



CAPE COD  
COMMISSION

# DRAFT Cape Cod Unified Planning Work Program Federal Fiscal Year 2020

Endorsed: May 20, 2019



Prepared by Cape Cod Commission staff on behalf of the Cape Cod Metropolitan Planning Organization and the Cape Cod Joint Transportation Committee

## *Cape Cod Unified Planning Work Program for FFY 2020*

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 Unified Planning Work Program (UPWP) at CCJTC, MPO, and transportation meetings satisfies the Program of Projects (POP) public hearing requirements of the Federal Transit Administration (FTA).

---

## *Cape Cod Unified Planning Work Program for FFY 2020*

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 Administrator 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:*

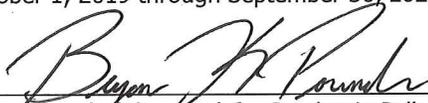
- Steven Tupper, Transportation Program Manager, Cape Cod Commission

*Cape Cod Unified Planning Work Program for FFY 2020*

*this page intentionally left blank*

CAPE COD METROPOLITAN PLANNING ORGANIZATION (MPO)  
Unified Planning Work Program (UPWP)  
October 1, 2019 through September 30, 2020

The signature below certifies that the Cape Cod Metropolitan Planning Organization (MPO), at their meeting on May 20, 2019, hereby approved 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 Unified Planning Work Program for Transportation Planning Activities for October 1, 2019 through September 30, 2020.



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 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

*Cape Cod Unified Planning Work Program for FFY 2020*

*this page intentionally left blank*

## **Executive Summary**

The Cape Cod Metropolitan Planning Organization's (MPO) staff work plan known as, the Unified Planning Work Program (UPWP), lists planning activities anticipated to be performed by MPO staff and others over the next year.

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 select planning studies to be included in the UPWP. Members of the public are welcome and encouraged to attend these meetings and voice opinions.

### **Contents of the Plan**

The Unified Planning Work Program discusses coordination with the federal Fixing America's Surface Transportation (FAST) Act of 2015 and is organized by a series of tasks and corresponding sub-tasks. Each sub-task includes a scope of work with the following components: objectives, previous work, procedures, products, beneficiary communities, schedule, and funding breakdown.

### **FY 2020 Tasks**

Unified Planning Work Program tasks and sub-tasks are listed below along with the associated funding level for each task.

- Task #1 – Management and Support of the Planning Process and Certification Activities (\$213, 750)
  - Task 1.1 - Unified Planning Work Program (Certification Activity)
  - Task 1.2 - Transportation Improvement Program (Certification Activity)
  - Task 1.3 - CCJTC and MPO Activities
  - Task 1.4 – Environmental Justice/Title VI
  - Task 1.5 – Public Participation Plan
  - Task 1.6 – Regional Transportation Plan
- Task #2 – Data Collection and Analysis Activities (\$220,000)
  - Task 2.1 – Cape Cod Traffic Data Collection Program
  - Task 2.2 – Performance Standards
  - Task 2.3 – Transportation Database Management
  - Task 2.4 – Pavement Management/Asset Management
  - Task 2.5 – Healthy Transportation
  - Task 2.6 – Geographic Information System

## *Cape Cod Unified Planning Work Program for FFY 2020*

- Task #3 – Short- And Long-Range Transportation Planning (\$224,375)
  - Task 3.1 – Dennis Route 134 Corridor Study
  - Task 3.2 – Transportation Safety
  - Task 3.3 – Bourne Bicycle Transportation Plan
  - Task 3.4 – Climate Change
  - Task 3.5 – Follow-Up on Previous Transportation Planning Studies
- Task #4 – Technical Assistance Activities (\$112,005)
  - Task 4.1 – Transit Planning
  - Task 4.2 – Support for Passenger Rail Service
  - Task 4.3 – Sidewalk Accessibility to Transit Stops
  - Task 4.4 – Other Technical Assistance Requests

The Unified Planning Work Program also includes other transportation planning activities such as those directly funded by the Cape Cod Commission and the Cape Cod Canal Transportation Study currently underway by the Massachusetts Department of Transportation (MassDOT). Finally, the UPWP includes a detailed breakdown of funding source and dollar amount for each sub-task.

### **How to get involved**

The Cape Cod MPO voted to release the draft UPWP for the public review/ comment period at their 1:00 PM meeting on April 22, 2019, which would officially begin the 21-calendar-day public comment period. The MPO is expected to consider endorsement of the UPWP 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 may be sent by 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 "UPWP" in the subject line and send to:  
stupper@capecodcommission.org

# Table of Contents

**Executive Summary..... v**

**Table of Contents ..... vii**

**Introduction..... 1**

    Coordination with Federal Transportation Planning Factors..... 2

    Staff Development ..... 5

    UPWP Amendment/Administrative Adjustment Procedures..... 6

**Task #1 – Management and Support of the Planning Process and Certification Activities ..... 7**

    TASK 1.1 - UNIFIED PLANNING WORK PROGRAM (CERTIFICATION ACTIVITY) . 7

    TASK 1.2 - TRANSPORTATION IMPROVEMENT PROGRAM (CERTIFICATION ACTIVITY) ..... 8

    TASK 1.3 - CCJTC AND MPO ACTIVITIES ..... 11

    TASK 1.4 – TITLE VI/ENVIRONMENTAL JUSTICE..... 13

    TASK 1.5 – PUBLIC PARTICIPATION PLAN..... 14

    TASK 1.6 – REGIONAL TRANSPORTATION PLAN..... 15

**Task #2 – Data Collection and Analysis Activities ..... 17**

    TASK 2.1 – CAPE COD TRAFFIC DATA COLLECTION PROGRAM..... 17

    TASK 2.2 – PERFORMANCE MEASURES ..... 19

    TASK 2.3 – TRANSPORTATION DATABASE MANAGEMENT/MODELING..... 23

    TASK 2.4 – PAVEMENT MANAGEMENT ..... 25

    TASK 2.5 – HEALTHY TRANSPORTATION..... 26

    TASK 2.6 – GEOGRAPHIC INFORMATION SYSTEM ..... 27

**Task #3 – Short- and Long-range Transportation Planning ..... 29**

    TASK 3.1 – Dennis Route 134 Corridor Study..... 30

    TASK 3.2 – TRANSPORTATION SAFETY ..... 33

    TASK 3.3 – SIDEWALK/BICYCLING NETWORK STUDY ..... 36

TASK 3.4 – PLANNING RESILIENT TRANSPORTATION INFRASTRUCTURE ..... 38

TASK 3.5 – FOLLOW-UP ON PREVIOUS TRANSPORTATION PLANNING STUDIES ..... 40

**Task #4 – Technical Assistance Activities..... 41**

TASK 4.1 – TRANSIT PLANNING..... 41

TASK 4.2 – SUPPORT FOR PASSENGER RAIL SERVICE..... 43

TASK 4.3 – SIDEWALK ACCESSIBILITY TO TRANSIT STOPS FOLLOW-UP..... 43

TASK 4.4 – OTHER TECHNICAL ASSISTANCE REQUESTS ..... 44

**Task #5 – Cape Cod Commission Transportation Planning and Regulatory Activities ..... 46**

TASK 5.1 – REVIEW AND COMMENT ON ENVIRONMENTAL NOTIFICATION FORMS, ENVIRONMENTAL IMPACT REPORTS, AND DEVELOPMENTS OF REGIONAL IMPACT ..... 46

TASK 5.2 – ASSIST COMMUNITIES AND THE REGION IN THE DEVELOPMENT AND IMPLEMENTATION OF LOCAL COMPREHENSIVE PLANS (LCPS), DISTRICTS OF CRITICAL PLANNING CONCERN (DCPCS), AND ECONOMIC DEVELOPMENT IN DESIGNATED GROWTH CENTERS ..... 47

TASK 5.3 – OTHER TRANSPORTATION ACTIVITIES ..... 48

**Distribution of UPWP Efforts ..... 50**

**Glossary ..... 54**

**Appendices ..... 58**

APPENDIX A: CAPE COD CANAL TRANSPORTATION STUDY..... 58

APPENDIX B: FEDERAL FISCAL YEAR 2019 PL FORMULA ALLOCATION ..... 59

APPENDIX C: COMMENTS ON PUBLIC DRAFT ..... 60

APPENDIX D: LIST OF STAFF AND ESTIMATED PERCENTAGE OF TIME ALLOCATED TO MASSDOT FUNDED (PL) TASKS IN THE FY 2018 UPWP ..... 135

APPENDIX E: FY 2019 FUNDING SUMMARY ..... 136

## **Introduction**

The Unified Planning Work Program (UPWP) is developed annually by the Cape Cod Commission transportation staff on behalf of the Cape Cod Metropolitan Planning Organization, in accordance with the requirements in the federal Fixing America's Surface Transportation (FAST) Act of 2015. The UPWP describes all significant transportation planning activities for Cape Cod over the twelve (12) month period of October 2019 to September 2020, regardless of lead organization and funding source. The following are the major transportation planning areas:

1. Management and Support of the Planning Process and Certification Activities – the efforts required for coordinating transportation planning activities between CCC and Metropolitan Planning Organization (MPO) member communities, local, regional, state and federal agencies; efforts required to maintain the public participation process; Environmental Justice strategies; efforts required for the administration of the CCC contract with the Massachusetts Department of Transportation (MassDOT); development and approval of the UPWP and the Transportation Improvement Program (TIP); and enhancement of the technical capacity of the planning process.
2. Data Collection and Analysis Activities – to continually gather and update traffic, crash, and road data necessary for transportation planning and analysis; to maintain databases; to develop and update Cape Cod's travel demand forecasting model; to review safety data, goals, objectives, and strategies to promote safety.
3. Short- and Long-Range Transportation Planning – includes efforts to perform special planning studies of corridor safety/traffic flow and transit and integration of special studies into the regional transportation plan. Emphasis areas include identification of strategies to support the economic vitality of the metropolitan area, transportation security, emergency planning, strategies to promote smart growth and economic development patterns, environmental protection and energy conservation and preservation of the existing transportation system.
4. Other Technical Activities – to provide other technical assistance to the region, including assistance in the design and implementation of projects, participating in special studies, coordination with transit agencies and assistance in the planning,

design, and development of the Intelligent Transportation System for Cape Cod. Special emphasis areas include enhancing the integration and connectivity of the transportation system, across and between modes, for people and freight and promotion of Operation and Management Strategies.

5. Regulatory Review and Planning Assistance to the Towns – review of Developments of Regional Impact and assistance in the development and implementation of Local Comprehensive Plans and Districts of Critical Planning Concern.

Other transportation planning efforts that are being performed outside of the MPO budget process (e.g., Cape Cod transportation planning studies being performed by the state) are detailed in the Appendices. The Appendices also include funding information, summary of comments, and a checklist of UPWP elements.

Federal and state guidance recommend that at least 1/3 of PL funds are used on tasks that result in tangible products. Every task in the UPWP results in a report or includes documentation available to stakeholders including the public. The subtasks of the UPWP most directly leading to transportation improvement projects are those included in Task 3 (Short- and Long-Range Transportation Planning) corresponding to a 33% (\$224,375/\$681,447) level of effort.

### Coordination with Federal Transportation Planning Factors

All tasks of the UPWP will be implemented with consideration of federal transportation planning factors. This discussion relates to the general topic of Cape Cod MPO transportation planning and is intended to provide an overview to the public. Each planning factor may apply to a varying degree to each specific UPWP task. Cape Cod MPO transportation planning goals are manifested in the Cape Cod Regional Transportation Plan (RTP) referenced in the discussion below. The UPWP is developed in coordination with the ten federal transportation planning factors as follows:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency

The Cape Cod MPO staff shall apply specific criteria in the review of transportation strategies. These criteria are applied to changes of delay and emissions. Reduction in traffic delay has a direct consequence on economic vitality both through the timely arrival of commuters and goods and reduction in fuel expenses and losses due to air pollution. The RTP directly supports these efforts through the goal: “Maintain, protect, and enhance the natural environment while strengthening the economy.” The CCC

directly supports regional productivity through its economic development mission (including full-time staff) manifested in the Regional Policy Plan and support of the Cape Cod Economic Development Council's initiatives, including support of the federally approved Cape Cod Comprehensive Economic Development Strategy priority projects.

2. Increase the safety of the transportation system for motorized and nonmotorized users

The Cape Cod MPO staff shall apply specific criteria in the review of transportation strategies. These criteria are applied to estimated changes in safety. The primary goal of the RTP is focused on safety: "Provide safe travel options for all users." Safety is of such importance that it is recognized in its major appendix of the RTP.

3. Increase the security of the transportation system for motorized and nonmotorized users

Goals of the RTP related to security include: "Provide safe travel options for all users" and "Preserve, maintain, and modernize the existing transportation system." Security is of such importance that it is recognized in a major appendix of the RTP. One area of additional security planning that applies to Cape Cod is that of traffic impacts due to weather events such as impending hurricanes. CCC staff is continuing to participate in the Massachusetts Emergency Management Agency (MEMA) Massachusetts State Police efforts regarding the "Cape Cod Emergency Traffic Plan."

4. Increase the accessibility and mobility of people and for freight

The Cape Cod MPO staff shall apply specific criteria in the review of transportation strategies. These criteria are applied to improvements in multimodal accessibility. The RTP supports these efforts through goals: "Provides a variety of healthy transportation options to all users" and "Improve efficiency and reliability of freight movement." The RTP includes an appendix addressing freight issues.

5. 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

The RTP directly supports this planning factor through two goals: "Maintain, protect, and enhance the natural environment while strengthening the economy" and "Support livable communities and village centers that strengthen the long-term sustainability of the region." The RTP and therefore the UPWP includes a focus on addressing Climate Change. Where appropriate, UPWP tasks will include assessments of vulnerabilities and negative risks that climate change effects or extreme weather events pose, to the Cape's transportation infrastructure. These vulnerabilities and risks will be seriously

considered when planning future improvements. Where appropriate, UPWP tasks will develop adaptation strategies that will enable the Cape Cod region to implement improvements appropriately. The reduction of greenhouse gas emissions (GHG) remains an important goal in addressing climate change. UPWP tasks are encouraged that reduce VMT and congestion.

6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight

The Cape Cod MPO staff shall apply specific criteria in the review of transportation strategies. These criteria are applied to improvements in multimodal accessibility. The RTP supports these efforts through its goals: “Provides a variety of healthy transportation options to all users” and “Improve efficiency and reliability of freight movement.” Where appropriate, UPWP tasks will support the enhancement of the movement of goods throughout the Cape Cod region. To further this goal, Cape Cod MPO staff will continue to develop knowledge and skills regarding the integration of goods movement. The RTP includes an appendix addressing freight issues.

7. Promote efficient system management and operation

The RTP supports this planning factor through two goals: “Reduce congestion and improve travel time reliability” and “Preserve, maintain, and modernize the existing transportation system.” Relevant objectives from these goals include:

- Reduce delay for all modes
- Improve connectivity and reliability for all modes of transportation
- Minimize the impacts of construction delays on all users, particularly impacts of Cape Cod Canal Bridge maintenance
- Improve the condition of all state and municipally owned bridges
- Improve the pavement condition on all federal-aid eligible roadways
- Maintain and improve on and off-road bicycle and pedestrian facilities
- Use modern technology to improve the efficiency of the transportation system
- Improve coordination and cooperation between agencies throughout all phases of project development and implementation for all improvement and maintenance projects

The RTP includes specific performance targets for each of the above objectives.

8. Emphasize the preservation of the existing transportation system

The RTP supports this planning factor through the goal: “Preserve, maintain, and modernize the existing transportation system.” Through the CCC regulatory process, development projects are required to provide traffic mitigation. Additionally, a significant number of acres of developable land have been conserved through the CCC regulatory process — thereby reducing future transportation impacts.

9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.

The RTP includes a key effort to integrate resiliency into transportation planning. Goals within this effort include:

- Identify critical transportation infrastructure on Cape Cod
- Identify transportation infrastructure vulnerable to the impacts of sea level rise
- Improve vulnerability and risk assessment practices for planners and town officials
- Formulate effective adaptation strategies for Cape Cod
- Foster local support and input on climate change vulnerability assessments

Additionally, the RTP includes a section on stormwater management including a set of “best management practices” that have applicability to the Cape’s roadways.

10. Enhance travel and tourism

For many years, tourism has been a major component of the Cape’s economy. As such, an RTP section on scenario planning includes tourism as the Cape’s future transportation needs are being identified.

### Staff Development

Throughout the year staff will be provided with opportunities for professional development in support of the various UPWP tasks. For example, to attend a workshop that focuses on reducing crashes at hazardous intersections the workshop fee and staff time will be billed to the UPWP task related to safety.

**UPWP Amendment/Administrative Adjustment Procedures**

Below are general guidelines regarding the conditions that constitute an administrative adjustment or amendment to the Unified Planning Work Program (UPWP). All proposed administrative adjustments and amendments must be presented to the MPO for consultation. Amendments must be voted on by the MPO members and amendments must be released for 21-Day public comment period prior to endorsement.

<b>UPWP Administrative Adjustment</b>	<b>UPWP Amendment</b>
Reallocation of budget funds	Addition or Removal of UPWP task(s)
Change in start/completion dates within the originally intended federal fiscal year(s)	Change in start/completion dates, outside of originally intended federal fiscal year(s)
Adjustment to project scope	Significant change in project scope, cost, and/or time allocation

*Submission of Budget Reallocation Request:*

When submitting the standard Budget Reallocation Request form to MassDOT Office of Transportation Planning, all fields must be filled out with clear indication that the MPO was consulted prior to submission. Back up documentation must be submitted, including the UPWP description of the task(s) affected, original budget, revised budget, and justification for request.

*Definition of Significant Change:*

A change to a project scope, budget, and/or project schedule is considered significant when it alters the original intent of the project or intended conclusions of the project.

# Task #1 – Management and Support of the Planning Process and Certification Activities

## TASK 1.1 - UNIFIED PLANNING WORK PROGRAM (CERTIFICATION ACTIVITY)

Objectives: To develop a Unified Planning Work Program (UPWP), in accordance with the requirements in federal transportation planning regulations, and to obtain MPO endorsement of the UPWP. To prepare progress reports, as needed.

Previous Work: Previous UPWPs (most recent MPO-endorsed FY 2019 UPWP & Amendment; endorsement of FY 2020 UPWP expected May 2019)

Procedures: In conformance with applicable Federal and State guide-lines, prepare a UPWP which describes all significant transportation and transportation-related planning activities anticipated to be carried out in the region during the period, regardless of funding sources or lead organization. Maintain the UPWP and make amendments as necessary. Active reviewers and contributors to UPWP development include MassDOT (Boston and District 5), the CCJTC and the CCMPO.

Products: Unified Planning Work Program for Transportation Planning Activities for the period October 1, 2020 to September 30, 2021. Amendments to the current UPWP will be submitted as necessary. Monthly progress reports on PL activities performed under the UPWP and an annual report of transportation planning activities.

Schedule:

- Draft FFY 2021 UPWP anticipated submission to MPO and CCJTC, April 2020
- Final FFY 2021 UPWP anticipated submission to MPO, May 2020
- Monthly progress reports
- Annual Report

Beneficiary Communities: All

<u>Funding Source</u>	<u>Amount</u>
FHWA/MassDOT	\$25,000

## TASK 1.2 - TRANSPORTATION IMPROVEMENT PROGRAM (CERTIFICATION ACTIVITY)

Objectives: To prepare a program of transportation improvement projects that is consistent with the federal Fixing America's Surface Transportation (FAST) Act of 2015, the region's transportation plan, the State Implementation Plan, EPA's Air Quality Conformity Regulations, and FHWA/FTA's Planning Regulations. The Transportation Improvement Program (TIP) will include a five-year program of projects. The TIP will be presented for endorsement by the Metropolitan Planning Organization (MPO) in accordance with federal regulations and the region's Public Participation Plan.

Previous Work: "Cape Cod Transportation Improvement Programs (TIPs)," and amendments as needed, 1988 to present;

- Latest endorsed TIP FFY 2019-2023 (endorsed May 2018)
- FFY 2020-2024 TIP (endorsement expected May 2019)

Procedures:

To continue to participate in a committee of Regional Planning Agency (RPA) Directors, Federal and State officials to cooperatively develop financial estimates, evaluate projects, and create a schedule of TIP development.

### **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 (Boston and District 5), 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 to 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, a project cost increase within 10% of the existing amount programmed already, 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.

### 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. 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.

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. Upon approval by the MPO, a public draft of the TIP is made available for public comment for a period of at least 21 days. Public comments may be made in person or via email, telephone, fax, or regular mail.

## Cape Cod Unified Planning Work Program for FFY 2020

### Products:

- TIP consistent with the State Implementation Plan and the Regional Transportation Plan
- Modifications/amendments to the TIP as required

Schedule: As determined by the MPO, FHWA, FTA, and MassDOT

- Presentations of potential new projects to the CCJTC/CCMPO [*Fall 2019*]
- Scoring of potential projects; development of potential program of projects [*Winter/Spring 2019-2020*]
- Release of public comment draft TIP [*April 2020*]
- Final draft TIP [*May 2020*]
- Administrative Adjustments/Amendments [*as-needed*]

Beneficiary Communities: All

<u>Funding source</u>	<u>Amount</u>
FHWA/MassDOT	\$43,750

### TASK 1.3 - CCJTC AND MPO ACTIVITIES

Objectives: To maintain an open comprehensive, cooperative and continuing (3C) transportation planning and programming process involving the local, regional, state, and federal levels of government in conformance with applicable federal and state requirements and guidelines. Address follow-up actions from FHWA/FTA MPO certification review received April 2018.

Previous Work: Past maintenance of 3C process, including support to the CCJTC, the MPO, and member agencies

#### Procedures:

1. Provide administrative and technical support to the 3C regional planning process, such as:
  - a. Community liaison and assistance on transportation planning matters

*Cape Cod Unified Planning Work Program for FFY 2020*

- b. Review of federal and state transportation programs and related documents as required
2. Provide for and support the public participation process in transportation planning for Cape Cod
  - a. Support Cape Cod Joint Transportation Committee (CCJTC)
  - b. Develop, support and participate in local parking, traffic, bikeway, and environmental committee meetings
  - c. Preliminary and follow-up work for meetings as required
3. Present transportation plans and programs (e.g., UPWP, Regional Transportation Plan, and TIP) developed through the public participation process to the Cape Cod Joint Transportation Committee and the Metropolitan Planning Organization (MPO) for appropriate action
4. Conduct efforts in conformance with federal, state and local requirements
5. Review and address recommendations and corrective actions from most recent MPO recertification review
6. Consult with MassDOT, public transit providers, and air quality resources agencies serving the Barnstable UZA to establish a written coordination agreement(s) according to the requirements of 23 CFR 450.312(h) and 450.314 as required in the April 2018 FHWA/FTA MPO certification review.

Products:

- Viable 3C process, including CCJTC and public outreach
- Website updates, notices to news media, meeting notices
- Transportation program annual report
- Minutes and reports on CCJTC meetings
- Letters, memoranda, and notes as required
- Other products as required

Schedule: Meetings typically held monthly

Beneficiary Communities: All

<u>Funding Source</u>	<u>Amount</u>
FHWA/MassDOT	\$43,750

## TASK 1.4 – TITLE VI/ENVIRONMENTAL JUSTICE

Objectives: To integrate Title VI nondiscrimination program requirements while also maintaining awareness and achievement of principles of Environmental Justice into the 3C Transportation Planning Process. To develop and maintain a Title VI Civil Rights program for the Cape Cod MPO. To incorporate Title VI nondiscrimination requirements while ensuring maintenance of Environmental Justice principles within each task as appropriate.

Previous Work:

- Attendance at preliminary meetings with MassDOT and FHWA to discuss Title VI program requirements and receive guidance on ensuring compliance.
- Preparation of updates to the Cape Cod Regional Transportation Plan including information and strategies to ensure compliance with Title VI requirements while also ensuring maintenance of Environmental Justice principles.
- 2014 Title VI Report

Procedures: Coordination with the Cape Cod Regional Transit Authority and MassDOT, as required.

Products:

- Application of Title VI Civil Rights program for the Cape Cod MPO
- Updated demographic maps showing traditionally underserves and “at risk” populations.
- Enhanced outreach procedures to engage Title VI communities and other underserved populations to ensure awareness and participation in the MassDOT 3C planning process on current and proposed projects.

Pre- and post-analysis of projected and ongoing improvement projects should ensure that no Title VI discrimination will/is occurring, while also considering and avoiding disproportionately high adverse human health and environmental effects on minority and low-income populations on Cape Cod.

Schedule: Ongoing procedures

Beneficiary Communities: All

<u>Funding Source</u>	<u>Amount</u>
FHWA/MassDOT	\$32,500

**TASK 1.5 – PUBLIC PARTICIPATION PLAN**

Objectives: To ensure that all segments of the population are able to fully participate in transportation planning processes and has access to transportation facilities. To cooperate with stakeholders in the development of the Public Transit Human Services Transportation Plan. To engage the Mashpee Wampanoag Tribe in transportation planning.

Previous Work:

- Preparation of updates to the Cape Cod Regional Transportation Plan including information and strategies to ensure a viable public outreach process.
- Public Participation Plan (2015)
- Previous updates of the Public Participation Plan (PPP) (June 2007, Addendum in 2009)

Procedures:

- Coordination with the Cape Cod Regional Transit Authority and MassDOT, as required.
- Research/discover additional tools to enhance public outreach.
- If necessary, MPO staff will draft and present a revised PPP to the MPO for potential endorsement.

Products/Activities:

- UPWP projects with a public outreach requirement comply with the PPP.
- TIP public meetings that comply with the outreach and accessibility requirements of the PPP.
- An evaluation of the effectiveness of the procedures outlined in the PPP will be preformed and summarized in a presentation to the MPO.
- Revisions to the PPP, as necessary.

Schedule: Ongoing procedures

Beneficiary Communities: All

<u>Funding Source</u>	<u>Amount</u>
FHWA/MassDOT	\$25,000

## TASK 1.6 – REGIONAL TRANSPORTATION PLAN

(Certification Activity)

Objectives: To maintain and update the Regional Transportation Plan for Cape Cod providing greater integration of land use, transportation, and climate change data, in conformance with the federal Fixing America's Surface Transportation (FAST) Act of 2015 and consistent with the goals and requirements of the Cape Cod Commission, towns, the MassDOT, FTA, and the FHWA. Consider all modes of transportation and both short- and long-range elements. Expand public accessibility to RTP effort in accordance with the Commission's Title VI program.

Previous Work:

- Regional Policy Plan for Cape Cod, 2009
- Interagency Scenario Planning Pilot Project, 2011
- Living Streets Design Manual for Cape Cod, 2013
- UPWP FFY14 Climate Change Risk and Vulnerability Assessment of Transportation Infrastructure, November 2013
- UPWP FFY15 Climate Change Mitigation & Adaptation Strategy for Critical Transportation Infrastructure, under development 2014
- INVEST sustainable highways self-evaluation tool, 2014
- 2014 Title VI Report and Public Participation Plan
- 2014 GIS-based Infrastructure Vulnerability Tool
- 2014 Freight Study
- 2014 "Section 208 Area-Wide Water Quality Management Plan for Cape Cod"
- Regional Transportation Plans most recently approved by MPO, July 2015

Procedures:

- Updates to the Regional Transportation Plan (RTP), as needed. It is anticipated that the MassDOT Cape Cod Canal Transportation Study and the U.S. Army Corps of Engineers Cape Cod Canal Bridges Major Rehabilitation Evaluation Study will be finalized after the adoption of the 2020 RTP. The RTP may need to be updated to reflect the findings of these studies.
- Work closely with MassDOT's Environmental Services section to ensure that any proposed projects have support and approval of MPO. Continue to develop partnerships and conduct outreach with community groups and the Mashpee Wampanoag Tribe.
- Continue to work with communities to identify Growth Incentive Zones and areas for higher Development of Regional Impact (DRI) thresholds designated through Chapter H of the Commission's regulations to promote research and

*Cape Cod Unified Planning Work Program for FFY 2020*

development/light manufacturing and identify appropriate transportation infrastructure to support these areas.

- Strengthen procedures to incorporate stormwater and nutrient management from transportation rights-of-way.

Continue to integrate Performance Standards into the RTP.

Products:

- Updates and amendments as necessary (e.g., amendment to include Cape Cod Canal Area transportation recommendations)
- Presentation materials, maps, website downloads for meetings and workshops

Schedule: Ongoing

Beneficiary Communities: All

<u>Funding Source</u>	<u>Amount</u>
FHWA/MassDOT	\$ 43,750

## **Task #2 – Data Collection and Analysis Activities**

### **TASK 2.1 – CAPE COD TRAFFIC DATA COLLECTION PROGRAM**

Objectives: To create and maintain databases of traffic counting data for Cape Cod to be used for transportation planning. To monitor growth in traffic volumes and to determine existing traffic volumes on Cape Cod roads. To perform the coverage counts for MassDOT. To perform bicycle and pedestrian activity counts in selected locations. To obtain data on road geometry, when necessary, as part of the traffic counting efforts.

Note: It is a goal of the region to install permanent traffic counters to provide continuous reliable data on traffic volumes, vehicle types, and speed on all major roads. Permanent stations with remote access capabilities are the appropriate safe and cost-effective manner to collect data.

#### Previous Work:

Annual traffic counting programs, 1984–2018. Traffic counting reports and appendices (2018 versions most recently):

- Cape Cod Traffic Counting Report
- Intersection Turning Movement Counts
- Bicycle - Pedestrian Counts
- Park and Ride Lot Counts

#### Procedures:

For the summer of 2020, over 200 automated traffic recorder (ATR) counts will be scheduled across Cape Cod's 15 towns. Additional counts, in coordination with or at the request of the towns and MassDOT, will be taken as schedule and weather permits. Where possible, FHWA traffic monitoring guide procedures will be followed. Police details, if required for the additional count locations, shall be the responsibility of the towns for local roads and MassDOT for state roads and locations requested by MassDOT. Turning movement counts will also be taken at selected intersections. Bicycle and pedestrian counts will also be performed on selected paths throughout Cape Cod.

Where possible, FHWA traffic monitoring guide procedures will be followed.

Work activities under this task include:

- Placement of counters
- Retrieval of counters
- Routine checks of counters
- Equipment inventory and maintenance
- Data tabulation
- Data factoring
- Data analysis/recording
- Coordination of counters
- Coordination of safety measures with towns
- Coordination of external program counts
- Periodic calibration/verification of equipment per MassDOT guidelines
- Obtain necessary permits from towns and MassDOT
- Development of traffic count file and data base
- Data mapping
- Program evaluation
- Computer data entry and maintenance
- Updated geometric information, as needed. Gather information to include sidewalks, shoulders and bicycle lanes.

Products:

- Cape Cod Traffic Counting Report for 2020. Report will contain information on study design, count location, date/time of peak-hour volume, average daily traffic, and factored average daily traffic. The most recent 10 years of counts conducted by CCC will be included in this report.
- Online database that includes date of counts, general weather and traffic conditions average daily traffic, factored average daily traffic, peak hour traffic volume. Breakdown of traffic by hour over period studied kept on file. Information provided via a map-based search tool for ease of use by the public and other stakeholders.
- Factored counts for MassDOT
- Expanded seasonal traffic counting data
- Turning movement counts at intersections, including bicycle and pedestrian counts

Cape Cod Unified Planning Work Program for FFY 2020

- An analysis of traffic growth trends over the past 10-year period for Cape Cod, subregions and major routes
- Counts accessible at website:

<http://www.capecodcommission.org/counts>

Schedule: Report on counts taken in 2019 submitted January 2020

Beneficiary Communities: All

<u>Funding Source</u>	<u>Amount</u>
FHWA/MassDOT	\$42,500

TASK 2.2 – 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. 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 1 lists federally required performance measures for the highway system and Table 2 lists federally required performance measures for the transit system.

**Table 1. 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 2. 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. Regarding federally required performance measures, to date the Cape Cod MPO has chosen to adopt:

- The statewide safety performance measure targets set by MassDOT for Calendar Year (CY) 2019),
- the 2-year (2020) and 4-year (2022) statewide bridge and pavement performance measure targets set by MassDOT,
- the 2-year (2020) and 4-year (2022) statewide reliability, congestion, and emissions performance measure targets set by MassDOT, and the
- Cape Cod Regional Transit Authority’s Transit Asset Management (TAM) targets at the target for the Cape Cod region.

Objectives: To work with MassDOT to support the above federal transportation goals at the state level. To work with MassDOT and the CCRTA on tracking progress on federally required performance measures and updating targets (both highway and transit measures) as required. Track performance on regional performance measures established in the Cape Cod Regional Transportation Plan. To integrate Performance Standards into the RTP, Regional Policy Plan (RPP) update and Cape Cod Commission’s “OGSM” (Objectives, Goals, Strategies and Measures) initiative.

Cape Cod Unified Planning Work Program for FFY 2020

Previous Work:

- 2014 “Section 208 Area-Wide Water Quality Management Plan for Cape Cod”
- Development of transportation databases for travel times, vehicle counts, crash records
- Geo-located Cape Cod crash database for 2004–2013
- Online mapping of traffic counting data
- Transportation model developed in 1999/2000 for base year of 1997
- Transportation model updated in 2010

Procedures:

Collect, compile, and analyses data to support performance measure tracking. Update the Cape Cod Joint Transportation Committee and the Cape Cod Metropolitan Planning Organization on regional progress towards meeting performance targets. Develop an online dashboard to report on regional progress towards meeting performance targets. Integrate performance measures and targets into other planning efforts including the Cape Cod Commission’s Regional Policy Plan, and Objectives, Strategies, Goals and Measures initiative.

Products: Summary report of Cape Cod transportation performance standards

Schedule: Ongoing

Beneficiary Communities: All

<u>Funding Source</u>	<u>Amount</u>
FHWA/MassDOT	\$37,500

**TASK 2.3 – TRANSPORTATION DATABASE MANAGEMENT/MODELING**

Objectives: To maintain and improve databases of Cape Cod transportation information including roadway geometry, traffic volumes (motor vehicles, bicycles, pedestrian), and other. To provide transportation information for Cape Cod to local and state officials, transportation professionals, and the public. To perform highway capacity analyses as needed. To continue to develop and calibrate computerized travel demand forecasting databases and models for Cape Cod. To continue integration with Geographic

Information System (GIS) data to provide a platform for GIS-based traffic counts, congested link summaries, and accident summaries.

Previous Work:

- Draft VISSIM models for Harwich Center and Yarmouth Road/Willow Street (Barnstable)
- Geo-located Cape Cod crash database for 2004–2013
- Online mapping of traffic counting data

Procedures:

- Integrate new records when available; maintain database, develop subroutines for analysis. When details are needed for specific locations, town crash records may be obtained and reviewed. CCC staff will contact MassDOT to request latest crash records. Conduct public outreach to member communities. Respond to data and information requests from the public, transportation professionals, and local, regional, and state officials. Participate in analyses of and obtain latest Pictometry data and software.
- Review and utilize available socio-economic, employment, population, and housing data for base year and forecast year data. Utilize existing traffic volume and transit data to determine existing travel demands. Utilize existing transportation models for sub-regions of Cape Cod. Improve transfer methods of data between CCC Geographic Information System (GIS) services and transportation modeling effort. Expand transportation demand model to include Saturday morning element and to explicitly include public transportation used. Additional modeling efforts include the use of Synchro/Sim-Traffic software. Construction of Synchro models includes development of a computerized roadway/intersection network. Inputs include turning movements and roadway link traffic volumes, roadway and intersection geometry, and signal timing and phasing.

Products:

- Crash, roadway geometry, roadway traffic volumes, intersection turning movements data, and Pictometry information database
- Reports, letters, and memoranda as required

## Cape Cod Unified Planning Work Program for FFY 2020

- Updated regional transportation model based on latest available demographic information, reports of results, and summaries
- Models will be used to support Task 3 and other regional planning and TIP activities

Schedule: Ongoing

Beneficiary Communities: All

<u>Funding Source</u>	<u>Amount</u>
FHWA/MassDOT	\$31,250

### TASK 2.4 – PAVEMENT MANAGEMENT

Objectives: To collect data and implement a regional pavement management system for Cape Cod to provide an objective rating of pavement conditions and needs. To collect other roadway attribute data as part of the pavement management system.

Previous Work:

- Pavement Management Status Reports (2011 - 2018). 2020 data collection includes approximately 200 “point” assessments collected during installation of automatic traffic recorder installation – outputs include updated databases and mapping. Corridor-based pavement assessments for 33% of the municipally-owned federal-aid roadway network – outputs include updated databases and mapping.
- Reviews of town-based pavement management efforts.

Procedures:

- Existing roadway conditions will be identified through observations made from motor vehicles. Approximately 33% of the municipally-owned federal-aid eligible roadways will be surveyed and results will be used to update databases and produce pavement condition maps and reports. Approximately 200 point-assessments of pavement condition will be made as part of the installation of automatic traffic recorders – results inputted into a database and used to

generate maps and reports. Additional information may be provided by individual towns; some towns maintain pavement management databases. Existing data will be requested from individual towns. The proposed pavement rating system will be determined in coordination with the towns. The rating system will be consistent with MassDOT standards and standards that other Massachusetts' RPAs are using.

- In addition, a focus on tribal roads under the jurisdiction of the Mashpee Wampanoag tribe will be continued.
- During the collection of pavement condition, technicians will record important roadway characteristics such as the availability and serviceability of sidewalks for either side of the roadway.

Products: Assessment of pavement management needs and inventory of other roadway attributes such as sidewalk availability and serviceability.

Schedule:

January-March 2020- Evaluation of existing data, coordination with communities, review of methodologies.

March-April 2020- Schedule & coordination of data collection

May-August 2020- Data Collection

September 2020- Status Report

Beneficiary Communities: All

<u>Funding Source</u>	<u>Amount</u>
FHWA/MassDOT	\$ 37,500

## TASK 2.5 – HEALTHY TRANSPORTATION

Background: The goal of this task is to support the MassDOT Complete Streets and Safe Routes to School programs. Two Cape Cod towns have had Complete Streets prioritization plans approved to date, Sandwich and Eastham, while only Harwich has been approved for a Safe Routes to School project. The Cape Cod Commission works closely with the towns and these programs to ensure Cape Cod towns are competitive for available funds.

Objectives:

## *Cape Cod Unified Planning Work Program for FFY 2020*

To assist towns with applying for Complete Streets and Safe Routes to School funding.

### Procedures:

Provide assistance to municipalities that have not yet registered to be a part of the Complete Street program. Continuing to support the existing prioritization plans of Sandwich and Eastham. Assisting the Town of Orleans with a Complete Streets prioritization plan. Coordinating with towns to retrieve MAPIT credentials and assisting them with Project Information Forms and Project t Need Forms to secure Safe Routes to School projects.

### Previous Studies/Work:

- Eastham Complete Streets Prioritization Plan
- Bicycle/Pedestrian LOS Study
- Town centers bicycle and pedestrian connections study
- Pedestrian and Bicycling sections of Regional Transportation Plan
- 2012 bicycle route/transit route connectivity report
- Technical support for town-based bicycle routing
- Harwich Bike Planning 2010
- Cape Cod National Seashore Integrated Bicycle Plan, 2010
- Outer Cape Bicycle and Pedestrian Master Plan
- Falmouth Bicycle Plan

Products: Draft and final reports

Schedule: October 2019 to September 2020

Beneficiary Communities: All

<u>Funding Source</u>	<u>Amount</u>
FHWA/MassDOT	\$33,750

## TASK 2.6 – GEOGRAPHIC INFORMATION SYSTEM

Objectives: To maintain and improve the Geographic Information System for Cape Cod to provide an analysis tool for transportation decision-making.

*Cape Cod Unified Planning Work Program for FFY 2020*

Ongoing Work:

- Integration of Massachusetts DOT Roadway Inventory Files
- Development of geographic land use information for transportation planning

Procedures: Importing of transportation-related geographic information from state, federal, local and other sources into Cape Cod’s Geographic Information System; editing as needed; provide database, digital, and graphic outputs of geographic information as required.

Products: Digital files for input into specialized transportation analyses; graphic output of maps (paper, .jpg, .pdf as required).

Schedule: Ongoing

Beneficiary Communities: All

<u>Funding Source</u>	<u>Amount</u>
FHWA/MassDOT	\$ 37,500

## **Task #3 – Short- and Long-range Transportation Planning**

The Cape Cod MPO includes a close partnership between member agencies and the Cape Cod Regional Transit Authority. Many of the planning strategies resulting from Task 3 efforts will capitalize on the services that the Cape Cod RTA has to offer.

### **Livability Statement**

Livability refers to the social and environmental quality of an area as perceived by residents, workers, and visitors. The U.S. Department of Transportation considers the principle of Livability to be essential to the success of regional transportation planning. Livability directly benefits people who live in, work in or visit Cape Cod, increases property values and business activity, and it can improve public health and safety. Livability is largely affected by conditions in our public spaces, places where people naturally interact with each other and their community, including roads, conservation lands, transportation hubs and other public facilities, and so is affected by public policy and planning decisions.

Transportation decisions can have a major impact on Livability. Streetscapes that are attractive, safe and suitable for a variety of transportation modes (particularly walking) are a key factor in Livability. Traffic safety, traffic noise and local air pollution, affordability, impervious surface coverage (i.e., the portion of land devoted to roads and parking), preservation of environmental and cultural structures, and opportunities for recreation are all Livability factors often affected by transportation policies and practices. Transportation decisions can also affect social interactions and community cohesion. Pedestrian-friendly streets create opportunities for people to meet and interact, helping to create community networks. The MPO continues to support Livability through the following planning tasks in this UPWP.

## TASK 3.1 – DENNIS ROUTE 134 CORRIDOR STUDY

### Background

Route 134 in Dennis is a major regional transportation route that runs from Route 6A at the north down to Route 28 in the south. A major connection along the corridor is the limited access highway, Route 6. Route 6 crosses under Route 134 and has a full cloverleaf interchange, signed as Exit 9. The study area is approximately 1 mile in length from the intersection of Bob Crowell Road in the north to the Cape Cod Rail Trail parking lot in the south. Numerous high crash locations are located throughout the Route 134 corridor, with the highest on Cape Cod being in the study area at the intersection of Market Place at the Patriot Square shopping plaza entrance. There is a significant number of retail space along this corridor and the Town of Dennis has identified it as a priority for investigation. Congestion is also a noted issue in the corridor, especially during the peak summer season.

Also, of key concern is accommodation for all road users including motorists, pedestrians, bicyclists, and transit users. This is a heavily used corridor for non-motorized users looking to access their jobs and retail destinations from their neighborhoods.

### Description of Services

The Cape Cod Commission, under the Unified Planning Work Program, will conduct a transportation planning study for the study area with the following study goal: Develop alternatives that will provide safe and convenient access within the study area for all users of the roadway system including pedestrians, bicyclists, and motorists.

### Project Limits

The study area consists of Route 134 from Bob Crowell Road in the north to the Cape Cod Rail Trail parking area in the south, as well as all the intersection along the corridor between these limits.

Figure 1 – Dennis Route 134 study area

Task A: Project Initiation

Commission staff will gather past studies and develop a plan for analysis of the study area. This task will include meeting with Commission staff and a consultation meeting with Town of Dennis staff and MassDOT District 5. Commission staff will also consult with Cape Cod Regional Transit Authority staff.

Product: Final Scope of Work and Public Participation Plan

Task B: Data Collection/Mapping

Commission staff will gather data including crash locations, roadway geometry, traffic volumes, pedestrian/bicycle connections and land use information. At a minimum, traffic volume data will be collected at multiple locations along Route 134 and approaching roadways.

Commission staff will visit the study area to evaluate and photograph conditions. Town staff will be invited to attend the site visit.

Task C: Public Informational Meeting

The Cape Cod Commission will conduct a public informational meeting. The Commission staff will provide meeting materials, including sign-in sheets, and comment forms. Cape Cod Commission staff representatives at the meeting will include at least two key personnel knowledgeable of the project. The Town of Eastham will secure the locations, dates, times, and advertising for the meetings.

Deliverables

- Cape Cod Commission staff will provide a draft and final meeting summary of all comments received



#### Task D: Listening session

Commission staff will prepare for and host a public kickoff meeting in or near the study area where opportunities and constraints along the corridor will be identified. The meeting will include a brief presentation including information gathered as part of the first two tasks and focus on input from the stakeholders in attendance at the meeting.

Product: Summary of Listening Session

#### Task E: Concept Development and REFINEMENT

Information collected during the previous task will be reviewed with Town of Dennis and Cape Cod RTA staff and preliminary concepts will be developed. Conceptual design plans will illustrate options for corridor improvements with a minimum of 3 alternatives. One of these alternatives will be the “no-build” scenario and will form the basis of comparison for any of the “build” alternatives.

Product: Preliminary Concepts and Summary of Feedback

#### Task F: Public Review of Concepts

After review of the preliminary concepts by Commission, MassDOT District 5, Town and CCRTA staff, the preliminary concepts will be presented at a public meeting. Feedback on the preliminary concepts will be used to refine those concepts.

Product: Summary of Public Meeting

#### Task G: Draft and FINAL REPORT

Concepts will be refined based on public comments and feedback from Town, MassDOT District 5, CCRTA, and Commission staff.

Refined concepts will be prepared as part of a draft report. The draft report will also include an analysis of each alternative’s impact on traffic flow and safety.

All the information and comments received will be compiled into a final report document and delivered to MassDOT, the Town of Dennis, and the Cape Cod RTA.

#### Schedule

The schedule for this effort allows for completion by October 2020. Milestones include coordination meetings with the Cape Cod Joint Transportation Committee and updates to the Cape Cod Metropolitan Planning Organization.

- Needed data collection (FY 2019) – Summer of 2019
- Review of methodology/project initiation: November 2019
- Public meeting with Stakeholders: Winter 2020

## *Cape Cod Unified Planning Work Program for FFY 2020*

- Problem identification and development of alternatives – review with CCJTC: Spring 2020
- Analysis of Alternatives – review with CCJTC: Summer 2020
- Draft report/public meeting: Summer 2020
- Final report: Fall 2020

Beneficiary Community: Dennis

<u>Funding Source</u>	<u>Amount</u>
FHWA/MassDOT	\$68,750

### TASK 3.2 – TRANSPORTATION SAFETY

Objectives:

To conduct and assist with Roadway Safety Audits (RSAs) at MassDOT identified high crash locations across Cape Cod, as well as assisting municipalities with any other small technical assistance needs that arise.

Previous Work:

#### Roadway Safety Audits

##### Barnstable Road Safety Audits

- Route 6A at Mary Dunn Road/Indian Trail (2019)
- Iyannough Road (Route 132) at Cape Cod Community College/Cape Cod Conservatory Intersection (2014)
- Route 28 at Osterville-West Barnstable Road (2012)
- Iyannough Road (Route 28) at Yarmouth Road (2012)
- Meetinghouse Way (Route 149)/Route 6 Ramps (2010)
- Route 28 (Falmouth Road)/Bearses Way (2009)
- Route 28 in Barnstable – Lane Departure Safety Audit (2007)

##### Bourne Roadway Safety Audits

- Route 28 between Bourne Rotary and Otis Rotary (2013)

## *Cape Cod Unified Planning Work Program for FFY 2020*

- Sandwich Road at Cranberry Highway (2012)

### Dennis Roadway Safety Audit

- Route 134 at the Route 6 Ramps (2009)

### Eastham Roadway Safety Audit

- Route 6 and Governor Prence Road (2012)
- Route 6 and Vandale Ave. and Orleans/Eastham Rotary (2019)

### Mashpee Roadway Safety Audits

- Nathan Ellis Highway (Route 151) at Jobs Fishing Road, Algonquin Ave and Ninigret Ave (2018)
- Nathan Ellis Highway (Route 151) at Old Barnstable Road Intersection (2014)
- Great Neck Road North/Old Barnstable Road (2009)
- Route 130 Lane Departure Road Safety Audit (2007)

### Sandwich Road Safety Audits

- Cotuit Road/Harlow Road/South Sandwich Road (2009)
- Route 6: Major Highway Median Cross-Over Crashes (2009)

### Yarmouth Road Safety Audits

- Route 6A – Willow Street to Union Street (2013)
- Old Townhouse Road/Forest Road (2010)

## Location-Specific Safety Studies

### Wellfleet: Route 6 Safety Study (2012)

#### Route 6 at Main Street

- Route 6 at LeCount Hollow Road
- Route 6 at Cove Road
- Route 6 Merge Area near Eastham Town Line

### Analysis of High Crash Locations in Dennisport (2012)

- Upper County Road at Depot Street
- Main Street (Route 28) at Sea Street
- Main Street (Route 28) at Depot Street

### Safety Study (2009)

- Route 6 at the Truro Central School
- Orleans/Eastham Rotary

*Cape Cod Unified Planning Work Program for FFY 2020*

- Route 6 at Shank Painter Road in Provincetown

Transportation Safety Report (2008)

- Eastham: Route 6 at Brackett Road
- Sandwich: Route 6 at Route 130 (Exit 2) (Westbound and Eastbound Ramps)

Transportation Safety Report (2006)

- Bourne: Route 28 at Otis Rotary
- Harwich: Route 137 at Route 39
- Orleans: Route 6A at Route 28

Route 28 Safety & Traffic Flow Study: Chatham, Harwich, Dennis, Yarmouth (2006)

Route 6 Safety & Traffic Flow Study: Eastham, Wellfleet, Truro, Provincetown (2004)

The 2014 Barnstable County Intersections of Critical Safety Concern (top fifty crash location report) provided analysis based on frequency, crash rate, Equivalent Property-Damage Only (EPDO), and EPDO rate using geo-located crash data to the extent available. Creation of the report also included outreach to local and state police to improve crash data reporting.

Procedures:

With town and state staff members present RSAs will be conducted. A review of the crash history as well as the existing layout of the study area will be conducted. RSA team members will visit the roadway locations and strategize solutions for making the roadway safer for all users.

Products:

Recommendations will be published in a written report to be made available online. Other study materials will be produced and made available via internet including maps and charts, handouts and crash diagrams.

Reports and memoranda published to include analyses and recommendations for improvements at other safety problem locations as appropriate.

Schedule: Ongoing throughout the year

Beneficiary Communities: All communities

<u>Funding source</u>	<u>Amount</u>
FHWA/MassDOT	\$42,500

**TASK 3.3 – BOURNE BICYCLE TRANSPORTATION PLAN AND REGIONAL BICYCLE AND PEDESTRIAN PLANS**

Background

As part of an effort to enhance economic development, the Town of Bourne is seeking to provide safe and effective bicycle facilities between the downtown Buzzards Bay and other important destinations, and to provide links to Cape Cod’s growing network of designated bicycle routes, including the Cape Cod Rail Trail and The Shining Sea Bike Path.

The Cape Cod Commission will conduct a bicycle facilities planning study in the Town of Bourne with the following study goals:

- Identify safe and effective bicycle access between the villages of Bourne.
- Coordinate this planning effort with the Regional Transportation Plan/Cape Cod Bike Plan.

Task 1: Project Initiation

The Cape Cod Commission staff will conduct an initial site visit and kick-off meeting for the project with the Town of Bourne Town Administrator’s Advisory Committee on Pedestrian Bicycle Pathway.

The Cape Cod Commission staff will gather information regarding any previous bicycle efforts within the study area. The meeting will also be held to record ideas and input. During this meeting the Cape Cod Commission staff will determine stakeholders, agencies, and organizations to contact, to set strategies for working with the community, and to assist in preparing the public involvement portion of the project.

Deliverables:

Electronic copies of meeting notes

Task 2: Collect and Analyze Existing Data, Plans, and Proposals

The Cape Cod Commission staff will inventory existing Class I, II & III bicycling facilities and analyze these for connectivity within the study area. The inventory and analysis will include the following for each Class of bikeway.

Description of existing facilities and assessment of conditions including:

- Roadway congestion
- Associated parking availability

## *Cape Cod Unified Planning Work Program for FFY 2020*

- Existing Right-of-Way issues
- Pavement and markings conditions
- Degree of existing connectedness

The Cape Cod Commission staff will conduct a document search to identify proposed and planned projects related to the improvement of existing bicycle facilities. This search will include, but not be limited to, plans prepared by the MassDOT, Cape Cod Commission, and Town of Bourne.

Deliverables:

The Draft and Final Reports will document the results of the above data collection, including:

- Inventory of existing bicycle facilities and associated facilities with supporting narrative;
- Maps of existing bicycle facilities and associated facilities;
- Summary of existing plans and related studies.

### Task 3: Alternatives Development

Using the data and analysis generated in previous tasks, the Cape Cod Commission staff will develop alternatives to improve existing conditions to achieve the goals of this study outlined above. Alternatives will be developed in sufficient detail to identify major environmental and engineering issues. The Cape Cod Commission staff will complete the following tasks as part of the alternative's development process:

Prioritize potential bicycle connectivity between the Cape Cod Canal bike paths, and the villages of Bourne.

- Identify opportunities for connections to the popular destinations/activity areas
- Identify partnership opportunities and funding strategies involving partners;
- Estimate cost of alternatives;
- Identify environmental constraints for all alternatives;
- Identify Right-of-Way constraints for all alternatives.

The Cape Cod Commission staff will facilitate a workshop with the Bourne Town Administrator's Advisory Committee on Pedestrian Bicycle Pathway during alternatives development. The Cape Cod Commission staff will prepare necessary graphics to facilitate the discussion of alternatives, including inventory mapping from previous tasks, and any other display of information needed to understand existing conditions within the surrounding study area. A meeting summary will be provided by the Cape Cod Commission staff.

Deliverables:

## *Cape Cod Unified Planning Work Program for FFY 2020*

Mapping and graphics for the workshop: The Cape Cod Commission staff will provide draft versions for Town review and comment, and one printed set of final meeting displays.

Meeting Summary: The Cape Cod Commission staff will provide draft and final versions in electronic format only.

### Task 4: Public Informational Meeting- Review of Draft Project List

The Cape Cod Commission will conduct a public informational meeting and present a draft list of proposed projects. The Cape Cod Commission staff will provide handouts and displays of alternatives. The Cape Cod Commission staff's representatives at the meetings will include at least two key personnel knowledgeable of the project. The Town of Bourne will secure the locations, dates, times, and advertising for the meetings. The Cape Cod Commission staff will prepare a meeting summary following the meeting.

#### Deliverables:

Cape Cod Commission staff will provide a draft and final meeting summary of all comments received.

### Task 5: Prepare Bicycle Plan

The Cape Cod Commission staff will compile all appropriate data on existing conditions, alternative development, and alternative analysis to draft and finalize the report. The draft and final report will outline benefits and constraints of each alternative presented.

#### Deliverables:

Cape Cod Commission staff will provide a draft and a final version of the plan for Town review.

The Cape Cod Commission will also update the regional bike plan with the finalization of the Bourne Bike plan.

Schedule: October 2019 to September 2020

Beneficiary Communities: Bourne; All

<u>Funding Source</u>	<u>Amount</u>
-----------------------	---------------

FHWA/MassDOT	\$46,875
--------------	----------

## TASK 3.4 – CLIMATE CHANGE PLANNING

Objectives: To work with communities to conduct a regional emissions analysis and a regional electric vehicle (EV) charging station analysis. The goal of these analyses will

## *Cape Cod Unified Planning Work Program for FFY 2020*

be to understand the amount of emissions caused from motor vehicles on Cape Cod as well as creating and maintaining an inventory of EV charging stations across the region.

### Previous Work:

- Resilient Cape Cod Project (NOAA RCRG funded project), Stakeholder Process, Outreach Resource Development and Decision-Support Tool Development, 2016-2018
- Local Hazard Mitigation Plan Development for Provincetown, Truro, Wellfleet, Chatham, Harwich, Yarmouth, Mashpee, Sandwich and Bourne, 2014-2017
- Public Engagement tools developed in FFY15 for UPWP 3.4
- UPWP FFY14 Critical Transportation Assets and their Vulnerability to Sea Level Rise, March 2015
- GIS-Based Sea Level Rise Viewer, April 2014
- UPWP FFY13 Climate Change Risk and Vulnerability Assessment of Transportation Infrastructure, November 2013
- Interagency Scenario Planning Project, 2011
- Regional Multi-Hazard Mitigation Plan, 2010

### Procedures:

Work with partner agencies and other organizations to compile available data and existing transportation emissions models for Cape Cod. Taking into consideration the unique travel patterns on Cape Cod, develop a refined regional emissions baseline.

Develop an inventory of electric vehicle charging stations on Cape Cod including information of station limitations (ex. types of vehicles served). Identify areas in need of additional charging stations to support the electric vehicle use on Cape Cod.

### Products:

- An analysis of the current emissions caused from motor vehicles on Cape Cod.
- A GIS layer of EV charging stations and areas of need

Schedule: October 2019 to September 2020

Beneficiary Communities: All

<u>Funding Source</u>	<u>Amount</u>
FHWA/MassDOT	\$37,500

### TASK 3.5 – FOLLOW-UP ON PREVIOUS TRANSPORTATION PLANNING STUDIES

During development of particular UPWP studies, unforeseen external factors may cause delay of completion within a particular fiscal year. The most common cause of delay is the need for additional public outreach or an expanded scope due to discovery of factors such as environmental constraints. In some cases, projects are delayed due to the need for additional review by outside agencies. Even upon study completion, additional staff time may be required as a project moves into the design and TIP funding phases.

#### Objectives:

To allow for completion of and/or follow-up work on special transportation studies of prior UPWPs.

#### Procedures:

- Incorporate additional public review into UPWP study, produce draft and final reports
- Participate in study implementation efforts in concert with state and local agencies

#### Products:

- Previous UPWP tasks as needed

Schedule: As needed.

Beneficiary Communities: Towns containing follow-up studies

<u>Funding source</u>	<u>Amount</u>
FHWA/MassDOT	\$28,750

## **Task #4 – Technical Assistance Activities**

### **TASK 4.1 – TRANSIT PLANNING**

Objective: To provide transit planning and technical assistance services in coordination with the Cape Cod Regional Transit Authority and Cape Cod towns receiving transit service from the CCRTA or other transit organizations. Objectives include identifying unmet needs of the transit community and keeping the Cape's transit system in compliance with federal, state and local policy and legislation.

General Procedures:

Specific tasks identified by the Cape Cod Commission, CCRTA and Cape Cod Towns that may be included under this task are listed as follows:

- Evaluate and develop proposed transit services
- Integrate transit planning into corridor studies
- Evaluate existing routes for demographic coverage as presented in the Comprehensive Service Assessment
- Provide guidance on regulatory compliance with Title VI, Environmental Justice and other federal or local requirements
- Assist in making digital and paper maps or schedules
- Assist in coordinating marketing and outreach efforts
- Identify solutions to meet transit workforce gaps
- Identify funding for access to bus stops as identified in Eliminating Transit Barriers and Closing the Gaps Report
- Assist in Transit Oriented Development planning of the Hyannis Transportation Center
- Coordinate commuter rail feeder service from Bourne to existing MBTA commuter rail in Middleborough
- Identify regional impacts and demand of commuter and intercity bus travel
- Evaluate seasonal transit travel demand to and throughout cape cod
- Identify work trips that could be captured by transit
- Create GIS transit applications for use by planning staff and riders
- Analyze performance of transit operators
- Conduct surveys and outreach efforts
- Identify destination of passengers
- Support CCRTA travel training program
- Identify ways to optimize demand response services

Level of effort

## *Cape Cod Unified Planning Work Program for FFY 2020*

Coordination will be facilitated by regular meetings with CCRTA staff to discuss ongoing transit studies and inclusion of transit in Cape Cod Commission corridor studies. Projects may be reviewed and assisted by consultants in coordination with CCRTA staff.

### Proposed Products

A report, map or memo may be drafted and released as a public document. Public outreach will be performed under the guidance of the Cape Cod Commission Public Participation Plan and in coordination with CCRTA staff.

Evaluation of CCRTA transit routes; letters and memoranda as required; continued identification and development of congestion and intermodal management strategies; updated and expanded website of transportation information, reports and memoranda as required. Several possible products include:

- Traveler information via Internet
- Promotion of transportation alternatives
- ITS plans for Cape Cod Canal Area, including real-time traveler information
- ITS plans for Hyannis area
- Summary reports of updates to CMS database
- Technical memoranda reporting analyses of travel patterns and traffic condition prediction methodology
- ITS coordination with other regions
- Updated "Coordinated Human Service Transportation Plan for the Barnstable Urbanized Area"
- Assessment of effect of the recently implemented MassDOT Route 6 ITS project on Freight Operators

### Previous Products

Previous transit planning has been performed under specific tasks included in corridor and other regional transportation studies. Project specific to transit performed by the Cape Cod Commission are listed but not limited to as follows;

- 2019 Coordinated Public Transit – Human Service Transportation Plan (under development)
- 2016 Eliminating Transit Barriers
- 2015 Comprehensive Service Assessment
- 2015 Buzzards Bay Commuter Rail Local Impacts Report
- 2014 Coordinated Public Transit – Human Service Transportation Plan
- 2013 Closing the Gaps

Beneficiary Communities: All

<u>Funding Source</u>	<u>Amount</u>
FTA 5303	\$ 40,000
CCC	\$ 10,000

## TASK 4.2 – SUPPORT FOR PASSENGER RAIL SERVICE

Objective: To support planning and introduction of commuter rail feeder service to Bourne connecting to MBTA commuter rail in coordination with the MBTA, Town of Bourne and CCRTA. This task includes identifying the needs of the commuter community and feasibility of extending commuter rail from Middleborough, 18 miles along existing track. Previous studies summarized reports and analyzed impacts to local intersections considering the introduction of commuter rail to Buzzards Bay under assumptions provided in previous documents.

Products:

Products may include memorandums that update the public and planners on the progress of commuter rail including summarizing ongoing studies, design efforts or funding allocations.

Beneficiary Community: Bourne

<u>Funding Source</u>	<u>Amount</u>
FTA 5303	\$5,000
CCC	\$ 1,250

## TASK 4.3 – SIDEWALK ACCESSIBILITY TO TRANSIT STOPS FOLLOW-UP

Objective:

A previous UPWP task, “Eliminating Transit Barriers” included an inventory of pedestrian access to transit services, bus stops and recommended infrastructure projects that could enhance the transit experience. Follow-up will consist of two tasks:

## Cape Cod Unified Planning Work Program for FFY 2020

- Organizing the information collected into a user-friendly application for use by the Regional Transit Authority. The application would best include features that enable the RTA to perform annual updates independently.
- Identify funding and drafting documents for projects recommended in Eliminating Transit Barriers study.

### Products:

GIS application that shows the ridership, stop amenities and other regional datasets as requested by the CCRTA. The product will be used to identify gaps in the pedestrian network and high ridership stops that do not contain amenities consistent with the transit stop buildout.

Beneficiary Communities: All

<u>Funding Source</u>	<u>Amount</u>
FTA 5303	\$25,947
CCC	\$ 6,487

## TASK 4.4 – OTHER TECHNICAL ASSISTANCE REQUESTS

Objectives: To provide the state, the towns, and the region with technical transportation assistance, as needed.

### Previous Work:

- Hyannis Parking Study, 2013
- Preparation of signal warrant analyses, review of local transportation improvement alternatives, preparation of local safety studies
- Wellfleet Fire Station access/egress recommendations, 2007
- West Chatham Route 28 Improvements, 2008
- Traffic Calming Techniques identified for local roads in Truro (2011)

*Cape Cod Unified Planning Work Program for FFY 2020*

Procedures:

Assist towns with infrastructure improvements including pedestrian, bicycle, transit rider shelter locations, roadway reconfigurations, corridor studies, etc. Potential locations include Route 28/Bearses Way in Barnstable (capacity and safety improvements), Shank Painter Road in Provincetown (corridor improvements), and Route 28 in Harwich (pedestrian, bicycle and transit improvements).

Products: Letters, reports, memoranda, and analyses

Schedule: Continuous throughout the year

Beneficiary Communities: All

<u>Funding Source</u>	<u>Amount</u>
FHWA/MassDOT	\$ 23,125

## **Task #5 – Cape Cod Commission Transportation Planning and Regulatory Activities**

### TASK 5.1 – REVIEW AND COMMENT ON ENVIRONMENTAL NOTIFICATION FORMS, ENVIRONMENTAL IMPACT REPORTS, AND DEVELOPMENTS OF REGIONAL IMPACT

#### Objectives:

The primary purpose of the CCC regulatory program is mitigation of transportation impacts in a manner that is consistent with Barnstable County's Regional Policy Plan. To ensure proper review and analysis of traffic impacts of major residential and commercial developments throughout the region. To provide such information to the CCC, MassDOT, EOEA-MEPA Unit, town officials, and other interested parties, as required. To recommend mitigation measures and work with interested parties in applying conditions to projects. To assist the Cape Cod Commission regulatory staff in the review of developments of regional impact. To assist the MassDOT/Public Private Development Unit (MassDOT - PPDU) in the implementation of mitigation strategies.

#### Previous Work:

Previous work includes analysis, review, and comment on Environmental Notification Forms (ENFs), Environmental Impact Reports (EIRs), and Cape Cod Commission regulatory review.

#### Procedures:

- Review ENF, EIR, EIS, MIS and/or traffic analyses
- Compute trip generation estimates
- Review traffic counts on adjacent street network; conduct special traffic counts
- Perform preliminary site visit
- Compute LOS at site drive and area intersections, as necessary
- Attend MEPA site visit, if applicable
- Discuss project with interested parties
- Identification of appropriate mitigation measures
- Review mitigation measures for compliance and consistency with the Regional Policy Plan
- Written and oral comments and testimony to the Cape Cod Commission, MassDOT District 5, MEPA, the towns, and other interested organizations as required
- Coordinate mitigation with MassDOT-PPDU

Products:

- Discussions with MEPA, MassDOT, project proponents, and town officials – provide written comments
- Testimony at DRI and other meetings as required
- Advancement of measures to mitigate traffic impacts
- Analysis and recommendation on transportation improvements necessary to mitigate impacts

Schedule: As required to meet CCC, MEPA, MassDOT, and local deadlines

Beneficiary Communities: All

Support of this effort will be provided by the CCC. Below is the funding/staffing breakdown:

<u>Funding Source</u>	<u>Amount</u>
CCC	\$ 37,543

TASK 5.2 – ASSIST COMMUNITIES AND THE REGION IN THE DEVELOPMENT AND IMPLEMENTATION OF LOCAL COMPREHENSIVE PLANS (LCPS), DISTRICTS OF CRITICAL PLANNING CONCERN (DCPCS), AND ECONOMIC DEVELOPMENT IN DESIGNATED GROWTH CENTERS

Objectives: To provide technical assistance in the development and implementation of LCPs and DCPCs, Growth Incentive Zones, Economic Centers, village center planning, and other CCC funded transportation efforts

Previous work:

- Regional Policy Plan updates
- Past assistance in the development of LCPs in various Cape Cod towns

Procedures: Advisory and analytical assistance

Products: Testimony, letters, LCPs, DCPCs, and Technical Memoranda as required

Schedule: As established by the Cape Cod Commission and the Towns and legislated requirements

Beneficiary Communities: All

<u>Funding Source</u>	<u>Amount</u>
CCC	\$ 48,511

**TASK 5.3 – OTHER TRANSPORTATION ACTIVITIES**

Objectives: To perform other transportation activities and transportation program management.

Previous Work: Past transportation program management

Procedures:

- Commission staff will assist towns in local transportation planning efforts including intersection safety analysis, trip generation calculations for small scale development, and TIP guidance.
- Commission staff will evaluate the impact of TIP project requirements relative to community character and environmental impacts
- Commission staff will also direct town in the appropriate MassDOT official/MassDOT department to address local concerns.

Products: Viable transportation planning program. Technical memoranda, email responses, telephone responses to member communities and stakeholders.

*Cape Cod Unified Planning Work Program for FFY 2020*

Schedule: Continuous throughout the year

Beneficiary Communities: All

<u>Funding Source</u>	<u>Amount</u>
CCC	\$ 64,869

# Distribution of UPWP Efforts

## Equity Analysis by Community

The table below identifies the affected communities by UPWP efforts included in UPWPs for the past five years as well as this current UPWP. Individual UPWP subtasks may affect one or more towns or in some cases all fifteen communities of Barnstable County. The map on the following page shows the affected the locations of these studies within Barnstable County.

**Table 3 - Geographic Distribution of UPWP Efforts**

Town	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total FY2015-20
Barnstable	1	3	3	2	1	0	10
Bourne	2	3	2	2	1	2	12
Brewster	0	1	1	1	0	0	3
Chatham	0	0	1	0	0	0	1
Dennis	0	1	2	1	0	1	6
Eastham	1	0	1	1	0	0	3
Falmouth	1	1	1	0	0	0	3
Harwich	0	1	2	1	0	0	4
Mashpee	0	0	1	0	1	0	2
Orleans	0	1	1	1	0	0	3
Provincetown	2	2	0	1	0	0	5
Sandwich	0	1	1	2	1	0	5
Truro	1	1	0	1	0	0	3
Wellfleet	1	1	1	0	0	0	3
Yarmouth	0	1	2	1	0	0	4
<i>All Towns</i>	<i>18</i>	<i>21</i>	<i>23</i>	<i>18</i>	<i>19</i>	<i>22</i>	<i>121</i>

The regional nature of many of the UPWP efforts encompass all fifteen communities at an average of over twenty studies per year. The table above cites regional (“All Towns”) and the smaller-scale efforts for the individual towns or groups of towns (e.g., an Outer Cape study may be counted in two or more Outer Cape towns).

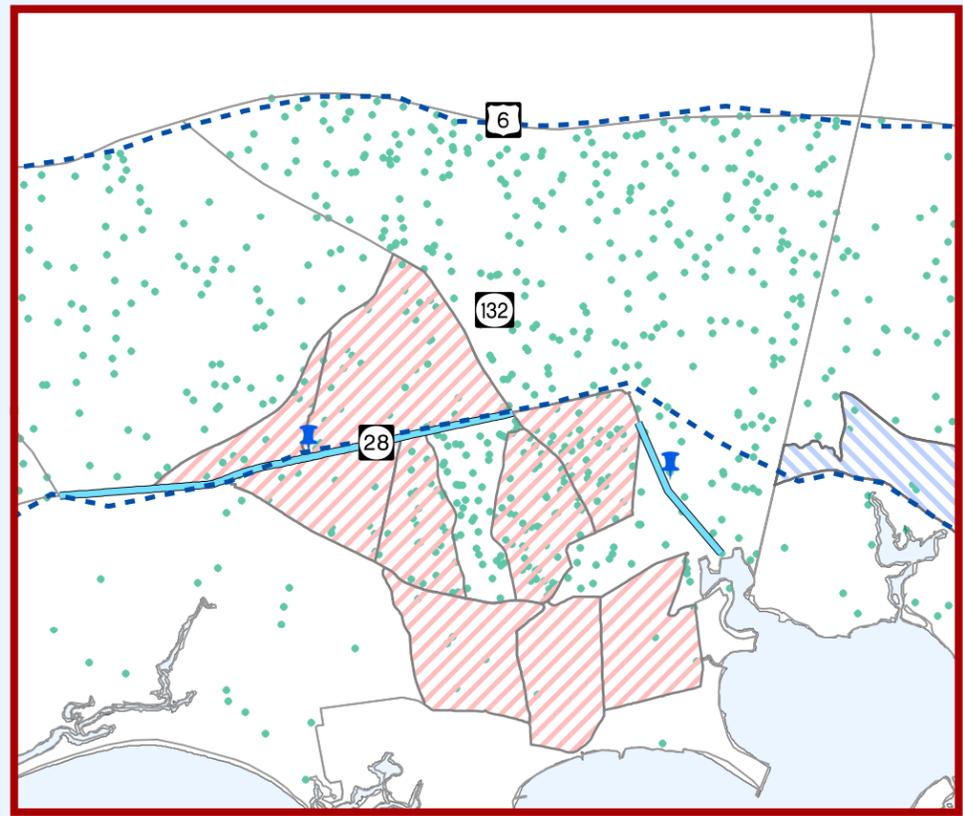
These efforts are tailored to problem identification and are scaled accordingly. For example, a single effort in Barnstable (e.g., Hyannis Access Study Implementation) may lead to a \$50 million-dollar transportation improvement while three studies in a smaller community may reflect small-scale intersection improvements costing much less.

### *Equity Analysis by Impacted Population*

An equity analysis of UPWP subtasks was conducted with respect to anticipated impacts on minority, low income, and limited English proficiency populations over the last five years and the current year. 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 UPWP and the five-year look back.

Overall, 33% of the UPWP projects with specific geographic extents between FFY2015 and FFY2020 were allocated to projects that will positively impact minority populations, 40% to projects that will positively impact low income populations, and 40% to projects that will positively impact limited English proficiency populations. These estimates exclude regional projects that have the potential to benefit all transportation users on Cape Cod. It should also be noted that while

Regional Projects			
2015	Bicycle Safety Plan	2016	Planning for Resilient Infrastructure
2015	CCRTA Comprehensive Service Assessment	2017	Safe Routes to School
2015	CCRTA Human Service Transportation Plan	2017	Resiliency Self Assessment Tool
2015	Rotary Retrofit	2017	Eliminating Transit Barriers
2015-2018	Canal Area Transportation Study	2018	Healthy Transportation
2016	State Route 1 Bike Signage Assessment	2019	Sidewalk/Bicycling Network Study



Five Years Review 2014-2018  
 Unified Planning Works Program,  
 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**

UPWP Road Segment Study

UPWP Various Locations Study

UPWP Bike Planning

UPWP Specific Location Study

RSA Specific Location

RSA Segment Location

**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 of census block residents self-identify as a race other than white

**Barnstable County Census Block Group Minority Population**

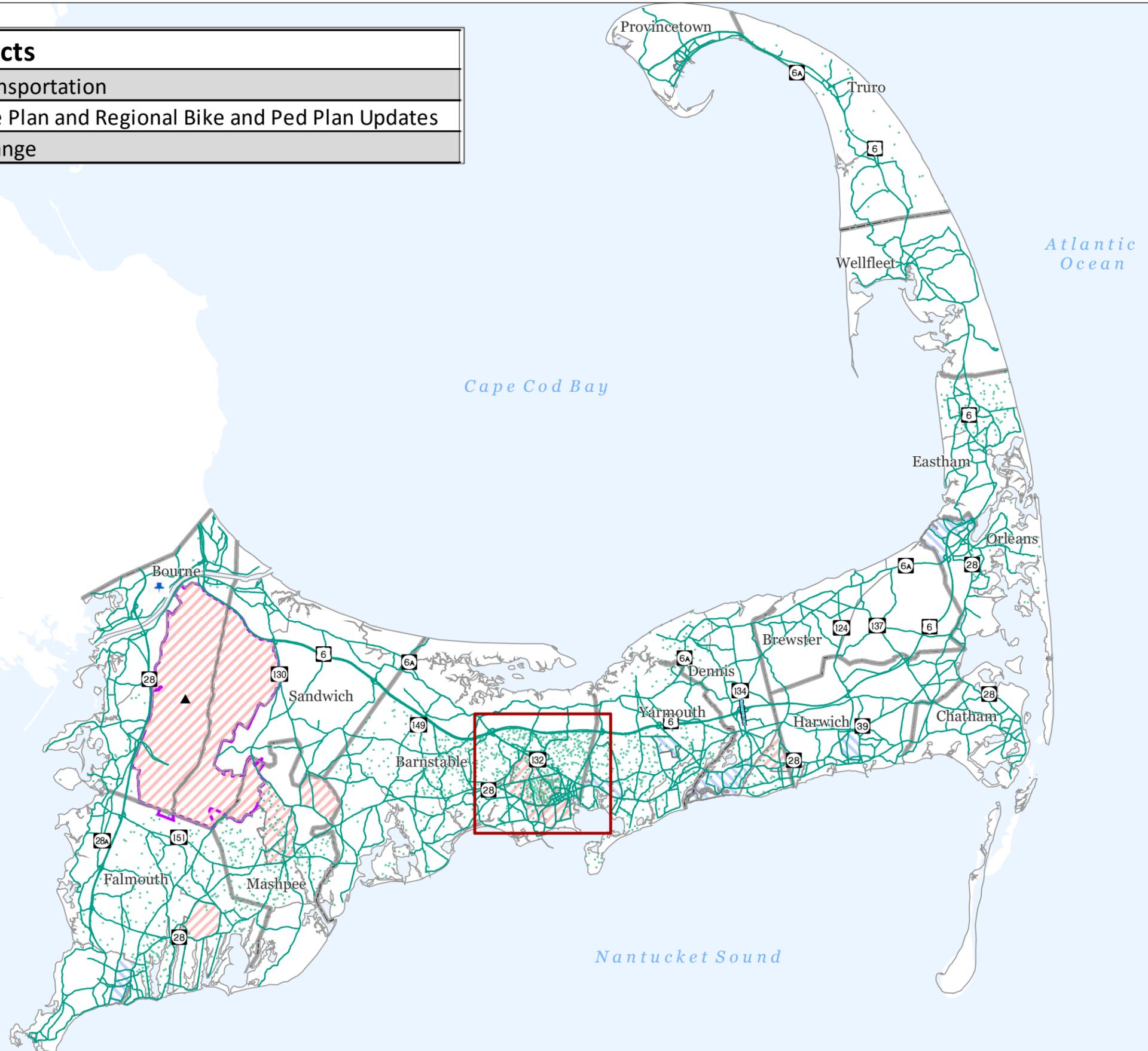
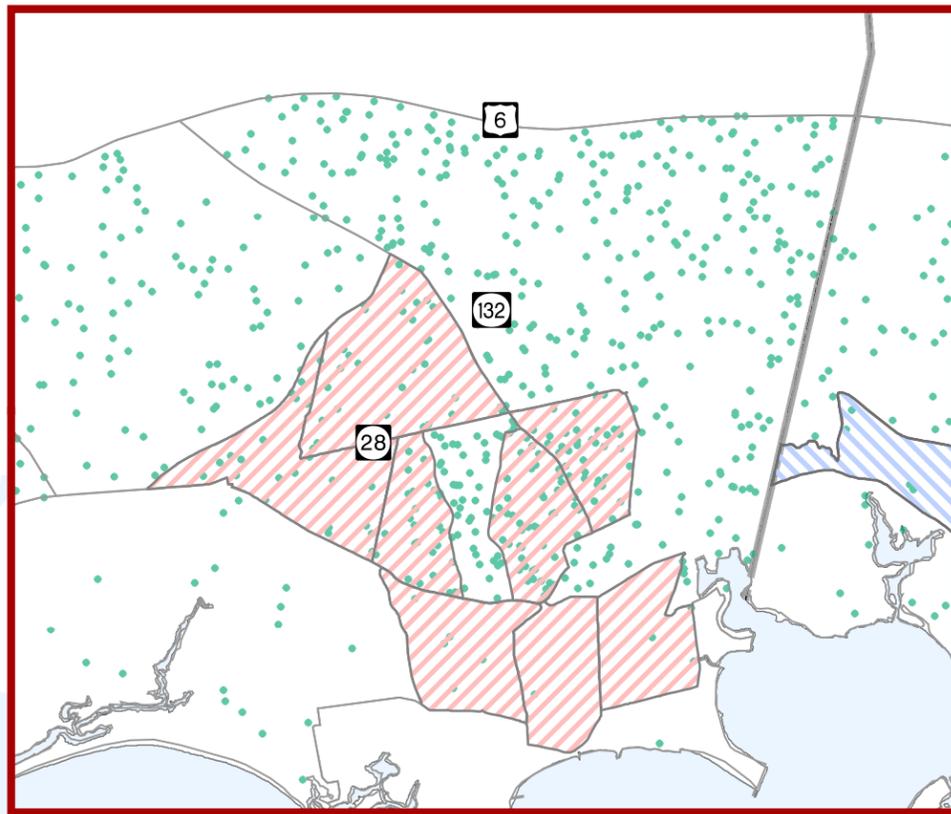
Mean percent minority: 8.45%

Median percent minority: 6.39%

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



Regional Projects			
2020	Data Collection and Analysis	2020	Healthy Transportation
2020	Transit Planning	2020	Bourne Bike Plan and Regional Bike and Ped Plan Updates
2020	Transportation Safety	2020	Climate Change



2019 Unified Planning Works Program,  
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**

- UPWP Road Segment Study
- UPWP Various Locations Study
- UPWP Bike Planning
- UPWP Specific Location Study
- RSA Specific Location
- RSA Segment Location

**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 of census block residents 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



# **Glossary**

**Table 1. Acronyms**

*Cape Cod Unified Planning Work Program for FFY 2020*

<b>ACRONYM</b>	<b>MEANING</b>
AADT	Annual Average Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
CAAA	Clean Air Act Amendments of 1990
CCC	Cape Cod Commission
CCJTC	Cape Cod Joint Transportation Committee
CCMPO	Cape Cod Metropolitan Planning Organization
CCRTA	Cape Cod Regional Transit Authority
CIP	(MassDOT) Capital Investment Plan
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CMP	Congestions Management Plan/Process
CMR	Code of Massachusetts Regulations
CO	Carbon Monoxide
CO <sub>2</sub>	Carbon Dioxide
CTPS	Central Transportation Planning Staff
CZM	(Massachusetts) Coastal Zone Management
DEP	Department of Environmental Protection
DOT	United States Department of Transportation
DRI	Development of Regional Impact
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EOEA	(Massachusetts) Executive Office of Environmental Affairs
EPA	Environmental Protection Agency
FA	Federal Aid
FAST	Fixing America's Surface Transportation
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY, FFY	Fiscal Year, Federal Fiscal Year
GPS	Global Positioning System
HSIP	Highway Safety Improvement Program
ITE	Institute of Transportation Engineers
ITS	Intelligent Transportation System(s)
LOS	Level of Service
L RTP	Long Range Transportation Plan (see RTP)
MAP	Mobility Assistance Program
MAP-21	Moving Ahead for Progress in the 21st Century
MassDOT	Massachusetts Department of Transportation
MEPA	Massachusetts Environmental Protection Act
MHD	Massachusetts Highway Department or MassHighway (now MassDOT/Highway Division)
MPO	Metropolitan Planning Organization (see CCMPO)
NAAQS	National Ambient Air Quality Standards
NFA	Non-Federal Aid
NHPP	National Highway Performance Program
NHS	National Highway System

*Cape Cod Unified Planning Work Program for FFY 2020*

NHTSA	National Highway Traffic Safety Administration
NOx	Nitrogen Oxides
PPP	Public Participation Plan
RPA	Regional Planning Agency
RPP	Regional Policy Plan
RSA	Roadway Safety Audit
RTA	Regional Transit Authority (see CCRTA)
RTP	Regional Transportation Plan
SIP	State Implementation Plan
SOV	Single Occupancy Vehicle
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program
TAP	Transportation Alternatives Program
TDM	Transportation Demand Management
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TSM	Transportation Systems Management
UPWP	Unified Planning Work Program
USGS	United States Geographical Survey
UZA	Urbanized Area
v/c	Volume to Capacity
VMT	Vehicle Miles Traveled
VPD	Vehicles Per Day
VPH	Vehicles Per Hour

## Appendices

### APPENDIX A: CAPE COD CANAL STUDIES

#### MassDOT Cape Cod Canal Transportation Study

This purpose of this conceptual planning study is to identify existing and future multimodal transportation deficiencies and needs around the Cape Cod Canal area.

The study entails developing and analyzing a range of transportation alternatives in Bourne and Sandwich. These include highway, interchange, and non-highway improvements, as well as options and design elements that improve access and safety for all modes. Additionally, this study includes significant coordination with the US Army Corps of Engineers on its study of the Bourne and Sagamore Bridges, which are under its stewardship and jurisdiction.

Additional information is available at: <https://www.mass.gov/cape-cod-canal-transportation-study>

#### U.S. Army Corps of Engineers Cape Cod Canal Bridges Major Rehabilitation Evaluation Study

The U.S. Army Corps of Engineers, New England District is conducting a multiyear Major Rehabilitation Evaluation (MRE) Study of the Bourne and Sagamore Highway Bridges. The bridges span the Cape Cod Canal in Bourne, Massachusetts. The purpose of the study is to determine whether major rehabilitation or replacement of either or both bridges will provide the most reliable, fiscally responsible solution for the future. The study will result in a Major Rehabilitation Evaluation Report (MRER), which evaluates the risk and reliability of the structures as well as the economic impacts/benefits of a number of alternatives, including continuation of routine maintenance, major rehabilitation, or bridge replacement.

Additional information is available at: <https://capecodcanalbridgesstudy.com/>

APPENDIX B: FEDERAL FISCAL YEAR 2019 PL FORMULA ALLOCATION



2020 Unified Planning Work Program Funding

	FFY 20	FFY 19	Δ
apportionment obligation authority	\$ 9,746,953	\$ 9,525,238	
federal PL funds only	93.1%	93.1%	
matching funds added	\$ 9,076,363	\$ 8,869,900	2.27%
	\$ 11,345,453	\$ 11,087,375	

The recommended PL Allocation Formula was developed by the Massachusetts Association of Regional Planning Agencies and recommended by MassDOT to FHWA, is based upon the following three factors: 40% of available funds divided equally among the ten MPOs, 30% is allocated based on each MPO's relative share of Massachusetts population, and 30% is allocated based on each MPO's relative share of urbanized population. These factors result in the percentages shown.

PL funds are provided to the MPOs from the previous year's federal-aid ("forward funded")

MPOs PL funded	Contract status	40% of total funds/ten MPOs		30% of funding for relative size of population			30% of funding for relative size of urbanized population			Total FFY20 funding by MPO	Federal aid number	PARS number
		\$		\$			\$		\$			
		\$ 4,538,181		\$ 3,403,636			\$ 3,403,636		\$ 11,345,453			
Berkshire	Yr 4	\$ 453,818	131,219	2.03%	\$ 69,249	88,795	1.49%	\$ 50,777	\$ 573,844			
Boston		\$ 453,818	3,087,975	47.88%	\$ 1,629,624	3,026,176	50.84%	\$ 1,730,507	\$ 3,813,950			
CTPS	Yr 1								\$ 3,089,299			
MAPC	Yr 1								\$ 724,650			
Cape Cod	Yr 4	\$ 453,818	215,888	3.35%	\$ 113,931	198,826	3.34%	\$ 113,698	\$ 681,447			
Central Mass	Yr 1	\$ 453,818	556,698	8.63%	\$ 293,788	462,724	7.77%	\$ 264,607	\$ 1,012,213			
Merrimack Valley	Yr 4	\$ 453,818	333,748	5.17%	\$ 176,130	316,362	5.32%	\$ 180,910	\$ 810,858			
Montachusett	Yr 1	\$ 453,818	236,475	3.67%	\$ 124,796	171,236	2.88%	\$ 97,921	\$ 676,534			
Northern Middlesex	Yr 4	\$ 453,818	286,901	4.45%	\$ 151,407	277,474	4.66%	\$ 158,672	\$ 763,898			
Old Colony	Yr 1	\$ 453,818	362,406	5.62%	\$ 191,253	342,110	5.75%	\$ 195,634	\$ 840,706			
Pioneer Valley	Yr 4	\$ 453,818	621,570	9.64%	\$ 328,023	537,074	9.02%	\$ 307,124	\$ 1,088,964			
Southeastern Mass	Yr 1	\$ 453,818	616,670	9.56%	\$ 325,437	531,236	8.93%	\$ 303,785	\$ 1,083,040			
		\$ 4,538,181	6,449,550	100.00%	\$ 3,403,636	5,952,013	100.00%	\$ 3,403,636	\$ 11,345,453			

RPAs SPR funded	Contract status	Δ	SPR the year before (federal only)		FFY 20 total funding by RPA		Federal aid number	PARS number
			\$		\$			
Franklin	Yr 4	2.27%	\$ 432,944		\$ 553,490			
Martha's Vineyard	Yr 4	2.27%	\$ 248,283		\$ 317,413			
Nantucket	Yr 3	2.27%	\$ 211,196		\$ 270,000			

The SPR funding provided to the RPAs not officially recognized as MPOs is adjusted year-to-year based on the change in funding experienced by the MPOs for their PL funds.

Figure 2 – Unified Planning Work Program Funding (Source: MassDOT)

## APPENDIX C: COMMENTS ON PUBLIC DRAFT

The Cape Cod MPO voted to release the draft UPWP for the public review/ comment period at their 1:00 PM meeting on April 22, 2019, which would officially begin the 21-calendar-day public comment period. The MPO is expected to consider endorsement of the UPWP 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 may be sent by 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 "UPWP" in the subject line and send to:  
stupper@capecodcommission.org

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

Public Comment Summary Grid will be 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 UPWP activities was also included in the previous MPO and CCJTC meetings.

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	Yarmouth Cape 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

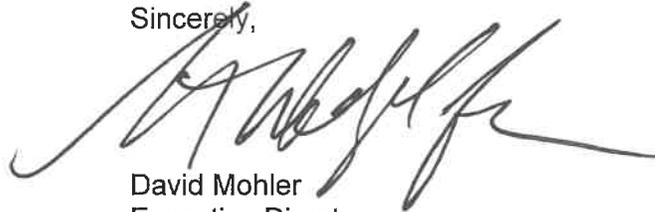
- Please quantify project 607398.
- Please quantify project 608422.

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

---

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

---

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

---

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

---

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

---

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

---

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

---

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

---

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

---

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

---

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

---

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.

--

---

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

---

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

---

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

---

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)

---

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.)

---

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

---

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

---

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

---

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

---

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

--

Sent from my solar powered Linux Mint machine!

---

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

---

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

---

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

---

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

---

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

---

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.

---

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.

---

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

---

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

--

Paul DeLuca

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

208 Main Street

Weymouth, Ma. 02188

781.812.6339

---

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

---

Comment 39

From: Don Nelson <don@certaintpath.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

---

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

---

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

---

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

---

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

---

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

---

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

---

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

---

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!

---

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

---

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!

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

---

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

---

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

---

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

---

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

---

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

---

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

---

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

---

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

---

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

---

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

--

Karen Wood

Independent Sales Representative

Phone 508.564.5038

Fax 508.564.5058

Cell 781.534.2399

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

---

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

---

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

---

Comment 62

From: Don Boardman <dmboardman@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

---

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

---

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

---

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

---

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

---

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

---

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

---

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

---

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

--

---

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

---

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.

---

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

---

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

---

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

---

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

---

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

---

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

---

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

---

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

---

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

---

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

---

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

---

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

---

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

---

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.

--

Alice Thomason Van Oot; Orleans MA

---

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

--

Make it a great day!

---

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

---

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

---

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

-----  
The information transmitted is intended only for the person or entity to which it is addressed and may contain confidential and/or privileged material. Any review, retransmission, dissemination or other use of, or taking of any action in reliance upon, this information by persons or entities other than the intended recipient is prohibited.

---

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

---

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

---

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

---

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

---

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

NOTICE: This electronic communication, including any authorized attachments, contains information that may be legally privileged, protected, confidential and/or exempt from disclosure or certain types of use under applicable law. This information is for the sole use of the intended recipient(s). If you are not the intended recipient(s) or the employee or agent responsible for delivery of this message to the intended recipient(s), you are hereby notified that any review, use, disclosure, copying, distribution or the taking of any action in reliance on the contents of this e-mail or any attachments is strictly prohibited. You are further advised that review by an individual other than the intended recipient(s) shall not constitute a waiver of any attorney-client privilege which may apply to this communication. If you have received this communication in error, please notify the sender immediately by return e-mail, permanently delete this e-mail and any attachments from all computers on which they may be stored and destroy any print-outs of this email and any attachments.

---

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

---

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

---

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

---

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

Copyright © 2019 Friends of the Bourne Rail Trail, All rights reserved.

Our mailing address is:

P.O. 3092

Pocasset, MA 02559

Want to change how you receive these emails?

You can update your preferences

Friends of the Bourne Rail Trail · 314 Barlows Landing Road · P.O. Box 3092 · Pocasset, Ma 02559 · USA

---

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

---

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

---

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

---

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

---

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

---

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

---

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

---

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

---

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

---

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

---

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

---

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

--

Friends of the Bourne Rail Trail  
www.bournerrailtrail.org  
Instagram: @bournerrailtrail  
PO BOX 3092 POCASSET MA 02559-3092

---

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

---

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

--

Sarah G. Jackson

M: 617.320.6251

O: 617.466.4355

Currently reading: <http://tinyurl.com/p6wmp44>

---

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

---

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

---

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

---

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 D: LIST OF STAFF AND ESTIMATED PERCENTAGE OF TIME ALLOCATED TO MASSDOT FUNDED (PL) TASKS IN THE FY 2018 UPWP**

<b>Staff Name and Position</b>	<b>Percentage of Time</b>
Steven Tupper, Transportation Program Manager	85%
Lev A. Malakhoff, Senior Transportation Engineer	85%
David Nolan, Transportation Planner	85%
Martha Hevenor, Planner II	50%
Chloe Schaefer	25%
Historic (Hevenor)	5%
Land Use (Schaefer)	15%
Water Resources (Pasakarnis)	2%
GIS (Reynolds, Prahm, Bremer)	20%
Legal (Wielgus)	5%
Community Outreach/Title VI (Hevenor, Wielgus)	5%
Climate Change (t.b.d.)	10%
Natural Resources/Environment (Hevenor)	5%
Economic Development (Richardson, Schaefer)	5%
Seasonal Traffic Technicians	100%

**APPENDIX E: FY 2019 FUNDING SUMMARY**

# Appendix E: Federal Fiscal Year 2019 Funding Summary

		FHWA PL funds	MDOT PL (match)	FTA Sec 5303	CCC	Other	Task Total	Percent
<b>Task 1 Mgt &amp; Support of the Planning Process &amp; Certification Activities</b>								
1.1	Unified Planning Work Program	\$20,000	\$5,000				\$25,000	3.2%
1.2	Transportation Improvement Program	\$35,000	\$8,750				\$43,750	5.7%
1.3	CCJTC and MPO Activities	\$35,000	\$8,750				\$43,750	5.7%
1.4	Environmental Justice/Title 6	\$26,000	\$6,500				\$32,500	4.2%
1.5	Public Participation Plan	\$20,000	\$5,000				\$25,000	3.2%
1.6	Regional Transportation Plan	\$35,000	\$8,750				\$43,750	5.7%
<b>Total for Task 1</b>		<b>\$171,000</b>	<b>\$42,750</b>				<b>\$213,750</b>	<b>27.8%</b>
<b>Task 2 Data Collection &amp; Analysis Activities</b>								
2.1	Traffic Data Collection Program	\$34,000	\$8,500				\$42,500	5.5%
2.2	Performance Measures	\$30,000	\$7,500				\$37,500	4.9%
2.3	Transportation database management	\$25,000	\$6,250				\$31,250	4.1%
2.4	Pavement Management	\$30,000	\$7,500				\$37,500	4.9%
2.5	Healthy Transportation	\$27,000	\$6,750				\$33,750	4.4%
2.6	Geographic Information Systems	\$30,000	\$7,500				\$37,500	4.9%
<b>Total for Task 2</b>		<b>\$176,000</b>	<b>\$44,000</b>				<b>\$220,000</b>	<b>28.6%</b>
<b>Task 3 Short and Long Range Planning</b>								
3.1	Dennis Route 134	\$55,000	\$13,750				\$68,750	8.9%
3.2	Transportation Safety	\$34,000	\$8,500				\$42,500	5.5%
3.3	Bourne Bicycle Plan & Regional Bike & Ped Plans	\$37,500	\$9,375				\$46,875	6.1%
3.4	Climate Change Planning	\$30,000	\$7,500				\$37,500	4.9%
3.5	Follow up on Previous Studies	\$23,000	\$5,750				\$28,750	3.7%
<b>Total for Task 3</b>		<b>\$179,500</b>	<b>\$44,875</b>				<b>\$224,375</b>	<b>29.1%</b>
<b>Task 4 Technical Assistance Activities</b>								
4.1	Transit Planning		\$10,000	\$40,000			\$50,000	6.5%
4.2	Support for Passenger Rail Service		\$1,250	\$5,000			\$6,250	0.8%
4.3	Sidewalk Accessibility to Transit Stops		\$6,487	\$25,947			\$32,434	4.2%
4.4	Other Technical Assistance Requests	\$18,657	\$4,664				\$23,321	3.0%
<b>Total for Task 4</b>		<b>\$18,657</b>	<b>\$22,401</b>	<b>\$70,947</b>			<b>\$112,005</b>	<b>14.5%</b>
<b>Task 5 CCC Planning and Regulatory Activities</b>								
5.1	Regulatory				\$37,543			
5.2	Planning				\$48,511			
5.3	Other Transportation Activities				\$64,869			
<b>Total for Task 5</b>					<b>\$150,923</b>			
<b>Totals</b>		<b>\$545,157</b>	<b>\$154,026</b>	<b>\$70,947</b>	<b>\$150,923</b>		<b>\$770,130</b>	<b>100%</b>
<b>Key:</b>								
MDOT = Massachusetts Department of Transportation								
FHWA = Federal Highway Administration								
FTA = Federal Transit Administration								
CCC= Cape Cod Commission								
CCRTA = Cape Cod Regional Transit Authority								
PL = Planning funds								
Sec 5303 = Federal Transit Planning Funds								



## CAPE COD COMMISSION

3225 MAIN STREET • P.O. BOX 226 • BARNSTABLE, MASSACHUSETTS 02630  
(508) 362-3828 • Fax (508) 362-3136 • [www.capecodcommission.org](http://www.capecodcommission.org)

