$137,540	transferred	CCRTA	\$137,540	2012
<b>2012 ADVERTISING PROGRAM</b>						<b>TOTAL</b>	<b>\$16,852,185</b>
602213	ORLEANS	Roundabout at Route 28 & Route 6a	\$1,331,245	complete	state	\$1,668,830	2013
605671	FALMOUTH	Rte 28 Improvements: Davisville/Old Mtghouse & Jones/Worce	\$3,308,075	complete	state	\$2,787,720	2013
607263	BARN-BOU-SAN	Changeable Message Boards/Cameras on Rtes 6, 25 and 28	\$1,500,000	complete	state	\$1,144,444	2013
606286	BOURNE-SANDWICH	Rte 6 Resurfacing:Sagamore Bridge - Sandwich/Barnstable T.I	\$8,200,948	complete	state	\$8,061,702	2013
605792	CCNS	Various Pavement Management Projects	\$587,000	transferred	CCNS	\$587,000	2013
	CCRTA	New transit service Bourne-Sandwich	\$180,154	transferred	CCRTA	\$180,154	2013
	CCRTA	New transit service Bourne-Falmouth	\$178,803	transferred	CCRTA	\$178,803	2013
	CCRTA	Ouer Cape Bike Shuttle	\$101,250	transferred	CCNS	\$101,250	2013
<b>2013 ADVERTISING PROGRAM</b>						<b>TOTAL</b>	<b>\$14,709,903</b>
606178	BOURNE	Resurfacing and related work	\$7,389,353	complete	state	\$7,778,789	2014
604488	DENNIS-YARMOUTH	Cape Cod Rail Trail Extension	\$7,234,133	complete	towns	\$8,061,016	2014
603690	CHATHAM	Mitchell River Bridge Replacement	\$13,894,007	complete	state	\$15,298,631	2014
606016	BREWSTER	Route 6A resurfacing	\$5,861,202	complete	state	\$6,714,952	2014
		Ouer Cape Bike Shuttle	\$84,240	transferred	CCNS	\$84,240	2014
<b>2014 ADVERTISING PROGRAM</b>						<b>TOTAL</b>	<b>\$37,937,628</b>
606394	BARNSTABLE	Route 28 at Bearses Way	\$5,509,246	underway	state	\$6,522,364	2015
606179	DENNIS-HARWICH	Route 6 resurfacing	\$2,429,099	complete	state	\$2,429,099	2015
		Ouer Cape Bike Shuttle	\$87,610	transferred	CCNS	\$87,610	2015
<b>2015 ADVERTISING PROGRAM</b>						<b>TOTAL</b>	<b>\$9,039,073</b>
	CAPE COD	Cape Cod Bicycle Rack Program	\$100,000	transferred	CCC	\$80,000	2016
608033	BARNSTABLE	Rte 6 Exit 5 Lighting and Landscaping	\$600,000	complete	state	\$459,906	2016
606461	ORLEANS	Main St at Rte 28 and Main St at Rte 6A	\$3,411,040	complete	town	\$3,727,761	2016
607571	DENNIS-YARMOUTH	Cape Cod Rail Trail Extension - Bass River Bridge	\$2,403,106	underway	towns	\$3,497,963	2016
608349	TRURO-WELLFLEET	Route 6 Bicycle Accommodations	\$500,000	complete	state	\$290,030	2016
608409	Dennis	Route 6 Resurfacing and Related Work	\$2,500,000	complete	state	\$2,278,746	2016
607753	Barnstable	Rte 28 at Strawberry Hill Rd	\$550,000	complete	state	\$690,277	2016
	BARNSTABLE	Hyannis Loop Demonstration (Year 1 of 3)	\$659,100	transferred	CCRTA	\$659,100	2016
<b>2016 ADVERTISING PROGRAM</b>						<b>TOTAL</b>	<b>\$11,683,782</b>
606707	DENNIS	Rte 28 Corridor & Streetscape Improvements	\$7,016,265	underway	town	\$6,611,316	2017
608544	BOURNE	Rte 6&28 Bypass Rd Resurfacing and Related Work	\$2,400,000	underway	state	\$1,125,887	2017
	BREWSTER-			complete	State		
608201	ORLEANS	Route 6 Resurfacing	\$10,405,837	complete	State	\$7,342,092	2017
608102	HARWICH	Improvements at Rte 124 Park and Ride	\$575,000	advertised	state	\$355,938	2017
	BARNSTABLE	Hyannis Loop Demonstration (Year 1 of 3)	\$685,464	transferred	CCRTA	\$685,464	2017



Appendix E: Status of Previous TIP Projects

	CAPE COD	Cape Cod Bicycle Rack Program	\$100,000	transferred	CCC	\$100,000	2017
<b>2017 ADVERTISING PROGRAM</b>						<b>TOTAL</b>	<b>\$16,220,697</b>
606596	Chatham	Rte 28 - George Ryder Rd to Barn Hill Rd	\$4,139,760	underway		\$4,139,760	2018
CC1000	Barnstable	CCRTA Hyannis Loop Demo (Year 3 of 3)	\$1,423,656	transferred		\$1,423,656	2018
607435	Barnstable	Rte 28 at Osterville-West Barnstable Rd	\$3,751,728	advertised		\$3,751,728	2018
608588	Truro	Route 6 Bicycle Accommodations	\$1,255,943	advertised		\$1,255,943	2108
	CAPE COD	Cape Cod Bicycle Rack Program	\$100,000	completed		\$100,000	2018
<b>2018 ADVERTISING PROGRAM</b>						<b>TOTAL</b>	<b>\$10,671,087</b>
606272	Barnstable	Route 28 at Yarmouth Road (Year 1 of 2)	\$11,083,416			\$11,083,416	2019
<b>2019 ADVERTISING PROGRAM</b>						<b>TOTAL</b>	<b>\$11,083,416</b>
<b>TOTAL amount advertised or obligated</b>						<b>\$297,116,760</b>	

Appendix F: Operation and Maintenance Charts

## Cape Cod MPO

### Operations and Maintenance Summary Table for the Cape Cod Regional Transit Authority

The numbers below represent actual numbers for the previous year, the current year budget/forecast approved by the CCRTA Advisory Board, and Projections for the out-years as used in the Program Preview meetings with the State. The figures provided in the below table are estimates and a forecast of projected funds necessary to meet the operating needs of the regional transit authority.

Operating Revenues	Previous	Year One(Draft)	Year Two	Year Three	Year Four	Year Five
	2019	2020	2021	2022	2023	2024
Farebox	\$ 1,402,955	\$ 1,431,803	\$ 1,467,598.08	\$ 1,504,288.03	\$ 1,541,895.23	\$ 1,580,442.61
FTA §5307* Funds	\$ 7,269,770	\$ 7,378,685	\$ 7,563,152.13	\$ 7,752,230.93	\$ 7,946,036.70	\$ 8,144,687.62
Fully Funded (Revenues from HST Operations)	\$ 11,969,236	\$ 12,196,721	\$ 12,501,639.03	\$ 12,814,180.00	\$ 13,134,534.50	\$ 13,462,897.86
Miscellaneous Income	\$ 381,950	\$ 379,700	\$ 389,192.50	\$ 398,922.31	\$ 408,895.37	\$ 419,117.75
State Contract Assistance	\$ 4,495,352	\$ 4,871,402	\$ 4,993,187.05	\$ 5,118,016.73	\$ 5,245,967.14	\$ 5,377,116.32
Local Assessments	\$ 1,868,730	\$ 1,915,448	\$ 1,963,334.20	\$ 2,012,417.56	\$ 2,062,727.99	\$ 2,114,296.19
<b>Total</b>	<b>\$ 27,387,993</b>	<b>\$ 28,173,759</b>	<b>\$ 28,878,102.98</b>	<b>\$ 29,600,055.55</b>	<b>\$ 30,340,056.94</b>	<b>\$ 31,098,558.36</b>

Operating Expenses**	Previous	Year One(Draft)	Year Two	Year Three	Year Four	Year Five
	2019	2020	2021	2022	2023	2024
<b>Total</b>	<b>\$ 27,387,993</b>	<b>\$ 28,173,759</b>	<b>\$ 28,878,103</b>	<b>\$ 29,600,056</b>	<b>\$ 30,340,057</b>	<b>\$ 31,098,558</b>

\*Represents the capitalized operating components of FTA §5307 formula funding, including preventive maintenance, ADA operating, mobility management and under 100 bus rule operating assistance

\*\*Operating Expenses include: Salaries and Wages; Fringe Benefits; Legal, Accounting and Professional Services; Promotion/Marketing; Insurance; Equipment Leases and Rentals; Real Property Leases and Rentals; Maintenance/Repair; Fuel costs; Tire costs; Office Supplies and Equipment; Interest Expense; Utilities; Management Fees; Travel and Training; and Other miscellaneous expense items.

## Appendix G: Comments on Public Draft

The Cape Cod MPO voted to release the draft TIP for the public review/ comment period at their 1:00 PM meeting on April 22, 2019, officially beginning the 21-calendar-day public comment period. The MPO is expected to consider endorsement of the TIP at their 1:00 PM meeting on May 20, 2019. All MPO meetings are held in the East Wing Conference Room, Old Jail Building at 3195 Main Street (Route 6A) Barnstable, MA 02630. Transit service is available on the Cape Cod Regional Transit Authority's Barnstable Villager Route (the Barnstable Village-Courthouse stop).

Comments on this plan were accepted through May 13, 2019 via mail, hand delivered, by facsimile, or via e-mail, as follows:

Mailed or dropped off:

Cape Cod Commission Transportation Program  
Steven Tupper, Transportation Program Manager  
3225 Main Street (Route 6A)  
PO Box 226  
Barnstable MA 02630-0226

Sent by facsimile to the attention of Steven Tupper, Transportation Program Manager:  
FAX: 508-362-3136

Electronic mail "email"—please put "TIP" in the subject line and sent to:  
stupper@capecodcommission.org

### *Comments / Questions received on this TIP:*

Public Comment Summary Grid is attached that presents a summary of the comments received during the 21-day public comment period. The comments will be presented in their entirety to the Cape Cod MPO during their May 20, 2019 meeting where the body considered the comments. Consideration of the comments will be detailed in the meeting minutes for that meeting. The response and any action taken by the MPO will be summarized in this table. Discussion of TIP activities is also included in the previous MPO and CCJTC meetings listed in Chapter 2 of this document.

Public Comment Matrix (5-20-2019)

#	Date Received/ Format	Comment From	Summary of Comment	TIP	UPWP	RTP	Potential Response/Action for Consideration
<b>Public comments received during FFY2020-2024 TIP and FFY2020 UPWP public comment period (April 17, 2019 to May 13, 2019)</b>							
1	5/6/2019 Letter via email	MassDOT Office of Transportation Planning, David Mohler	<p><u>General</u> Update document to ensure document accessibility</p> <p><u>Narrative</u> Update FTA contact Update date references Add quantitate threshold to TIP amendment vs adjustment Update funding sources table Review glossary and update as appropriate Update GHG and state policy discussion per current guidance Add O&amp;M charts <u>Highway Project Listing</u> Update project ID for project 609393 Update additional information as needed <u>GHG Assessment</u> Add additional GHG assessment information to highway projects as available Add additional GHG information for bus replacements</p>	X			<p><b>TIP Action:</b> Updates to the document have been made to ensure accessibility.</p> <p><b>TIP Action:</b> Update Narrative as suggested. Staff will add O&amp;M Charts as suggested when available.</p> <p><b>TIP Action:</b> Update Highway Project Listing as suggested. and as requested.</p> <p><b>TIP Action:</b> Add GHG information for projects 609067, 607398, and 608422. Staff will add bus replacement GHG analysis when available.</p>
2	5/6/2019 Letter via email	MassDOT Office of Transportation Planning, David Mohler	<p><u>General</u> Update document to ensure document accessibility and readability</p> <p><u>Narrative</u> Update FTA contact Update date references Add community totals to Table 3 Add discussion of social equity Update funding summary to reflect the MassDOT match for section 5303 funds (as opposed to a local match) <u>Task Listing</u> Task 1.5 - Clarify deliverable Task 1.6 - Update reference to Cape Cod Canal Area Transportation Studies Task 2.2 - Incorporate additional information of FTA performance measures Task 3.1 - Update numbering</p>		X		<p><b>UPWP Action:</b> Updates to the document have been made to ensure accessibility.</p> <p><b>UPWP Action:</b> Update Narrative as suggested. Add community totals to Table 3, additional social equity discussion, and update the funding summary are requested.</p> <p><b>TIP Action:</b> Update Task Listing to provide the suggested clarifications.</p>
3-115	5/6/2019- 5/13/2019 via email	Various - see attached comments	113 emails noting support for the Bourne Rail Trail Phase I project and its inclusion in the FFY2020-24 TIP during the public comment period. Most emails also noted support of the Bourne Bicycle Transportation Plan in the FFY2020 UPWP.	X	X	X	Thank you for your comment. The Bourne Rail Trail Phase I project is proposed to be funded in FFY2024 of the FFY2020-24 TIP. The Bourne Bicycle Transportation Plan is proposed to be funding in the FFY2020 UPWP.
116	5/13/2019 Bike Week Event - Bourne Cape Cod	Anonymous	Happy to see more buses down his street (Clay Pond Rd) & excited about Bourne Rail Trail project.		X	X	Thank you for your comment. The Bourne Rail Trail Phase I project is proposed to be funded in FFY2024 of the FFY2020-24 TIP.
117	Canal Bike Path	Barb Hardy	<p>- Less cars more trains to help mother nature</p> <p>- Never can afford a good car (single), Cape its hard/expensive to live here.</p> <p>Worried about how to get around w/O a car</p> <p>- Need more education on bike path etiquette - use bell/audible signal for passing - canal path (safety issue)</p>			X	Thank you for your comment. This comment will be shared will be considered as part of the RTP development and review process.

Public Comment Matrix (5-20-2019)

#	Date Received/ Format	Comment From	Summary of Comment	TIP	UPWP	RTP	Potential Response/Action for Consideration
<b>Public comments received between May 14, 2019 and May 17, 2019</b>							
118	5/14/2019 via email	Daniel J. Fortier, Town Planner, Town of Dennis	Offers support for the inclusion of the Dennis Route 134 Corridor Study in the UPWP. Notes potential for transportation improvements on the corridor to support economic development/zoning efforts the towns in pursuing in the area.		X		Thank you for your comments. MPO staff is looking forward to working with all stakeholders in the Town on this corridor study.
119	5/14/2019 Bike Week Events -	Anonymous     Bourne Resident	Not enough bus service from Provincetown to Hyannis			X	Thank you for the comments. <b>Action:</b> Share comments with the CCRTA.
120	Hyannis		The 5:30pm Woods Hole bus often runs behind schedule			X	
121	Transportation Center		The CCRTA seasons change too late			X	
122			I like the EV charging station at the CCRTA - I use it all the time			X	
123			I like the solar powered canopies for the new bus bays			X	
124			Organize bicycle repair & maintenance instructions in schools & communities			X	
125	5/15/2019 via email	Matt & Siobhan Dennehy	Support for the Bourne Rail Trail Phase I project and its inclusion in the FFY2020-24 TIP.	X	X	X	Thank you for your comment. The Bourne Rail Trail Phase I project is proposed to be funded in FFY2024 of the FFY2020-24 TIP.
126	5/15/2019 via email	Michael E. Garrity		X	X	X	
127	5/15/2019 Bike Week Events -	Anonymous      Owner of Pedego [e-bike rental shop]  Anonymous	The expanded RTA service is incredible/awesome. Great you can get to P-town from Woods Hole.				Thank you for the comments. <b>Action:</b> Share comment with relevant agencies (CCRTA; MassDOT; towns)
128	Cod Rail Trail at Station Avenue		Lots of people use the rail trails to get to work - not just recreation.				
129			Pedego [e-bike rental shop]- adjacent to the rail trail is very helpful				
130			More train service off Cape -> Cape Flyer is great, need more				
131			Bike trail extension is terrific (Yarmouth), bridges are beautiful				
132			love the rail trails - use it 4-5 times a week to run				
133			I appreciate the work you are doing for rail trails				
134	Is there a program/funding source to give out helmets to people? Not enough people wear them.						
135	Sidewalks on all part of Rte 6A						
136	5/16/2019		Rick Branson	- Would like a Woods Hole - Provincetown bike Path.			
137	Bike Week Events -	Oliver Roecraft	Need more bike lanes in Brewster for example. Not just the rail trail - need to make streets more friendly for bicycling.				
138	Orleans Cape Cod Rail Trail at Main Street	Kevin Linneham	Route 6A sidewalk crossing at JoMama's - can't cross 6A - need sidewalks on both sides				
139	Visitor	Visitor	I love bike trails				
140	Visitor	Visitor	Love riding the bike trails				

Acronyms: CCC = Cape Cod Commission; CCRTA = Cape Cod Regional Transit Authority; FFY = Federal Fiscal Year; 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](http://www.capecodcommission.org/mpo).



Charles D. Baker, Governor  
Karyn E. Polito, Lieutenant Governor  
Stephanie Pollack, MassDOT Secretary & CEO



May 6, 2019

Steven Tupper, Transportation Program Manager  
Cape Cod Commission  
P.O. Box 226  
3225 Main Street  
Barnstable, MA 02630

Dear Mr. Tupper:

The Massachusetts Department of Transportation (MassDOT) Office of Transportation Planning (OTP) has reviewed the draft Federal Fiscal Year (FFY) 2020–2024 Transportation Improvement Program (TIP) released by the Cape Cod Metropolitan Planning Organization (MPO) on April 24, 2019. The following MassDOT comments include both general guidance and specific comments on the MPO's 3C planning process related to the content of this document as released for public review.

Please note the following comments specific to the information contained in the MPO's draft FFY 2020–2024 TIP.

#### General

- Please provide alternative text (alt text) for all graphics and charts within the document for improved accessibility.
- Please map a logical tab / reading order within the document for digital screen readers.
- Please ensure all hyperlinks to external sources (emails, web addresses, *etc.*) are styled as hyperlinks and are active links.
- Please insert all appropriate signature pages and ensure they have the correct signatories.
- Please review the use of acronyms to ensure full spellings are not redundant and are in the proper sequence, as feasible.

#### Narrative

- Page i: Please change the Federal Transit Administration (FTA) Ex-Officio member to Acting Administrator Peter Butler.
- Page v: Please update the Cape Cod Regional Transit Authority (CCRTA) projects description to 2020–2024.
- Page vi: Please link the Table of Contents to the contents of the document.

- Page 3: Please ensure the link to the Public Participation Plan (PPP) is active.
- Page 10: Please ensure the link to Tracker is active.
- Page 18: Please outline the quantitative threshold for a TIP amendment versus an adjustment.
- Page 19: Please amend the first sentence of the second-to-last paragraph.
- Page 20: Please update the list of federal funding sources to include the National Highway Freight Program (NFP) and the Ferry Boat Program (FBP).
- Page 22: Please update Tables 11 and 12 to reflect 2020–2024.
- Page 23: Please ensure the hyperlink to the TIP website is visible.
- Glossary: Please update the glossary to remove outdated state agencies and to include updated agency names and acronyms.
- Appendix A: Please relate project evaluation to adopted performance measures.
- Appendix C: Please update references from 2019–2023 to 2020–2024.
- Appendix C: Please replace the text under the State Policy Context section with the text found in the 2019–2023 STIP document.
- Appendix C: Please remove the GreenDOT Policy section.
- Appendix C: Please remove the GreenDOT Policy and MPOs section.
- Appendix F: Please include Operation and Maintenance Charts.

### **Highway Project Listing**

#### General

- Please ensure all project rows are tall enough to include the full MassDOT Project Descriptions.

#### FFY 2020

- TBD: Please update project ID to 609393.

#### FFY 2022

- 607319: Please update the AC Year in the Additional Information column.

#### FFY 2024

- 608744: Please update Additional Information to include Phase I.
- Summary: Please update year to 2024.



**Greenhouse Gas (GHG) Assessment**

- Please include any bus replacements or new service provisions in the transit sections.

FFY 2021

- Please quantify project 609067.

FFY 2022

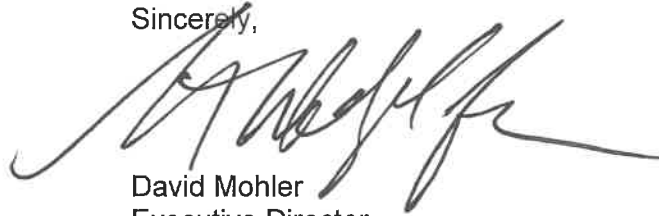
- Please quantify project 607398.
- Please quantify project 608422.

FFY 2024

- Please update the GHG Tracking Summary to 2024

Please contact me at (857) 368-8865 or Benjamin Muller at (857) 368-8882 if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'David Mohler', written over a light blue horizontal line.

David Mohler  
Executive Director  
Office of Transportation Planning

Cc: Jeffrey McEwen, Division Administrator, Federal Highway Administration  
Peter Butler, Acting Regional Administrator, Federal Transit Administration  
Mary-Joe Perry, District 5 Highway Director  
Astrid Glynn, Rail and Transit Division Administrator



Charles D. Baker, Governor  
Karyn E. Polito, Lieutenant Governor  
Stephanie Pollack, MassDOT Secretary & CEO

May 6, 2019

Steven Tupper, Transportation Program Manager  
Cape Cod Commission  
P.O. Box 226  
3225 Main Street  
Barnstable, MA 02630

Dear Mr. Tupper:

The Massachusetts Department of Transportation (MassDOT) Office of Transportation Planning (OTP) has reviewed the draft Federal Fiscal Year (FFY) 2020 Unified Planning Work Program (UPWP) released by the Cape Cod Metropolitan Planning Organization (MPO) on April 24, 2019. The following MassDOT comments include both general guidance and specific comments on the MPO's 3C planning process related to the content of this document as released for public review.

Please note the following comments specific to the information contained in the MPO's draft FFY 2020 UPWP.

### **General**

- Please provide alternative text (alt text) for all graphics and charts within the document for improved accessibility.
- Please map a logical tab / reading order within the document for digital screen readers.
- Please include bookmarks for internal navigation in the digital document.
- Please ensure all hyperlinks to external sources (emails, web addresses, etc.) are styled as hyperlinks and are active links.
- Please insert all appropriate signature pages and ensure they have the correct signatories.
- Please review the use of acronyms to ensure full spellings are not redundant and are in the proper sequence, as feasible.
- Please review and amend any minor spelling errors as noted.

### **Narrative**

- Page i: Please change the Federal Transit Administration (FTA) Ex-Officio member to Acting Administrator Peter Butler.
- Page v: Please update the FFY 2020 Tasks list with the associated funding level for each task.
- Page 1: Please update the twelve-month period to October 2019 to September 2020.
- Page 2: Please edit the paragraph relating to Appendices to be cohesive with adjacent paragraphs.

- Page 50: Please incorporate a total for each individual municipality into Table 3.
- Pages 51–52: Please incorporate a narrative description of the distribution of UPWP efforts in relation to social equity.
- Appendix E: Please note that MassDOT will provide the match for the Section 5303 funds for FFY 2020.

### Task Listing

#### Task 1

- Task 1.5: Please clarify whether there will be a formal work product regarding evaluation of the Public Participation Plan (PPP).
- Task 1.6: Please clarify reference to the Cape Cod Canal Area Transportation Studies. In addition, please ensure all procedures are appropriately bulleted.

#### Task 2

- Task 2.2: Please incorporate any relevant information and activities regarding FTA-required transit performance measures.

#### Task 3

- Task 3.1: Please renumber the subtasks within this task.

Please contact me at (857) 368-8865 or Benjamin Muller at (857) 368-8882 if you have any questions.

Sincerely,



David Mohler  
Executive Director  
Office of Transportation Planning

Cc: Jeffrey McEwen, Division Administrator, Federal Highway Administration  
Peter Butler, Acting Regional Administrator, Federal Transit Administration  
Mary-Joe Perry, District 5 Highway Director  
Astrid Glynn, Rail and Transit Division Administrator

Comment 3

From: Betsy Woodley <betsy.woodley95@gmail.com>

Sent: Monday, May 6, 2019 11:41 AM

To: Steven Tupper

Subject: Bourne Rail Trail

Mr. Tupper

As a Friend of the Bourne Rail Trail project, I ask you to support Rail Trail (Phase 1) under the 2024 Highway Projects part of the Transportation Improvement Program. I would also ask you to support the Bourne Bicycle Transportation Plan under the Unified Planning Work Program in the 2020 UPWP Potential Project List.

Thank you,

Betsy Woodley

Pocasset, MA

Betsy Woodley

Betsy.woodley95@gmail.com <mailto:Betsy.woodley95@gmail.com>

H: 508.392.9256

C: 617.480.2789

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Comment 4

From: Kim <rosemonde603@gmail.com>

Sent: Monday, May 6, 2019 11:48 AM

To: Steven Tupper

Subject: Rail trail

I support the Rail Trail project please include my name on that list.

Marie Kim Kane

405 Barlow's Landing Rd

Pocasset, MA

Sent from my iPad

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Comment 5

From: MARY HAYES <mlhayes2@verizon.net>

Sent: Monday, May 6, 2019 12:01 PM

To: Steven Tupper

Subject: Bourne Rail Trail Project

Please support the Bourne Rail Trail Project. People need safe places to ride their bikes. Thanks

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Comment 6

From: marlafu@aol.com

Sent: Monday, May 6, 2019 12:02 PM

To: Steven Tupper

Subject: Bourne Rail Trail

Mr. Steven Tupper,

As a Friend of the Bourne Rail Trail project, I ask you to support Rail Trail (Phase 1) under the 2024 Highway Projects part of the Transportation Improvement Program.

Thank you,

M. Cole

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Comment 7

From: Anne Kirschmann <annekir@comcast.net>

Sent: Monday, May 6, 2019 12:19 PM

To: Steven Tupper  
Subject: Bourne Rail Trail  
Dear Mr. Tupper,

I am writing to urge you to support the Bourne Rail Trail Phase I project. As a cyclist, walker, and sometime roller blader, I can speak of the importance of trails such as this to the public. Although our car culture will continue to dominate our public roadways, cycling is increasingly used by folks not just for recreation (which is important in and of itself) but to do errands and to travel to and from places of employment. Please support this worthwhile project.

Anne Kirschmann  
Marion, MA

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Comment 8

From: jzahlaway <jzahlaway@comcast.net>

Sent: Monday, May 6, 2019 12:31 PM

To: Steven Tupper

Subject: As a long time summer resident of Pocasset I am in support of the TIPP project 2024 phase 1 rail improvement fkr a number of resons. The Pocasset & area train stops were used by many as a means of travel to and from Boston

With the always growing appeal and subent traffic. Train transportation has to be an essential part of solving our traffic situation. Thumbs up for this project.

John Michael Zahlaway

Sent from my T-Mobile 4G LTE Device

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Comment 9

From: Susan Holcombe <shholc@brandeis.edu>

Sent: Monday, May 6, 2019 12:38 PM

To: Steven Tupper

Subject: Bourne Rail Trail

Dear Mr. Tupper,

We have a seasonal house in Pocasset MA. We urge you to keep the Bourne Rail Trail on the Transportation Improvement List for 2024. Construction of such an addition to the existing rail trail will benefit residents, seasonal visitors and the tourism industry. Extension of the bike path from its current terminus to the canal will be an asset to Cape Cod and a demonstration of the forward thinking of the Commission.

Yours sincerely,

Susan Holcombe

663 Green Street

Cambridge MA 02139

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Comment 10

From: Peggy McCarthy <peggyemccarthy@gmail.com>

Sent: Monday, May 6, 2019 12:56 PM

To: Steven Tupper

Subject: BOURNE RAIL TRAIL

Mr. Tupper,

As a Friend of the Bourne Rail Trail project, I ask that you support the Rail Trail (Phase 1) under the 2024 Highway projects part of the Transportation Improvement Program. This project would be a valuable asset to our community.

Thank You,

Peggy McCarthy

---

Comment 11

From: Mary McNiff <mcniff151@comcast.net>

Sent: Monday, May 6, 2019 12:57 PM

To: Steven Tupper

Subject: Rail Trail

Please add my name to the list of folks supporting the Bourne Train Trail. Thanks for the work you are doing in this endeavor.

Mary McNiff

23 Albert rd.

Pocasset, MA 02559

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Comment 12

From: Phil Castellano <pjcnec@yahoo.com>

Sent: Monday, May 6, 2019 1:32 PM

To: Steven Tupper

Subject: Rail Trail Project

Mr. Tupper

As a Friend of the Bourne Rail Trail project, I ask you to support Rail Trail (Phase 1) under the 2024 Highway Projects part of the Transportation Improvement Program.

Sincerely,

Mr. Phil Castellano

13 Town Farm rd.

Pembroke, MA

02359

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Comment 13

From: Diana Prince <dprince123@yahoo.com>

Sent: Monday, May 6, 2019 1:43 PM

To: Steven Tupper

Subject: Bourne Rail Trail Project

Dear Mr. Tupper

As a 10 year resident of Pocasset and a Friend of the Bourne Rail Trail project, we ask you to support the Rail Trail (Phase 1) under the 2024 Highway Projects part of the Transportation Improvement Program. We believe it is important for people to have off-road access across all of Cape Cod to better enjoy this wonderful area in a safe and healthy manner.

Our family has over 100 years of history on Cape Cod (the Dixon's of Monument Beach). Doug's father, Richard Prince, was Bourne's first representative on the Cape Cod Commission. We have a long term view of the importance of this project to the future of Bourne and Cape Cod overall.

Please lend your support to this very important project. Thank you for serving as Bourne's representative on the Cape Cod Commission.

Doug & Diana Prince

40 Cove Rd

Pocasset, MA 02559

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Comment 14

From: Susan <pleadwell45@aol.com>

Sent: Monday, May 6, 2019 2:27 PM

To: Steven Tupper

Subject: Bourne rail trail

*Public Comment 3-115*

I am writing you in support of funding the Bourne rail trail. I am an avid bicyclist. As traffic continues to increase yearly, it is important for citizens to have safe places to cycle. I am a member of the Bay Area Senior Cyclists (out of the Bourne Council on Aging) and we especially like riding the local rail trails on our weekly rides. In fact, most of us prefer the convenience and safety the rail trails afford. I urge your Commission to support adding a Bourne rail trail to the existing network. Thank you.

Susan Pleadwell  
pleadwell45@aol.com

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Comment 15

From: Lee Miller <leemille@aim.com>

Sent: Monday, May 6, 2019 2:55 PM

To: Steven Tupper

Subject: Bourne Rail Trail Phase 1

Mr. Tupper

As a Friend of the Bourne Rail Trail project, I ask you to support??Rail Trail (Phase 1)??under the 2024 Highway Projects part of the Transportation Improvement Program.?? It is money well spent. the rail trails on the Cape are used by many.

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Comment 16

From: Jack <jackdoherty5@comcast.net>

Sent: Monday, May 6, 2019 3:16 PM

To: Steven Tupper

Subject: Bourne Railtrail

Dear Mr. Tupper

As a Friend of the Bourne Rail Trail project, I ask you to support Rail Trail (Phase 1) under the 2024 Highway Projects part of the Transportation Improvement Program.

Thank you,

Jack Doherty

Pocasset

Sent from Mail

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Comment 17

From: carol anderson <QC331@hotmail.com>

Sent: Monday, May 6, 2019 3:31 PM

To: Steven Tupper

Subject: Bourne Trail Extension

Dear Mr Tupper,

My husband and I own a house at 17 Wings Neck Road In Pocasset. We bought it in 1979 and love the Cape. We are very much in favor of extending the bike trail and that the funds will be approved in a timely fashion.

Please do what you can .

Sincerely ,

Jim and. Carol Anderson

Sent from my iPhone

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Comment 18

From: Elizabeth Henry <elizhenry2@gmail.com>

Sent: Monday, May 6, 2019 3:53 PM

To: Steven Tupper

Subject: Bourne Rail Trail

Hi Mr. Tupper,

We are long time residents of Bourne and are voicing our support for the Bourne Rail Trail. It will be a wonderful thing to happen for the Town of Bourne as well as the whole Cape and beyond.

Cars will kill Cape Cod if we fail to engage in bike riding, walking and public transportation. The trail will help improve our physical, emotional, and mental health as well as stimulate the local economy in various and diverse ways such as appreciation of nature, family times together, or getting around to the beach, store, or post office. We will lower our carbon footprints too.

I believe most people are supportive of the project whether it is rail to trail or rail & trail or some modification in between.

Thank you for reading this and I look forward to the future progress of the project.

Sincerely yours,  
Liz and Bill Henry

---

Comment 19

From: Dorothy Erickson <dot2212@gmail.com>

Sent: Monday, May 6, 2019 3:59 PM

To: Steven Tupper

Subject: Bourne Rail Trail

friend of the BOurne Rail Trail, I am asking for your support for Phase #1 under the Highway Projects part of the Transportation Improvement Program.... it is SO important for our generation and for those to come. Thank you. Dorothy Erickson Pocasset MA.

---

Comment 20

From: Valerie Gudas <valereye@mac.com>

Sent: Monday, May 6, 2019 4:23 PM

To: Steven Tupper

Cc: Valerie Gudas

Subject: Bourne Rail Trail

Mr. Tupper

As a Friend of the Bourne Rail Trail project, I ask you to support Rail Trail (Phase 1) under the 2024 Highway Projects part of the Transportation Improvement Program.

Thank you,

Valerie Gudas

17 Cove Lane

Pocasset, MA 02559

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Comment 21

From: maraggio@verizon.net

Sent: Monday, May 6, 2019 4:33 PM

To: Steven Tupper

Mr. Tupper, I strongly support any means of helping get bike trails built in our state and as a Friend of the Bourne Rail Trail project, I ask you to support Rail Trail (Phase 1) under the 2024 Highway Projects part of the Transportation Improvement Program.

Mary Maraggio

Member of the BASC (Bay Area Senior Cyclists)

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Comment 22

From: Ed Beard <edmundbeard@gmail.com>

Sent: Monday, May 6, 2019 4:35 PM

To: Steven Tupper

Subject: Bourne rail trail



Dear Mr. Tupper

As a resident of Pocasset and a strong supporter of the Bourne Rail Trail project, I ask that you support Rail Trail (Phase 1) under the 2024 Highway Projects part of the Transportation Improvement Program. This project would be a marvelous addition to the recreational resources available in Bourne and a great resource for all of Cape Cod to enjoy. It's a natural for this area. Thank you for your attention.

Edmund Beard

785A County Road, Pocasset, Ma. 02559

(781) 848-7681

--

Dr. Edmund Beard, PhD

University of Massachusetts (ret.)

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Comment 23

From: sholian1@aol.com

Sent: Monday, May 6, 2019 4:41 PM

To: Steven Tupper

Subject: vote

hi I vote yes have been here since the first train stop was there but cant remember if the train was still operable. I love the train as I get older would love to be able to go into boston or anywhere the train would take me. Sue Ferguson Holian

---

Comment 24

From: Sally Curtin <sjcurtin@gmail.com>

Sent: Monday, May 6, 2019 5:59 PM

To: Steven Tupper

Subject: Bourne Rail Trail Project

Mr. Tupper

As a Friend of the Bourne Rail Trail project, I ask you to support Rail Trail (Phase 1) under the 2024 Highway Projects part of the Transportation Improvement Program.

Thank you!

Sally and Dave Curtin

Pocasset MA

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Comment 25

From: Bonnie Lippincott <bonnlipp@gmail.com>

Sent: Monday, May 6, 2019 6:33 PM

To: Steven Tupper

Subject: phase 1

As a friend of the Bourne Rail Trail I ask you to support Phase 1 2024 Highway Projects.

Bonnie Lippincott

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Comment 26

From: Steve Gillum <sgillum54@gmail.com>

Sent: Monday, May 6, 2019 7:47 PM

To: Steven Tupper

Subject: Borne Rail trail

Mr. Tupper

As a Friend of the Bourne Rail Trail project, I ask you to support Rail Trail (Phase 1) under the 2024 Highway Projects part of the Transportation Improvement Program.

Sent from my iPhone

Steve Gillum

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Comment 27

From: Robert Dwyer <rdwyerphd@gmail.com>

Sent: Monday, May 6, 2019 8:39 PM

To: Steven Tupper

Cc: Kathy Dwyer

Subject: Support for prioritizing Bourne Rail Trail in CC TIP project list

Dear MR. Tupper,

My wife Katherine and I would like to express our strong support for your Commission to place a high priority for the initial phases of this project.

This project is a crucial missing link in non-auto transportation for the Upper Cape.

Kind regards,

Robert & Katherine Dwyer

25 Kenwood Rd.

Pocasset MA 02559

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Comment 28

From: Geoff Sullivan <eightwt@gmail.com>

Sent: Tuesday, May 7, 2019 6:51 AM

To: Steven Tupper

Subject: Rail Trail Project

Mr. Tupper,

I'm a member of the Fairhaven, MA Bikeway Committee and a Friend of the Bourne Rail Trail project.

I'm writing to ask for your support for Rail Trail (Phase 1) under the 2024 Highway Projects part of the Transportation Improvement Program. We are working very hard to build a bikeway across the South Coast to the Bourne Bridge. The Bourne Rail Trail Project is yet another valuable link in this chain to connect all of these towns together with a safe bike route. The economic potential is enormous.

Thank you,

Geoff Sullivan

Fairhaven, MA

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Sent from my solar powered Linux Mint machine!

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Comment 29

From: Cynthia Monroe <pcmonroe@gmail.com>

Sent: Tuesday, May 7, 2019 7:44 AM

To: Steven Tupper

Subject: Rail Trail

Mr. Tupper,

As a Friend of the Bourne Rail Trail project, I ask you to support Rail Trail (Phase 1) under the 2024 Highway Projects part of the Transportation Improvement Program.

Sincerely,

Paul and Cindy Monroe

20 Salt Marsh Lane

Pocasset, MA 02559

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Comment 30

From: David Modest <david@modestsinger.com>

Sent: Tuesday, May 7, 2019 8:07 AM

To: Steven Tupper

Subject: TIP and UPW

Dear Mr. Tupper,

As a community member who is an ardent supporter of the Bourne Rail Trail (Shining Sea Bike Path Extension), I am writing to applaud the inclusion of the Bourne Rail Trail in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP).

The Bourne Rail Trail is currently a 6.25 mile "missing link" that could be a magnificent, safe multi-user path, and will connect the Cape Cod Canal path in Sandwich and Bourne to the Shining Sea Bikeway in Falmouth and Woods Hole. This unbroken path, from the town of Sandwich to the village of Woods Hole, will tie multiple villages to one another, as well as providing an uninterrupted non-motorized transportation option to Martha's Vineyard. It will provide an extraordinary transportation and recreation facility for users of all ages, skills, and interests. Based on the experience of the Shining Sea Bikeway in Falmouth, it will provide economic benefits to all the villages will increase property values.

This is such a great project that it clearly deserves its inclusion in the TIP – FFY2020-2024!

I am also writing in support of the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO's Unified Planning Work Program for 2020. With the plans for the Bourne Rail Trail moving forward, it is the perfect time for a broader study of the options for maximizing the benefit from the Bourne Rail Trail.

Thank you very much for your support of this exciting project.

David M. Modest

133 South Road, Pocasset MA

Sent from my iPad

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Comment 31

From: Ellen Sullivan <sulliellen@gmail.com>

Sent: Tuesday, May 7, 2019 8:13 AM

To: Steven Tupper

Subject: TIP UPWP

Dear Mr. Tupper,

As a community member who is an ardent supporter of the Bourne Rail Trail (Shining Sea Bike Path Extension), I am writing to applaud the inclusion of the Bourne Rail Trail in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP).

The Bourne Rail Trail is currently a 6.25 mile "missing link" that could be a magnificent, safe multi-user path, and will connect the Cape Cod Canal path in Sandwich and Bourne to the Shining Sea Bikeway in Falmouth and Woods Hole. This unbroken path, from the town of Sandwich to the village of Woods Hole, will tie multiple villages to one another, as well as providing an uninterrupted non-motorized transportation option to Martha's Vineyard. It will provide an extraordinary transportation and recreation facility for users of all ages, skills, and interests. Based on the experience of the Shining Sea Bikeway in Falmouth, it will provide economic benefits to all the villages will increase property values.

This is such a great project that it clearly deserves its inclusion in the TIP – FFY2020-2024!

I am also writing in support of the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO's Unified Planning Work Program for 2020. With the plans for the Bourne Rail Trail moving forward, it is the perfect time for a broader study of the options for maximizing the benefit from the Bourne Rail Trail.

Thank you very much for your support of this exciting project.

Ellen Sullivan

64 Depot Rd. PO Box 433

Cataumet, MA 02534

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Comment 32

From: Jeffrey Marr <jeffrey.marr.jr@gmail.com>  
Sent: Tuesday, May 7, 2019 8:14 AM  
To: Steven Tupper  
Subject: TIP , IPWP comment endorsement

Dear Mr. Tupper,

As a community member who is an ardent supporter of the Bourne Rail Trail (Shining Sea Bike Path Extension), I am writing to applaud the inclusion of the Bourne Rail Trail in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP).

The Bourne Rail Trail is currently a 6.25 mile "missing link" that could be a magnificent, safe multi-user path, and will connect the Cape Cod Canal path in Sandwich and Bourne to the Shining Sea Bikeway in Falmouth and Woods Hole. This unbroken path, from the town of Sandwich to the village of Woods Hole, will tie multiple villages to one another, as well as providing an uninterrupted non-motorized transportation option to Martha's Vineyard. It will provide an extraordinary transportation and recreation facility for users of all ages, skills, and interests. Based on the experience of the Shining Sea Bikeway in Falmouth, it will provide economic benefits to all the villages will increase property values.

This is such a great project that it clearly deserves its inclusion in the TIP – FFY2020-2024!

I am also writing in support of the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO's Unified Planning Work Program for 2020. With the plans for the Bourne Rail Trail moving forward, it is the perfect time for a broader study of the options for maximizing the benefit from the Bourne Rail Trail.

Thank you very much for your support of this exciting project.

Jeff Marr & Alexandra Rodman

Boston, MA

In-Laws residents at 90 Old  
dam Rd., Bourne, MA

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Comment 33

From: Susan Maddigan <susan.maddigan@gmail.com>  
Sent: Tuesday, May 7, 2019 8:15 AM  
To: Steven Tupper  
Subject: TIP UPWP

Dear Mr. Tupper,

As a very frequent almost daily bike path user, I am an ardent supporter of the Bourne Rail Trail (Shining Sea Bike Path Extension), I am writing to applaud the inclusion of the Bourne Rail Trail in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP).

The Bourne Rail Trail is currently a 6.25 mile "missing link" that could be a magnificent, safe multi-user path, and will connect the Cape Cod Canal path in Sandwich and Bourne to the Shining Sea Bikeway in Falmouth and Woods Hole. This unbroken path, from the town of Sandwich to the village of Woods Hole, will tie multiple villages to one another, as well as providing an uninterrupted non-motorized transportation option to Martha's Vineyard. It will provide an extraordinary transportation and recreation facility for users of all ages, skills, and interests. Based on the experience of the Shining Sea Bikeway in Falmouth, it will provide economic benefits to all the villages will increase property values.

This is such a great project that it clearly deserves its inclusion in the TIP – FFY2020-2024!

I am also writing in support of the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO's Unified Planning Work Program for 2020. With the plans for the Bourne Rail Trail moving forward, it is the perfect time for a broader study of the options for maximizing the benefit from the Bourne Rail Trail.

Thank you very much for your support of this exciting project.

- Susan Maddigan

Oakwood Ave Falmouth

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Comment 34

From: Allan Dunn <toothdoc1966@gmail.com>

Sent: Tuesday, May 7, 2019 8:17 AM

To: Steven Tupper

Subject: Rail trail

IN FAVOR!

Sent by elves who live in my iPhone.

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Comment 35

From: Jean Patch <jpatch320@gmail.com>

Sent: Tuesday, May 7, 2019 8:19 AM

To: Steven Tupper

Subject: TIP UPWP

Dear Mr. Tupper,

As a community member who is an ardent supporter of the Bourne Rail Trail (Shining Sea Bike Path Extension), I am writing to applaud the inclusion of the Bourne Rail Trail in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP).

The Bourne Rail Trail is currently a 6.25 mile "missing link" that could be a magnificent, safe multi-user path, and will connect the Cape Cod Canal path in Sandwich and Bourne to the Shining Sea Bikeway in Falmouth and Woods Hole. This unbroken path, from the town of Sandwich to the village of Woods Hole, will tie multiple villages to one another, as well as providing an uninterrupted non-motorized transportation option to Martha's Vineyard. It will provide an extraordinary transportation and recreation facility for users of all ages, skills, and interests. Based on the experience of the Shining Sea Bikeway in Falmouth, it will provide economic benefits to all the villages will increase property values.

This is such a great project that it clearly deserves its inclusion in the TIP – FFY2020-2024!

I am also writing in support of the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO's Unified Planning Work Program for 2020. With the plans for the Bourne Rail Trail moving forward, it is the perfect time for a broader study of the options for maximizing the benefit from the Bourne Rail Trail.

Thank you very much for your support of this exciting project.

Jean Patch

10 Woodsong

Plymouth, Ma.

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Comment 36

From: Patricia <mpatty3@comcast.net>

Sent: Tuesday, May 7, 2019 8:19 AM

To: Steven Tupper

Subject: BRT

I strongly endorse the inclusion of the BRT as a project to be funded within the timeframe of this TIP, and my great interest in the proposed Bourne Bicycle Transportation Plan.

Patricia Williams, cyclist

Sandwich

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Comment 37

From: Paul Deluca <cjgeneralrealty@gmail.com>

Sent: Tuesday, May 7, 2019 8:29 AM

To: Steven Tupper

Subject: "TIP and UPWP"

Dear Mr. Tupper,

As a community member who is an ardent supporter of the Bourne Rail Trail (Shining Sea Bike Path Extension), I am writing to applaud the inclusion of the Bourne Rail Trail in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP).

The Bourne Rail Trail is currently a 6.25 mile "missing link" that could be a magnificent, safe multi-user path, and will connect the Cape Cod Canal path in Sandwich and Bourne to the Shining Sea Bikeway in Falmouth and Woods Hole. This unbroken path, from the town of Sandwich to the village of Woods Hole, will tie multiple villages to one another, as well as providing an uninterrupted non-motorized transportation option to Martha's Vineyard. It will provide an extraordinary transportation and recreation facility for users of all ages, skills, and interests. Based on the experience of the Shining Sea Bikeway in Falmouth, it will provide economic benefits to all the villages will increase property values.

This is such a great project that it clearly deserves its inclusion in the TIP – FFY2020-2024!

I am also writing in support of the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO's Unified Planning Work Program for 2020. With the plans for the Bourne Rail Trail moving forward, it is the perfect time for a broader study of the options for maximizing the benefit from the Bourne Rail Trail.

Thank you very much for your support of this exciting project.

Paul DeLuca

Cedar Point Drive

Pocasset

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Paul DeLuca

C.J. General Realty,L.L.C

208 Main Street

Weymouth, Ma. 02188

781.812.6339

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Comment 38

From: fisfam@verizon.net

Sent: Tuesday, May 7, 2019 8:33 AM

To: Steven Tupper

Subject: TIP and UPWP

May 6, 2019

>

>

> Dear Mr. Tupper,

>

> As a community member who is an ardent supporter of the Bourne Rail Trail (Shining Sea Bike Path Extension), I am writing to applaud the inclusion of the Bourne Rail Trail in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP).

>

> The Bourne Rail Trail is currently a 6.25 mile "missing link" that could be a magnificent, safe multi-user path, and will connect the Cape Cod Canal path in Sandwich and Bourne to the Shining Sea Bikeway in Falmouth and Woods Hole. This unbroken path, from the town of Sandwich to the village of Woods Hole, will tie multiple villages to one another, as well as providing an uninterrupted non-motorized transportation option to Martha's Vineyard. It will provide an extraordinary transportation and recreation facility for users of all ages, skills, and interests. Based on the experience of the

Shining Sea Bikeway in Falmouth, it will provide economic benefits to all the villages will increase property values.

>

> This is such a great project that it clearly deserves its inclusion in the TIP – FFY2020-2024!

>

> I am also writing in support of the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO's Unified Planning Work Program for 2020. With the plans for the Bourne Rail Trail moving forward, it is the perfect time for a broader study of the options for maximizing the benefit from the Bourne Rail Trail.

Sincerely,

Jeanne Fiset

41 Carnoustie Rd

Bourne, MA 02532

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Comment 39

From: Don Nelson <don@certainpath.com>

Sent: Tuesday, May 7, 2019 8:34 AM

To: Steven Tupper

Subject: TIP and UPWP

Dear Mr. Tupper,

As a community member who is an ardent supporter of the Bourne Rail Trail (Shining Sea Bike Path Extension), I am writing to applaud the inclusion of the Bourne Rail Trail in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP).

The Bourne Rail Trail is currently a 6.25 mile "missing link" that could be a magnificent, safe multi-user path, and will connect the Cape Cod Canal path in Sandwich and Bourne to the Shining Sea Bikeway in Falmouth and Woods Hole. This unbroken path, from the town of Sandwich to the village of Woods Hole, will tie multiple villages to one another, as well as providing an uninterrupted non-motorized transportation option to Martha's Vineyard. It will provide an extraordinary transportation and recreation facility for users of all ages, skills, and interests. Based on the experience of the Shining Sea Bikeway in Falmouth, it will provide economic benefits to all the villages will increase property values.

This is such a great project that it clearly deserves its inclusion in the TIP – FFY2020-2024!

I am also writing in support of the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO's Unified Planning Work Program for 2020. With the plans for the Bourne Rail Trail moving forward, it is the perfect time for a broader study of the options for maximizing the benefit from the Bourne Rail Trail.

Thank you very much for your support of this exciting project.

Don Nelson

130 Saconeset Road

Falmouth

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Comment 40

From: Forbes Singer <forbes.singer7@gmail.com>

Sent: Tuesday, May 7, 2019 8:35 AM

To: Steven Tupper

Subject: TIP and UWSP

Dear Mr. Tupper,

As a community member who is an ardent supporter of the Bourne Rail Trail (Shining Sea Bike Path Extension), I am writing to applaud the inclusion of the Bourne Rail Trail in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP).

*Public Comment 3-115*

The Bourne Rail Trail is currently a 6.25 mile “missing link” that could be a magnificent, safe multi-user path, and will connect the Cape Cod Canal path in Sandwich and Bourne to the Shining Sea Bikeway in Falmouth and Woods Hole. This unbroken path, from the town of Sandwich to the village of Woods Hole, will tie multiple villages to one another, as well as providing an uninterrupted non-motorized transportation option to Martha’s Vineyard. It will provide an extraordinary transportation and recreation facility for users of all ages, skills, and interests. Based on the experience of the Shining Sea Bikeway in Falmouth, it will provide economic benefits to all the villages will increase property values.

This is such a great project that it clearly deserves its inclusion in the TIP – FFY2020-2024!

I am also writing in support of the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO’s Unified Planning Work Program for 2020. With the plans for the Bourne Rail Trail moving forward, it is the perfect time for a broader study of the options for maximizing the benefit from the Bourne Rail Trail.

Thank you very much for your support of this exciting project.

Forbes Singer

133 South Road

Pocasset, MA 02559

Sent from my iPhone

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Comment 41

From: Frances McSherry <fnmcs@verizon.net>

Sent: Tuesday, May 7, 2019 8:36 AM

To: Steven Tupper

Subject: TIP and UPWP

To Mr. Steven Tupper:

As a community member who is an ardent supporter of the Bourne Rail Trail (Shining Sea Bike Path Extension), I am writing to applaud the inclusion of the Bourne Rail Trail in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP). This is EXCELLENT news!

The Bourne Rail Trail is currently a 6.25 mile “missing link” that could be a magnificent, safe multi-user path, and will connect the Cape Cod Canal path in Sandwich and Bourne to the Shining Sea Bikeway in Falmouth and Woods Hole. This unbroken path, from the town of Sandwich to the village of Woods Hole, will tie multiple villages to one another, as well as providing an uninterrupted non-motorized transportation option to Martha’s Vineyard. It will provide an extraordinary transportation and recreation facility for users of all ages, skills, and interests. Based on the experience of the Shining Sea Bikeway in Falmouth, it will provide economic benefits to all the villages will increase property values. And it gets people outside to enjoy the health benefits of regular exercise, leaving cars in their driveways. Bourne is a beautiful place and should be enjoyed by all.

This is such a great project that it clearly deserves its inclusion in the TIP – FFY2020-2024!

I am also writing in support of the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO’s Unified Planning Work Program for 2020. With the plans for the Bourne Rail Trail moving forward, it is the perfect time for a broader study of the options for maximizing the benefit from the Bourne Rail Trail.

Thank you very much for your support of this exciting project.

Best,

Frances McSherry

249 Scraggy Neck Road

Cataumet, MA

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Comment 42

From: Rick Rheinhardt <rheinhardt@gmail.com>



Sent: Tuesday, May 7, 2019 8:38 AM

To: Steven Tupper

Subject: Bourne Rail Trail

Dear Mr. Tupper,

As a Bourne citizen and user of many of the fine bicycle trails on Cape Cod, I am heartened to learn that the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP) will include the Bourne Rail Trail in its planning process.

The 6.25-mile Bourne section of the rail trail will tie the Cape Cod Canal trail to the Shining Sea Bikeway in Falmouth and Woods Hole, and in so doing, will provide extraordinary transportation and recreational opportunities for residents and visitors alike. I believe that the rail trail will also provide economic benefits to the villages through which it will pass and increase the values of nearby properties.

I also support of the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO's Unified Planning Work Program for 2020. With the plans for the Bourne Rail Trail moving forward, this is the perfect time to conduct a broader study of options for maximizing the benefits of the Bourne Rail Trail.

Thank you very much for your support of this exciting project.

Rick Rheinhardt

Pocasset, MA

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Comment 43

From: John Bonvouloir <john\_bonvouloir@yahoo.com>

Sent: Tuesday, May 7, 2019 8:39 AM

To: Steven Tupper

Subject: TIP and UPWP

Dear Mr. Tupper,

As a community member who is an ardent supporter of the Bourne Rail Trail (Shining Sea Bike Path Extension), I am writing to applaud the inclusion of the Bourne Rail Trail in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP).

The Bourne Rail Trail is currently a 6.25 mile "missing link" that could be a magnificent, safe multi-user path, and will connect the Cape Cod Canal path in Sandwich and Bourne to the Shining Sea Bikeway in Falmouth and Woods Hole. This unbroken path, from the town of Sandwich to the village of Woods Hole, will tie multiple villages to one another, as well as providing an uninterrupted non-motorized transportation option to Martha's Vineyard. It will provide an extraordinary transportation and recreation facility for users of all ages, skills, and interests. Based on the experience of the Shining Sea Bikeway in Falmouth, it will provide economic benefits to all the villages will increase property values.

This is such a great project that it clearly deserves its inclusion in the TIP – FFY2020-2024!

I am also writing in support of the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO's Unified Planning Work Program for 2020. With the plans for the Bourne Rail Trail moving forward, it is the perfect time for a broader study of the options for maximizing the benefit from the Bourne Rail Trail.

Thank you very much for your support of this exciting project.

John Bonvouloir

72 Circuit Ave

Pocasset, MA. 02559

john\_bonvouloir@yahoo.com <mailto:john\_bonvouloir@yahoo.com>

781-504-6967 mobile and text

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Comment 44

From: Susan Barlow <efgsue@gmail.com>

Sent: Tuesday, May 7, 2019 8:42 AM

To: Steven Tupper

Subject: TIP and UPWP

Dear Mr. Tupper,

As a community member who is an ardent supporter of the Bourne Rail Trail (Shining Sea Bike Path Extension), I am writing to applaud the inclusion of the Bourne Rail Trail in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP).

The Bourne Rail Trail is currently a 6.25 mile "missing link" that could be a magnificent, safe multi-user path, and will connect the Cape Cod Canal path in Sandwich and Bourne to the Shining Sea Bikeway in Falmouth and Woods Hole. This unbroken path, from the town of Sandwich to the village of Woods Hole, will tie multiple villages to one another, as well as providing an uninterrupted non-motorized transportation option to Martha's Vineyard. It will provide an extraordinary transportation and recreation facility for users of all ages, skills, and interests. Based on the experience of the Shining Sea Bikeway in Falmouth, it will provide economic benefits to all the villages will increase property values.

This is such a great project that it clearly deserves its inclusion in the TIP – FFY2020-2024!

I am also writing in support of the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO's Unified Planning Work Program for 2020. With the plans for the Bourne Rail Trail moving forward, it is the perfect time for a broader study of the options for maximizing the benefit from the Bourne Rail Trail.

Thank you very much for your support of this exciting project.

Susan Barlow

125 Puritan Rd

Buzzards Bay, MA 02532

Sent from my iPhone

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Comment 45

From: MARGARET JENKINS <jaymarjen@comcast.net>

Sent: Tuesday, May 7, 2019 8:44 AM

To: Steven Tupper

Subject: Bourne Rail Trail

Mr Tupper

As Bourne year around residents, we strongly support the proposed Bourne Rail Trail. We ask for your support of the Rail Trail (Phase 1) under the 2024 Highway Projects, part of the Transportation Improvement Program.

Thank you for your help.

George and Margot Jenkins

219 South Road

Pocasset, MA 02559

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Comment 46

From: Deborah Palmer <snowflake1067@icloud.com>

Sent: Tuesday, May 7, 2019 9:09 AM

To: Steven Tupper

Subject: Bourne rail trail

Dear Mr. Tupper,

As a community member who is an ardent supporter of the Bourne Rail Trail (Shining Sea Bike Path Extension), I am writing to applaud the inclusion of the Bourne Rail Trail in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP).

The Bourne Rail Trail is currently a 6.25 mile "missing link" that could be a magnificent, safe multi-user path, and will connect the Cape Cod Canal path in Sandwich and Bourne to the Shining Sea

*Public Comment 3-115*

Bikeway in Falmouth and Woods Hole. This unbroken path, from the town of Sandwich to the village of Woods Hole, will tie multiple villages to one another, as well as providing an uninterrupted non-motorized transportation option to Martha's Vineyard. It will provide an extraordinary transportation and recreation facility for users of all ages, skills, and interests. Based on the experience of the Shining Sea Bikeway in Falmouth, it will provide economic benefits to all the villages will increase property values.

This is such a great project that it clearly deserves its inclusion in the TIP – FFY2020-2024!

I am also writing in support of the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO's Unified Planning Work Program for 2020. With the plans for the Bourne Rail Trail moving forward, it is the perfect time for a broader study of the options for maximizing the benefit from the Bourne Rail Trail.

Thank you very much for your support of this exciting project.

Deborah Butler  
102 Roseland Terrace  
Marstons Mills, MA  
02648  
Sent from my iPhone

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Comment 47

From: Sally Girts <esgirts@gmail.com>

Sent: Tuesday, May 7, 2019 9:11 AM

To: Steven Tupper

Subject: BRT TIP and UPWP supporter

Dear Mr. Tupper,

As a community member who is an ardent supporter of the Bourne Rail Trail (Shining Sea Bike Path Extension), I am writing to applaud the inclusion of the Bourne Rail Trail in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP).

The Bourne Rail Trail is currently a 6.25 mile "missing link" that could be a magnificent, safe multi-user path, and will connect the Cape Cod Canal path in Sandwich and Bourne to the Shining Sea Bikeway in Falmouth and Woods Hole. This unbroken path, from the town of Sandwich to the village of Woods Hole, will tie multiple villages to one another, as well as providing an uninterrupted non-motorized transportation option to Martha's Vineyard. It will provide an extraordinary transportation and recreation facility for users of all ages, skills, and interests. Based on the experience of the Shining Sea Bikeway in Falmouth, it will provide economic benefits to all the villages will increase property values.

This is such a great project that it clearly deserves its inclusion in the TIP – FFY2020-2024!

I am also writing in support of the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO's Unified Planning Work Program for 2020. With the plans for the Bourne Rail Trail moving forward, it is the perfect time for a broader study of the options for maximizing the benefit from the Bourne Rail Trail.

Thank you very much for your support of this exciting project.

E Sally Girts  
62 Rocky Point Rd  
Bourne, MA 02532

P.S. I used this "form" letter because I wouldn't be able to state the facts and feelings any better than these. I would like to include that I and my family and friends are avid uses of the paths already on Cape and feel this extension is desperately needed. Thank you again!

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Comment 48

From: Kate Daniels <kdaniels@sps.edu>

Sent: Tuesday, May 7, 2019 9:19 AM

To: Steven Tupper

Subject: BRT

Dear Mr. Tupper,

As a community member who is an ardent supporter of the Bourne Rail Trail (Shining Sea Bike Path Extension), I am writing to applaud the inclusion of the Bourne Rail Trail in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP).

The Bourne Rail Trail is currently a 6.25 mile “missing link” that could be a magnificent, safe multi-user path, and will connect the Cape Cod Canal path in Sandwich and Bourne to the Shining Sea Bikeway in Falmouth and Woods Hole. This unbroken path, from the town of Sandwich to the village of Woods Hole, will tie multiple villages to one another, as well as providing an uninterrupted non-motorized transportation option to Martha’s Vineyard. It will provide an extraordinary transportation and recreation facility for users of all ages, skills, and interests. Based on the experience of the Shining Sea Bikeway in Falmouth, it will provide economic benefits to all the villages will increase property values.

This is such a great project that it clearly deserves its inclusion in the TIP – FFY2020-2024!

I am also writing in support of the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO’s Unified Planning Work Program for 2020. With the plans for the Bourne Rail Trail moving forward, it is the perfect time for a broader study of the options for maximizing the benefit from the Bourne Rail Trail.

Thank you very much for your support of this exciting project.

Kate MacKinnon Daniels

7 Gaffield Avenue Monument Beach, MA 02553

Kate Daniels

Director of Academic Support

Head of Manville House

Girls Cross Country Coach

St. Paul’s School

325 Pleasant Street

Concord, NH 03301

W: 603-229-4840

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Comment 49

From: David Howell <davehowell111@gmail.com>

Sent: Tuesday, May 7, 2019 9:33 AM

To: Steven Tupper

Subject: TIP and UPWP

Dear Mr. Tupper,

As a community member who is an ardent supporter of the Bourne Rail Trail (Shining Sea Bike Path Extension), I am writing to applaud the inclusion of the Bourne Rail Trail in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP).

The Bourne Rail Trail is currently a 6.25 mile “missing link” that could be a magnificent, safe multi-user path, and will connect the Cape Cod Canal path in Sandwich and Bourne to the Shining Sea Bikeway in Falmouth and Woods Hole. This unbroken path, from the town of Sandwich to the village of Woods Hole, will tie multiple villages to one another, as well as providing an uninterrupted non-motorized transportation option to Martha’s Vineyard. It will provide an extraordinary transportation and recreation facility for users of all ages, skills, and interests. Based on the experience of the Shining Sea Bikeway in Falmouth, it will provide economic benefits to all the villages will increase property values.

This is such a great project that it clearly deserves its inclusion in the TIP – FFY2020-2024!

*Public Comment 3-115*

I am also writing in support of the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO's Unified Planning Work Program for 2020. With the plans for the Bourne Rail Trail moving forward, it is the perfect time for a broader study of the options for maximizing the benefit from the Bourne Rail Trail.

Thank you very much for your support of this exciting project.

Sincerely,

David R. Howell  
363 Wings Neck Road  
Pocasset, Ma 02559

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Comment 50

From: JAY SMITH <jamescsmith@hotmail.com>

Sent: Tuesday, May 7, 2019 9:36 AM

To: Steven Tupper

Subject: Rail Trail. TIP UPWP

Dear Mr. Tupper,

This partially a form letter, but it expresses my feelings precisely !!

As an ardent supporter of the Bourne Rail Trail (Shining Sea Bike Path Extension), I am writing to applaud the inclusion of the Bourne Rail Trail in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP).

The Bourne Rail Trail is currently a 6.25 mile "missing link" that could be a magnificent, safe multi-user path, and will connect the Cape Cod Canal path in Sandwich and Bourne to the Shining Sea Bikeway in Falmouth and Woods Hole. It will provide an extraordinary transportation and recreation facility for users of all ages, skills, and interests. Based on the experience of the Shining Sea Bikeway in Falmouth, it will provide economic benefits to all the villages will increase property values.

This is such a great project that it clearly deserves its inclusion in the TIP – FFY2020-2024!

I am also writing in support of the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO's Unified Planning Work Program for 2020. With the plans for the Bourne Rail Trail moving forward, it is the perfect time for a broader study of the options for maximizing the benefit from the Bourne Rail Trail.

Thank you very much for your support of this exciting project.

Jay and Nancy Smith  
40 Abbies Lane  
North Falmouth,02556

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Comment 51

From: Donald & Linda Kay <donaldandlinda@gmail.com>

Sent: Tuesday, May 7, 2019 9:37 AM

To: Steven Tupper

Subject: Regarding TIP and UPWP

Dear Mr. Tupper,

As a community member who is an ardent supporter of the Bourne Rail Trail (Shining Sea Bike Path Extension), I am writing to applaud the inclusion of the Bourne Rail Trail in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP).

The Bourne Rail Trail is currently a 6.25 mile "missing link" that could be a magnificent, safe multi-user path, and will connect the Cape Cod Canal path in Sandwich and Bourne to the Shining Sea Bikeway in Falmouth and Woods Hole. This unbroken path, from the town of Sandwich to the village of Woods Hole, will tie multiple villages to one another, as well as providing an uninterrupted non-motorized transportation option to Martha's Vineyard. It will provide an extraordinary transportation and recreation facility for users of all ages, skills, and interests. Based on the experience of the

Shining Sea Bikeway in Falmouth, it will provide economic benefits to all the villages will increase property values.

This is such a great project that it clearly deserves its inclusion in the TIP – FFY2020-2024!

I am also writing in support of the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO's Unified Planning Work Program for 2020. With the plans for the Bourne Rail Trail moving forward, it is the perfect time for a broader study of the options for maximizing the benefit from the Bourne Rail Trail.

Thank you very much for your support of this exciting project.

Donald and Linda Kay  
17 Berrywood Court  
Bourne, MA02532

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Comment 52

From: Fred Cushing <fcush52@aol.com>

Sent: Tuesday, May 7, 2019 9:41 AM

To: Steven Tupper

Subject: TIP and UPWP

Dear Mr. Tupper,

I am happy to learn that the Bourne Rail Trail is included in the up coming funding cycle (FFY 2020-2024 TIP). I also support the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO's UPWP for 2020.

Thank you for your support in this important project.

Fred S Cushing  
30 Meadow Lane  
Bridgewater, MA 02324

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Comment 53

From: George Slade <geoslade@msn.com>

Sent: Tuesday, May 7, 2019 9:44 AM

To: Steven Tupper

Subject: Bourne Rail Trail

Dear Mr. Tupper:

As a community member who is a select board member, Pedestrian Bikeway member, and an ardent supporter of the Bourne Rail Trail (Shining Sea Bike Path Extension), I am writing to applaud the inclusion of the Bourne Rail Trail in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP).

We were heartened to recently host an informational event on May 1st, in which the first segment (in Bourne) of the trail was on view

to the community. It was well attended with a split among local abutters, residents of the other town's villages, and neighboring Falmouth. The interest was genuine, and the questions were probing. The enthusiasm for adding a healthy, outdoor option for the villages east of the Cape Cod Canal was indicative of a project that should move forward.

The Bourne Rail Trail is currently a 6.25 mile "missing link" that could be a magnificent, safe multi-user path, and will connect the Cape Cod Canal path in Sandwich and Bourne to the Shining Sea Bikeway in Falmouth and Woods Hole. This unbroken path, from the town of Sandwich to the village of Woods Hole, will tie multiple villages to one another, as well as providing an uninterrupted non-motorized transportation option to Martha's Vineyard. It will provide an extraordinary transportation and recreation facility for users of all ages, skills, and interests. Based on the experience of the Shining Sea Bikeway in Falmouth, it will provide economic benefits to all the villages will increase property values.

This is such a great project that it clearly deserves its inclusion in the TIP – FFY2020-2024!

*Public Comment 3-115*

I am also writing in support of the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO's Unified Planning Work Program for 2020. With the plans for the Bourne Rail Trail moving forward, it is the perfect time for a broader study of the options for maximizing the benefit from the Bourne Rail Trail.

Thank you very much for your continued support of this exciting project.

George Slade, Board of Selectmen

Home address: 15 Eldridge Street, Bourne MA 02532

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Comment 54

From: Gil Dering <gster906@gmail.com>

Sent: Tuesday, May 7, 2019 9:45 AM

To: Steven Tupper

Subject: TIP & UPWP

Dear Mr. Tupper,

As a community member who is an ardent supporter of the Bourne Rail Trail (Shining Sea Bike Path Extension), I am writing to applaud the inclusion of the Bourne Rail Trail in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP).

The Bourne Rail Trail is currently a 6.25 mile "missing link" that could be a magnificent, safe multi-user path, and will connect the Cape Cod Canal path in Sandwich and Bourne to the Shining Sea Bikeway in Falmouth and Woods Hole. This unbroken path, from the town of Sandwich to the village of Woods Hole, will tie multiple villages to one another, as well as providing an uninterrupted non-motorized transportation option to Martha's Vineyard. It will provide an extraordinary transportation and recreation facility for users of all ages, skills, and interests. Based on the experience of the Shining Sea Bikeway in Falmouth, it will provide economic benefits to all the villages will increase property values.

This is such a great project that it clearly deserves its inclusion in the TIP – FFY2020-2024!

I am also writing in support of the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO's Unified Planning Work Program for 2020. With the plans for the Bourne Rail Trail moving forward, it is the perfect time for a broader study of the options for maximizing the benefit from the Bourne Rail Trail.

Thank you very much for your support of this exciting project.

Sincerely,

Gil Dering

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Comment 55

From: James D. Sullivan <j.sullivanmd@comcast.net>

Sent: Tuesday, May 7, 2019 9:46 AM

To: Steven Tupper

Subject: UPWP and TIP

Dear Mr. Tupper,

Please support the construction of the Bourne Rail Trail. The railbed through Bourne is lightly used now by an occasional trash train. Meanwhile, the railtrails on either end of the Bourne railway, in Falmouth and along the Canal, have hundreds of cyclists, runners, walkers using them on nice days. We don't have many sidewalks in Bourne. Many of our roads are narrow and windy and unsafe for biking or walking. The rail trail will pass through or near village centers, stores, public beaches, conservation land and beautiful woods and saltmarshes that are now inaccessible. Also, the trail would allow uninterrupted off road bike access from towns on Martha's Vineyard to Sandwich.

Sincerely,

James D. Sullivan

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Comment 56

From: William Brown <blbrown47@msn.com>

Sent: Tuesday, May 7, 2019 10:00 AM

To: Steven Tupper

Subject: TIP

Dear Mr. Tupper,

As a community member who is an ardent supporter of the Bourne Rail Trail (Shining Sea Bike Path Extension), I am writing to applaud the inclusion of the Bourne Rail Trail in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP).

The Bourne Rail Trail is currently a 6.25 mile "missing link" that could be a magnificent, safe multi-user path, and will connect the Cape Cod Canal path in Sandwich and Bourne to the Shining Sea Bikeway in Falmouth and Woods Hole. This unbroken path, from the town of Sandwich to the village of Woods Hole, will tie multiple villages to one another, as well as providing an uninterrupted non-motorized transportation option to Martha's Vineyard. It will provide an extraordinary transportation and recreation facility for users of all ages, skills, and interests. Based on the experience of the Shining Sea Bikeway in Falmouth, it will provide economic benefits to all the villages will increase property values.

This is such a great project that it clearly deserves its inclusion in the TIP – FFY2020-2024!

I am also writing in support of the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO's Unified Planning Work Program for 2020. With the plans for the Bourne Rail Trail moving forward, it is the perfect time for a broader study of the options for maximizing the benefit from the Bourne Rail Trail.

Thank you very much for your support of this exciting project.

William Brown

9 Settlers Way

Bourne, MA 02532

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Comment 57

From: Leonard Hills <hills3149@gmail.com>

Sent: Tuesday, May 7, 2019 9:59 AM

To: Steven Tupper

Subject: TIP and UPWP

Dear Mr. Tupper,

As a community member who is an ardent supporter of the Bourne Rail Trail (Shining Sea Bike Path Extension), I am writing to applaud the inclusion of the Bourne Rail Trail in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP).

The Bourne Rail Trail is currently a 6.25 mile "missing link" that could be a magnificent, safe multi-user path, and will connect the Cape Cod Canal path in Sandwich and Bourne to the Shining Sea Bikeway in Falmouth and Woods Hole. This unbroken path, from the town of Sandwich to the village of Woods Hole, will tie multiple villages to one another, as well as providing an uninterrupted non-motorized transportation option to Martha's Vineyard. It will provide an extraordinary transportation and recreation facility for users of all ages, skills, and interests. Based on the experience of the Shining Sea Bikeway in Falmouth, it will provide economic benefits to all the villages will increase property values.

This is such a great project that it clearly deserves its inclusion in the TIP – FFY2020-2024!

I am also writing in support of the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO's Unified Planning Work Program for 2020. With the plans for the Bourne Rail Trail moving forward, it is the perfect time for a broader study of the options for maximizing the benefit from the Bourne Rail Trail.

Thank you very much for your support of this exciting project.

Leonard Hills

1 Cheryl Lane



Pocasset, MA

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Comment 58

From: Lois Fountain <loiswvrhm@verizon.net>

Sent: Tuesday, May 7, 2019 10:01 AM

To: Steven Tupper

Subject: TIP UPWP

Dear Mr. Tupper.

As a Friend of the Bourne Rail Trail project, I ask you to support Rail Trail (Phase 1) under the 2024 Highway Projects part of the Transportation Improvement Program.

Sincerely,

Lois Fountain

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Comment 59

From: Karen Wood <kswood50@gmail.com>

Sent: Tuesday, May 7, 2019 10:09 AM

To: Steven Tupper

Subject: TIP and UPWP

Dear Mr. Tupper,

As a community member who is an ardent supporter of the Bourne Rail Trail (Shining Sea Bike Path Extension), I am writing to applaud the inclusion of the Bourne Rail Trail in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP).

The Bourne Rail Trail is currently a 6.25 mile "missing link" that could be a magnificent, safe multi-user path, and will connect the Cape Cod Canal path in Sandwich and Bourne to the Shining Sea Bikeway in Falmouth and Woods Hole. This unbroken path, from the town of Sandwich to the village of Woods Hole, will tie multiple villages to one another, as well as providing an uninterrupted non-motorized transportation option to Martha's Vineyard. It will provide an extraordinary transportation and recreation facility for users of all ages, skills, and interests. Based on the experience of the Shining Sea Bikeway in Falmouth, it will provide economic benefits to all the villages will increase property values.

This is such a great project that it clearly deserves its inclusion in the TIP – FFY2020-2024!

I am also writing in support of the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO's Unified Planning Work Program for 2020. With the plans for the Bourne Rail Trail moving forward, it is the perfect time for a broader study of the options for maximizing the benefit from the Bourne Rail Trail.

Thank you very much for your support of this exciting project.

Karen and Thomas Wood

115 Bellavista Drive

Pocasset, MA 02559

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Karen Wood

Independent Sales Representative

Phone 508.564.5038

Fax 508.564.5058

Cell 781.534.2399

kswood50@gmail.com <mailto:kswood50@gmail.com>

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Comment 60

From: Nunzio DiMillo <ndimillo@comcast.net>

Sent: Tuesday, May 7, 2019 10:38 AM

To: Steven Tupper

Subject: TIP and UPWP

Dear Mr. Tupper,

I was a Bourne (Sagamore Beach) homeowner for sixteen years from 2002-2018, and now visit Bourne as a summer renter for the months of July and August. As an avid cyclist, I am very excited about prospect of connecting the Cape Cod Canal path to the Shining Sea Bikeway. I use my cycling to raise funds in events such as the Pan Mass Challenge, MS 150 Cape Cod Getaway, and others, so this extension would provide a lengthy avenue for me to safely train for these events without riding on busy Cape Cod roadways during the summer months.

As a community member who is an ardent supporter of the Bourne Rail Trail (Shining Sea Bike Path Extension), I am writing to applaud the inclusion of the Bourne Rail Trail in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP).

The Bourne Rail Trail is currently a 6.25 mile "missing link" that could be a magnificent, safe multi-user path, and will connect the Cape Cod Canal path in Sandwich and Bourne to the Shining Sea Bikeway in Falmouth and Woods Hole. This unbroken path, from the town of Sandwich to the village of Woods Hole, will tie multiple villages to one another, as well as providing an uninterrupted non-motorized transportation option to Martha's Vineyard. It will provide an extraordinary transportation and recreation facility for users of all ages, skills, and interests. Based on the experience of the Shining Sea Bikeway in Falmouth, it will provide economic benefits to all the villages will increase property values.

This is such a great project that it clearly deserves its inclusion in the TIP – FFY2020-2024!

I am also writing in support of the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO's Unified Planning Work Program for 2020. With the plans for the Bourne Rail Trail moving forward, it is the perfect time for a broader study of the options for maximizing the benefit from the Bourne Rail Trail.

Thank you very much for your support of this exciting project.

Nunzio DiMillo

5580 Piccolo St.

Nokomis, FL 34275

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Comment 61

From: Lloyd Franke <lfranke@comcast.net>

Sent: Tuesday, May 7, 2019 11:05 AM

To: Steven Tupper

Subject: TIP

Dear Mr. Tupper,

As a community member who is an ardent supporter of the Bourne Rail Trail (Shining Sea Bike Path Extension), I am writing to applaud the inclusion of the Bourne Rail Trail in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP).

The Bourne Rail Trail is currently a 6.25 mile "missing link" that could be a magnificent, safe multi-user path, and will connect the Cape Cod Canal path in Sandwich and Bourne to the Shining Sea Bikeway in Falmouth and Woods Hole. This unbroken path, from the town of Sandwich to the village of Woods Hole, will tie multiple villages to one another, as well as providing an uninterrupted non-motorized transportation option to Martha's Vineyard. It will provide an extraordinary transportation and recreation facility for users of all ages, skills, and interests. Based on the experience of the Shining Sea Bikeway in Falmouth, it will provide economic benefits to all the villages will increase property values.

This is such a great project that it clearly deserves its inclusion in the TIP – FFY2020-2024!

I am also writing in support of the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO's Unified Planning Work Program for 2020. With the plans for the Bourne Rail Trail moving forward, it is the perfect time for a broader study of the options for maximizing the benefit from the Bourne Rail Trail.

Thank you very much for your support of this exciting project.

Lloyd Franke  
40 Mashnee Rd  
Bourne, MA 02532  
Sent from my iPhone

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Comment 62

From: Don Boardman <dmbboardman@gmail.com>

Sent: Tuesday, May 7, 2019 12:17 PM

To: Steven Tupper

Subject: Bourne Rail Trail

My wife and I part time residents of Pocasset and great supporters of the Bourne Rail Trail project. We hope that you will include the BRT in your current planning for a start as soon as possible.

Thank you

Don and Jan Boardman  
145 Tahanto Rd  
Pocasset, MA

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Comment 63

From: KWilson12 <kwilson12@comcast.net>

Sent: Tuesday, May 7, 2019 12:19 PM

To: Steven Tupper

Subject: TIP AND UPWP

Dear Mr. Tupper,

As a community member who is an ardent supporter of the Bourne Rail Trail (Shining Sea Bike Path Extension), I am writing to applaud the inclusion of the Bourne Rail Trail in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP).

The Bourne Rail Trail is currently a 6.25 mile "missing link" that could be a magnificent, safe multi-user path, and will connect the Cape Cod Canal path in Sandwich and Bourne to the Shining Sea Bikeway in Falmouth and Woods Hole. This unbroken path, from the town of Sandwich to the village of Woods Hole, will tie multiple villages to one another, as well as providing an uninterrupted non-motorized transportation option to Martha's Vineyard. It will provide an extraordinary transportation and recreation facility for users of all ages, skills, and interests. Based on the experience of the Shining Sea Bikeway in Falmouth, it will provide economic benefits to all the villages will increase property values.

This is such a great project that it clearly deserves its inclusion in the TIP – FFY2020-2024!

I am also writing in support of the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO's Unified Planning Work Program for 2020. With the plans for the Bourne Rail Trail moving forward, it is the perfect time for a broader study of the options for maximizing the benefit from the Bourne Rail Trail.

Thank you very much for your support of this exciting project

Karen Wilson

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Comment 64

From: Alexandra Rodman <alexandrarodman@gmail.com>

Sent: Tuesday, May 7, 2019 12:37 PM

To: Steven Tupper

Subject: BRT - TIP Endorsement

Dear Mr. Tupper,

*Public Comment 3-115*

As a community member who is an ardent supporter of the Bourne Rail Trail (Shining Sea Bike Path Extension), I am writing to applaud the inclusion of the Bourne Rail Trail in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP).

The Bourne Rail Trail is currently a 6.25 mile “missing link” that could be a magnificent, safe multi-user path, and will connect the Cape Cod Canal path in Sandwich and Bourne to the Shining Sea Bikeway in Falmouth and Woods Hole. This unbroken path, from the town of Sandwich to the village of Woods Hole, will tie multiple villages to one another, as well as providing an uninterrupted non-motorized transportation option to Martha’s Vineyard. It will provide an extraordinary transportation and recreation facility for users of all ages, skills, and interests. Based on the experience of the Shining Sea Bikeway in Falmouth, it will provide economic benefits to all the villages will increase property values.

This is such a great project that it clearly deserves its inclusion in the TIP – FFY2020-2024!

I am also writing in support of the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO’s Unified Planning Work Program for 2020. With the plans for the Bourne Rail Trail moving forward, it is the perfect time for a broader study of the options for maximizing the benefit from the Bourne Rail Trail.

Thank you very much for your support of this exciting project.

Alexandra Rodman  
Resident of 90 Old Dam Rd., Bourne, MA

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Comment 65

From: lrd63@yahoo.com

Sent: Tuesday, May 7, 2019 12:48 PM

To: Steven Tupper

Subject: Ccrt

I am very much in favor of the Extension of the Cape Cod Rail Trail connecting the Bourne canal trail and the bike path at Rte 151 in North Falmouth.

Sent from my iPhone

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Comment 66

From: springs4th@aol.com

Sent: Tuesday, May 7, 2019 1:11 PM

To: Steven Tupper

Subject: TIP UPWP

Dear Mr. Tupper,

As a community member who is an ardent supporter of the Bourne Rail Trail (Shining Sea Bike Path Extension), I am writing to applaud the inclusion of the Bourne Rail Trail in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP).

The Bourne Rail Trail is currently a 6.25 mile “missing link” that could be a magnificent, safe multi-user path, and will connect the Cape Cod Canal path in Sandwich and Bourne to the Shining Sea Bikeway in Falmouth and Woods Hole. This unbroken path, from the town of Sandwich to the village of Woods Hole, will tie multiple villages to one another, as well as providing an uninterrupted non-motorized transportation option to Martha’s Vineyard. It will provide an extraordinary transportation and recreation facility for users of all ages, skills, and interests. Based on the experience of the Shining Sea Bikeway in Falmouth, it will provide economic benefits to all the villages will increase property values.

This is such a great project that it clearly deserves its inclusion in the TIP – FFY2020-2024!

I am also writing in support of the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO’s Unified Planning Work Program for 2020. With the plans for the Bourne Rail Trail

moving forward, it is the perfect time for a broader study of the options for maximizing the benefit from the Bourne Rail Trail.

Thank you very much for your support of this exciting project.

Susan M Pisapia  
35 Bennets Neck Drive  
Pocasset 02559

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Comment 67

From: James Tau <jtau2002@yahoo.com>

Sent: Tuesday, May 7, 2019 1:58 PM

To: Steven Tupper

Subject: TIP and UPWP

Dear Mr. Tupper,

As a community member who is an ardent supporter of the Bourne Rail Trail (Shining Sea Bike Path Extension), I am writing to applaud the inclusion of the Bourne Rail Trail in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP).

The Bourne Rail Trail is currently a 6.25 mile "missing link" that could be a magnificent, safe multi-user path, and will connect the Cape Cod Canal path in Sandwich and Bourne to the Shining Sea Bikeway in Falmouth and Woods Hole. This unbroken path, from the town of Sandwich to the village of Woods Hole, will tie multiple villages to one another, as well as providing an uninterrupted non-motorized transportation option to Martha's Vineyard. It will provide an extraordinary transportation and recreation facility for users of all ages, skills, and interests. Based on the experience of the Shining Sea Bikeway in Falmouth, it will provide economic benefits to all the villages will increase property values.

This is such a great project that it clearly deserves its inclusion in the TIP – FFY2020-2024!

I am also writing in support of the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO's Unified Planning Work Program for 2020. With the plans for the Bourne Rail Trail moving forward, it is the perfect time for a broader study of the options for maximizing the benefit from the Bourne Rail Trail.

Thank you very much for your support of this exciting project.

James Tau  
28 Cape Codder Rd. #206  
Falmouth, MA 02540

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Comment 68

From: Gina Capuano <gina.capuano@gmail.com>

Sent: Tuesday, May 7, 2019 2:31 PM

To: Steven Tupper

Subject: TIP and UPWP

Dear Mr. Tupper,

As a community member who is an ardent supporter of the Bourne Rail Trail (Shining Sea Bike Path Extension), I am writing to applaud the inclusion of the Bourne Rail Trail in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP).

The Bourne Rail Trail is currently a 6.25 mile "missing link" that could be a magnificent, safe multi-user path, and will connect the Cape Cod Canal path in Sandwich and Bourne to the Shining Sea Bikeway in Falmouth and Woods Hole. This unbroken path, from the town of Sandwich to the village of Woods Hole, will tie multiple villages to one another, as well as providing an uninterrupted non-motorized transportation option to Martha's Vineyard. It will provide an extraordinary transportation and recreation facility for users of all ages, skills, and interests. Based on the experience of the Shining Sea Bikeway in Falmouth, it will provide economic benefits to all the villages will increase property values.

*Public Comment 3-115*

This is such a great project that it clearly deserves its inclusion in the TIP – FFY2020-2024!

I am also writing in support of the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO's Unified Planning Work Program for 2020. With the plans for the Bourne Rail Trail moving forward, it is the perfect time for a broader study of the options for maximizing the benefit from the Bourne Rail Trail.

Thank you very much for your support of this exciting project.

John Glynn and Gina Capuano

12 Wing Rd

Pocasset, MA 02559

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Comment 69

From: Steven Finn <saf8001@gmail.com>

Sent: Tuesday, May 7, 2019 2:36 PM

To: Steven Tupper

Subject: TIP & UPWP

Dear Mr. Tupper,

As a community member who is an ardent supporter of the Bourne Rail Trail (Shining Sea Bike Path Extension), I am writing to applaud the inclusion of the Bourne Rail Trail in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP).

The Bourne Rail Trail is currently a 6.25 mile "missing link" that could be a magnificent, safe multi-user path, and will connect the Cape Cod Canal path in Sandwich and Bourne to the Shining Sea Bikeway in Falmouth and Woods Hole. This unbroken path, from the town of Sandwich to the village of Woods Hole, will tie multiple villages to one another, as well as providing an uninterrupted non-motorized transportation option to Martha's Vineyard. It will provide an extraordinary transportation and recreation facility for users of all ages, skills, and interests. Based on the experience of the Shining Sea Bikeway in Falmouth, it will provide economic benefits to all the villages will increase property values.

This is such a great project that it clearly deserves its inclusion in the TIP – FFY2020-2024!

I am also writing in support of the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO's Unified Planning Work Program for 2020. With the plans for the Bourne Rail Trail moving forward, it is the perfect time for a broader study of the options for maximizing the benefit from the Bourne Rail Trail.

Thank you very much for your support of this exciting project.

Steven & Terry Finn

11 Place Rd.

Falmouth, Ma. 02540

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Comment 70

From: Tim Russell <skeeve1313@gmail.com>

Sent: Tuesday, May 7, 2019 3:27 PM

To: Steven Tupper

Subject: TIP and UPWP

Dear Mr. Tupper,

As a Bourne resident who is an ardent supporter of the Bourne Rail Trail (Shining Sea Bike Path Extension), I am writing to applaud the inclusion of the Bourne Rail Trail in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP).

The Bourne Rail Trail is currently a 6.25 mile "missing link" that could be a magnificent, safe multi-user path, and will connect the Cape Cod Canal path in Sandwich and Bourne to the Shining Sea Bikeway in Falmouth and Woods Hole. This unbroken path, from the town of Sandwich to the village of Woods Hole, will tie multiple villages to one another, as well as providing an uninterrupted non-

motorized transportation option to Martha's Vineyard. It will provide an extraordinary transportation and recreation facility for users of all ages, skills, and interests. Based on the experience of the Shining Sea Bikeway in Falmouth, it will provide economic benefits to all the villages will increase property values.

This is such a great project that it clearly deserves its inclusion in the TIP – FFY2020-2024!

I am also writing in support of the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO's Unified Planning Work Program for 2020. With the plans for the Bourne Rail Trail moving forward, it is the perfect time for a broader study of the options for maximizing the benefit from the Bourne Rail Trail.

As an avid bicycle rider, I am greatly looking forward to the these wonderful changes to our community. Thank you very much for your support of this exciting project.

Sincerely,

Tim Russell

12 Dale St.

Monument Beach, MA 02553

508-274-1915

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Comment 71

From: Dale Wesley <dalewesley55@hotmail.com>

Sent: Tuesday, May 7, 2019 3:46 PM

To: Steven Tupper

Subject: BRT

I strongly support the Bourne Rail Trail from the canal towards Woods Hole!

Sent from my iPhone

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Comment 72

From: Eugene McCarthy <eugenejmccarthy@gmail.com>

Sent: Tuesday, May 7, 2019 4:41 PM

To: Steven Tupper

Subject: Rail Trail

Sent from my iPhoneMr. Tupper,

As a Friend of the Bourne Rail Trail project, I ask you to support Rail Trail (Phase 1 ) under the 2024 Highway Projects part of the Transportation Improvement Program. Thank you for your consideration.

Eugene J. McCarthy Jr.

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Comment 73

From: Carl Georgeson <clgeorgeson@gmail.com>

Sent: Tuesday, May 7, 2019 4:50 PM

To: Steven Tupper

Subject: 2020-2024 T I P

Dear Mr. Tupper,

As a community member who is an ardent supporter of the Bourne Rail Trail (Shining Sea Bike Path Extension), I am writing to applaud the inclusion of the Bourne Rail Trail in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP).

The Bourne Rail Trail is currently a 6.25 mile "missing link" that could be a magnificent, safe multi-user path, and will connect the Cape Cod Canal path in Sandwich and Bourne to the Shining Sea Bikeway in Falmouth and Woods Hole. This unbroken path, from the town of Sandwich to the village of Woods Hole, will tie multiple villages to one another, as well as providing an uninterrupted non-motorized transportation option to Martha's Vineyard. It will provide an extraordinary transportation and recreation facility for users of all ages, skills, and interests. Based on the experience of the

Shining Sea Bikeway in Falmouth, it will provide economic benefits to all the villages will increase property values.

This is such a great project that it clearly deserves its inclusion in the TIP – FFY2020-2024!

Thank you very much for your support of this exciting project.

Carl Georgeson  
1 Olde Forge Lane  
Bourne, MA 02532

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Comment 74

From: Bill & Maureen Wieler <4wieliers@comcast.net>

Sent: Tuesday, May 7, 2019 4:51 PM

To: Steven Tupper

Subject: TIP and UPWP

Dear Mr. Tupper,

As a community member who is an ardent supporter of the Bourne Rail Trail (Shining Sea Bike Path Extension), I am writing to applaud the inclusion of the Bourne Rail Trail in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP).

The Bourne Rail Trail is currently a 6.25 mile “missing link” that could be a magnificent, safe multi-user path, and will connect the Cape Cod Canal path in Sandwich and Bourne to the Shining Sea Bikeway in Falmouth and Woods Hole. This unbroken path, from the town of Sandwich to the village of Woods Hole, will tie multiple villages to one another, as well as providing an uninterrupted non-motorized transportation option to Martha’s Vineyard. It will provide an extraordinary transportation and recreation facility for users of all ages, skills, and interests. Based on the experience of the Shining Sea Bikeway in Falmouth, it will provide economic benefits to all the villages will increase property values.

This is such a great project that it clearly deserves its inclusion in the TIP – FFY2020-2024!

I am also writing in support of the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO’s Unified Planning Work Program for 2020. With the plans for the Bourne Rail Trail moving forward, it is the perfect time for a broader study of the options for maximizing the benefit from the Bourne Rail Trail.

Thank you very much for your support of this exciting project.

Maureen Wieler  
15 Salt Marsh Lane  
Pocasset, MA 02559  
home: 508-563-2968  
cell: 508-246-4870

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Comment 75

From: Carl Georgeson <clgeorgeson@gmail.com>

Sent: Tuesday, May 7, 2019 4:56 PM

To: Steven Tupper

Subject: Inclusion of the ?Bourne Bicycle Transportation Plan in the MPO’s Unified Planning Work Program for 2020

Dear Mr. Tupper,

As a community member who is an ardent supporter of the Bourne Rail Trail (Shining Sea Bike Path Extension), I am writing to strongly support the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO’s Unified Planning Work Program for 2020.

The Bourne Rail Trail is currently a 6.25 mile “missing link” that could be a magnificent, safe multi-user path, and will connect the Cape Cod Canal path in Sandwich and Bourne to the Shining Sea Bikeway in Falmouth and Woods Hole. This unbroken path, from the town of Sandwich to the village of Woods Hole, will tie multiple villages to one another, as well as providing an uninterrupted non-



*Public Comment 3-115*

motorized transportation option to Martha's Vineyard. It will provide an extraordinary transportation and recreation facility for users of all ages, skills, and interests. Based on the experience of the Shining Sea Bikeway in Falmouth, it will provide economic benefits to all the villages will increase property values.

With the plans for the Bourne Rail Trail moving forward, NOW is the perfect time for a broader study of the options for maximizing the benefit from the Bourne Rail Trail.

Thank you very much for your support of this exciting project.

Carl Georgeson  
1 Olde Forge Lane  
Bourne, MA 02532

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Comment 76

From: MICHAEL&TOBY RYAN <mikearyan33@comcast.net>

Sent: Tuesday, May 7, 2019 5:23 PM

To: Steven Tupper

Subject: Bourne Rail Trail

Dear Mr. Tupper,

As a community member who is an ardent supporter of the Bourne Rail Trail (Shining Sea Bike Path Extension), I am writing to applaud the inclusion of the Bourne Rail Trail in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP).

The Bourne Rail Trail is currently a 6.25 mile "missing link" that could be a magnificent, safe multi-user path, and will connect the Cape Cod Canal path in Sandwich and Bourne to the Shining Sea Bikeway in Falmouth and Woods Hole. This unbroken path, from the town of Sandwich to the village of Woods Hole, will tie multiple villages to one another, as well as providing an uninterrupted non-motorized transportation option to Martha's Vineyard. It will provide an extraordinary transportation and recreation facility for users of all ages, skills, and interests. Based on the experience of the Shining Sea Bikeway in Falmouth, it will provide economic benefits to all the villages will increase property values.

This is such a great project that it clearly deserves its inclusion in the TIP – FFY2020-2024!

I am also writing in support of the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO's Unified Planning Work Program for 2020. With the plans for the Bourne Rail Trail moving forward, it is the perfect time for a broader study of the options for maximizing the benefit from the Bourne Rail Trail.

Thank you very much for your support of this exciting project.

Mike Ryan  
424 Barlows Landing Rd  
Pocasset, MA

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Comment 77

From: Joan Eccleston <boeccleston@gmail.com>

Sent: Tuesday, May 7, 2019 7:49 PM

To: Steven Tupper

Subject: Bourne Rail Trail

Thank you so much for including this on the TIP proposed program for 2024. It's a beautiful area for a trail. Joan Eccleston

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Comment 78

From: Nancy Rolli <nanrolli@hotmail.com>

Sent: Tuesday, May 7, 2019 8:31 PM

To: Steven Tupper

Subject: Bourne Rail Trail Project

Dear Mr. Tupper,

As an avid biker but a senior citizen who desires safe situations to recreate, I am urging you to support the Bourne Bike Trail project ( phase 1) .

Sincerely,

Nancy E. Rolli

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Comment 79

From: Bob George <bobgeo45@gmail.com>

Sent: Tuesday, May 7, 2019 8:38 PM

To: Steven Tupper

Subject: Bourne Rail Trail Support

Steven,

I am writing to express my support of the Bourne Rail Trail - Phases 1 through 4 as documented in the MassDOT Transportation Improvement Program.

I am a home-owner in Pocasset - on Windsong Circle which is a cul-de-sac ending just before the existing railroad tracks - just south of the old Pocasset Station.

I have seen presentations and believe this Trail will be an excellent addition to both the year-round local community and summer visitors. I have biked from North Falmouth to Woods Hole and also along the Cape Cod Canal.

As a homeowner (tax payer) I realize there may be an impact on my taxes but this is excellent project. Please do your best to support and accelerate this Trail.

Thanks.

Bob George

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Comment 80

From: JAMES M KILPELA <jmkilpela@comcast.net>

Sent: Tuesday, May 7, 2019 8:47 PM

To: Steven Tupper

Subject: TIP and UPWP

Dear Mr. Tupper,

As a community member who is an ardent supporter of the Bourne Rail Trail Shining Sea Path Extension, I am writing regarding the inclusion of this project in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024).

As one who has been cycling for over 45 years and in many different states, I can tell you that the proposed extension to the Shining Sea Trail will be very important to Bourne, Cape Cod, Massachusetts and to many cyclists who will be visiting our area. Eventually, this section will be an important link to a trail extending from Wood's Hole and Bourne to Provincetown. I believe that this will be an economic boost to Bourne and will also ensure safe cycling by routing bikers off of busy streets.

This is a great project that deserves inclusion in the TIP – FFY2020-2024.

I am also writing in support of a proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO's Unified Planning Work Program for 2020.

Thank you very much for your very important support of this project.

Jim Kilpela

45 Main Street, #33, Wareham MA

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Comment 81

From: Johanna Denapoli <johannadenapoli@gmail.com>

Sent: Tuesday, May 7, 2019 10:53 PM

To: Steven Tupper

Subject: TIP and UPWP

Dear Mr. Tupper,

As a community member who is an ardent supporter of the Bourne Rail Trail (Shining Sea Bike Path Extension), I am writing to applaud the inclusion of the Bourne Rail Trail in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP).

The Bourne Rail Trail is currently a 6.25 mile "missing link" that could be a magnificent, safe multi-user path, and will connect the Cape Cod Canal path in Sandwich and Bourne to the Shining Sea Bikeway in Falmouth and Woods Hole. This unbroken path, from the town of Sandwich to the village of Woods Hole, will tie multiple villages to one another, as well as providing an uninterrupted non-motorized transportation option to Martha's Vineyard. It will provide an extraordinary transportation and recreation facility for users of all ages, skills, and interests. Based on the experience of the Shining Sea Bikeway in Falmouth, it will provide economic benefits to all the villages will increase property values.

This is such a great project that it clearly deserves its inclusion in the TIP – FFY2020-2024!

I am also writing in support of the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO's Unified Planning Work Program for 2020. With the plans for the Bourne Rail Trail moving forward, it is the perfect time for a broader study of the options for maximizing the benefit from the Bourne Rail Trail.

Thank you very much for your support of this exciting project.

Johanna DeNapoli Eicher

70 Old Dam Road Bourne Ma

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Comment 82

From: Tricia <tdipisa@comcast.net>

Sent: Tuesday, May 7, 2019 11:17 PM

To: Steven Tupper

Subject: TIP and UPWP

Dear Mr. Tupper,

As a community member who is an ardent supporter of the Bourne Rail Trail (Shining Sea Bike Path Extension), I am writing to applaud the inclusion of the Bourne Rail Trail in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP).

The Bourne Rail Trail is currently a 6.25 mile "missing link" that could be a magnificent, safe multi-user path, and will connect the Cape Cod Canal path in Sandwich and Bourne to the Shining Sea Bikeway in Falmouth and Woods Hole. This unbroken path, from the town of Sandwich to the village of Woods Hole, will tie multiple villages to one another, as well as providing an uninterrupted non-motorized transportation option to Martha's Vineyard. It will provide an extraordinary transportation and recreation facility for users of all ages, skills, and interests. Based on the experience of the Shining Sea Bikeway in Falmouth, it will provide economic benefits to all the villages will increase property values.

This is such a great project that it clearly deserves its inclusion in the TIP – FFY2020-2024!

I am also writing in support of the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO's Unified Planning Work Program for 2020. With the plans for the Bourne Rail Trail moving forward, it is the perfect time for a broader study of the options for maximizing the benefit from the Bourne Rail Trail.

Thank you very much for your support of this exciting project.

Tricia DiPisa

94 Westwood Road

North Falmouth, MA

Sent from my iPad

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Comment 83

From: Joseph Tavilla <silverski6184@comcast.net>

Sent: Wednesday, May 8, 2019 6:23 AM

To: Steven Tupper

Subject: TIP

Dear Mr. Tupper,

As a community member who is an ardent supporter of the Bourne Rail Trail (Shining Sea Bike Path Extension), I am writing to applaud the inclusion of the Bourne Rail Trail in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP).

The Bourne Rail Trail is currently a 6.25 mile "missing link" that could be a magnificent, safe multi-user path, and will connect the Cape Cod Canal path in Sandwich and Bourne to the Shining Sea Bikeway in Falmouth and Woods Hole. This unbroken path, from the town of Sandwich to the village of Woods Hole, will tie multiple villages to one another, as well as providing an uninterrupted non-motorized transportation option to Martha's Vineyard. It will provide an extraordinary transportation and recreation facility for users of all ages, skills, and interests. Based on the experience of the Shining Sea Bikeway in Falmouth, it will provide economic benefits to all the villages will increase property values.

This is such a great project that it clearly deserves its inclusion in the TIP – FFY2020-2024!

I am also writing in support of the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO's Unified Planning Work Program for 2020. With the plans for the Bourne Rail Trail moving forward, it is the perfect time for a broader study of the options for maximizing the benefit from the Bourne Rail Trail.

Thank you very much for your support of this exciting project.

Joseph Tavilla

Barnstable

Sent from my iPhone

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Comment 84

From: jsullivanmd <jsullivanmd@comcast.net>

Sent: Wednesday, May 8, 2019 7:02 AM

To: Steven Tupper

Subject: TIP draft by MPO

Jolanta Sullivan

45 West Way

Mashpee, MA 02649

Steven Tupper

Cape Cod Commission

Dear Mr. Tupper.

As a former resident of Bourne and now a frequent visitor to the greater area of the beautiful Bourne I am excited to see the plans for Bourne Rail Trail progressing into reality.

It was exciting to hear some years back of just an idea for a Bikeway in a few people's minds and then very gratifying to see it being transformed into a solid plan, and currently observing the works on it in progress. Exciting !

It has been a great accomplishment to have BRT project included in the Transportation Improvement Program for years 2020 - 2024 and I would like to congratulate you on your efforts leading to that milestone achievement.

Great project deserving such inclusion and a work well done leading to it.

As a passionate outdoorsman (-woman) and an avid biker who uses Shinning Sea Bikeway frequently, I can attest to the endless recreational and nature bonding, hence nature preserving, benefits of it.

And the economic value through the increased property values (as evident through Falmouth data) and the health benefits, and the exposure to hence increased sensitivity to our Cape Cod precious natural flora and fauna, cannot be underestimated.

*Public Comment 3-115*

It is worth mentioning that although referred to commonly as a "bike path" it is in fact multipurpose use "path" as it's being used for walks for kids and grown ups of all ages, for jogging, rollerblading, for nature observing, and for cultural/esthetic pursuits by many a nature painters and photographers mesmerised by the beauty of the area.

Notwithstanding is the fact that many opt to bike to Woods Hole to catch MV ferry instead of driving there.

However, as I am using the "Shinning path" for my bike rides, starting in North Falmouth and riding through West Falmouth then Falmouth and into Woods Hole, the awareness that all we are missing are the mere six miles (6.25 miles to be precise) of that bike path to be connected to the Cape Cod Canal makes it all so much more urgent that we put our efforts into building that extension.

The increased tourist attraction of it alone should be a motivation enough but the broader benefits already mentioned by me earlier should just make it a priority.

And as I appreciate an effort put into the project and accomplishments thus far I believe strongly that formation of a Bourne Bicycle Transportation Plan in the MPO's Unified Planning Work Program for 2020 would greatly facilitate the progress of the BRT project and I support it and I urge you to put forward the efforts leading to it.

Being fully aware of certain logistics behind the project, i think that having broader studies of the options for maximizing the benefits from creating Bourne Rail Trail would allow for more efficient and more expedient progress of the project.

Thank you very much for the great effort you have put into this exciting project thus far.

I support the project fullheartedly and hope that we - as a community - can bring it to a successful completion soon.

Sincerely

Jolanta Sullivan

Sent from my Verizon, Samsung Galaxy smartphone

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Comment 85

From: Betty Broome <broome52@gmail.com>

Sent: Wednesday, May 8, 2019 8:26 AM

To: Steven Tupper

Subject: Bourne Rail Trail

Dear Mr. Tupper,

This is to encourage you to support funding for the Bourne Rail Trail. I am a member of the Bourne Area Senior Cyclist and ride both the Cape Cod Canal Trail, and the Shining Seas Bike Path frequently. These trails are very well used and offer people of all ages the opportunity to enjoy the beauty of the Cape without the danger of cycling on the roads. Since the Cape is ecologically fragile it is important to encourage residents and tourist to enjoy its beauty without contributing to vehicle traffic as well as carbon pollution.

Biking allows us to get needed exercise, get to know an area, become invested in solving its unique problems, and contribute to the health and well being of the community.

Connecting these paths encourages bike tourism, reduces vehicle use, and contributes to the economy.

Your support of funding for the Bourne Rail Trail Project is greatly appreciated.

Sincerely,

Betty Broome

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Comment 86

From: Alice Thomason Van Oot <vtalice@gmail.com>

Sent: Wednesday, May 8, 2019 9:49 AM

To: Steven Tupper

Subject: TIP and UPWP

Dear Mr. Tupper,

As an ardent supporter of efforts to improve safety conditions that will encourage and support bicyclists across Cape Cod, I am writing to applaud the inclusion of the Bourne Rail Trail in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP). Thank you !

I would also like to express support for, and encourage the CCC to work diligently on, any and all projects that will move Cape Cod from the car-centric community it has always been to one that promotes Complete Streets design to support multimodal use of roads and pathways. This effort will cut car emissions, increase the vitality of our villages and neighborhoods, improve health and improve safety for residents and visitors.

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Alice Thomason Van Oot; Orleans MA

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Comment 87

From: John Holden <rjholdenjr@gmail.com>

Sent: Wednesday, May 8, 2019 10:10 AM

To: Steven Tupper

Subject: TIP and UPWP

Dear Mr. Tupper,

I live in Cataumet, MA in a house that backs up to the railroad line that will become the future Bourne Rail Trail (Shining Sea Bike Path Extension) for which I am an ardent supporter. I am writing to applaud the inclusion of the Bourne Rail Trail in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP).

The Bourne Rail Trail is currently a 6.25 mile "missing link" that could be a magnificent, safe multi-user path, and will connect the Cape Cod Canal path in Sandwich and Bourne to the Shining Sea Bikeway in Falmouth and Woods Hole. This unbroken path, from the town of Sandwich to the village of Woods Hole, will tie multiple villages to one another, as well as to provide an uninterrupted non-motorized transportation option to Martha's Vineyard. It will provide an extraordinary transportation and recreation facility for users of all ages, skills, and interests. Based on the experience of the Shining Sea Bikeway in Falmouth, on which I love to ride, it will provide economic benefits to all the villages, and it will increase property values.

This is such a great project that it clearly deserves its inclusion in the TIP – FFY2020-2024!

I am also writing in support of the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO's Unified Planning Work Program for 2020. With the plans for the Bourne Rail Trail moving forward, it is the perfect time for a broader study of the options for maximizing the benefit from the Bourne Rail Trail.

Thank you very much for your support of this exciting project.

Robert J. Holden, Jr. "John"

14 Pine Hill Rd

PO Box 153

Cataumet, MA 02434

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Make it a great day!

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Comment 88

From: Meagen Colon <meagenlc@gmail.com>

Sent: Wednesday, May 8, 2019 10:12 AM

To: Steven Tupper

Subject: Bourne Rail Trail: TIP and UPWP

Dear Mr. Tupper,

*Public Comment 3-115*

As a community member who is an ardent supporter of the Bourne Rail Trail (Shining Sea Bike Path Extension), I am writing to applaud the inclusion of the Bourne Rail Trail in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP).

The Bourne Rail Trail is currently a 6.25 mile "missing link" that could be a magnificent, safe multi-user path, and will connect the Cape Cod Canal path in Sandwich and Bourne to the Shining Sea Bikeway in Falmouth and Woods Hole. This unbroken path, from the town of Sandwich to the village of Woods Hole, will tie multiple villages to one another, as well as providing an uninterrupted non-motorized transportation option to Martha's Vineyard. It will provide an extraordinary transportation and recreation facility for users of all ages, skills, and interests. Based on the experience of the Shining Sea Bikeway in Falmouth, it will provide economic benefits to all the villages will increase property values.

This is such a great project that it clearly deserves its inclusion in the TIP – FFY2020-2024!

I am also writing in support of the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO's Unified Planning Work Program for 2020. With the plans for the Bourne Rail Trail moving forward, it is the perfect time for a broader study of the options for maximizing the benefit from the Bourne Rail Trail.

Thank you very much for your support of this exciting project.

Meagen Colon  
3 Beachwood Road  
Bourne, MA 02532

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Comment 89

From: clrgc@comcast.net

Sent: Wednesday, May 8, 2019 10:22 AM

To: Steven Tupper

Subject: TIP UPWP

Dear Mr. Tupper,

As a community member who is an ardent supporter of the Bourne Rail Trail (Shining Sea Bike Path Extension), I am writing to applaud the inclusion of the Bourne Rail Trail in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP).

The Bourne Rail Trail is currently a 6.25 mile "missing link" that could be a magnificent, safe multi-user path, and will connect the Cape Cod Canal path in Sandwich and Bourne to the Shining Sea Bikeway in Falmouth and Woods Hole. This unbroken path, from the town of Sandwich to the village of Woods Hole, will tie multiple villages to one another, as well as providing an uninterrupted non-motorized transportation option to Martha's Vineyard. It will provide an extraordinary transportation and recreation facility for users of all ages, skills, and interests. Based on the experience of the Shining Sea Bikeway in Falmouth, it will provide economic benefits to all the villages will increase property values.

This is such a great project that it clearly deserves its inclusion in the TIP – FFY2020-2024!

I am also writing in support of the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO's Unified Planning Work Program for 2020. With the plans for the Bourne Rail Trail moving forward, it is the perfect time for a broader study of the options for maximizing the benefit from the Bourne Rail Trail.

Thank you very much for your support of this exciting project.

Charles and Bonny Rose  
Bourne Village

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Comment 90

From: Rick Howe <rickhowe9@gmail.com>

Sent: Wednesday, May 8, 2019 1:35 PM

To: Steven Tupper

Subject: TIP & UPWP

Dear Mr. Tupper,

As a community member who is an ardent supporter of the Bourne Rail Trail (Shining Sea Bike Path Extension), I am writing to applaud the inclusion of the Bourne Rail Trail in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP).

The Bourne Rail Trail is currently a 6.25 mile "missing link" that could be a magnificent, safe multi-user path, and will connect the Cape Cod Canal path in Sandwich and Bourne to the Shining Sea Bikeway in Falmouth and Woods Hole. This unbroken path, from the town of Sandwich to the village of Woods Hole, will tie multiple villages to one another, as well as providing an uninterrupted non-motorized transportation option to Martha's Vineyard. It will provide an extraordinary transportation and recreation facility for users of all ages, skills, and interests. Based on the experience of the Shining Sea Bikeway in Falmouth, it will provide economic benefits to all the villages will increase property values.

This is such a great project that it clearly deserves its inclusion in the TIP – FFY2020-2024!

I am also writing in support of the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO's Unified Planning Work Program for 2020. With the plans for the Bourne Rail Trail moving forward, it is the perfect time for a broader study of the options for maximizing the benefit from the Bourne Rail Trail.

Thank you very much for your support of this exciting project.

--

Rick

Rick Howe

Box 1011

Pocasset MA 02559

rickhowe9@gmail.com <mailto:rickhowe9@gmail.com>

508-566-4342

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Comment 91

From: Carmody, Gerard F - Boston, MA - Contractor <GFCarmody2@uspis.gov>

Sent: Wednesday, May 8, 2019 3:19 PM

To: Steven Tupper

Cc: Info@bournerrailtrail.org

Subject: "TIP" and "UPWP" Support Letter for the Bourne Rail Trail (Shining Sea Bike Path Extension)

Importance: High

Dear Mr. Tupper,

As a Pocasset community member who is an ardent supporter of the Bourne Rail Trail (Shining Sea Bike Path Extension), we are writing to applaud the inclusion of the Bourne Rail Trail in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP).

The Bourne Rail Trail is currently a 6.25 mile "missing link" that could be a magnificent, safe multi-user path, and will connect the Cape Cod Canal path in Sandwich and Bourne to the Shining Sea Bikeway in Falmouth and Woods Hole. This unbroken path, from the town of Sandwich to the village of Woods Hole, will tie multiple villages to one another, as well as providing an uninterrupted non-motorized transportation option to Martha's Vineyard. It will provide an extraordinary transportation and recreation facility for users of all ages, skills, and interests. Based on the experience of the



Shining Sea Bikeway in Falmouth, it will provide economic benefits to all the villages will increase property values.

This is such a great project that it clearly deserves its inclusion in the TIP – FFY2020-2024!

We are also writing in support of the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO's Unified Planning Work Program for 2020. With the plans for the Bourne Rail Trail moving forward, it is the perfect time for a broader study of the options for maximizing the benefit from the Bourne Rail Trail.

Thank you very much for your support of this exciting project.

Gerard F. Carmody  
Carolyn Carmody  
417 County Road  
Pocasset, MA 02559

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Comment 92

From: Ernest LeBlanc <mmealeblanc@comcast.net>

Sent: Wednesday, May 8, 2019 5:58 PM

To: Steven Tupper; John Woodley

Subject: Rail Trail Funding

Mr. Tupper

As a Friend of the Bourne Rail Trail project, I ask you to support Rail Trail (Phase 1) under the 2024 Highway Projects part of the Transportation Improvement Program.

Respectfully,

Ernest A. LeBlanc  
14 Windsong Circle  
Pocasset, MA 02559

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Comment 93

From: Alexander Klein <ark4612@gmail.com>

Sent: Thursday, May 9, 2019 6:38 AM

To: Steven Tupper

Cc: Friends of the Bourne Rail Trail

Subject: TIP and UPWP

Dear Mr. Tupper,

As a community member who is an ardent supporter of the Bourne Rail Trail (Shining Sea Bike Path Extension), I am writing to applaud the inclusion of the Bourne Rail Trail in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP).

The Bourne Rail Trail is currently a 6.25 mile "missing link" that could be a magnificent, safe multi-user path, and will connect the Cape Cod Canal path in Sandwich and Bourne to the Shining Sea Bikeway in Falmouth and Woods Hole. This unbroken path, from the town of Sandwich to the village of Woods Hole, will tie multiple villages to one another, as well as providing an uninterrupted non-motorized transportation option to Martha's Vineyard. It will provide an extraordinary transportation and recreation facility for users of all ages, skills, and interests. Based on the experience of the Shining Sea Bikeway in Falmouth, it will provide economic benefits to all the villages and will increase property values.

This is such a great project that it clearly deserves its inclusion in the TIP – FFY2020-2024!

I am also writing in support of the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO's Unified Planning Work Program for 2020. With the plans for the Bourne Rail Trail moving forward, it is the perfect time for a broader study of the options for maximizing the benefit from the Bourne Rail Trail.

Thank you very much for your support of this exciting project.

Alexander Klein  
233 Shore Road  
Bourne, MA 02532

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Comment 94

From: David Tribuzio <dtribuzio@gmail.com>  
Sent: Thursday, May 9, 2019 6:54 AM  
To: Steven Tupper  
Subject: TIP and UPWP

Dear Mr. Tupper,

As a community member who is an ardent supporter of the Bourne Rail Trail (Shining Sea Bike Path Extension), I am writing to applaud the inclusion of the Bourne Rail Trail in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP).

The Bourne Rail Trail is currently a 6.25 mile "missing link" that could be a magnificent, safe multi-user path, and will connect the Cape Cod Canal path in Sandwich and Bourne to the Shining Sea Bikeway in Falmouth and Woods Hole. This unbroken path, from the town of Sandwich to the village of Woods Hole, will tie multiple villages to one another, as well as providing an uninterrupted non-motorized transportation option to Martha's Vineyard. It will provide an extraordinary transportation and recreation facility for users of all ages, skills, and interests. Based on the experience of the Shining Sea Bikeway in Falmouth, it will provide economic benefits to all the villages will increase property values.

This is such a great project that it clearly deserves its inclusion in the TIP – FFY2020-2024!

I am also writing in support of the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO's Unified Planning Work Program for 2020. With the plans for the Bourne Rail Trail moving forward, it is the perfect time for a broader study of the options for maximizing the benefit from the Bourne Rail Trail.

Thank you very much for your support of this exciting project.

David Tribuzio

49 Siasconset Dr Sagamore Beach, Ma 02562

"Just keep swimming, just keep swimming."

Dory- Finding Nemo

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Comment 95

From: Mark Emmons <memmons@rouxinc.com>  
Sent: Thursday, May 9, 2019 7:56 AM  
To: Steven Tupper  
Subject: TIP and UPWP Support of the Bourne Rail Trail

Dear Mr. Tupper,

As a resident of Cape Cod , I am writing you a letter to ask for your support to continue with the Cape Cod Metropolitan Planning Organization (MPO) draft Transportation Improvement Plan (TIP) sponsorship of the Bourne Rail Trail (BRT) during the 2019-2023 planning period. This project has a unique opportunity to connect two cycling pathways into one continuous pathway from Woods Hole to Sandwich. Please encourage the MPO's to support the Unified Planning Work Program (UPWP) with the planning activities to study the safety concerns and feasibility by creating a Bourne Bicycle Transportation Plan.

Thank you for your consideration.

Mark M. Emmons P.E.

4 Worcester Ave.

Monument Beach , MA 02553

Mobile: 603-738-5357

Email: memmons@rouxinc.com <mailto:memmons@rouxinc.com> | Website: www.rouxinc.com

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Comment 96

From: Diane McCarter <mccarterhomes@gmail.com>

Sent: Thursday, May 9, 2019 8:16 AM

To: Steven Tupper

Subject: Rail trail

Mr Tupper,

I support the bike rail trail. We have needed this safe bike way for quite some time. I grew up here in the 60's we needed a safe bike way then and we still need it now.

Diane McCarter

508-320-1035

Keller Williams Realty

Sent from my iPhone

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Comment 97

From: Kuffler Eugénie <ekuffler@yahoo.com>

Sent: Thursday, May 9, 2019 8:21 AM

To: Steven Tupper

Subject: TIP and UPWP

Dear Mr. Tupper,

As a community member who is an ardent supporter of the Bourne Rail Trail (Shining Sea Bike Path Extension), I am writing to applaud the inclusion of the Bourne Rail Trail in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP).

The Bourne Rail Trail is currently a 6.25 mile "missing link" that could be a magnificent, safe multi-user path, and will connect the Cape Cod Canal path in Sandwich and Bourne to the Shining Sea Bikeway in Falmouth and Woods Hole. This unbroken path, from the town of Sandwich to the village of Woods Hole, will tie multiple villages to one another, as well as providing an uninterrupted non-motorized transportation option to Martha's Vineyard. It will provide an extraordinary transportation and recreation facility for users of all ages, skills, and interests. Based on the experience of the Shining Sea Bikeway in Falmouth, it will provide economic benefits to all the villages will increase property values.

This is such a great project that it clearly deserves its inclusion in the TIP – FFY2020-2024!

I am also writing in support of the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO's Unified Planning Work Program for 2020. With the plans for the Bourne Rail Trail moving forward, it is the perfect time for a broader study of the options for maximizing the benefit from the Bourne Rail Trail.

Thank you very much for your support of this exciting project.

Eugenie Kuffler

49 Gosnold Road

Woods Hole

MA 02543

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Comment 98

From: William Haynes <whaynes@maritime.edu>

Sent: Thursday, May 9, 2019 10:09 AM

To: Steven Tupper

Subject: Bourne Rail Trail TIP and UPWP

I am writing to let you know of my support for the Bourne Rail Trail/Shining Sea Bikeway Extension project in the town of Bourne, and am pleased to learn that the Bourne Rail Trail was included in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP).

The trail will provide a wonderful recreational asset for both residents and visitors to Bourne. It will draw tourists who otherwise might not stop in Bourne, and it will create new businesses and economic activity in the villages of Gray Gables, Monument Beach, Pocasset, and Cataumet which the trail passes through. Building this 6.5 mile long segment will create an uninterrupted trail nearly 25 miles long, which has no segments on busy public roads and very few road crossings, making it a safe activity even for small children, and a 50 mile long round trip will draw some serious cyclists, too. I am also writing in support of the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO's Unified Planning Work Program for 2020. With the plans for the Bourne Rail Trail moving forward, now is the time for a broader study of the options for maximizing the benefit from the Bourne Rail Trail.

Thank you,

William Haynes

9 Rainbow Circle

Bourne, MA

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Comment 99

From: Louis Zicht <lzicht@gilmac.com>

Sent: Thursday, May 9, 2019 10:56 AM

To: Steven Tupper

Subject: TIP and UPWP

Dear Mr. Tupper,

As a community member who is an ardent supporter of the Bourne Rail Trail (Shining Sea Bike Path Extension), I am writing to applaud the inclusion of the Bourne Rail Trail in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP).

The Bourne Rail Trail is currently a 6.25 mile "missing link" that could be a magnificent, safe multi-user path, and will connect the Cape Cod Canal path in Sandwich and Bourne to the Shining Sea Bikeway in Falmouth and Woods Hole. This unbroken path, from the town of Sandwich to the village of Woods Hole, will tie multiple villages to one another, as well as providing an uninterrupted non-motorized transportation option to Martha's Vineyard. It will provide an extraordinary transportation and recreation facility for users of all ages, skills, and interests. Based on the experience of the Shining Sea Bikeway in Falmouth, it will provide economic benefits to all the villages will increase property values.

This is such a great project that it clearly deserves its inclusion in the TIP – FFY2020-2024!

I am also writing in support of the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO's Unified Planning Work Program for 2020. With the plans for the Bourne Rail Trail moving forward, it is the perfect time for a broader study of the options for maximizing the benefit from the Bourne Rail Trail.

Thank you very much for your support of this project.

Louis Zicht

265 Cairn Ridge Road

East Falmouth, MA

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Our mailing address is:

P.O. 3092

Pocasset, MA 02559

Want to change how you receive these emails?

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Friends of the Bourne Rail Trail · 314 Barlows Landing Road · P.O. Box 3092 · Pocasset, Ma 02559 · USA

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Comment 100

From: Sandra Wiechmann <Sandra\_Wiechmann@onsetcomp.com>

Sent: Thursday, May 9, 2019 11:25 AM

To: Steven Tupper

Subject: TIP and UPWP

Dear Mr. Tupper,

As a community member who is an ardent supporter of the Bourne Rail Trail (Shining Sea Bike Path Extension), I am writing to applaud the inclusion of the Bourne Rail Trail in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP).

The Bourne Rail Trail is currently a 6.25 mile “missing link” that could be a magnificent, safe multi-user path, and will connect the Cape Cod Canal path in Sandwich and Bourne to the Shining Sea Bikeway in Falmouth and Woods Hole. This unbroken path, from the town of Sandwich to the village of Woods Hole, will tie multiple villages to one another, as well as providing an uninterrupted non-motorized transportation option to Martha’s Vineyard. It will provide an extraordinary transportation and recreation facility for users of all ages, skills, and interests. Based on the experience of the Shining Sea Bikeway in Falmouth, it will provide economic benefits to all the villages will increase property values.

This is such a great project that it clearly deserves its inclusion in the TIP – FFY2020-2024!

I am also writing in support of the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO’s Unified Planning Work Program for 2020. With the plans for the Bourne Rail Trail moving forward, it is the perfect time for a broader study of the options for maximizing the benefit from the Bourne Rail Trail.

Thank you very much for your support of this exciting project.

Sandra Wiechmann

15 Nye Lane Bourne

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Comment 101

From: Mercedes Rodman <mar30960@gmail.com>

Sent: Thursday, May 9, 2019 12:42 PM

To: Steven Tupper

Subject: TIP and UPWP

Dear Mr. Tupper,

As a community member who is an ardent supporter of the Bourne Rail Trail (Shining Sea Bike Path Extension), I am writing to applaud the inclusion of the Bourne Rail Trail in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP).

The Bourne Rail Trail is currently a 6.25 mile “missing link” that could be a magnificent, safe multi-user path, and will connect the Cape Cod Canal path in Sandwich and Bourne to the Shining Sea Bikeway in Falmouth and Woods Hole. This unbroken path, from the town of Sandwich to the village of Woods Hole, will tie multiple villages to one another, as well as providing an uninterrupted non-motorized transportation option to Martha’s Vineyard. It will provide an extraordinary transportation

and recreation facility for users of all ages, skills, and interests. Based on the experience of the Shining Sea Bikeway in Falmouth, it will provide economic benefits to all the villages will increase property values.

This is such a great project that it clearly deserves its inclusion in the TIP – FFY2020-2024!

I am also writing in support of the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO's Unified Planning Work Program for 2020. With the plans for the Bourne Rail Trail moving forward, it is the perfect time for a broader study of the options for maximizing the benefit from the Bourne Rail Trail.

Thank you very much for your support of this exciting project.

Mercedes Rodman  
90 Old Dam Rd.  
Bourne, MA

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Comment 102

From: Bob Screen <rbrt.screen@gmail.com>

Sent: Thursday, May 9, 2019 6:40 PM

To: Steven Tupper

Subject: TIP and UPWP

Dear Mr. Tupper,

As a community member who is an ardent supporter of the Bourne Rail Trail (Shining Sea Bike Path Extension), I am writing to applaud the inclusion of the Bourne Rail Trail in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP).

The Bourne Rail Trail is currently a 6.25 mile "missing link" that could be a magnificent, safe multi-user path, and will connect the Cape Cod Canal path in Sandwich and Bourne to the Shining Sea Bikeway in Falmouth and Woods Hole. This unbroken path, from the town of Sandwich to the village of Woods Hole, will tie multiple villages to one another, as well as providing an uninterrupted non-motorized transportation option to Martha's Vineyard. It will provide an extraordinary transportation and recreation facility for users of all ages, skills, and interests. Based on the experience of the Shining Sea Bikeway in Falmouth, it will provide economic benefits to all the villages will increase property values.

This is such a great project that it clearly deserves its inclusion in the TIP – FFY2020-2024!

I am also writing in support of the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO's Unified Planning Work Program for 2020. With the plans for the Bourne Rail Trail moving forward, it is the perfect time for a broader study of the options for maximizing the benefit from the Bourne Rail Trail.

Thank you very much for your support of this exciting project.

Sincerely,

Robert and Nancy Screen  
21 Sea Breeze Drive  
Bourne, MA 02532

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Comment 103

From: Paul & Debbie Gannett <gannetts@verizon.net>

Sent: Thursday, May 9, 2019 9:31 PM

To: Steven Tupper

Subject: TIP and UPWP

Dear Mr. Tupper,

As a community member who is an ardent supporter of the Bourne Rail Trail (Shining Sea Bike Path Extension), I am writing to applaud the inclusion of the Bourne Rail Trail in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP).

*Public Comment 3-115*

The Bourne Rail Trail is currently a 6.25 mile “missing link” that could be a magnificent, safe multi-user path, and will connect the Cape Cod Canal path in Sandwich and Bourne to the Shining Sea Bikeway in Falmouth and Woods Hole. This unbroken path, from the town of Sandwich to the village of Woods Hole, will tie multiple villages to one another, as well as providing an uninterrupted non-motorized transportation option to Martha’s Vineyard. It will provide an extraordinary transportation and recreation facility for users of all ages, skills, and interests. Based on the experience of the Shining Sea Bikeway in Falmouth, it will provide economic benefits to all the villages and will increase property values.

This is such a great project that it clearly deserves its inclusion in the TIP – FFY2020-2024!

I am also writing in support of the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO’s Unified Planning Work Program for 2020. With the plans for the Bourne Rail Trail moving forward, it is the perfect time for a broader study of the options for maximizing the benefit from the Bourne Rail Trail.

Thank you very much for your support of this exciting project.

Paul Gannett

10 Magnusson Ct.

E Sandwich, MA 02537

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Comment 104

From: Rochelle Rottenberg <rerottenberg@stkate.edu>

Sent: Thursday, May 9, 2019 11:28 PM

To: Steven Tupper

Subject: Rail Trail Project

Dear Mr Tupper,

As summer residents of Pocasset, we ask you to please support the Rail Trail (Phase 1) under the 2024 Highway Projects which is part of the transportation Improvement Program.

Thank you,

David and Shelly Rottenberg, 410 Barlow's Landing Road

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Comment 105

From: Donna Baker <castlequeen2206@comcast.net>

Sent: Friday, May 10, 2019 5:24 PM

To: Steven Tupper

Subject: bike trail

We are writing to implore you to consider the Cape Cpd Canal Bike Trail a priority. I have lived in Europe where biking is a mode of daily transportation and I assure you much safer then here. I ride all year at the Cape to constant yells and horns blowing to get of the way. It is impossible to ride safely with no bike lane and debris on the side of the road. It would be much safer, especially for families, to have the rail trail longer and available. I know there are many priorities but hope that receipt of this statement will be taken as an advisement of interest in the project moving forward. I belong to two bike clubs in the area and know that it would be such a benefit to have the bike path.

Thank you for your time.

Jean Claude Castelein

Donna Castelein

65 Deseret Dr.

Bourne, Ma 02532

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Comment 106

From: Ken Cheitlin <kenac@comcast.net>

Sent: Sunday, May 12, 2019 10:52 AM

To: Steven Tupper

Subject: TIP and UPWP

Dear Mr. Tupper,

I am writing to applaud the inclusion of the Bourne Rail Trail in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP).

The Bourne Rail Trail is currently a 6.25 mile "missing link" that could be a magnificent, safe multi-user path, and will connect the Cape Cod Canal path in Sandwich and Bourne to the Shining Sea Bikeway in Falmouth and Woods Hole. This unbroken path, from the town of Sandwich to the village of Woods Hole, will tie multiple villages to one another, as well as providing an uninterrupted non-motorized transportation option to Martha's Vineyard. It will provide an extraordinary transportation and recreation facility for users of all ages, skills, and interests. Based on the experience of the Shining Sea Bikeway in Falmouth, it will provide economic benefits to all the villages will increase property values.

This is such a great project that it clearly deserves its inclusion in the TIP – FFY2020-2024!

I am also writing in support of the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO's Unified Planning Work Program for 2020. With the plans for the Bourne Rail Trail moving forward, it is the perfect time for a broader study of the options for maximizing the benefit from the Bourne Rail Trail.

Thank you very much for your support of this exciting project.

Ken Cheitlin

Pocasset, MA

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Comment 107

From: hoeyh@aol.com

Sent: Sunday, May 12, 2019 1:38 PM

To: Steven Tupper

Subject: TIP and UPWP

Dear Mr. Tupper,

On behalf of the Friends of the Bourne Rail Trail, I am writing to applaud the inclusion of the Bourne Rail Trail in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP). The Bourne Rail Trail is currently a 6.25 mile "missing link" that could be a magnificent, safe multi-user path, and will connect the Cape Cod Canal path in Sandwich and Bourne to the Shining Sea Bikeway in Falmouth and Woods Hole. This unbroken path, from the town of Sandwich to the village of Woods Hole, will tie multiple villages to one another, as well as providing an uninterrupted non-motorized transportation option to Martha's Vineyard. It will provide an extraordinary transportation and recreation facility for users of all ages, skills, and interests. Based on the experience of the Shining Sea Bikeway in Falmouth, it will provide economic benefits to all the villages will increase property values.

This is such a great project that it clearly deserves its inclusion in the TIP – FFY2020-2024!

We are also writing in support of the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO's Unified Planning Work Program for 2020. With the plans for the Bourne Rail Trail moving forward, it is the perfect time for a broader study of the options for maximizing the benefit from the Bourne Rail Trail.

Thank you very much for your support of this exciting project.

I remember what you said about the outpouring of support you received when we had asked our supporters to please respond to the Commission. I only hope that support continues!

Alice Howe, Director

Friends of the Bourne Rail Trail

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Comment 108

From: Dcurtin626 <dcurtin626@aol.com>

Sent: Sunday, May 12, 2019 1:51 PM



To: Steven Tupper  
Cc: sjcurtin@gmail.com  
Subject: TIP and UPWP

Dear Mr. Tupper,

As a community member who is an ardent supporter of the Bourne Rail Trail (Shining Sea Bike Path Extension), I am writing to applaud the inclusion of the Bourne Rail Trail in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP).

The Bourne Rail Trail is currently a 6.25 mile "missing link" that could be a magnificent, safe multi-user path, and will connect the Cape Cod Canal path in Sandwich and Bourne to the Shining Sea Bikeway in Falmouth and Woods Hole. This unbroken path, from the town of Sandwich to the village of Woods Hole, will tie multiple villages to one another, as well as providing an uninterrupted non-motorized transportation option to Martha's Vineyard. It will provide an extraordinary transportation and recreation facility for users of all ages, skills, and interests. Based on the experience of the Shining Sea Bikeway in Falmouth, it will provide economic benefits to all the villages will increase property values.

This is such a great project that it clearly deserves its inclusion in the TIP – FFY2020-2024!

I am also writing in support of the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO's Unified Planning Work Program for 2020. With the plans for the Bourne Rail Trail moving forward, it is the perfect time for a broader study of the options for maximizing the benefit from the Bourne Rail Trail.

Thank you very much for your support of this exciting project.

David & Sally Curtin...year round residents!

297 Wings Neck Rd.

Pocasset

MA 02559

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Comment 109

From: Nathan Robinson <nathan.h.robinson@gmail.com>

Sent: Sunday, May 12, 2019 5:04 PM

To: Steven Tupper

Subject: TIP and UPWP

Dear Mr. Tupper,

I am writing to applaud the inclusion of the Bourne Rail Trail in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP).

The Bourne Rail Trail is currently a 6.25 mile "missing link" that could be a magnificent, safe multi-user path, and will connect the Cape Cod Canal path in Sandwich and Bourne to the Shining Sea Bikeway in Falmouth and Woods Hole. This unbroken path, from the town of Sandwich to the village of Woods Hole, will tie multiple villages to one another, as well as providing an uninterrupted non-motorized transportation option to Martha's Vineyard. It will provide an extraordinary transportation and recreation facility for users of all ages, skills, and interests. Based on the experience of the Shining Sea Bikeway in Falmouth, it will provide economic benefits to all the villages will increase property values.

This is an important project to the region that clearly deserves inclusion in the TIP – FFY2020-2024!

We are also writing in support of the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO's Unified Planning Work Program for 2020. With the plans for the Bourne Rail Trail moving forward, it is the perfect time for a broader study of the options for maximizing the benefit from the Bourne Rail Trail.

Thank you,

Nate Robinson

281 Newbury Street, 4R

Boston, MA 02115

Comment 110

From: John Carroll <carroll.jg@gmail.com>

Sent: Sunday, May 12, 2019 9:54 PM

To: Steven Tupper

Subject: TIP UPWP

Dear Mr. Tupper,

As a community member who is an ardent supporter of the Bourne Rail Trail (Shining Sea Bike Path Extension), I am writing to applaud the inclusion of the Bourne Rail Trail in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP).

The Bourne Rail Trail is currently a 6.25 mile "missing link" that could be a magnificent, safe multi-user path, and will connect the Cape Cod Canal path in Sandwich and Bourne to the Shining Sea Bikeway in Falmouth and Woods Hole. This unbroken path, from the town of Sandwich to the village of Woods Hole, will tie multiple villages to one another, as well as providing an uninterrupted non-motorized transportation option to Martha's Vineyard. It will provide an extraordinary transportation and recreation facility for users of all ages, skills, and interests. Based on the experience of the Shining Sea Bikeway in Falmouth, it will provide economic benefits to all the villages will increase property values.

This is such a great project that it clearly deserves its inclusion in the TIP – FFY2020-2024!

I am also writing in support of the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO's Unified Planning Work Program for 2020. With the plans for the Bourne Rail Trail moving forward, it is the perfect time for a broader study of the options for maximizing the benefit from the Bourne Rail Trail.

Thank you very much for your support of this exciting project.

John Carroll

Pocasset MA

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Comment 111

From: Lauren Robinson <laurenrobinson02532@gmail.com>

Sent: Monday, May 13, 2019 12:10 AM

To: Steven Tupper

Subject: TIP and UPWP

Dear Mr. Tupper,

As community members who are faithful supporters of the Bourne Rail Trail since its inception, we are writing to applaud the inclusion of the Bourne Rail Trail in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP).

The Bourne Rail Trail is currently a 6.25 mile "missing link" that could be a safe multi-user path, and will connect the Cape Cod Canal path in Sandwich and Bourne to the Shining Sea Bikeway in Falmouth and Woods Hole. In addition it will tie multiple villages in Bourne to one another, and offer people new safer options for traveling within the town as a pedestrian or bicyclist. It will provide a useful transportation and recreation option for people of all ages. As we have seen with the Shining Sea Bikeway in Falmouth, it will provide economic benefits to all the villages and has the potential to increase property values, and encourage healthy lifestyle practices.

From what we understand, this first phase of the project as outlined at a public meeting at Bourne High School on May 1, will link Bourne Village to the Gray Gables development. This will give adults and children living in those neighborhoods a safer biking and walking route to the schools and public library. As a Bourne Village resident, I will gain a safer biking or walking route to the Mashnee Dike beach and to Gray Gables Market. We will be able to cultivate a healthier lifestyle for ourselves with these transportation improvements that take the needs of pedestrians and cyclists into consideration. This project deserves inclusion in the TIP – FFY2020-2024!

*Public Comment 3-115*

I am also writing in support of the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO's Unified Planning Work Program for 2020. With the plans for the Bourne Rail Trail moving forward, it is the perfect time for a broader study of the options for maximizing the benefit from the Bourne Rail Trail.

Thank you very much for your support of this forward thinking project that supports healthy lifestyle for the residents and visitors to Bourne and surrounding towns.

Howard and Lauren Robinson  
47 Cotuit Road  
Bourne, MA 02532

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Comment 112

From: Friends of the Bourne Rail Trail <info@bournerrailtrail.org>

Sent: Monday, May 13, 2019 8:25 AM

To: Steven Tupper

Subject: TIP and UPWP

Dear Mr. Tupper,

On behalf of the Friends of the Bourne Rail Trail, I am writing to applaud the inclusion of the Bourne Rail Trail in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP). The Bourne Rail Trail is currently a 6.25 mile "missing link" that could be a magnificent, safe multi-user path, and will connect the Cape Cod Canal path in Sandwich and Bourne to the Shining Sea Bikeway in Falmouth and Woods Hole. This unbroken path, from the town of Sandwich to the village of Woods Hole, will tie multiple villages to one another, as well as providing an uninterrupted non-motorized transportation option to Martha's Vineyard. It will provide an extraordinary transportation and recreation facility for users of all ages, skills, and interests. Based on the experience of the Shining Sea Bikeway in Falmouth, it will provide economic and quality of life benefits to the community.

This is an important project to the region and deserves inclusion in the TIP – FFY2020-2024!

We are also writing in support of the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO's Unified Planning Work Program for 2020. With the plans for the Bourne Rail Trail moving forward, it is the perfect time for a broader study of the options for maximizing the benefit from the Bourne Rail Trail.

Thank you very much for your support of this exciting project.

Nathan Robinson, President  
Friends of the Bourne Rail Trail

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Friends of the Bourne Rail Trail  
www.bournerrailtrail.org  
Instagram: @bournerrailtrail  
PO BOX 3092 POCASSET MA 02559-3092

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Comment 113

From: Bonnie McInnis <mcinnis.bonnie@yahoo.com>

Sent: Monday, May 13, 2019 8:44 AM

To: Steven Tupper

Subject: TIP and UPWP

Dear Mr. Tupper,

As a community member who is an ardent supporter of the Bourne Rail Trail (Shining Sea Bike Path Extension), I am writing to applaud the inclusion of the Bourne Rail Trail in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP).

The Bourne Rail Trail is currently a 6.25 mile "missing link" that could be a magnificent, safe multi-user path, and will connect the Cape Cod Canal path in Sandwich and Bourne to the Shining Sea

*Public Comment 3-115*

Bikeway in Falmouth and Woods Hole. This unbroken path, from the town of Sandwich to the village of Woods Hole, will tie multiple villages to one another, as well as providing an uninterrupted non-motorized transportation option to Martha's Vineyard. It will provide an extraordinary transportation and recreation facility for users of all ages, skills, and interests. Based on the experience of the Shining Sea Bikeway in Falmouth, it will provide economic benefits to all the villages will increase property values.

This is such a great project that it clearly deserves its inclusion in the TIP – FFY2020-2024!

I am also writing in support of the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO's Unified Planning Work Program for 2020. With the plans for the Bourne Rail Trail moving forward, it is the perfect time for a broader study of the options for maximizing the benefit from the Bourne Rail Trail.

Thank you very much for your support of this exciting project.

Bonnie McInnis

11 Wing Rd.

Pocasset, MA

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Comment 114

From: Sarah G. Jackson <sgay17@gmail.com>

Sent: Monday, May 13, 2019 9:39 AM

To: Steven Tupper

Subject: TIP and UPWP

Dear Mr. Tupper,

As a community member who is an ardent supporter of the Bourne Rail Trail (Shining Sea Bike Path Extension), I am writing to applaud the inclusion of the Bourne Rail Trail in the upcoming Transportation Improvement Program funding cycle (FFY 2020-2024 TIP).

The Bourne Rail Trail is currently a 6.25 mile "missing link" that could be a magnificent, safe multi-user path, and will connect the Cape Cod Canal path in Sandwich and Bourne to the Shining Sea Bikeway in Falmouth and Woods Hole. This unbroken path, from the town of Sandwich to the village of Woods Hole, will tie multiple villages to one another, as well as providing an uninterrupted non-motorized transportation option to Martha's Vineyard. It will provide an extraordinary transportation and recreation facility for users of all ages, skills, and interests. Based on the experience of the Shining Sea Bikeway in Falmouth, it will provide economic benefits to all the villages will increase property values.

This is such a great project that it clearly deserves its inclusion in the TIP – FFY2020-2024!

I am also writing in support of the proposal to include formation of a Bourne Bicycle Transportation Plan in the MPO's Unified Planning Work Program for 2020. With the plans for the Bourne Rail Trail moving forward, it is the perfect time for a broader study of the options for maximizing the benefit from the Bourne Rail Trail.

Thank you very much for your support of this exciting project.

Sarah G. Jackson

562 Tremont st. #1 Boston, MA 02118

130 Emmons rd. Monument Beach, MA 02553

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Sarah G. Jackson

M: 617.320.6251

O: 617.466.4355

Currently reading: <http://tinyurl.com/p6wmp44>

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Comment 115

From: Christopher Pine <chris@blugreensolutions.com>

Sent: Monday, May 13, 2019 12:18 PM

To: Steven Tupper

Subject: Bourne Rail Trail

Hello Steven: Just wanted to reach out and send my support for the Bourne Rail Trail. As an involved resident and business owner in Bourne, I think this is a very important and beneficial project for our town and the region.

Chris Pine CID, CIC, CLWM, CLIA, CIT, MCLP, CLVLT

4 Barlows Landing Road, Suite 12

Pocasset MA 02559

Office: 508-564-4465

Cell: 508-274-0636

[chris@blugreensolutions.com](mailto:chris@blugreensolutions.com) <<mailto:chris@blugreensolutions.com>>

**From:** [Dan Fortier](#)  
**To:** [Steven Tupper](#)  
**Cc:** [Tom Andrade](#); [Kristy Senatori](#); [Patty Daley](#); [Anne McGuire](#)  
**Subject:** Dennis Route 134 Corridor Study  
**Date:** Tuesday, May 14, 2019 2:14:50 PM

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I am writing to offer my support for the Dennis Route 134 Corridor Study. As you are aware, Dennis has been working on the creation of an Economic Center for this area since the adoption of the 2009 Regional Policy Plan. The UPWP effort to analyze transportation needs in this corridor will greatly benefit the planning for this center.

Per our discussion last week, the UPWP effort can be coupled with a grant proposal that the Town and Commission will be pursuing to provide the town with additional guidance for future design standards for what is being referred to as the Exit 9 Smart Growth Overlay District, a zoning proposal being pursued under Chapter 40R. Chapter 40R provides financial incentives for smart, mixed-use, development areas. The Chapter 40R incentive payments for this area will be targeted towards infrastructure investments in the area, specifically waste water and transportation.

This analysis will be of tremendous long-term value to the Town.

Daniel J. Fortier  
Town Planner  
Town of Dennis  
685 Route 134  
South Dennis MA 02660

508-760-6119

**This electronic message is confidential and intended for the named recipient only. Any dissemination, disclosure or distribution of the contents of this communication is unlawful and prohibited. If you have received this message in error, please contact the sender by return email and delete the copy you received. Thank you.**

**From:** [Matt & Siobhan](#)  
**To:** [Steven Tupper](#)  
**Subject:** Please Support the Rail Trail - Phase I  
**Date:** Wednesday, May 15, 2019 6:15:17 AM

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Good Morning Mr. Tupper,  
As a Friend of the Bourne Rail Trail project, I ask you to support *Rail Trail (Phase 1)* under the 2024 Highway Projects part of the Transportation Improvement Program.  
Thank you in advance,  
Matt & Siobhan Dennehy – Pocasset

**From:** [compalign@aol.com](mailto:compalign@aol.com)  
**To:** [Steven Tupper](#)  
**Subject:** TIP and UPWP  
**Date:** Wednesday, May 15, 2019 2:55:07 PM

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Attn: Steven Tupper

Would like to express my support for the project plan to build the proposed Bourne Rail Trail (BRT). Hopefully this project will continue to gain more detail and funding in the next Transportation Improvement Plan (TIP) so that the proposed "Phase 1" can proceed with implementation. Also, would look forward to leaning of progress on the Bourne Bicycle Transportation Plan, that would include the proposed BRT.

As a ten year resident of Bourne this will be an exciting time seeing this vision of the new rail trail being realized. One big benefit will be that it will help make Cape Cod a top recreational cycling destination.

Regards,

**Michael E. Garrity**

Sagamore Beach, MA

## Appendix H: Amendments/Adjustments

Amendments/Adjustments to the plan are presented in this appendix.

Programmed totals and project analyses presented in the body of the document and the preceding appendices reflect the projects and funding amounts as May 20, 2019, the endorsement date of the plan.



# 2020 Cape Cod Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</i>
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► Section 1A / Regionally Prioritized Projects

► Regionally Prioritized Projects

Intersection Improvements	606272	Cape Cod	Barnstable	BARNSTABLE- INTERSECTION IMPROVEMENTS AT IYANOUGH ROAD (ROUTE 28) AND YARMOUTH ROAD	5	STBG	\$ 4,008,535	\$ 3,206,828	\$ 801,707	Construction; Total project cost = \$15,756,274 (2019 STBG + 2019 HSIP + 2019 CMAQ + 2019 TAP + 2019 Statewide NFP + 2020 STBG + 2020 HSIP); MPO score = 83; AC Year 2 of 2; Municipality is TAP proponent; RSA performed; CMAQ approved
Intersection Improvements	606272	Cape Cod	Barnstable	BARNSTABLE- INTERSECTION IMPROVEMENTS AT IYANOUGH ROAD (ROUTE 28) AND YARMOUTH ROAD	5	HSIP	\$ 458,514	\$ 412,663	\$ 45,851	Construction; Total project cost = \$15,756,274 (2019 STBG + 2019 HSIP + 2019 CMAQ + 2019 TAP + 2019 Statewide NFP + 2020 STBG + 2020 HSIP); MPO score = 83; AC Year 2 of 2; Municipality is TAP proponent; RSA performed; CMAQ approved
Intersection Improvements	606272	Cape Cod	Barnstable	BARNSTABLE- INTERSECTION IMPROVEMENTS AT IYANOUGH ROAD (ROUTE 28) AND YARMOUTH ROAD	5	TAP	\$ 205,809	\$ 164,647	\$ 41,162	Construction; Total project cost = \$15,756,274 (2019 STBG + 2019 HSIP + 2019 CMAQ + 2019 TAP + 2019 Statewide NFP + 2020 STBG + 2020 HSIP); MPO score = 83; AC Year 2 of 2; Municipality is TAP proponent; RSA performed; CMAQ approved
Roadway Reconstruction	606900	Cape Cod	Bourne	BOURNE- TRAFFIC AND MULTI-MODAL IMPROVEMENTS @ BELMONT CIRCLE AT ROUTES 6/25/28	5	STBG	\$ 3,924,855	\$ 3,139,884	\$ 784,971	Construction; Total project cost = \$4,971,140 (STBG + CMAQ); MPO score = 82; CMAQ approved
Roadway Reconstruction	606900	Cape Cod	Bourne	BOURNE- TRAFFIC AND MULTI-MODAL IMPROVEMENTS @ BELMONT CIRCLE AT ROUTES 6/25/28	5	CMAQ	\$ 1,046,285	\$ 837,028	\$ 209,257	Construction; Total project cost = \$4,971,140 (STBG + CMAQ); MPO score = 82; CMAQ approved
Planning / Adjustments / Pass-throughs	CCBR20	Cape Cod	Multiple	CAPE COD - BICYCLE RACK PROGRAM	5	CMAQ	\$ 100,000	\$ 80,000	\$ 20,000	Construction; Total project cost = \$100,000; MPO score = 52; CMAQ approved; Funds to be applied for by municipalities.
Regionally Prioritized Projects subtotal ►							<b>\$ 9,743,998</b>	<b>\$ 7,841,050</b>	<b>\$ 1,902,948</b>	◄ Funding Split Varies by Funding Source

► Section 1A / Fiscal Constraint Analysis

**Section 1A Instructions: MPO Template Name)** Choose Regional Name from dropdown list to populate header and MPO column; **Column C)** Enter ID from ProjectInfo; **Column E)** Choose Municipality Name from dropdown list; **Column H)** Choose the Funding Source being used for the project - if multiple funding sources are being used enter multiple lines; **Column I)** Enter the total amount of funds being programmed in this fiscal year and for each funding source; **Column J)** Federal funds autocalculates. Please verify the amount and only change if needed for flex. **Column K)** Non-federal funds autocalculates. Please verify the split/match - if matching an FTA flex, coordinate with Rail & Transit Division before programming; **Column L)** Enter Additional Information as described - please do not use any other format.

<b>Total Regional Federal Aid Funds Programmed ►</b>	<b>\$ 9,743,998</b>	<b>\$ 10,935,690</b>	<b>◄Total</b>	<b>\$ 1,191,692</b>	<b>Target Funds Available</b>
STBG programmed ►	\$ 7,933,390	\$ 6,346,712	◄ STBG		
HSIP programmed ►	\$ 458,514	\$ 412,663	◄ HSIP		
CMAQ programmed ►	\$ 1,146,285	\$ 917,028	◄ CMAQ		
TAP programmed ►	\$ 205,809	\$ 164,647	◄ TAP		

► Section 1B / Earmark or Discretionary Grant Funded Projects

► Other Federal Aid

	Cape Cod	Other Federal Aid	HPP	\$ -	\$ -	\$ -	
Other Federal Aid subtotal ►				<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	◄ Funding Split Varies by Funding Source

► Section 2A / State Prioritized Reliability Projects

► Bridge Program / Inspections

Bridge Program	Cape Cod	Bridge Inspection		\$ -	\$ -	\$ -	
Bridge Program / Inspections subtotal ►				<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	◄ Funding Split Varies by Funding Source

► Bridge Program / Off-System

Bridge Program	Cape Cod	Bridge Program / Off-System		\$ -	\$ -	\$ -	
Bridge Program / Off-System subtotal ►				<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	◄ 80% Federal + 20% Non-Federal

► Bridge Program / On-System (NHS)

## 2020 Cape Cod Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable: a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information</i>
	Bridge Program		Cape Cod		Bridge Program / On-System (NHS)			\$ -	\$ -	\$ -	
Bridge Program / On-System (NHS) subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
<b>▶ Bridge Program / On-System (Non-NHS)</b>											
	Bridge Program		Cape Cod		Bridge Program / On-System (Non-NHS)			\$ -	\$ -	\$ -	
	Bridge Program		Cape Cod		Bridge Program / On-System (Non-NHS)			\$ -	\$ -	\$ -	
	Bridge Program		Cape Cod		Bridge Program / On-System (Non-NHS)			\$ -	\$ -	\$ -	
Bridge Program / On-System (Non-NHS) subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
<b>▶ Bridge Program / Systematic Maintenance</b>											
	Bridge Program		Cape Cod		Bridge Program / Systematic Maintenance			\$ -	\$ -	\$ -	
Bridge Program / Systematic Maintenance subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
<b>▶ Interstate Pavement</b>											
	Interstate Pavement		Cape Cod		Interstate Pavement			\$ -	\$ -	\$ -	
Interstate Pavement subtotal ▶								\$ -	\$ -	\$ -	◀ 90% Federal + 10% Non-Federal
<b>▶ Non-Interstate Pavement</b>											
	Non-Interstate Pavement		Cape Cod		Non-Interstate Pavement			\$ -	\$ -	\$ -	
Non-Interstate Pavement subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
<b>▶ Roadway Improvements</b>											
AMENDMENT: Decrease Cost, AMENDMENT: Change Project Description, AMENDMENT: Change Project ID	Roadway Improvements	608598	Cape Cod	Multiple	ORLEANS- STORMWATER IMPROVEMENTS AT VARIOUS LOCATIONS	5	STBG	\$ 519,905	\$ 415,924	\$ 103,981	
Roadway Improvements subtotal ▶								\$ 519,905	\$ 415,924	\$ 103,981	◀ 80% Federal + 20% Non-Federal
<b>▶ Safety Improvements</b>											
AMENDMENT: Remove Project	Safety Improvements	608574	Cape Cod	Multiple	BOURNE TO FALMOUTH GUIDE AND TRAFFIC SIGN REPLACEMENT ON A SECTION OF ROUTE 28						
Safety Improvements subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
<b>▶ Section 2B / State Prioritized Modernization Projects</b>											
<b>▶ ADA Retrofits</b>											
	ADA Retrofits		Cape Cod		ADA Retrofits			\$ -	\$ -	\$ -	
ADA Retrofits subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
<b>▶ Intersection Improvements</b>											
	Intersection Improvements		Cape Cod		Intersection Improvements			\$ -	\$ -	\$ -	
Intersection Improvements subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
<b>▶ Intelligent Transportation Systems</b>											
	Intelligent Transportation Systems		Cape Cod		Intelligent Transportation Systems			\$ -	\$ -	\$ -	
Intelligent Transportation System subtotal ▶								\$ -	\$ -	\$ -	◀ 80% Federal + 20% Non-Federal
<b>▶ Roadway Reconstruction</b>											
	Roadway Reconstruction		Cape Cod		Roadway Reconstruction			\$ -	\$ -	\$ -	
Roadway Reconstruction subtotal ▶								\$ -	\$ -	\$ -	◀ Funding Split Varies by Funding Source
<b>▶ Section 2C / State Prioritized Expansion Projects</b>											

## 2020 Cape Cod Region Transportation Improvement Program

Amendment / Adjustment Type ▼	STIP Program ▼	MassDOT Project ID ▼	Metropolitan Planning Organization ▼	Municipality Name ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼ <i>Present information as follows, if applicable:</i> a) Planning / Design / or Construction; b) total project cost and funding sources used; c) advance construction status; d) MPO project score; e) name of entity receiving a transfer; f) name of entity paying the non-state non-federal match; g) earmark details; h) TAP project proponent; i) other information
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<b>► Bicycles and Pedestrians</b>											
	Bicycles and Pedestrians		Cape Cod		Bicycles and Pedestrians			\$ -	\$ -	\$ -	
								Bicycles and Pedestrians subtotal ►	\$ -	\$ -	◄ 80% Federal + 20% Non-Federal

<b>► Capacity</b>											
	Capacity		Cape Cod		Capacity			\$ -	\$ -	\$ -	
								Capacity subtotal ►	\$ -	\$ -	◄ Funding Split Varies by Funding Source

### ► Section 3 / Planning / Adjustments / Pass-throughs

<b>► Planning / Adjustments / Pass-throughs</b>											
			Cape Cod		ABP GANS Repayment	Multiple		\$ -	\$ -	\$ -	
			Cape Cod		Award adjustments, change orders, etc.	Multiple		\$ -	\$ -	\$ -	
			Cape Cod		Metropolitan Planning	Multiple		\$ -	\$ -	\$ -	
			Cape Cod		State Planning and Research Work Program I, (SPR I), Planning	Multiple		\$ -	\$ -	\$ -	
			Cape Cod		Railroad Crossings	Multiple		\$ -	\$ -	\$ -	
			Cape Cod		Recreational Trails	Multiple		\$ -	\$ -	\$ -	
								Other Statewide Items subtotal ►	\$ -	\$ -	◄ Funding Split Varies by Funding Source

### ► Section 4 / Non-Federally Aided Projects

<b>► Non-Federally Aided Projects</b>											
	Non-Federally Aided Projects		Cape Cod		Non-Federal Aid			\$ -		\$ -	
								Non-Federal Aid subtotal ►	\$ -	\$ -	◄ 100% Non-Federal

## 2020 Summary

	TIP Section 1 3: ▼	TIP Section 4: ▼	Total of All Projects ▼	
Total ►	\$ 10,263,903	\$ -	\$ 10,263,903	◄ Total Spending in Region
Federal Funds ►	\$ 8,256,974		\$ 8,256,974	◄ Total Federal Spending in Region
Non-Federal Funds ►	\$ 2,006,929	\$ -	\$ 2,006,929	◄ 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>

**Transportation Improvement Program (TIP)  
Project List (FY2020)**

Amendment #1: Addition of highlighted project

FTA Program	Project Number	Transit Agency	FTA Activity Line Item	Project Description	Carryover (unobligated)	Federal Funds	State Funds	TDC	Local Funds	Total Cost
<b>5307</b>										
	5307 RTD0007524	Cape Cod Regional Transit Authority	117C00	NON FIXED ROUTE ADA PARA SERV		\$553,624	\$138,406	\$0	\$0	\$692,030
	5307 RTD0007527	Cape Cod Regional Transit Authority	114207	ACQUIRE - ADP HARDWARE		\$69,440	\$17,360	\$0	\$0	\$86,800
	5307 RTD0007531	Cape Cod Regional Transit Authority	119302	CONSTRUCTION - BUS SHELTERS		\$28,800	\$7,200	\$0	\$0	\$36,000
	5307 RTD0007541	Cape Cod Regional Transit Authority	114208	ACQUIRE - ADP SOFTWARE		\$2,800	\$700	\$0	\$0	\$3,500
	5307 RTD0007550	Cape Cod Regional Transit Authority	111204	BUY REPLACEMENT <30 FT BUS		\$185,400	\$46,350	\$0	\$0	\$231,750
	5307 RTD0007525	Cape Cod Regional Transit Authority	117A00	PREVENTIVE MAINTENANCE		\$4,969,440	\$1,242,360	\$0	\$0	\$6,211,800
	5307 RTD0007528	Cape Cod Regional Transit Authority	117L00	MOBILITY MANAGEMENT		\$1,255,621	\$313,905	\$0	\$0	\$1,569,526
	5307 RTD0007532	Cape Cod Regional Transit Authority	114209	ACQUIRE - MOBILE SURV/SECURITY EQUIP ACQUISITION OF BUS SUPPORT		\$66,133	\$16,533	\$0	\$0	\$82,666
	5307 RTD0007526	Cape Cod Regional Transit Authority	114200	EQUIP/FACILITIES		\$80,000	\$20,000	\$0	\$0	\$100,000
	5307 RTD0007529	Cape Cod Regional Transit Authority	300900	OPERATING ASSISTANCE		\$600,000	\$600,000	\$0	\$0	\$1,200,000
				HYANNIS LOCAL SERVICE RECONFIGURATION (CROSSTOWN, ATTUCKS LN, WEST END AND KALMUS)		\$569,462	\$142,366	\$0	\$0	\$711,828
CMAQ/5307	1368-2019-3-P1	Cape Cod Regional Transit Authority	30.80.01		Subtotal	\$8,380,720	\$2,545,180	\$0	\$0	\$10,925,900
<b>5309</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
<b>5310</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
<b>5311</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
<b>5337</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
<b>5339</b>										
	5339 RTD0007530	Cape Cod Regional Transit Authority	113400	REHAB/RENOVATE BUS STATIONS		\$606,125	\$152,531	\$0	\$0	\$758,656
	5339 RTD0007533	Cape Cod Regional Transit Authority	117000	OTHER CAPITAL ITEMS (BUS) BUY REPLACEMENT 30-FT BUS (Assumes allocation of Statewide 5339 funds)		\$684,000	\$171,000	\$0	\$0	\$855,000
	5339 RTD0007549	Cape Cod Regional Transit Authority	111203			\$1,171,234	\$0	\$292,808	\$0	\$1,171,234
					Subtotal	\$2,461,359	\$323,531	\$292,808	\$0	\$2,784,890
<b>5320</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
<b>Other Federal</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
<b>Other Non-Federal</b>										
					Subtotal	\$0	\$0	\$0	\$0	\$0
					Total	\$10,842,079	\$2,868,711	\$292,808	\$0	\$13,710,790

Funds listed under the Carry Over column are included in the Federal Amount

## CAPE COD COMMISSION

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