



CAPE COD
COMMISSION

Cape Cod Transportation Improvement Program Federal Fiscal Year 2025 – 2029

Endorsed – May 20, 2024

Amended – November 18, 2024





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

Title VI Notice of Nondiscrimination

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

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

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

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

Cape Cod Transportation Improvement Program for FFY 2025-2029

Cape Cod Transportation Improvement Program (TIP) prepared by the

Cape Cod Metropolitan Planning Organization (MPO) Members:

- Monica Tibbits-Nutt, Secretary and Chief Executive Officer, Massachusetts Department of Transportation (MassDOT)
- Jonathan Gulliver, Administrator, MassDOT Highway Division
- Robert Lawton, Chair, Cape Cod Regional Transit Authority
- Harold Mitchell, Chair, Cape Cod Commission
- Felicia Penn, President, Barnstable Town Council
- Mark Forest, Barnstable County Commissioner
- Edwin P. Zylinski, Falmouth Select Board, Sub Region A Representative (Bourne, Falmouth, Mashpee, and Sandwich)
- Peter Q. Smith, Yarmouth Select Board, Sub Region B Representative (Dennis and Yarmouth)
- Kevin Galligan, Orleans Select Board, Sub Region C Representative (Brewster, Chatham, Harwich, and Orleans)
- Leslie Sandberg, Provincetown Select Board, Sub Region D Representative (Eastham, Provincetown, Truro, and Wellfleet)
- Brian Weeden, Chairman, Mashpee Wampanoag Tribal Council

MPO Ex-Officio Members:

- Griffin Ryder, Chair, Cape Cod Joint Transportation Committee
- Jennifer Flynn, 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
- Joi Singh, Federal Highway Administration
- Peter Butler, Federal Transit Administration

and the

Cape Cod Joint Transportation Committee

- Griffin Ryder, Chair, Town of Brewster
- Jay Norton, Vice-Chair, Town of Wellfleet

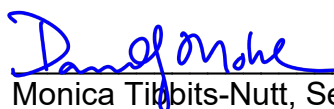
Cape Cod Commission TIP Staff Contact:

- Colleen Medeiros, Transportation Program Manager, Cape Cod Commission

Cape Cod Metropolitan Planning Organization

Endorsement of the Federal Fiscal Years 2025-2029 Cape Cod Transportation Improvement Program (TIP)

The signature below certifies that the Cape Cod Metropolitan Planning Organization (MPO), at their meeting on May 20, 2024, hereby endorses the Cape Cod Transportation Improvement Program (TIP) for Federal Fiscal Years 2025 -2029 in its entirety for the Cape Cod Region, in accordance with the certified 3C Transportation Planning Process.



for

Monica Tibbits-Nutt, Secretary/Chief Executive Officer – Massachusetts Department of Transportation (MassDOT)

MPO Members:

- Monica Tibbits-Nutt, Secretary and Chief Executive Officer, Massachusetts Department of Transportation (MassDOT)
- Jonathan Gulliver, Administrator, MassDOT Highway Division
- Robert Lawton, Chair, Cape Cod Regional Transit Authority
- Harold Mitchell, Chair, Cape Cod Commission
- Felicia Penn, President, Barnstable Town Council
- Mark Forest, Barnstable County Commissioner
- Edwin P. Zylinski, Sub Region A Representative (Bourne, Falmouth, Mashpee, and Sandwich)
- Peter Q. Smith, Sub Region B Representative (Dennis and Yarmouth)
- Kevin Galligan, Sub Region C Representative (Brewster, Chatham, Harwich, and Orleans)
- Leslie Sandberg, Sub Region D Representative (Eastham, Provincetown, Truro, and Wellfleet)
- Brian Weeden, Chairman, Mashpee Wampanoag Tribal Council

MPO Ex-Officio Non-Voting Members:

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- Lawrence T. Davis, US Army Corps of Engineers/Cape Cod Canal
- Robert B. Davis, Woods Hole, Martha's Vineyard, and Nantucket Steamship Authority
- Joi Singh, Federal Highway Administration
- Peter Butler, Federal Transit Administration

Cape Cod Metropolitan Planning Organization

23 CFR § 450.220 and 23 CFR § 450.336 Self-Certification Compliance Statement

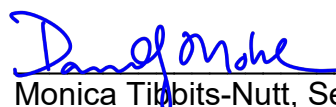
The Cape Cod Metropolitan Planning Organization certifies that its conduct of the metropolitan transportation planning process complies with all applicable requirements, which are listed below, and that this process includes activities to support the development and implementation of the Regional Long-Range Transportation Plan and Air Quality Conformity Determination, the Transportation Improvement Program and Air Quality Conformity Determination, and the Unified Planning Work Program.

1. 23 USC 134, 49 USC 5303, and this subpart.
2. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 USC 7504, 7506 (c) and (d) and 40 CFR part 93 and for applicable State Implementation Plan projects.
3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR Part 21.
4. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.
5. Section 11101(e) of the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in U.S. DOT-funded projects.
6. 23 CFR part 230, regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.
7. The provisions of the US DOT and of the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.) and 49 CFR Parts 27, 37, and 38.
8. The Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance.
9. Section 324 of Title 23 USC regarding the prohibition of discrimination based on gender.
10. Section 504 of the Rehabilitation Act of 1973 (29 USC 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.
11. Anti-lobbying restrictions found in 49 USC Part 20. No appropriated funds may be expended by a recipient to influence or attempt to influence an officer or employee of any agency, or a member of Congress, in connection with the awarding of any federal contract.

The signature of the of the chair of the Cape Cod Metropolitan Planning Organization on the following page signifies that the Cape Cod Metropolitan Planning Organization took this action at their public meeting on May 20, 2024.

Cape Cod Metropolitan Planning Organization

*23 CFR § 450.220 and 23 CFR § 450.336 Self-Certification Compliance Statement
Signature Page*



for

May 20, 2024

Monica Tibbits-Nutt, Secretary/Chief Executive Officer – Massachusetts Department of Transportation (MassDOT)

MPO Members:

- Monica Tibbits-Nutt, Secretary and Chief Executive Officer, Massachusetts Department of Transportation (MassDOT)
- Jonathan Gulliver, Administrator, MassDOT Highway Division
- Robert Lawton, Chair, Cape Cod Regional Transit Authority
- Harold Mitchell, Chair, Cape Cod Commission
- Felicia Penn, President, Barnstable Town Council
- Mark Forest, Barnstable County Commissioner
- Edwin P. Zylinski, Sub Region A Representative (Bourne, Falmouth, Mashpee, and Sandwich)
- Peter Q. Smith, Sub Region B Representative (Dennis and Yarmouth)
- Kevin Galligan, Sub Region C Representative (Brewster, Chatham, Harwich, and Orleans)
- Leslie Sandberg, Sub Region D Representative (Eastham, Provincetown, Truro, and Wellfleet)
- Brian Weeden, Chairman, Mashpee Wampanoag Tribal Council

MPO Ex-Officio Non-Voting Members:

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- Jennifer Flynn, 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
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- Peter Butler, Federal Transit Administration

Cape Cod Metropolitan Planning Organization

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

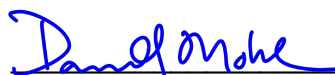
This will certify that the Transportation Improvement Program and Air Quality Conformity Determination for the Cape Cod Regional Transportation Plan is in compliance with all applicable requirements in the State Regulation 310 CMR 60.05: Global Warming Solutions Act Requirements for Transportation. The regulation requires the MPO to:

1. 310 CMR 60.05(5)(a)1.: Evaluate and report the aggregate transportation GHG emissions impacts of RTPs and TIPs;
2. 310 CMR 60.05(5)(a)2.: In consultation with MassDOT, develop and utilize procedures to prioritize and select projects in RTPs and TIPs based on factors that include aggregate transportation GHG emissions impacts;
3. 310 CMR 60.05(5)(a)3.: Quantify net transportation GHG emissions impacts resulting from the projects in RTPs and TIPs and certify in a statement included with RTPs and TIPs pursuant to 23 CFR Part 450 that the MPO has made efforts to minimize aggregate transportation GHG emissions impacts;
4. 310 CMR 60.05(5)(a)4.: Determine in consultation with the RPA that the appropriate planning assumptions used for transportation GHG emissions modeling are consistent with local land use policies, or that local authorities have made documented and credible commitments to establishing such consistency;
5. 310 CMR 60.05(8)(a)2.a.: Develop RTPs and TIPs;
6. 310 CMR 60.05(8)(a)2.b.: Ensure that RPAs are using appropriate planning assumptions;
7. 310 CMR 60.05(8)(a)2.c.: Perform regional aggregate transportation GHG emissions impact analysis of RTPs and TIPs;
8. 310 CMR 60.05(8)(a)2.d.: Calculate aggregate transportation GHG emissions impacts for RTPs and TIPs;
9. 310 CMR 60.05(8)(a)2.e.: Develop public consultation procedures for aggregate transportation GHG emissions impact reporting and related GWSA requirements consistent with current and approved regional public participation plans;
10. 310 CMR 60.05(8)(c): Prior to making final endorsements on the RTPs, TIPs, STIPs, and projects included in these plans, MassDOT and the MPOs shall include the aggregate transportation GHG emission impact assessment in RTPs, TIPs, and STIPs and provide an opportunity for public review and comment on the RTPs, TIPs, and STIPs; and
11. 310 CMR 60.05(8)(a)1.c.: After a final GHG assessment has been made by MassDOT and the MPOs, MassDOT and the MPOs shall submit MPO-endorsed RTPs, TIPs, STIPs or projects within 30 days of endorsement to the Department for review of the GHG assessment.

The signature of the of the chair of the Cape Cod Metropolitan Planning Organization on the following page signifies that the Cape Cod Metropolitan Planning Organization took this action at their public meeting on May 20, 2024.

Cape Cod Metropolitan Planning Organization

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



for

May 20, 2024

Monica Tibbits-Nutt, Secretary/Chief Executive Officer – Massachusetts Department of Transportation (MassDOT)

MPO Members:

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- Kevin Galligan, Sub Region C Representative (Brewster, Chatham, Harwich, and Orleans)
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Executive Summary

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

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

Contents of the Plan

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

How to Get Involved

The Cape Cod MPO voted to release the draft TIP for the public review/ comment period at their 1:00 PM virtual meeting on April 22, 2024, officially beginning the 21-calendar-day public comment period.

Public comment opportunities were held throughout the development process this year, including pop-up tables, focus groups and open houses. A virtual public meeting is scheduled on Monday, April 29, 2024 to hear specific feedback on the draft document. Additional opportunities for public comments were gathered at outreach tables located along the region's bike path network. A virtual public meeting of the Cape Cod MPO is scheduled for Monday, May 20, 2024 at 1:00 PM to hear additional public comments and consider endorsement of this document. Details on the online public comment opportunities and the virtual public meeting available at www.capecodcommission.org/mpo.

Comments on this plan were accepted through May 13, 2024 via mail, by facsimile, or via e-mail, as follows:

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

Sent by facsimile to the attention of Colleen Medeiros (FAX): 508-362-3136

Email—please put "TIP" in the subject line and sent to:

colleen.medeiros@capecodcommission.org

2025-2029 Projects

The following projects are included in the draft Cape Cod Transportation Improvement Program for Federal Fiscal Year 2025-2029:

- Mashpee, Route 151 Corridor Improvements (Phase 2) (2024-2027)
- Dennis/Harwich, Route 28 Reconstruction (Upper County Rd to Herring River Bridge) (2025)
- Bourne, Rail Trail – Phase 1 (2025)
- Bourne, Route 6 Scenic Highway Median Installation (2025-2028)
- Harwich, Harwich Elementary School Safe Routes to School (2025)
- Bourne/Sandwich, Route 6 Resurfacing and Related Work (2025)
- Barnstable, Bridge Preservation Oak Street over Route 6 (2025)
- Provincetown, Shank Painter Road Improvements (2026-2027)
- Barnstable, Route 6 Resurfacing and Related Work (2026-2028)
- Provincetown/Truro, Resurfacing and Related Work on Route 6 (2026)
- Sandwich, Bridge Preservation Chase Road over Route 6 (2026)
- Dennis, Route 28 Streetscape Improvements (Phase 2) (2027-2028)
- Harwich, Old Colony Rail Trail Modernization (2027)
- Chatham, Route 28 at Main St, Depot Rd, Queen Anne Rd and Crowell Rd (2028)
- Yarmouth, Route 28 Corridor Improvements (2028-2029)
- Bourne, Resurfacing and Related Work on Route 28 (2028)
- Falmouth, Resurfacing and Related Work on Route 28 (2028)
- Barnstable, Culvert Replacement Route 6A over Boat Cove Creek (2028)
- Sandwich, Bridge Preservation Route 6 over Route 130 (2028)
- Chatham/Harwich, Route 28 Resurfacing and Related Work (2029)
- Harwich/Orleans, Route 28 Resurfacing and Related Work (2029)
- Various transit projects to allow the Cape Cod Regional Transit Authority (CCRTA) to operate their year-round and seasonal fixed-route services, operate their demand response services, and maintain the vehicles and other infrastructure. (2025-2029)

In total, the FFY2025-2029 TIP includes over \$445 million in funded projects.

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Chapter 1: Transportation Planning Process

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

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

Cape Cod Metropolitan Planning Organization (MPO)

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

Table 1. Cape Cod MPO Membership

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

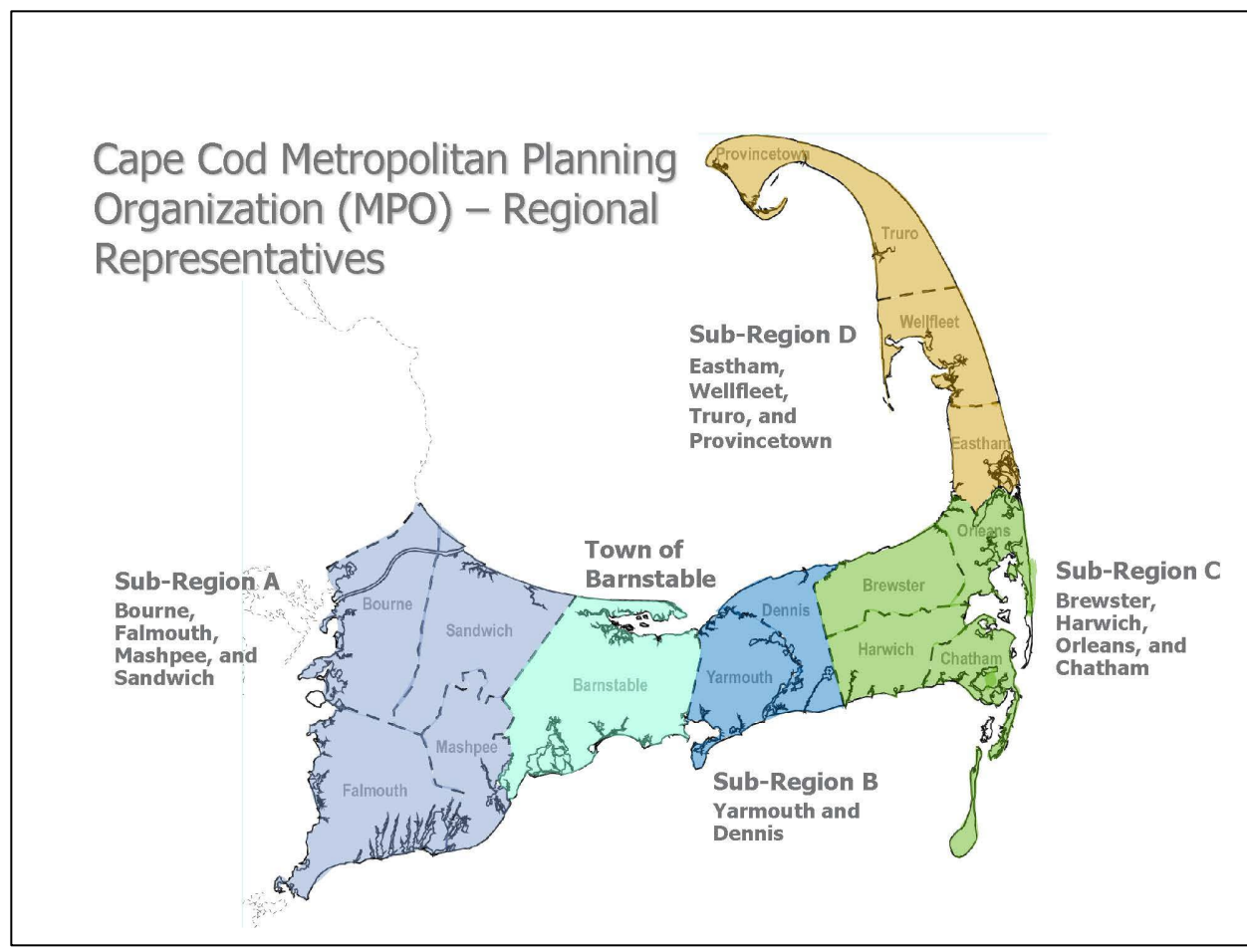


Figure 1. Map of Cape Cod Metropolitan Planning Organization Sub-regions

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

Cape Cod Joint Transportation Committee (CCJTC)

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

Federal Certification Documents

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

The RTP establishes a regional vision for the transportation system; the UPWP studies investigate deficiencies in that system and identify potential solutions, and the TIP details specific transportation projects that are implemented to improve the transportation system. Many UPWP projects progress into future TIP construction projects or future projects to be included in the RTP. One such examples is the Bourne Rail Trail Phase 1 (#609262) TIP project, which was a UPWP Study conducted by the CCC in April 2017. The PPP provides a framework to ensure public involvement and cooperative decision making throughout the transportation planning process. A summary of the primary function, time horizon, and update timeline is presented in Table 2. The table also includes links to the Cape Cod MPO webpages that contain more detailed information on each of the documents.

Table 2. Federal Certification Documents

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

¹ The Regional Transportation Plan (RTP) is available at www.capecodcommission.org/our-work/rtp

² The Transportation Improvement Program (TIP) is available at www.capecodcommission.org/our-work/tip

³ The Unified Planning Work Program (UPWP) is available at www.capecodcommission.org/our-work/upwp

⁴ The Public Participation Plan (PPP) is available at www.capecodcommission.org/our-work/ppp

Transportation Legislation

Federal legislation that contains requirements for transportation plans, programs and projects includes the current legislation: Bipartisan Infrastructure Law (BIL). The previous Fixing America's Surface Transportation (FAST) Act and the Clean Air Act Amendments of 1990 (CAAA) expired on September 30, 2021.

Bipartisan Infrastructure Law (BIL)

On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) also known as the Bipartisan Infrastructure Law (Pub. L. No. 117-58). The BIL is the largest long-term investment in our country's infrastructure and economy. The BIL authorizes \$550 billion over fiscal years 2022 through 2026 for investments in infrastructure related to roads, bridges, public transit, water infrastructure, resilience and broadband.

The new Bipartisan Infrastructure Law includes Planning Emphasis Areas (PEAs), around which states and MPOs should orient their planning efforts. These emphasis areas are listed below. For all goals, the document notes that FHWA Division and FTA regional offices should work with State DOTs, MPOs, and other relevant parties.

- **Tackling the Climate Crisis – Transitioning to a Clean Energy, Resilient Future:** Ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52% below 2005 levels by 2030, and net-zero emissions by 2050.
- **Equity and Justice⁴⁰ in Transportation Planning:** Advance racial equity and support for underserves and disadvantaged communities.”
- **Complete Streets:** Review current policies, rules, and procedures to determine their impact on safety for all users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles.
- **Public Involvement:** Increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPU) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices.
- **Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination:** Coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities.
- **Federal Land Management (FLMA) Coordination:** Coordinate with FLMAs in the transportation planning and project programming process on infrastructure

and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands.

- **Planning and Environment Linkages (PEL):** Implement PEL as part of the transportation planning and environmental review process. The use of PEL is a collaborative and integrated approach to transportation decision-making that considers environmental community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process.
- **Data in Transportation Planning:** Incorporate data sharing and consideration into the transportation planning process.

Title VI/Nondiscrimination

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

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

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

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

Other Federal and State Legislative Requirements and Policies

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

Performance Measures

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 performance measures are evaluated as part of the project selection process for inclusion in the Cape Cod TIP as detailed in Appendix A.

National Goals

The following FAST Act planning factors are still current in U.S. DOT:

- **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.

Additionally, the following are Planning Emphasis Areas (PEAs) included the BIL are listed below.

- Tackling the Climate Crisis – Transitioning to a Clean Energy, Resilient Future
- Equity and Justice40 in Transportation Planning
- Complete Streets
- Public Involvement
- Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination
- Federal Land Management (FLMA) Coordination
- Planning and Environment Linkages (PEL)
- Data in Transportation Planning

Cape Cod Regional Transportation Plan Goals

The 2024 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 2024 RTP vision statement established the overarching vision of the document and is as follows:

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

The 2024 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 2044.

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

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

All of the 2025-2029 regional TIP target projects are included in the RTP. Additionally, many of the statewide TIP projects follow the RTP theme for maintenance and improvement projects on Route 6 and Route 28, which are the two corridors identified in the region's Congestion Management Plan (CMP). Additionally, the RTP identifies a long-term vision for a complete off-roadway shared use path network, from Falmouth to Provincetown, which references priority investments for rail trail projects, such as the Bourne Rail Trail Phase 1 project funded in FFY 2025.

Federally Required Performance Measure Summary

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

Table 3. Federally Required Highway Performance Measures

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

Table 4. Federally Required Transit Performance Measures

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

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

MassDOT Annual Performance Management

MassDOT prepares an annual report called Tracker⁵ which tracks performance measures across all MassDOT Divisions. Tracker includes two-year and four-year targets and is updated annually to reflect performance measurements. The six performance goals include: Safety, Budget & Capital Performance, Customer Experience, Healthy & Sustainable Transportation, and System Condition.

Safety Performance Measures (PM1)

The Cape Cod MPO has chosen to adopt the statewide safety performance measure targets set by MassDOT for Calendar Year (CY) 2024. Per Federal Highway Administration (FHWA) guidance, the calendar year (CY) 2024 target setting process began with a trend line projection based on the most recent available data. This year,

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

MassDOT also developed a 2022-2026 target to be consistent with the Highway Safety Office and National Highway Traffic Safety Administration (NHTSA).

Due to higher rates of speeding caused by decreased vehicle miles traveled (VMT) amid pandemic shutdowns in 2020 and the lingering impacts in 2021 and 2022, roadway fatalities were increasing relative to previous years. Furthermore, the Infrastructure Investment and Jobs Act (IIJA) requires “performance targets to demonstrate constant or improved performance,” so Massachusetts is unable to use increasing “targets.” Although the latest 2023 data suggests fatalities are trending towards pre-COVID levels, the data is incomplete and was not used when the target setting process began. Therefore, MassDOT developed the target for CY 2024 by projecting the 2023 and 2024 fatalities to be in line with pre-COVID data. As a result, year over year changes reflect a decrease of approximately 20% when comparing 2021 and 2022 to 2023 and 2024. However, the 5-year average from 2018-2022 to 2020-2024 sees only a minor decrease from 378 to 377. If this trend continues, the 2022-2026 average will drop to 362, a reduction 4%.

As always, MassDOT’s overarching goal is zero deaths and this goal will be pursued by implementing strategies from the [Strategic Highway Safety Plan](#) (SHSP). The Massachusetts SHSP and [Vulnerable Road User Safety Assessment](#) were both updated and finalized in 2023. These strategies help provide details on how the state will drive down fatalities and serious injuries. Moreover, it should be restated that while MassDOT developed numeric targets, the goal is 0 and MassDOT will continue to work toward that goal by implementing SHSP strategies. While the MPO is not required by FHWA to report on annual safety performance targets, FHWA guidelines require MPOs to adopt MassDOT’s annual targets or to establish their own each year.

The fatality rate represents five-year average fatalities divided by five-year average VMTs. The COVID-19 pandemic greatly impacted VMT, causing fatality rates to spike in 2020 with significantly lower VMT and slightly higher fatalities. Data projections for 2023 indicate VMT will exceed pre-pandemic levels. Consequently, the five-year average fatality rate is expected to decrease from 0.62 fatalities per 100 million VMT for 2018-2022, to 0.61 fatalities per 100 million VMT in 2020-2024, a reduction of 1.63%. If this trend continues, MassDOT projects a decrease to 0.54 fatalities per 100 million VMT, a reduction of 12%.

The fatality and serious injury data contained here was developed to align with the data included in MassDOT’s annual Highway Safety Improvement Program (HSIP) report. As such, historical data may be different from what was reported in prior years. The targets were developed in coordination with the Executive Office of Public Safety and Security (EOPSS), the Highway Safety Division (HSD), and other sections within MassDOT. Although MassDOT emphasizes that the state’s goal is zero fatalities and serious

injuries, the state targets presented here are not “goals” but realistic targets considering the events of the last 3+ years. The Secretary of Transportation and Highway Division Administrator for MassDOT approved the targets recognizing that MassDOT must demonstrate short term incremental steps in order to achieve the Commonwealth’s goal.

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

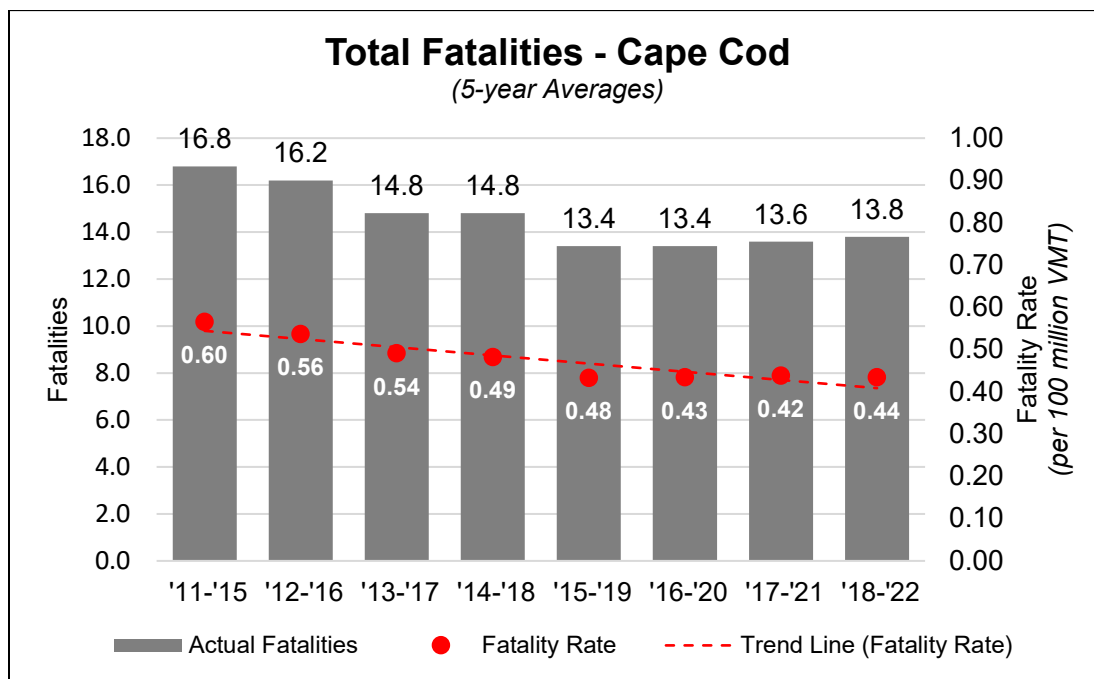


Figure 2. Cape Cod Fatalities Trend

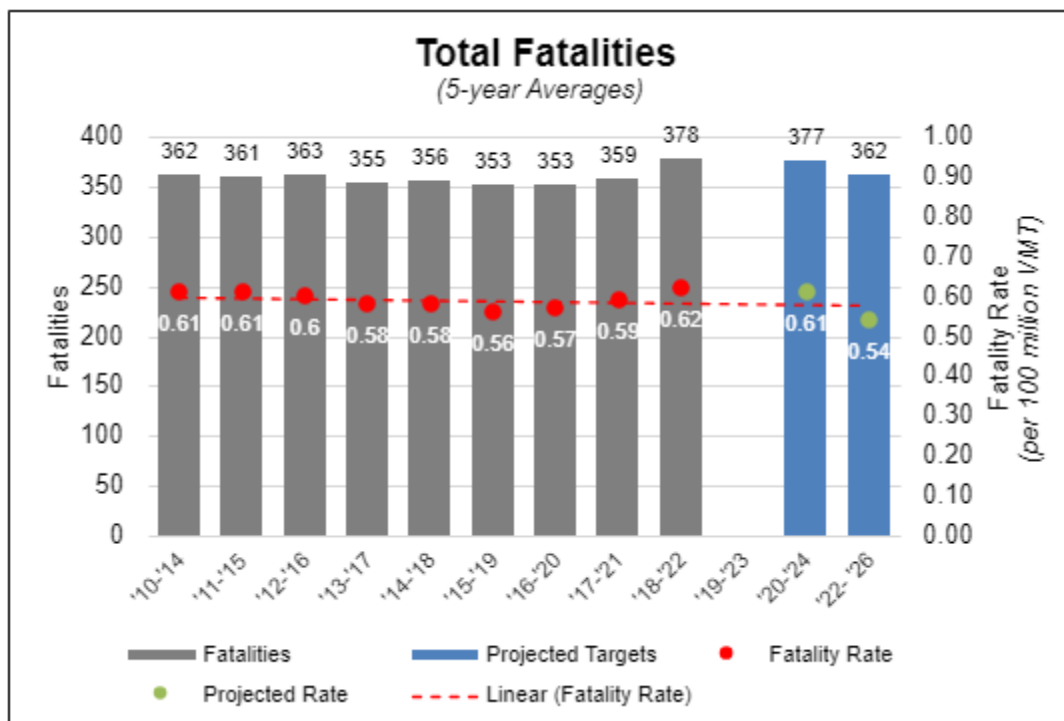


Figure 3. Statewide Fatalities Trend

Note: 2023 data is not complete and therefore was not used for target setting purposes.

The target setting process for serious injuries began with a trend line projection based on the most recent available data. The 2021 and 2022 serious injury data were not finalized in the statewide crash system during this process, so it is possible these figures will change once that data becomes final.

Due to higher rates of speeding caused by decreased VMT amid pandemic shutdowns in 2020 and the lingering impacts in 2021 and 2022, serious injuries increased relative to previous years. Although the latest 2023 data suggests serious injuries are trending towards pre-COVID levels, the data is incomplete and was not used when the target setting process began. Therefore, MassDOT developed the target for CY 2024 by projecting the 2023 and 2024 serious injuries to be in line with pre-COVID data. As a result, year over year changes reflect a decrease of approximately 10% when comparing 2021 and 2022 to 2023 and 2024. However, the 5-year average from 2018-2022 to 2020-2024 remains the same at 2,708 serious injuries. If this trend continues, the 2022-2026 average will drop to 2,603, a 4% reduction.

Similar to the fatality rate, serious injury rates were greatly impacted due to COVID. Following the methods above, the projection is now 4.36 serious injuries per 100 million VMT for 2020-2024. This reflects a 1.36% reduction compared to the 2018-2022 serious

injuries rate of 4.42. If this trend continues, the 2022-2026 rate will drop to 3.91 serious injuries per 100 million VMT, an 11% reduction.

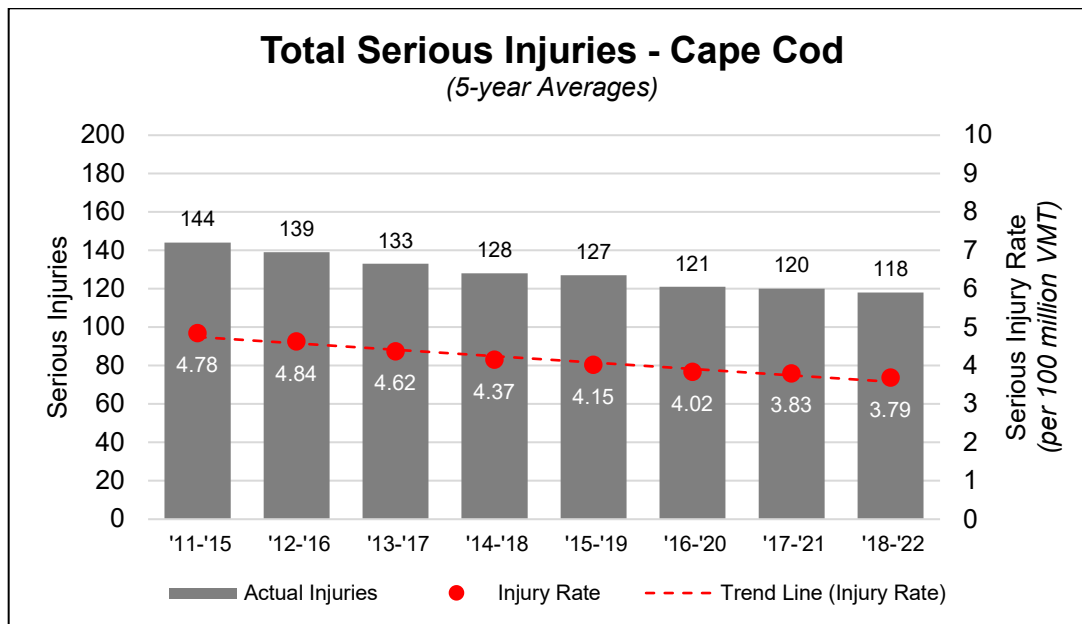


Figure 4. Cape Cod Serious Injury Trend

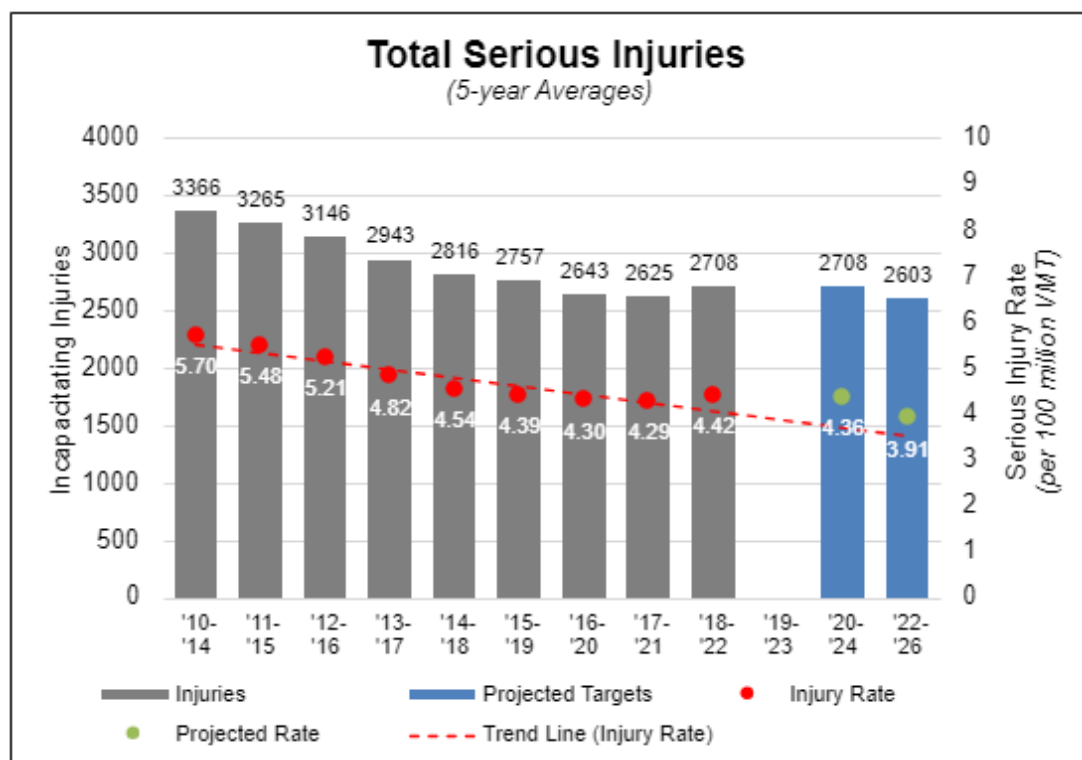


Figure 5. Statewide Serious Injury Trend

Note: 2023 data is not complete and therefore was not used for target setting purposes.

The number of non-motorized fatalities and serious injuries decreased during the start of the pandemic in 2020, followed by an increase in 2021 and dramatic spike in 2022. Based on the state's emphasis on vulnerable road users, MassDOT anticipates the 2023 and 2024 numbers to match those from 2020. This results in a 5-year average of non-motorist fatalities and serious injuries decreasing from 480 (2018-2022) to 445 (2020-2024), a 7.3% reduction. Looking ahead to 2026, the average combined non-motorist fatalities and serious injuries is expected to decrease to 435, a reduction of approximately 9%.

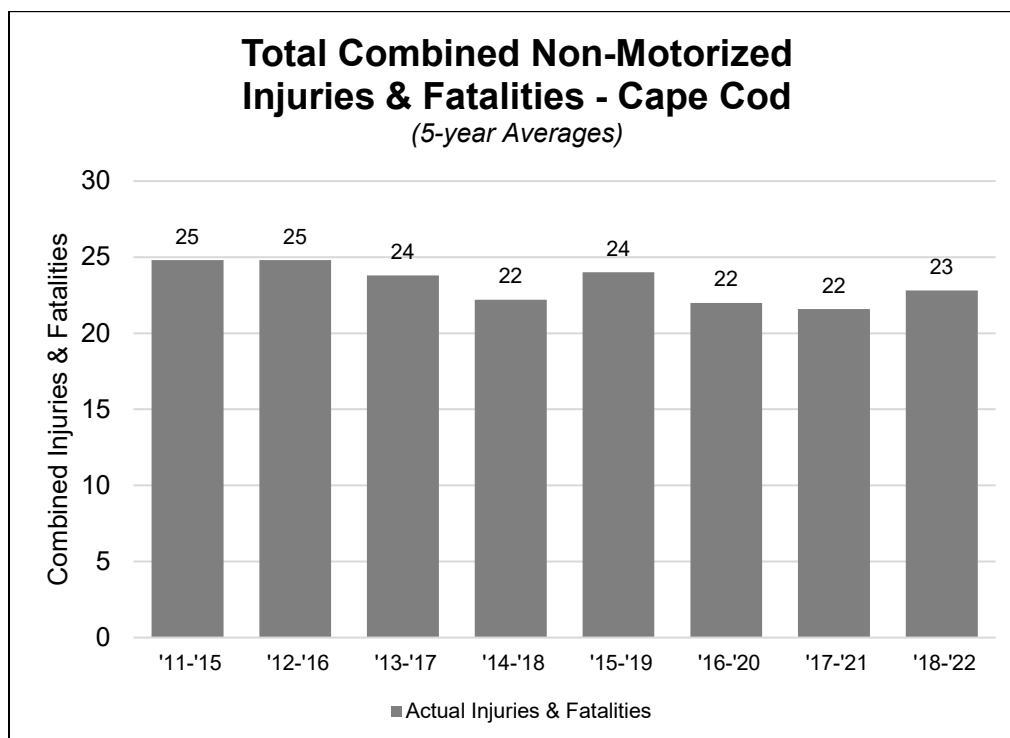


Figure 6. Cape Cod Non-Motorized Injury and Fatality Trend

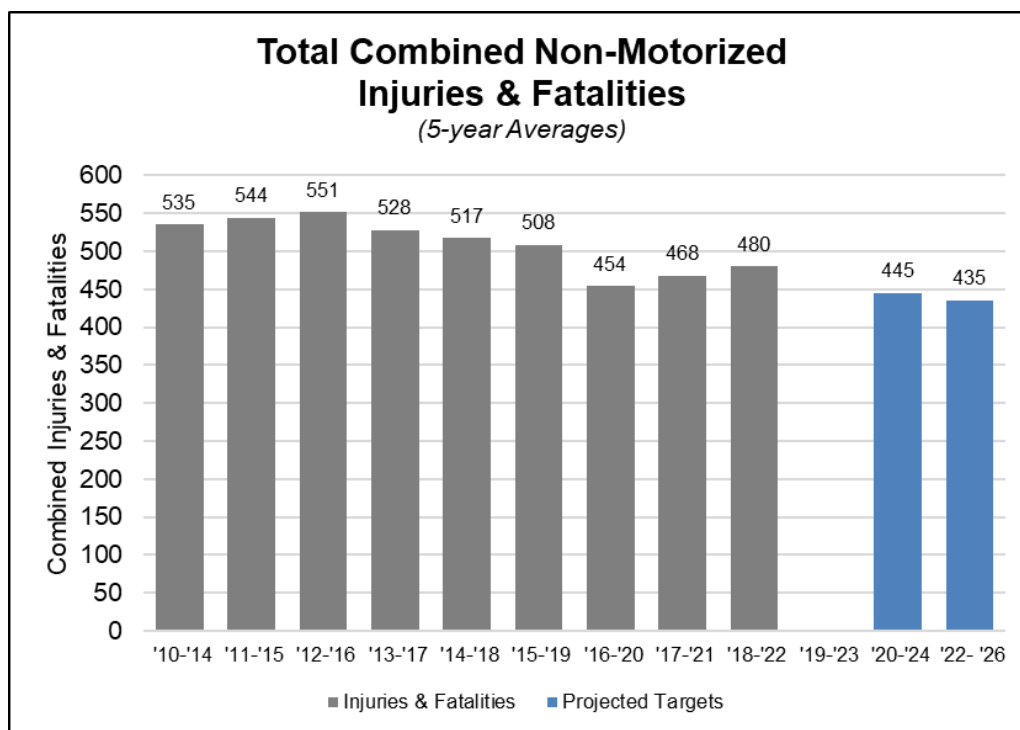


Figure 7. Statewide Non-Motorized Injury and Fatality Trend

Note: 2023 data is not complete and therefore was not used for target setting purposes.

Bridge & Pavement Performance Measures (PM2)

The Cape Cod MPO has chosen to adopt the 2-year (2024) and 4-year (2026) statewide bridge and pavement performance measure targets set by MassDOT. MassDOT was required to adopt a statewide target by December 16th, 2022. In setting these targets, MassDOT has followed FHWA guidelines by measuring bridges and pavement condition using the 9-point National Bridge Inventory Standards (NBIS); the International Roughness Index (IRI); the presence of pavement rutting; and the presence of pavement cracking. 2-year and 4-year targets were set for six individual performance measures: percent of bridges in good condition; percent of bridges in poor condition; percent of Interstate pavement in good condition; percent of Interstate pavement in poor condition; percent of non-Interstate pavement in good condition; and percent of non-Interstate pavement in poor condition. All of the above performance measures are tracked in greater detail in MassDOT's 2022 Transportation Asset Management Plan (TAMP).

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

Performance targets for pavement-related performance measures were based on a single year of data collection, and thus were set to remain steady under the guidance of FHWA. These measures are to be revisited at the 2-year mark (2024), once three years of data are available, for more informed target setting.

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

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

| PERFORMANCE MEASURE | CURRENT (2021) | 2-YEAR TARGET (2024) | 4-YEAR TARGET (2026) |
|---|-------------------|-------------------------|-------------------------|
| Bridges in good condition | 16% | 16% | 16% |
| Bridges in poor condition | 12.2% | 12% | 12% |
| Non-Interstate Pavement in good and excellent condition | n/a | 30% | 30% |
| Non-Interstate Pavement in poor condition | n/a | 5% | 5% |

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

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

Reliability, Congestion, & Emissions Performance Measures (PM3)

The Cape Cod MPO has chosen to adopt the 2-year (2024) and 4-year (2026) statewide reliability, congestion, and emissions performance measure targets set by MassDOT. MassDOT was required to adopt a statewide target by December 16, 2022.

MassDOT followed FHWA regulation in measuring Level of Travel Time Reliability (LOTTR) on both the Interstate and non-Interstate NHS as well as Truck Travel Time Reliability (TTTR) on the Interstate system using the National Performance Management Research Dataset (NPMRDS) provided by FHWA. These performance measures aim to identify the predictability of travel times on the roadway network by comparing the average travel time along a given segment against longer travel times. For LOTTR, the performance of all segments of the Interstate and of the non-Interstate NHS are defined as either reliable or unreliable based on a comparison between the

50th percentile travel time and the 80th percentile travel time, and the proportion of reliable segments is reported. For TTTR, the ratio between the 50th percentile travel time and the 90th percentile travel time for trucks only along the Interstate system is reported as a statewide measure.

Emissions reduction targets are measured as the sum total of all emissions reductions anticipated through CMAQ-funded projects in non-attainment or air quality maintenance areas (currently the cities of Lowell, Springfield, Waltham, and Worcester, and the town of Oak Bluffs) identified in the Statewide Transportation Improvement Program (STIP). This anticipated emissions reduction is calculated using the existing CMAQ processes.

Table 6. Travel Time Reliability Performance Measures (PM3) Target Summary

| PERFORMANCE MEASURE | CURRENT (2021) | 2-YEAR TARGET (2023) | 4-YEAR TARGET (2025) |
|----------------------|-------------------|-------------------------|-------------------------|
| Interstate LOTTR | 84.2% | 74.0% | 76.0% |
| Non-Interstate LOTTR | 87.2% | 85.0% | 87.0% |
| TTTR | 1.61 | 1.80 | 1.75 |

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

Transit Asset Management Measures and Targets

Transit Asset Management (TAM) is a business model that uses the condition of assets to guide optimal prioritization of funding at transit properties in order to keep our transit networks in a state of Good Repair (SGR). Bus replacement projects are programmed every year to keep vehicle stock in good condition.

Federal legislation requires all recipients of FTA funding to develop a TAM Plan and update the plan every four years. The Cape Cod Regional Transit Authority (CCRTA) latest TAM plan was prepared in October 2022 and identified agency-specific TAM targets. The CCRTA's latest FY 2023 TAM targets for the Cape Cod region are presented in Table 7.

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

| CATEGORY | CLASS | NUMBER | MEASURE | FY2022 PERFORMANCE | FY2023 TARGET |
|---------------|------------------------|--------|---------------------------|--------------------|---------------|
| Rolling Stock | Bus | 47 | % at or past ULB | 0% | 0% |
| Rolling Stock | Cutaway Bus | 112 | % at or past ULB | 1% | 10% |
| Rolling Stock | Vans | 18 | % at or past ULB | 0% | 10% |
| Equipment | Service Vehicle/Trucks | 10 | % at or past ULB | 40% | 10% |
| Facilities | Maintenance | 1 | % under 3.0 on TERM scale | 0% | 0% |
| Facilities | Passenger Facilities | 1 | % under 3.0 on TERM scale | 0% | 0% |

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

Transit Safety Performance Targets

The CCRTA prepared its Public Transportation Agency Safety Plan (PTASP) in December 2023 which outlines its safety training program, establishes safety performance targets, a safety management policy and safety performance monitoring. CCRTA has established the safety targets below by reviewing historic safety data, with the goal of operating to maximum safety, proactively addressing hazards as they are identified. The Cape Cod MPO adopted the transit safety performance targets for the Cape Cod region in March 2023.

Table 8. Cape Cod Transit Safety Performance Targets

| Mode of Transit Service | Fatalities (Total) | Fatalities (per 100K VRM ¹) | Injuries (Total) | Injuries (per 100K VRM) | Safety Events (Total) | Safety Events (per 100K VRM) | System Reliability (MMBF ²) |
|--|--------------------|---|------------------|-------------------------|-----------------------|------------------------------|---|
| Fixed Route Bus | 0 | 0.00 | 8 | 0.6 | 16 | 1.2 | 20,000 miles |
| Paratransit | 0 | 0.00 | 4 | 0.1 | 8 | 0.2 | 150,000 miles |
| Human Service Transportation/ Demand Taxi | 0 | 0.00 | 6 | 0.5 | 12 | 1.0 | 100,000 miles |

¹ Vehicle Revenue Miles

² Mean Miles Between Failures

Chapter 2: TIP Development Process

The Cape Cod Transportation Improvement Program (TIP) is a listing of federal aid eligible transportation projects for Cape Cod prepared under the direction of the Cape Cod Metropolitan Planning Organization (MPO). The plan is prepared by the Cape Cod Commission (CCC) transportation staff, the Cape Cod Regional Transit Authority (CCRTA) staff, Massachusetts Department of Transportation (MassDOT) staff, and the Cape Cod Joint Transportation Committee (CCJTC) with input from the public and in cooperation with multiple state and federal agencies.

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

Additionally, when there is available funding, the Cape Cod TIP periodically programs a non-traditional bicycle rack TIP project to utilize a minimal amount of remaining funds. The Cape Cod Bicycle Rack Program allows municipalities to obtain bicycle racks and related equipment through a grant application process through the Cape Cod Commission. The most recent year where this non-traditional program was made available was in FFY 2020 with funds expended through CY2022.

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 listed 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.

Cape Cod TIP Readiness Guidelines

In the Fall of 2020, the CCJTC suggested establishing a set of readiness guidelines that could be reviewed as part of the TIP project selection process. Discussions regarding TIP project readiness has been a regular topic over the last few years at CCJTC monthly meetings to ensure regional target funds are appropriately allocated to projects that are completing design milestones and progressing at an appropriate pace to meet advertisement dates. The TIP guidelines would also assist the municipalities with understanding what the schedule should look like when designing a TIP project. In cooperation and consultation with the CCJTC, Cape Cod MPO Staff developed the following set of readiness guidelines to clearly understand what design milestones should be met in order for a TIP project to be programmed on the Cape Cod TIP. The CCJTC approved the Cape Cod TIP Readiness Guidelines on November 13, 2020 as shown in Table 9.

These readiness guidelines are intended to complement readiness guidance developed by MassDOT with the goal of ensuring that TIP projects proceed through TIP development without design-related delay.

Table 9. Cape Cod TIP Readiness Guidelines

| In order to move into (TIP Year): | The Project Should: |
|-----------------------------------|---|
| Year 5 | <ul style="list-style-type: none">Have completed MassDOT Pre-25% Design Submission (conceptual design level) |
| Year 4 | <ul style="list-style-type: none">25% Design has been submittedDesigner should be under contract through PS&E* |
| Year 3 | <ul style="list-style-type: none">Be at 75% design level |
| Year 2 | <ul style="list-style-type: none">Be at 100% design level |
| Year 1 | <ul style="list-style-type: none">Be at PS&E design level with accepted right-of-way plans |

*Per MassDOT requirements, towns must commit to have a designer under contract within two years of Project Review Committee (PRC) approval

Adjustment, Amendment and Administrative Modification Procedures

As TIP projects advance in design or other changes occur over the course of the year, the TIP may need to be modified from their original MPO endorsed form. There are different actions that may be taken in order to modify the endorsed TIP.

The process and criteria for an Amendment, Adjustment, and Administrative Modification are described in the following sections:

Amendment

A revision to the TIP that requires public review and demonstration of financial constraint. The public process for a TIP amendment requires a publicly advertised 21-day public comment period and for MassDOT to address any public commentary prior

to sending to the FHWA and/ FTA for review and approval. Tables 8 and 9 summarizes the procedures related to when an amendment is triggered for highway and transit projects, respectively. Examples of when an amendment would be required include:

- Major project cost change
- Major project scope change
- Project inclusion or removal
- Change in funding year

Adjustment

A revision to the TIP that is does not require a public process, but that is required to be included in a MassDOT STIP action with a demonstration of financial constraint for FHWA/FTA approval. Examples of when an adjustment would be required include:

- Minor project cost change
- Minor project scope change
- Change in funding source

Administrative Modification

A revision to the TIP that is minor enough in nature to require neither a public process nor FHWA/FTA approval, but that does involve a notification to federal partners.

Examples of when an administrative modification would be required include:

- Project description change
- Change in additional information

Table 10. Highway Project TIP Revision Definitions and Procedures Type

| TYPE OF REVISION | DEFINITION | PROCEDURE | NOTES |
|----------------------------------|--|---|--|
| Major Project Cost Change | Increase or decrease of \$500,000 or greater for projects programmed under \$5,000,000 and greater than 10% of the total cost for projects programmed over \$5,000,000. | Amendment | The “increase” or “decrease” in cost is relative to the Total Federal Participating Cost (TFPC) of a project. |
| Minor Project Cost Change | Increase or decrease of \$499,999 or less for projects programmed under \$5,000,000 and less than 10% of the total cost for projects programmed over \$5,000,000. | Adjustment | See above. |
| Project Description Change | Change in the description of the project as it is listed in the STIP. | Adjustment or Administrative Modification | Project description changes are treated as administrative modifications for minor changes (e.g. spelling errors, more detailed descriptions, adding mile-markers, etc.). |
| Major Project Scope Change | A revision to the project scope large enough to necessitate an additional review by MassDOT’s Project Review Committee (PRC) – typically accompanied by major project cost change. | Amendment | In some cases, a major scope change will require the initiation of a new project through MassDOT’s Project Initiation Form (PIF), and review/approval by PRC. This would require deactivation and removal of the currently programmed project. |
| Minor Project Scope Change | A minor revision to the project scope that does not significantly alter the original PRC-approved scope of work. | Adjustment | In many cases, changes in this category will also include a minor cost change. |
| Project Addition | The programming of a new project in any federal fiscal year of the active TIP. | Amendment or Adjustment | Project additions are treated as amendments if the project was not part of any previously approved TIP that has been vetted through the public process. |
| Project Removal | The removal of a project in any federal fiscal year of the active TIP. | Amendment | Exception: if a project is removed from an active TIP or the STIP due to it being previously advanced/advertised, or is moved to the statewide list from a regional TIP, the action would be considered an adjustment. |
| Change in Funding Source | A change in the project’s funding source, including federal and non-federal sources which fall within the project cost change revisions listed above. | Adjustment | Changes in funding sources for projects are permissible for advertisement purposes if the FHWA Division Office has been consulted. |
| Change in Additional Information | A change in any item listed in the “Additional Information” column of the TIP not covered in any other item listed here (e.g. earmark details, project proponent, etc.) | Administrative Modification | N/A |
| Change in Year of Programming | Moving a currently programmed project earlier or later than an originally programmed year. | Amendment | Changes to a project delivery schedule (advancement or delay) requires an amendment for the change in programmed FFY. |

Table 11. Transit Project TIP Revision Definitions and Procedures Type of Revision

| TYPE OF REVISION | DEFINITION | PROCEDURE | NOTES |
|-------------------------------|--|---|---|
| Major Project Cost Change | Increase or decrease of \$500,000 or greater for projects under \$5,000,000 and greater than 10% of the total cost for projects exceeding \$5,000,000. | Amendment | The “increase” or “decrease” in cost is relative to the combined federal and non-federal aid participating cost of the project. |
| Minor Project Cost Change | Increase or decrease of \$499,999 or less for projects under \$5,000,000 and less than 10% of the total cost for projects exceeding \$5,000,000. | Adjustment | See above. |
| Project Description Change | Change in the description of the project as it is listed in the TIP. | Adjustment or Administrative Modification | Project description changes are treated as administrative modifications for minor changes (e.g. spelling errors, more detailed descriptions, etc.). |
| Major Project Scope Change | A revision to the project scope deemed large enough to require public review and comment (e.g. changing the number of stations) | Amendment | In many cases, changes in this category will also include a major cost change. |
| Minor Project Scope Change | A minor revision to the project scope that does not significantly alter the original scope of work (e.g. changes to the bus model for vehicle replacement projects). | Adjustment | In many cases, changes in this category will also include a minor cost change. |
| Project Addition | The programming of a new project in any federal fiscal year of the current TIP. | Amendment or Adjustment | Project additions are treated as amendments if the project was not part of any previously approved TIP that has been vetted through the public process. |
| Project Removal | The removal of a project in any federal fiscal year of the current TIP. | Amendment | Exception: if a project is removed from a TIP or the STIP due to it being previously advanced/advertised, or is moved to the statewide list from a regional TIP, the action would be considered an adjustment. |
| Change in Funding Source | Change in the funding source, including federal and non-federal sources that fall within project cost change revisions listed in the first two rows. | Adjustment | Changes in funding sources for projects are permissible for obligation purposes with written notice from the FTA region office. |
| Change in Year of Programming | Moving a currently programmed project earlier or later than the originally programmed year. | Amendment or Adjustment | Note: Federal funds shall be programmed in the federal fiscal year in which the award will occur. Changes in year of programming are only treated as adjustments if they involve advancing federal funds to align with the year of the grant award. |

Exceptions

Although the MPO typically holds a 21-day public comment period for amendments, in the event of extenuating circumstances beyond the agency's control, the comment period may be shortened or waived in consultation with MassDOT and, as applicable, the FHWA Massachusetts Division Office and/or the FTA Regional Office. Additionally, MassDOT may make exceptions to the procedures outlined above and treat amendments as adjustments and/or adjustments as administrative modifications, but these exceptions will also require coordination with and concurrence by MassDOT and MassDOT's federal partners and the affected MPO.

Public Participation Process

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

The development of the TIP occurs in public meetings of the CCJTC and the Cape Cod MPO. Presentations on potential new projects typically occur in the fall. Discussions of the scoring of potential projects and development of a potential program of projects occurs in the winter and spring. Meetings related to the development of the TIP for discussion and/or endorsement in Table 12.

Table 12. Transportation Improvement Program Development Meetings

| DATE | MEETING TYPE | LOCATION |
|-------------------|--------------|-----------------|
| January 12, 2024 | CCJTC | Virtual Meeting |
| January 22, 2024 | Cape Cod MPO | Virtual Meeting |
| February 9, 2024 | CCJTC | Virtual Meeting |
| February 26, 2024 | Cape Cod MPO | Virtual Meeting |
| March 8, 2024 | CCJTC | Virtual Meeting |
| March 25, 2024 | Cape Cod MPO | Virtual Meeting |
| April 12, 2024 | CCJTC | Virtual Meeting |
| April 22, 2024 | Cape Cod MPO | Virtual Meeting |
| May 10, 2024 | CCJTC | Virtual Meeting |
| May 20, 2024 | Cape Cod MPO | Virtual Meeting |

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. Virtual public engagement was used in various formats, such as virtual meetings, media interviews, and web materials, to engage the public. In-person public engagement was increased this year to focus on meeting with community-based organizations and in areas where the public is using alternate forms of transportation, such as at the Hyannis Transportation Center and the region's bicycle paths.

Website content was provided for members of the public to engage in the process. An executive summary of the plan were made available in English and Portuguese. Public comment opportunities were held throughout the development process this year, including pop-up tables, focus groups and open houses. A virtual public meeting was held on Monday, April 29, 2024 which included a short presentation on the document followed by an opportunity for public comments. Portuguese translation was available at the virtual meeting and the recording was made available on the website. Additional opportunities for public comments were gathered at outreach tables located along the region's bike path network. Information on these meetings is available at www.capecodcommission.org/mpo.

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

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

Chapter 3: TIP Funding

This TIP was developed under the Bipartisan Infrastructure Law (BIL). Most funding categories in this TIP are through federal sources: Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) as provided by federal legislation.

The CCRTA has multiple sources of income which include Federal, State and Local Assistance. Federal funding includes Urbanized Area Formula Grant Program (FTA §5307), Bus and Bus Facilities (FTA §5339), Elderly Persons and Person with Disabilities (FTA §5310), Coronavirus Aid, Relief, and Economic Security Act (CARES) Coronavirus Response and Relief Supplemental Appropriations Act (CRRSA) and American Rescue Plan Act (ARPA). State funding is inclusive of State Contract Assistance (SCA) and Regional Transit Authority Capital Assistance (RTA Capital) through the Massachusetts Department of Transportation (MassDOT). Other sources of income are made up of fare revenue which is collected through our Fixed Route, Demand Response and CapeFlyer Routes. The CCRTA also receive fees for the use of their parking lots at the Hyannis Transportation Center.

Table 13 and Table 14 provide brief descriptions of the funding programs that may be used for transportation improvement projects on Cape Cod.

Table 13. Federal Highway Funding Administration Programs

| PROGRAM | ELIGIBLE USES |
|--|---|
| Congestion Mitigation and Air Quality Improvement (CMAQ) | A wide range of projects in air quality nonattainment and maintenance areas for ozone, carbon monoxide, and small particulate matter, which reduce transportation-related emissions. |
| Highway Safety Improvement Program (HSIP) | Implementation of infrastructure-related highway safety improvements |
| National Highway Performance Program (NHPP) | Improvements to interstate routes, major urban and rural arterials, connectors to major intermodal facilities, and the national defense network. Also includes replacing or rehabilitating any public bridge, and resurfacing, restoring, and rehabilitating routes on the Interstate Highway System. |
| Surface Transportation Block Grant (STBG) | A broad range of surface transportation capital needs, including roads; transit, sea, and airport access; and vanpool, bicycle, and pedestrian facilities. |
| Transportation Alternatives Program (TAP) | Construction of infrastructure-related projects (for example, sidewalk, crossing, and on-road bicycle facility improvements). |
| Bridge Replacement and Rehabilitation Program (BR) | Replacement or repair of bridges on or off the federal aid system. |
| Ferry Boat Program (FBP) | Project to construct ferry boats and ferry terminal facilities. |
| National Highway Freight Program (NHFP) | Projects that improve the efficient movement of freight on the National Highway Freight Network |
| Non Federal Aid (NFA) | These projects are not funded with federal dollars. Typically, projects in this category are funded through state bonding, and are generally state maintenance projects. |
| Federal Lands Access Program (FLAP) | Improvements to transportation facilities that provide access to, are adjacent to, or located within Federal lands. |

Additionally, the following competitive discretionary grant programs are authorized under the BIL. Several grant applications were submitted for projects located within the CCMPO region as noted below.

Safe Streets and Roads for All

Competitive grant program provides funding to local governments, MPOs and federally recognized tribes, to support efforts to advance comprehensive safety plans or “Vision Zero” plans to reduce crashes and fatalities. Barnstable County (Cape Cod Commission) was awarded a Safe Streets and Roads for All planning grant on January 31, 2023 to prepare a Safety Action Plan for the region.

Strengthening Mobility and Revolutionizing Transportation (SMART)

Program provides grants to eligible public sector agencies to conduct demonstration projects focused on advanced smart community technologies and systems in order to

improve transportation efficiency and safety. MassDOT was awarded a \$1,950,000 FY2022 SMART grant to plan, permit, and design a smart microgrid system at the Cape Cod Gateway Airport in Barnstable, MA, which is a disadvantaged community. MassDOT was also awarded a \$1,979,615 FY2022 SMART grant to use drone technology for environmental sensing along existing railroad infrastructure to improve rail safety on Cape Cod.

National Infrastructure Project Assistance (MEGA)

Competitive grant program supports multi-modal, multi-jurisdictional projects of regional or national significance. MassDOT and the Army Corp of Engineers were awarded a \$371,870,542 million grant under the MEGA program for the Sagamore Bridge replacement project. This award includes FY 2025 and FY 2026 MEGA funding.

Bridge Formula Program

Program authorizes funds related to bridge investments, such as replacement, rehabilitation, preservation, protection and construction. MassDOT and the Army Corp of Engineers submitted a joint application under the this program in December 2023 as part of the Cape Cod Canal Bridges Program.

Nationally Significant Multimodal Freight & Highway Projects (INFRA)

Competitive grant program for multimodal freight and highway projects of national or regional significance to improve safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas. MassDOT and the Army Corp of Engineers are pursuing this competitive grant program as part of the Cape Cod Canal Bridges Program.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

A discretionary grant program aimed to assist communities with projects with significant local or regional impact.

Promoting Resilient Operations for Transformative, Efficient and Cost-Saving Transportation (PROTECT)

Competitive grant program to increase the resiliency of the transportation system, including coastal resilience and evacuation routes.

Charging and Fueling Infrastructure Grants

Discretionary grant program will fund strategic deployment of publicly accessible electric vehicle charging infrastructure, as well as hydrogen, propane and natural gas fueling infrastructure, along designated alternative fuel corridors and in communities.

Rural Surface Transportation Grant

Competitive grant program to improve and expand surface transportation infrastructure

in rural areas, increasing connectivity, improving safety and reliability of the movement of people and freight and generate regional economic growth.

Reconnecting Communities Pilot Program (RCP)

Competitive grant program to reconnect communities divided by transportation infrastructure. The program's funds can support planning, capital construction, and technical assistance to equitably and safely restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities that create barriers to mobility, access, or economic development

Table 14. Federal Transit Funding Administration Programs

| PROGRAM | ELIGIBLE USES |
|--|--|
| Bus and Bus Facilities (FTA 5339) | This category is discretionary funds for capital expenditures such as buses and terminal facilities; projects need federally earmarked 5339 funds to proceed. |
| Urbanized Area Formula Grant Program (FTA 5307) | These funds are primarily for capital expenditures. In urbanized areas (UZA) with a population over 200,000, the use for operating assistance is limited. This funding is distributed to UZAs over 200,000 population via formula. |
| Elderly Persons and Persons with Disabilities Formula Program (FTA 5310) | This program funds public transit projects to enhance mobility for seniors and persons with disabilities. |
| State of Good Repair (FTA 5337) | This program provides capital assistance for maintenance, replacement and rehabilitation projects of high-intensity motorbus systems to help transit agencies maintain assets in a state of good repair in urbanized areas. |
| State Contract Assistance (SCA) | These funds are provided through the Commonwealth Transportation Fund (CTF) and the Massachusetts Transportation Trust Fund (MTTF) and are used as matching funds to make federal programs. |

For federal fiscal years 2025-2029 the anticipated available funding from the Federal Highway Administration with the state match is presented in Table 15.

Table 15. Summary of Available Federal Highway Administration Funding with State Match

| YEAR | TOTAL |
|-------|--------------|
| 2025 | \$13,704,760 |
| 2025 | \$13,369,471 |
| 2027 | \$16,554,442 |
| 2028 | \$16,866,045 |
| 2029 | \$17,189,879 |
| Total | \$77,678,597 |

For federal fiscal years 2025-2029 the anticipated available funding from the Federal Transit Administration with the state match is presented in Table 16.

Table 16. Summary of Available Federal Transit Administration Funding with State Match

| YEAR | TOTAL |
|-------|---------------|
| 2025 | \$68,443,386 |
| 2026 | \$36,531,986 |
| 2027 | \$35,157,580 |
| 2028 | \$37,333,802 |
| 2029 | \$38,950,720 |
| Total | \$216,417,474 |

Chapter 4: TIP Project Map and Descriptions

Map of Funded Highway Projects

Figure 8 shows the location and extent of highway projects funded in this Transportation Improvement Program (TIP). A more detailed map of these projects is available on the Appendix A.

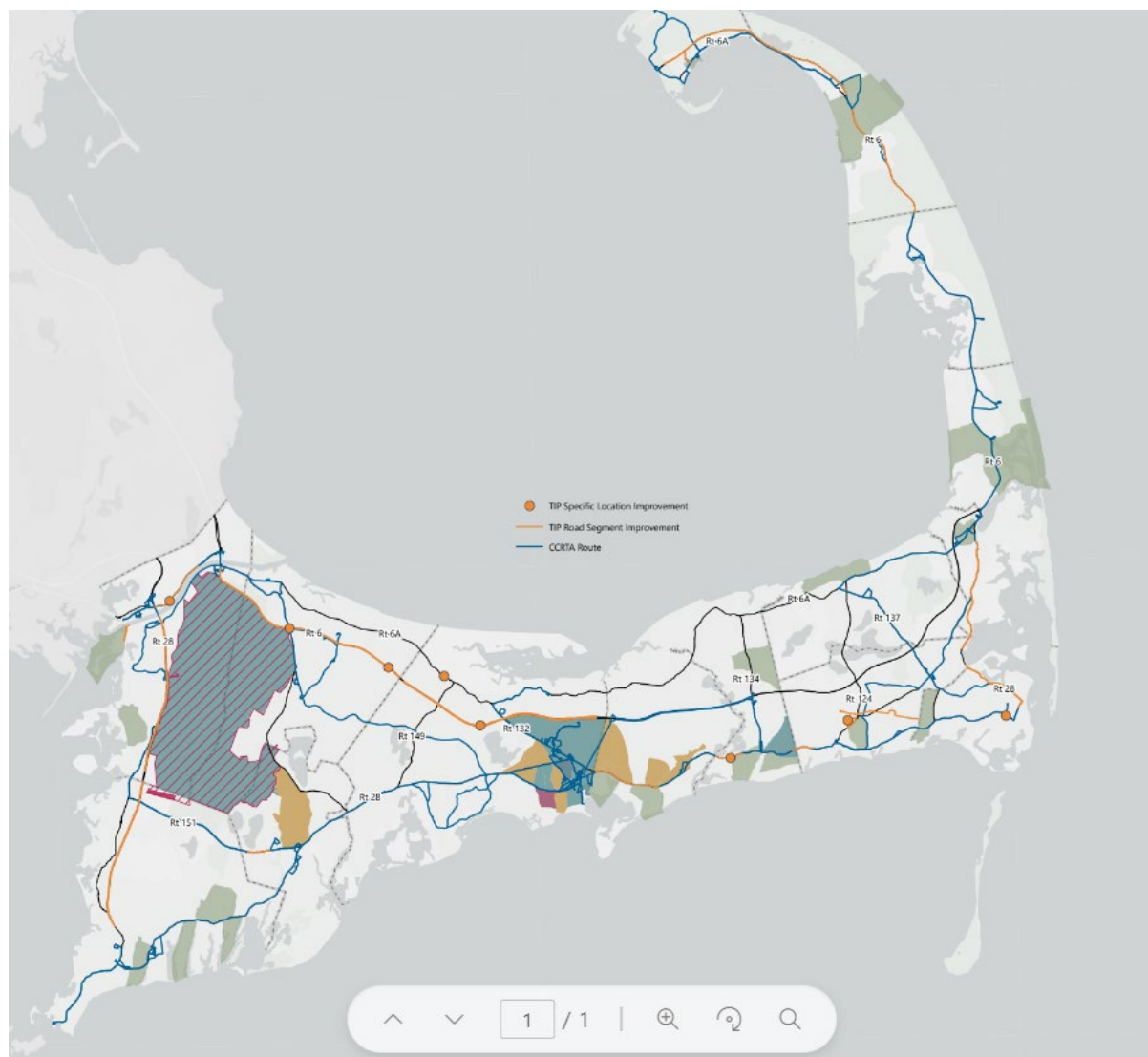


Figure 8. Map of Funded Highway Projects

Description of Funded Highway Projects

The following descriptions for highway projects were prepared by MassDOT and are subject to change as the projects are further developed. The majority of projects are specifically referenced in the Cape Cod Regional Transportation Plan as many of the projects are located along the region's Congestion Management Plan network (i.e. Route 6 and Route 28).

Mashpee, Route 151 Corridor Improvements (Phase 2) (#611986)

Work on this project will consist of corridor improvements on Route 151 from the Falmouth town line to the Phase 1 limits just west of Old Barnstable Road. Work will include new pavement surface, installation of new turns lanes, a small portion of a raised median, new drainage, pavement markings and signage. In addition, a shared use path will be constructed on the northerly side of the roadway and sidewalk installed on the southerly side of the roadway.

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

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

Harwich, Harwich Elementary School Safe Routes to School (#610670)

This project involves sidewalk infrastructure improvements/upgrades for the area immediately adjacent and contiguous to the Harwich Elementary School to facilitate a safe and accessible pedestrian connection to the school and Harwich Center.

Bourne, Median Installation on Route 6 (#606082)

Work on this project includes resurfacing as well as safety improvements including a raised center median and expanded shoulders to separate the eastbound and westbound travel lanes on this existing four-lane, high-speed roadway. The project also includes drainage improvements, traffic signal improvements at two intersections and the construction of a shared use path.

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

This project is the first of four planned construction phases of the Bourne Rail Trail connection to the Shining Sea Bikeway to the south in Falmouth and the Cape Cod

Canal Path to the north in Bourne and was identified from a UPWP Study concluded in 2018. Phase 1 is approximately one half-mile long within the existing railroad ROW from Monument Neck Road to the Cape Cod Canal.

Bourne/Sandwich, Resurfacing and Related Work on Route 6 (#612053)

This project is in the preliminary design phase. This 8.55 mile resurfacing project will improve the pavement serviceability, condition and roadway safety on Route 6 from the Sagamore Bridge to the Sandwich town line.

Barnstable, Oak Street Over Route 6 Bridge Preservation (#613202)

The purpose of this project is to perform a bridge deck replacement of the Oak Street over Route 6 (Mid-Cape Highway) bridge structure as part of an overall bridge preservation strategy.

Provincetown, Shank Painter Road Improvements (#608744)

This project involves roadway reconstruction, sidewalk construction, bicycle accommodations, drainage upgrades, pavement markings and signage along Shank Painter Road, from Route 6 to Bradford Street. A modern roundabout is proposed at the Route 6/Shank Painter Road intersection. Also included in the project is a road diet on Route 6 from Shank Painter Road to the Cape Cod National Seashore, which will allow for improved bicycle and pedestrian accommodation by converting two vehicular travel lanes into a shared use path.

Barnstable, Route 6 Repaving and Related Work (#608819)

This project is in the preliminary design phase. This resurfacing project will improve the pavement serviceability, condition, drainage and roadway safety. The addition of a 10-foot wide shoulder for the length of the project is being evaluated. The project length is 8.5 miles long.

Provincetown/Truro/Wellfleet, Route 6 Resurfacing and Related Work (#612032)

This project is in the preliminary design phase. This resurfacing project will improve the pavement serviceability, condition and roadway safety. The project may also include sidewalk construction or reconstruction. Further bicycle and pedestrian accommodations will be considered as the design progresses.

Sandwich, Chase Road Over Route 6 Bridge Preservation (#613200)

The purpose of this project is to perform a bridge deck replacement of the Chase Road over Route 6 (Mid-Cape Highway) bridge structure as part of an overall bridge preservation strategy.

Dennis, Route 28 Streetscape Improvements (#608196)

This project is the third phase of improvements on Route 28 in Dennis to address a lack of adequate bicycle and pedestrian accommodations and safety deficiencies. The 1.2-mile corridor project spans from Uncle Barney's Road to Old Main Street in West Dennis. Work on this project includes the installation of sidewalks, minor intersection improvements and a shared use path along the northern side of Route 28. The project also includes drainage improvements, bus stop improvements, landscaping and street lighting.

Harwich, Old Colony Rail Trail Modernization (#613278)

The purpose of this project is rehabilitating the existing pavement surface of the Old Colony Rail Trail, which is a municipally-owned asset. The project will also include upgrades at the existing roadway crossings to improve safety.

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

This project is intended to address the need for geometric, safety and multimodal improvements at the intersection. Proposed improvements include the addition of left turn lanes on Route 28, bicycle lanes, sidewalk installation and the construction of a shared use path along the southern side of Route 28. A new traffic signal system will be installed and will include emergency pre-emption, pedestrian push buttons and crosswalks.

Yarmouth, Route 28 Corridor Improvements (#608196)

The project consists of corridor improvements on Route 28 in Yarmouth, as well as upgrading the sidewalks, crosswalks and the construction of a shared use path on the southern side of Route 28. The project limits run from the Barnstable Town line to the Parkers River for a distance of approximately 2.5 miles. Two key intersection improvement projects are included at the intersections of Route 28 at East Main Street (proposed roundabout) and Route 28 at Town Brook Road (new traffic signal).

Bourne, Resurfacing and Related Work on Route 28 (#612063)

This project is in the preliminary design phase. This resurfacing project will improve the pavement serviceability, condition and roadway safety on MacArthur Boulevard (Route 28) from the Bourne Rotary to the Otis Rotary.

Falmouth, Resurfacing and Related Work on Route 28 (#612111)

This project is in the preliminary design phase. This resurfacing project will improve the pavement serviceability, condition and roadway safety on Route 28 from the Bourne town line to Braeside Road.

Barnstable, Culvert Replacement on Route 6A Over Boat Cove Creek (#613156)

The purpose of this project is to replace the existing undersized culvert on Route 6A which is in need of repair and to meet current stream crossing standards.

Sandwich, Route 6 over Route 130 Bridge Preservation (#613199)

The purpose of this project is to perform a bridge deck replacement of the Route 6 (Mid-Cape Highway) bridge structure over Route 130 as part of an overall bridge preservation strategy.

Chatham/Harwich, Resurfacing and Related Work on Route 28 (#612112)

This project is in the preliminary design phase. This 3 mile resurfacing project will improve the pavement serviceability, condition and roadway safety on Route 28 from Barcliff Avenue in Chatham to Bay Road in Harwich.

Harwich/Orleans, Resurfacing and Related Work on Route 28 (#612052)

This project is in the preliminary design phase. This 4.3 mile resurfacing project will improve the pavement serviceability, condition and roadway safety on Route 28 in the vicinity of Pleasant Bay Road in Harwich and Tonset Road in Orleans.

Description of Funded Transit Projects

Transit projects funded in the TIP allow the Cape Cod Regional Transit Authority (CCRTA) to operate and maintain the fleet of vehicles and other infrastructure needed to meet the transportation needs of the Cape Cod region. The agency has set a goal in their 10-Year Strategic Plan and 5-Year Capital Spending Plan to transition its fleet of fossil fuel vehicles to electric vehicles, along with supporting EV infrastructure and technician training. Many of the transit projects in the TIP support the CCRTA's transition to battery-electric bus fleet.

The CCRTA offers many types of services that cater to many different customer types including provides year-round and seasonal fixed-route services and a variety of demand response services. There is emphasis on providing transportation to the transit dependent demographics on Cape Cod, including the elderly and individuals with disabilities. The CCRTA has recently adapted and implemented incentives to boost ridership, such as Fare Free Fridays and Everyday Fare Free service to all older adults (60+) and people with disabilities.

Year-round fixed route service is offered on major roads. Stops are positioned to provide mobility and convenience for customers. Passengers may also flag down the bus between scheduled stops along the route. The FLEX route is a hybrid, which allows passengers to request a pick-up or drop off location up to $\frac{3}{4}$ of a mile from the designated route. The routes with the highest ridership are the H2O and Sealine, which travel on Route 28. Some of the fixed routes show ridership that changes seasonally, such as the FLEX route, but others show more steady year round use, including the Sandwich Line, Hyannis Crosstown and Barnstable Villager. The Sandwich Line and the Bourne Run have been meeting the fixed-route needs of previously unserved areas. The newest service is the Buzzards Bay Connector, which is a high frequency service area within Buzzards Bay/ Sagamore that was created from an overlap of existing services (Sandwich Line and Bourne Run). The high frequency service area exists between the Buzzards Bay Train Station and the Bourne Market Basket via Main St. and the Scenic Highway. Figure 9 shows the agencies year-round, fixed-route services.

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

Demand response services make up a large portion of total ridership including; Dial-A-Ride Transportation (DART), Americans with Disabilities Act (ADA) paratransit services and the Boston Hospital Transportation. As a result of an evolving transportation landscape, caused by the emergence of new technology and on-demand ride-hailing services such as Uber and Lyft, the Cape Cod Regional Transit Authority (CCRTA) developed a microtransit mobility option of their own called SmartDART. SmartDART is an on-demand, app-based service, that allows customers to request a maximum 10-mile trip in real-time using their smartphones. SmartDART is currently available in the communities of Barnstable, Sandwich, Falmouth, Yarmouth and Dennis. CCRTA is planning to expand this service region-wide in Summer 2024.

Regional service is also supplemented by Peter Pan Bus Lines and Plymouth and Brockton Bus Lines who offer inter-city route connections to Boston, MA and Providence, RI.



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

Chapter 5: TIP Project Listing/Financial Plan

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

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

Summary of Funding for Cape Cod Highway and Transit Projects

The Cape Cod federal aid target amounts, from Federal Highway Administration sources through the Commonwealth of Massachusetts, Massachusetts Department of Transportation, based on approximately 4.6% of the statewide amounts, are presented in Table 17, along with the current amount programmed and unprogrammed amounts. Projects programmed in years 2025-2029 reflect 2025 cost estimates. An inflation rate of 4% per year is added to project cost estimates in years 2025-2029, and therefore, the project cost estimates are by Year of Expenditure (YOE) for the target projects.

Table 17. Cape Cod Federal Aid Target Highway and Bridge Programmed Amounts and Fiscal Constraint Analysis

| YEAR | TOTAL FEDERAL AID | AMOUNT PROGRAMMED | AMOUNT UNPROGRAMMED |
|-------|-------------------|-------------------|---------------------|
| 2025 | \$13,704,760 | \$13,704,760 | \$0 |
| 2026 | \$13,369,471 | \$13,369,471 | \$0 |
| 2027 | \$16,554,442 | \$16,554,442 | \$0 |
| 2028 | \$16,866,045 | \$16,866,045 | \$0 |
| 2029 | \$17,183,879 | \$17,183,879 | \$0 |
| Total | \$77,678,597 | \$77,678,597 | \$0 |

The TIP is financially constrained according to the definition in the 23 CFR Part 450.324. The projects programmed do not exceed the funding estimates of federal and state funds available in each of these fiscal years.

Additionally, the Cape Cod Joint Transportation Committee (CCJTC) has thoughtfully considered the potential impacts of fully programming each year of the regional TIP. Realizing increasing project costs related to inflation and as the engineering design progresses from concept to final design, the CCJTC has recommended leaving

unprogrammed funds each year, if possible, to accommodate future cost increases. This careful consideration ensures that currently programmed highway projects that towns are designing remain funded in their desired TIP year and are not unnecessarily delayed.

In addition to funding highway projects, a significant amount of TIP funding is allocated for public transportation. Table 18 presents the Cape Cod federal aid target amounts, from Federal Transit Administration (FTA) sources, and the current programmed amounts. Transit revenues are forecast based on known allocations. If additional funding becomes available, then the TIP is updated accordingly. As shown below, transit projects programmed in the TIP are financially constrained to available resources and they have been reviewed and approved for programming by MassDOT Rail & Transit, and the MassDOT Office of Transportation Planning.

Table 18. Cape Cod Federal Aid Target Transit Programmed Amounts and Fiscal Constraint Analysis

| YEAR | TOTAL FEDERAL AID | AMOUNT PROGRAMMED | AMOUNT UNPROGRAMMED |
|-------|-------------------|-------------------|---------------------|
| 2025 | \$68,443,386 | \$68,443,386 | \$0 |
| 2026 | \$36,531,986 | \$36,531,986 | \$0 |
| 2027 | \$35,157,580 | \$35,157,580 | \$0 |
| 2028 | \$37,333,802 | \$37,333,802 | \$0 |
| 2029 | \$38,950,720 | \$38,950,720 | \$0 |
| Total | \$216,417,474 | \$216,417,474 | \$0 |

The financial plans shown in Table 17 and 18 demonstrate fiscal constraint, and reflect the emphasis on the maintenance and operation, and state of good repair for the highway, bridge and transit system. In addition, a fiscal constraint analysis is included on each of the highway programming tables beginning on page 38.

Table 19 shows the programming amounts for both highway and transit projects provided from the TIP. The highway totals include statewide projects outside of the Cape Cod TIP Target such as specific bridge and resurfacing projects. Table 20 shows a summary of the funding categories of the 2025-2029 Cape Cod TIP projects.

Table 19. Cape Cod TIP Funding Programmed for Highway and Transit Projects

| YEAR | HIGHWAY | TRANSIT | TOTAL |
|-------|---------------|---------------|---------------|
| 2025 | \$42,840,942 | \$68,443,386 | \$111,284,328 |
| 2026 | \$61,385,712 | \$36,531,986 | \$97,917,698 |
| 2027 | \$48,293,510 | \$35,157,580 | \$83,451,090 |
| 2028 | \$57,173,027 | \$37,333,802 | \$94,506,829 |
| 2029 | \$23,447,879 | \$38,950,720 | \$62,398,599 |
| Total | \$233,141,070 | \$216,417,474 | \$449,558,544 |

Table 20. Summary of Cape Cod FFY 2025-2029 TIP Funding Categories

| Funding Category | 2025 | 2026 | 2027 | 2028 | 2029 |
|----------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| NHPP | \$17,187,500 | \$46,400,527 | \$30,451,542 | \$37,204,924 | \$6,264,000 |
| CMAQ | \$8,195,397 | \$2,500,000 | \$1,287,526 | \$4,014,927 | \$2,500,000 |
| HSIP | \$1,000,000 | \$1,000,000 | | | \$3,500,000 |
| STBG | \$8,248,054 | \$8,669,471 | \$15,754,443 | \$12,851,118 | \$7,805,003 |
| TAP | \$2,717,460 | \$1,200,000 | \$800,000 | | 3,378,876 |
| HIP-BR | \$1,800,000 | \$1,615,714 | | | |
| FLAP | 470,000 | | | | |
| PRCT | | | | \$1,354,058 | |
| Subtotal FHWA/State | \$39,618,411 | \$61,385,712 | \$48,293,511 | \$55,425,027 | \$23,447,879 |
| 5307 | \$3,914,244 | \$2,598,000 | \$2,508,000 | \$5,729,059 | \$16,074,505 |
| 5337 | \$10,538,211 | \$2,500,000 | \$2,500,000 | \$2,500,000 | \$2,500,000 |
| 5339 | \$628,777 | \$625,000 | \$625,000 | \$625,000 | \$625,000 |
| State (SCA) | \$7,580,649 | \$7,770,165 | \$7,964,419 | \$8,163,530 | \$8,367,618 |
| VWSF | \$7,638,423 | | | | |
| RTA Capital | \$3,729,968 | \$1,607,081 | \$1,013,498 | \$1,721,848 | \$1,963,597 |
| Local Funding (LF) | \$3,175,959 | \$1,250,000 | \$1,250,000 | \$1,250,000 | \$1,250,000 |
| Subtotal FTA/State | \$37,206,231 | \$16,350,246 | \$15,860,917 | \$19,989,437 | \$30,780,720 |
| Grand Total | \$76,824,642 | \$77,735,958 | \$64,154,428 | \$75,414,464 | \$54,228,599 |

The list of specific regional TIP and statewide STIP projects to occur on Cape Cod over the next five years (2025-2029) is presented on the following pages. Additionally, a list of interregional projects that are slated to occur between Cape Cod and adjacent regions are included in the project listing. Also, the BIL apportionment for Ferry Boat Program funds were not available during TIP development. CCMPO Staff and the

Cape Cod Transportation Improvement Program for FFY 2025-2029

Steamship Authority are working together and will initiate an amendment once FBP and FTA apportionment amounts are known.

Other regionally significant future projects that are outside of the TIP funding include the Cape Cod Canal Bridge Program. MassDOT and the Army Corps of Engineers are actively pursuing federal discretionary grant programs for funding of this project. Additional information on this project will be added as more information becomes available from MassDOT and the Army Corps of Engineers.

From the system level, anticipated revenues continue to fall short of anticipated needs as evidenced by the projects in need of funding listed in the Appendix D.

Cape Cod Region Program



STIP: 2025 - 2029 (D)

| Program | MassDOT Project ID | MPO | Municipality | MassDOT Project Description | District | Funding Source | Total Programmed Funds | Federal Funds | Non Federal Funds | Other Information |
|---|--------------------|----------|--------------|--|----------|----------------|------------------------|---------------|-------------------|---|
| Federal Fiscal Year 2025 | | | | | | | | | | |
| Section 1A / Regionally Prioritized Projects | | | | | | | \$13,704,760 | \$11,063,808 | \$2,640,952 | |
| Roadway Reconstruction | 608742 | Cape Cod | Multiple | DENNIS- HARWICH- RECONSTRUCTION & RELATED WORK ON MAIN STREET (ROUTE 28), FROM UPPER COUNTY ROAD TO THE HERRING RIVER BRIDGE | 5 | CMAQ | \$1,000,000 | \$800,000 | \$200,000 | AC 2025-2027; Municipality is TAP proponent; CMAQ approved; TFPC \$15,126,843; CMAQ - \$1,000,000; STBG - \$13,826,843; TAP - \$300,000 |
| Roadway Reconstruction | 608742 | Cape Cod | Multiple | DENNIS- HARWICH- RECONSTRUCTION & RELATED WORK ON MAIN STREET (ROUTE 28), FROM UPPER COUNTY ROAD TO THE HERRING RIVER BRIDGE | 5 | STBG | \$6,248,054 | \$4,998,443 | \$1,249,611 | AC 2025-2027; Municipality is TAP proponent; CMAQ approved; TFPC \$15,126,843; CMAQ - \$1,000,000; STBG - \$13,826,843; TAP - \$300,000 |
| Roadway Reconstruction | 608742 | Cape Cod | Multiple | DENNIS- HARWICH- RECONSTRUCTION & RELATED WORK ON MAIN STREET (ROUTE 28), FROM UPPER COUNTY ROAD TO THE HERRING RIVER BRIDGE | 5 | TAP | \$300,000 | \$240,000 | \$60,000 | AC 2025-2027; Municipality is TAP proponent; CMAQ approved; TFPC \$15,126,843; CMAQ - \$1,000,000; STBG - \$13,826,843; TAP - \$300,000 |
| Roadway Reconstruction | 611986 | Cape Cod | Mashpee | MASHPEE- CORRIDOR IMPROVEMENTS & RELATED WORK ON ROUTE 151, FROM THE FALMOUTH T.L. TO OLD BARNSTABLE ROAD (PHASE 2) | 5 | CMAQ | \$3,156,706 | \$2,525,365 | \$631,341 | AC over 2024-2028; Municipality is TAP Proponent; RSA conducted; CMAQ approved; TFPC \$40,853,577; CMAQ - \$15,656,706 STBG - \$19,396,871; TAP - \$1,800,000; HSIP - \$4,000,000 |
| Roadway Reconstruction | 611986 | Cape Cod | Mashpee | MASHPEE- CORRIDOR IMPROVEMENTS & RELATED WORK ON ROUTE 151, FROM THE FALMOUTH T.L. TO OLD BARNSTABLE ROAD (PHASE 2) | 5 | HSIP | \$1,000,000 | \$900,000 | \$100,000 | AC over 2024-2028; Municipality is TAP Proponent; RSA conducted; CMAQ approved; TFPC \$40,853,577; CMAQ - \$15,656,706 STBG - \$19,396,871; TAP - \$1,800,000; HSIP - \$4,000,000 |
| Roadway Reconstruction | 611986 | Cape Cod | Mashpee | MASHPEE- CORRIDOR IMPROVEMENTS & RELATED WORK ON ROUTE 151, FROM THE FALMOUTH T.L. TO OLD BARNSTABLE ROAD (PHASE 2) | 5 | STBG | \$2,000,000 | \$1,600,000 | \$400,000 | AC over 2024-2028; Municipality is TAP Proponent; RSA conducted; CMAQ approved; TFPC \$40,853,577; CMAQ - \$15,656,706 STBG - \$19,396,871; TAP - \$1,800,000; HSIP - \$4,000,000 |
| | | | | | | | CMAQ Programmed | \$4,156,706 | \$3,325,365 | \$831,341 |
| | | | | | | | HSIP Programmed | \$1,000,000 | \$900,000 | \$100,000 |
| | | | | | | | STBG Programmed | \$8,248,054 | \$6,598,443 | \$1,649,611 |
| | | | | | | | TAP Programmed | \$300,000 | \$240,000 | \$60,000 |
| Total Programmed for Cape Cod Region Projects* | | | | | | | \$13,704,760 | \$11,063,808 | \$2,640,952 | |
| Program Target for Cape Cod Region Projects | | | | | | | \$13,704,760 | \$10,963,808 | \$2,740,952 | |
| Target Funds Available for Cape Cod Region Projects | | | | | | | \$0 | \$100,000 | \$100,000 | |
| Section 1B / Earmark or Discretionary Grant Funded Projects | | | | | | | \$2,270,000 | \$1,910,000 | \$360,000 | |

*Only includes funds counting against obligation authority
Reported Date:

Cape Cod Region Program



STIP: 2025 - 2029 (D)

| | | | | | | | | | | |
|---|--------|----------|--------------|--|---|--------|--------------|-------------|-------------|--|
| Roadway Reconstruction | 608744 | Cape Cod | Provincetown | PROVINCETOWN- CORRIDOR IMPROVEMENTS AND RELATED WORK ON SHANK PAINTER ROAD, FROM ROUTE 6 TO BRADFORD STREET | 5 | FLAP | \$470,000 | \$470,000 | \$0 | |
| Bridge Systematic Maintenance NB | 613202 | Cape Cod | Barnstable | BARNSTABLE- BRIDGE PRESERVATION, B-01-012 (4AP) AND B-01-014 (4AN), OAK STREET OVER ROUTE 6 (MID-CAPE HIGHWAY) | 5 | HIP-BR | \$1,800,000 | \$1,440,000 | \$360,000 | TFPC - \$1,800,000 |
| Section 2A / State Prioritized Reliability Projects | | | | | | | \$10,687,500 | \$8,550,000 | \$2,137,500 | |
| Non-Interstate Pavement | 612053 | Cape Cod | Bourne | BOURNE- SANDWICH- RESURFACING AND RELATED WORK ON ROUTE 6 | 5 | NHPP | \$10,687,500 | \$8,550,000 | \$2,137,500 | TFPC - \$10,687,431 |
| Safety Improvements | 610714 | Multiple | Multiple | BOURNE TO BRAINTREE- GUIDE AND TRAFFIC SIGN REPLACEMENT ON A SECTION OF ROUTE 3 | 5 | HSIP | \$4,640,307 | \$4,176,276 | \$464,031 | TFPC - \$4,640,307 |
| Section 2B / State Prioritized Modernization Projects | | | | | | | \$8,917,460 | \$7,133,968 | \$1,783,492 | |
| Safe Routes to School | 610670 | Cape Cod | Harwich | HARWICH- HARWICH ELEMENTARY SCHOOL IMPROVEMENTS (SRTS) | 5 | TAP | \$2,417,460 | \$1,933,968 | \$483,492 | TFPC - \$2,417,460; TAP; GHG analysis to be completed when all required inputs are available |
| Roadway Reconstruction | 606082 | Cape Cod | Bourne | BOURNE- MEDIAN INSTALLATION ON ROUTE 6 (SCENIC HIGHWAY) | 5 | NHPP | \$6,500,000 | \$5,200,000 | \$1,300,000 | TFPC - \$37,547,201; AC 2025-2028; GHG analysis to be completed |
| Section 2C / State Prioritized Expansion Projects | | | | | | | \$4,038,691 | \$3,230,953 | \$807,738 | |
| Bicycle and Pedestrian | 609262 | Cape Cod | Bourne | BOURNE- RAIL TRAIL CONSTRUCTION (PHASE 1) | 5 | CMAQ | \$4,038,691 | \$3,230,953 | \$807,738 | TFPC - \$4,038,691; CMAQ approved |

Cape Cod Region Program



STIP: 2025 - 2029 (D)

| Program | MassDOT Project ID | MPO | Municipality | MassDOT Project Description | District | Funding Source | Total Programmed Funds | Federal Funds | Non Federal Funds | Other Information |
|--|--------------------|----------|--------------|--|----------|----------------|------------------------|---------------|-------------------|---|
| Federal Fiscal Year 2026 | | | | | | | | | | |
| Section 1A / Regionally Prioritized Projects | | | | | | | \$13,369,471 | \$10,795,577 | \$2,573,894 | |
| Roadway Reconstruction | 608742 | Cape Cod | Multiple | DENNIS- HARWICH- RECONSTRUCTION & RELATED WORK ON MAIN STREET (ROUTE 28), FROM UPPER COUNTY ROAD TO THE HERRING RIVER BRIDGE | 5 | STBG | \$3,774,027 | \$3,019,222 | \$754,805 | AC 2025-2027; Municipality is TAP proponent; CMAQ approved; TFPC \$15,126,843; CMAQ - \$1,000,000; STBG - \$13,826,843; TAP - \$300,000 |
| Roadway Reconstruction | 608744 | Cape Cod | Provincetown | PROVINCETOWN- CORRIDOR IMPROVEMENTS AND RELATED WORK ON SHANK PAINTER ROAD, FROM ROUTE 6 TO BRADFORD STREET | 5 | CMAQ | \$1,000,000 | \$800,000 | \$200,000 | Municipality is TAP Proponent; AC 2026-2028; CMAQ approved; TFPC \$16,854,681; Funding CMAQ - \$5,014,927; STBG - \$10,839,754; TAP - \$1,000,000; FLAP - \$470k (Statewide, 100% FA) |
| Roadway Reconstruction | 608744 | Cape Cod | Provincetown | PROVINCETOWN- CORRIDOR IMPROVEMENTS AND RELATED WORK ON SHANK PAINTER ROAD, FROM ROUTE 6 TO BRADFORD STREET | 5 | STBG | \$3,025,973 | \$2,420,778 | \$605,195 | Municipality is TAP Proponent; AC 2026-2028; CMAQ approved; TFPC \$16,854,681; Funding CMAQ - \$5,014,927; STBG - \$10,839,754; TAP - \$1,000,000; FLAP - \$470k (Statewide, 100% FA) |
| Roadway Reconstruction | 608744 | Cape Cod | Provincetown | PROVINCETOWN- CORRIDOR IMPROVEMENTS AND RELATED WORK ON SHANK PAINTER ROAD, FROM ROUTE 6 TO BRADFORD STREET | 5 | TAP | \$200,000 | \$160,000 | \$40,000 | Municipality is TAP Proponent; AC 2026-2028; CMAQ approved; TFPC \$16,854,681; Funding CMAQ - \$5,014,927; STBG - \$10,839,754; TAP - \$1,000,000; FLAP - \$470k (Statewide, 100% FA) |
| Roadway Reconstruction | 611986 | Cape Cod | Mashpee | MASHPEE- CORRIDOR IMPROVEMENTS & RELATED WORK ON ROUTE 151, FROM THE FALMOUTH T.L. TO OLD BARNSTABLE ROAD (PHASE 2) | 5 | CMAQ | \$1,500,000 | \$1,200,000 | \$300,000 | AC over 2024-2028; Municipality is TAP Proponent; RSA conducted; CMAQ approved; TFPC \$40,853,577; CMAQ - \$15,656,706 STBG - \$19,396,871; TAP - \$1,800,000; HSIP - \$4,000,000 |
| Roadway Reconstruction | 611986 | Cape Cod | Mashpee | MASHPEE- CORRIDOR IMPROVEMENTS & RELATED WORK ON ROUTE 151, FROM THE FALMOUTH T.L. TO OLD BARNSTABLE ROAD (PHASE 2) | 5 | HSIP | \$1,000,000 | \$900,000 | \$100,000 | AC over 2024-2028; Municipality is TAP Proponent; RSA conducted; CMAQ approved; TFPC \$40,853,577; CMAQ - \$15,656,706 STBG - \$19,396,871; TAP - \$1,800,000; HSIP - \$4,000,000 |

Cape Cod Region Program



| STIP: 2025 - 2029 (D) | | | | | | | | | | |
|---|--------|----------|------------|---|---|--------|---|--------------|--------------|---|
| Roadway Reconstruction | 611986 | Cape Cod | Mashpee | MASHPEE- CORRIDOR IMPROVEMENTS & RELATED WORK ON ROUTE 151, FROM THE FALMOUTH T.L. TO OLD BARNSTABLE ROAD (PHASE 2) | 5 | STBG | \$1,869,471 | \$1,495,577 | \$373,894 | AC over 2024-2028; Municipality is TAP Proponent; RSA conducted; CMAQ approved; TFPC \$40,853,577; CMAQ - \$15,656;706 STBG - \$19,396,871; TAP - \$1,800,000; HSIP - \$4,000,000 |
| Roadway Reconstruction | 611986 | Cape Cod | Mashpee | MASHPEE- CORRIDOR IMPROVEMENTS & RELATED WORK ON ROUTE 151, FROM THE FALMOUTH T.L. TO OLD BARNSTABLE ROAD (PHASE 2) | 5 | TAP | \$1,000,000 | \$800,000 | \$200,000 | AC over 2024-2028; Municipality is TAP Proponent; RSA conducted; CMAQ approved; TFPC \$40,853,577; CMAQ - \$15,656;706 STBG - \$19,396,871; TAP - \$1,800,000; HSIP - \$4,000,000 |
| | | | | | | | CMAQ Programmed | \$2,500,000 | \$2,000,000 | \$500,000 |
| | | | | | | | HSIP Programmed | \$1,000,000 | \$900,000 | \$100,000 |
| | | | | | | | STBG Programmed | \$8,669,471 | \$6,935,577 | \$1,733,894 |
| | | | | | | | TAP Programmed | \$1,200,000 | \$960,000 | \$240,000 |
| | | | | | | | Total Programmed for Cape Cod Region Projects* | \$13,369,471 | \$10,795,577 | \$2,573,894 |
| | | | | | | | Program Target for Cape Cod Region Projects | \$13,369,471 | \$10,695,577 | \$2,673,894 |
| | | | | | | | Target Funds Available for Cape Cod Region Projects | \$0 | \$100,000 | \$100,000 |
| Section 1B / Earmark or Discretionary Grant Funded Projects | | | | | | | | \$1,615,714 | \$1,292,571 | \$323,143 |
| Bridge Systematic Maintenance NB | 613200 | Cape Cod | Sandwich | SANDWICH- BRIDGE PRESERVATION, S-04-008 (4BA) AND S-04-011 (4B9), CHASE ROAD OVER ROUTE 6 (MID-CAPE HIGHWAY) | 5 | HIP-BR | \$1,615,714 | \$1,292,571 | \$323,143 | TFPC - \$1,615,714 |
| Section 2A / State Prioritized Reliability Projects | | | | | | | | \$35,400,527 | \$28,320,422 | \$7,080,105 |
| Non-Interstate Pavement | 608819 | Cape Cod | Barnstable | BARNSTABLE- RESURFACING AND RELATED WORK ON ROUTE 6 | 5 | NHPP | \$16,658,015 | \$13,326,412 | \$3,331,603 | TFPC - \$45,448,000; AC 2026-2028 |
| Non-Interstate Pavement | 612032 | Cape Cod | Multiple | PROVINCETOWN- TRURO- WELLFLEET- RESURFACING AND RELATED WORK ON ROUTE 6 | 5 | NHPP | \$18,742,512 | \$14,994,010 | \$3,748,502 | TFPC - \$18,742,512; GHG analysis to be completed when all required inputs are available |
| Section 2B / State Prioritized Modernization Projects | | | | | | | | \$11,000,000 | \$8,800,000 | \$2,200,000 |
| Roadway Reconstruction | 606082 | Cape Cod | Bourne | BOURNE- MEDIAN INSTALLATION ON ROUTE 6 (SCENIC HIGHWAY) | 5 | NHPP | \$11,000,000 | \$8,800,000 | \$2,200,000 | TFPC - \$37,547,201; AC 2025-2028; GHG analysis to be completed |

Cape Cod Region Program



STIP: 2025 - 2029 (D)

| Program | MassDOT Project ID | MPO | Municipality | MassDOT Project Description | District | Funding Source | Total Programmed Funds | Federal Funds | Non-Federal Funds | Other Information |
|---|--------------------|----------|--------------|--|----------|----------------|------------------------|---------------|-------------------|---|
| Federal Fiscal Year 2027 | | | | | | | | | | |
| Section 1A / Regionally Prioritized Projects | | | | | | | \$16,554,443 | \$13,243,554 | \$3,310,889 | |
| Roadway Reconstruction | 608742 | Cape Cod | Multiple | DENNIS- HARWICH- RECONSTRUCTION & RELATED WORK ON MAIN STREET (ROUTE 28), FROM UPPER COUNTY ROAD TO THE HERRING RIVER BRIDGE | 5 | STBG | \$3,804,762 | \$3,043,810 | \$760,952 | AC 2025-2027; Municipality is TAP proponent; CMAQ approved; TFPC \$15,126,843; CMAQ - \$1,000,000; STBG - \$13,826,843; TAP - \$300,000 |
| Roadway Reconstruction | 608744 | Cape Cod | Provincetown | PROVINCETOWN- CORRIDOR IMPROVEMENTS AND RELATED WORK ON SHANK PAINTER ROAD, FROM ROUTE 6 TO BRADFORD STREET | 5 | STBG | \$3,002,035 | \$2,401,628 | \$600,407 | Municipality is TAP Proponent; AC 2026-2028; CMAQ approved; TFPC \$16,854,681; Funding CMAQ - \$5,014,927; STBG - \$10,839,754; TAP - \$1,000,000; FLAP - \$470k (Statewide, 100% FA) |
| Roadway Reconstruction | 608744 | Cape Cod | Provincetown | PROVINCETOWN- CORRIDOR IMPROVEMENTS AND RELATED WORK ON SHANK PAINTER ROAD, FROM ROUTE 6 TO BRADFORD STREET | 5 | TAP | \$800,000 | \$640,000 | \$160,000 | Municipality is TAP Proponent; AC 2026-2028; CMAQ approved; TFPC \$16,854,681; Funding CMAQ - \$5,014,927; STBG - \$10,839,754; TAP - \$1,000,000; FLAP - \$470k (Statewide, 100% FA) |
| Roadway Reconstruction | 611986 | Cape Cod | Mashpee | MASHPEE- CORRIDOR IMPROVEMENTS & RELATED WORK ON ROUTE 151, FROM THE FALMOUTH T.L. TO OLD BARNSTABLE ROAD (PHASE 2) | 5 | STBG | \$8,947,646 | \$7,158,117 | \$1,789,529 | AC over 2024-2028; Municipality is TAP Proponent; RSA conducted; CMAQ approved; TFPC \$39,176,886; CMAQ - \$7,156,706; STBG - \$16,720,180; TAP - \$1,800,000; HSIP - \$4,500,000 |
| STBG Programmed | | | | | | | \$15,754,443 | \$12,603,554 | \$3,150,889 | |
| TAP Programmed | | | | | | | \$800,000 | \$640,000 | \$160,000 | |
| Total Programmed for Cape Cod Region Projects* | | | | | | | \$16,554,443 | \$13,243,554 | \$3,310,889 | |
| Program Target for Cape Cod Region Projects | | | | | | | \$16,554,443 | \$13,243,554 | \$3,310,889 | |
| Target Funds Available for Cape Cod Region Projects | | | | | | | \$0 | \$0 | \$0 | |
| Section 2A / State Prioritized Reliability Projects | | | | | | | \$19,904,341 | \$15,923,473 | \$3,980,868 | |
| Non-Interstate Pavement | 608819 | Cape Cod | Barnstable | BARNSTABLE- RESURFACING AND RELATED WORK ON ROUTE 6 | 5 | NHPP | \$19,904,341 | \$15,923,473 | \$3,980,868 | TFPC - \$45,448,000; AC 2026-2028 |
| Section 2B / State Prioritized Modernization Projects | | | | | | | \$10,547,201 | \$8,437,761 | \$2,109,440 | |
| Roadway Reconstruction | 606082 | Cape Cod | Bourne | BOURNE- MEDIAN INSTALLATION ON ROUTE 6 (SCENIC HIGHWAY) | 5 | NHPP | \$10,547,201 | \$8,437,761 | \$2,109,440 | TFPC - \$37,547,201; AC 2025-2028; GHG analysis to be completed |
| Section 2C / State Prioritized Expansion Projects | | | | | | | \$1,287,526 | \$1,030,021 | \$257,505 | |
| Bicycle and Pedestrian | 613278 | Cape Cod | Harwich | HARWICH- SAFETY IMPROVEMENTS AND RELATED WORK ON OLD COLONY TRAIL MODERNIZATION | 5 | CMAQ | \$1,287,526 | \$1,030,021 | \$257,505 | TFPC - \$1,287,526; GHG analysis to be completed |

Cape Cod Region Program



STIP: 2025 - 2029 (D)

| Program | MassDOT Project ID | MPO | Municipality | MassDOT Project Description | District | Funding Source | Total Programmed Funds | Federal Funds | Non Federal Funds | Other Information |
|---|--------------------|----------|--------------|---|----------|----------------|------------------------|---------------|-------------------|---|
| Federal Fiscal Year 2028 | | | | | | | | | | |
| Section 1A / Regionally Prioritized Projects | | | | | | | \$16,866,045 | \$13,492,836 | \$3,373,209 | |
| Roadway Reconstruction | 607405 | Cape Cod | Chatham | CHATHAM- INTERSECTION IMPROVEMENTS & RELATED WORK AT MAIN STREET (ROUTE 28), DEPOT ROAD, QUEEN ANNE ROAD AND CROWELL ROAD | 5 | STBG | \$5,320,550 | \$4,256,440 | \$1,064,110 | TFPC \$5,320,550; CMAQ analysis to be completed when all required inputs are available |
| Roadway Reconstruction | 608196 | Cape Cod | Dennis | DENNIS- CORRIDOR AND STREETScape IMPROVEMENTS ON MAIN STREET (ROUTE 28), FROM UNCLE BARNEYS ROAD TO OLD MAIN STREET (PHASE 2) | 5 | STBG | \$2,718,822 | \$2,175,058 | \$543,764 | AC 2028-2029; Municipality is TAP proponent; CMAQ analysis to be completed when all required inputs are available; TFPC \$11,760,000; STBG - \$8,381,124; TAP - \$3,378,876 |
| Roadway Reconstruction | 608744 | Cape Cod | Provincetown | PROVINCETOWN- CORRIDOR IMPROVEMENTS AND RELATED WORK ON SHANK PAINTER ROAD, FROM ROUTE 6 TO BRADFORD STREET | 5 | CMAQ | \$4,014,927 | \$3,211,942 | \$802,985 | Municipality is TAP Proponent; AC 2026-2028; CMAQ approved; TFPC \$16,854,681; Funding CMAQ - \$5,014,927; STBG - \$10,839,754; TAP - \$1,000,000; FLAP - \$470k (Statewide, 100% FA) |
| Roadway Reconstruction | 608744 | Cape Cod | Provincetown | PROVINCETOWN- CORRIDOR IMPROVEMENTS AND RELATED WORK ON SHANK PAINTER ROAD, FROM ROUTE 6 TO BRADFORD STREET | 5 | STBG | \$4,811,746 | \$3,849,397 | \$962,349 | Municipality is TAP Proponent; AC 2026-2028; CMAQ approved; TFPC \$16,854,681; Funding CMAQ - \$5,014,927; STBG - \$10,839,754; TAP - \$1,000,000; FLAP - \$470k (Statewide, 100% FA) |
| | | | | | | | CMAQ Programmed | \$4,014,927 | \$3,211,942 | \$802,985 |
| | | | | | | | STBG Programmed | \$12,851,118 | \$10,280,894 | \$2,570,224 |
| Total Programmed for Cape Cod Region Projects* | | | | | | | \$16,866,045 | \$13,492,836 | \$3,373,209 | |
| Program Target for Cape Cod Region Projects | | | | | | | \$16,866,045 | \$13,492,836 | \$3,373,209 | |
| Target Funds Available for Cape Cod Region Projects | | | | | | | \$0 | \$0 | \$0 | |
| Section 2A / State Prioritized Reliability Projects | | | | | | | \$29,058,982 | \$23,247,186 | \$5,811,796 | |
| Non-Interstate Pavement | 608819 | Cape Cod | Barnstable | BARNSTABLE- RESURFACING AND RELATED WORK ON ROUTE 6 | 5 | NHPP | \$8,885,644 | \$7,108,515 | \$1,777,129 | TFPC - \$45,448,000; AC 2026-2028 |
| Non-Interstate Pavement | 612063 | Cape Cod | Bourne | BOURNE- RESURFACING AND RELATED WORK ON ROUTE 28 | 5 | NHPP | \$8,655,360 | \$6,924,288 | \$1,731,072 | TFPC - \$8,655,360 |
| Non-Interstate Pavement | 612111 | Cape Cod | Falmouth | FALMOUTH- RESURFACING AND RELATED WORK ON ROUTE 28 | 5 | NHPP | \$7,843,920 | \$6,275,136 | \$1,568,784 | TFPC - \$7,843,920 |
| Highway Resiliency Improvement Program | 613156 | Cape Cod | Barnstable | BARNSTABLE- CULVERT REPLACEMENT ON ROUTE 6A OVER BOAT COVE CREEK | 5 | PRCT | \$1,354,058 | \$1,083,246 | \$270,812 | TFPC - \$1,354,058 |
| Bridge Systematic Maintenance | 613199 | Cape Cod | Sandwich | SANDWICH- BRIDGE PRESERVATION, S-04-006 (470) AND S-04-009 (471), ROUTE 6 (MID-CAPE HIGHWAY EB/WB) OVER STATE ROUTE 130 | 5 | NHPP | \$2,320,000 | \$1,856,000 | \$464,000 | TFPC - \$2,320,000 |
| Section 2B / State Prioritized Modernization Projects | | | | | | | \$9,500,000 | \$7,600,000 | \$1,900,000 | |
| Roadway Reconstruction | 606082 | Cape Cod | Bourne | BOURNE- MEDIAN INSTALLATION ON ROUTE 6 (SCENIC HIGHWAY) | 5 | NHPP | \$9,500,000 | \$7,600,000 | \$1,900,000 | TFPC - \$37,547,201; AC 2025-2028; GHG analysis to be completed |

Cape Cod Region Program



STIP: 2025 - 2029 (D)

| Program | MassDOT Project ID | MPO | Municipality | MassDOT Project Description | District | Funding Source | Total Programmed Funds | Federal Funds | Non Federal Funds | Other Information |
|---|--------------------|----------|--------------|---|----------|----------------|---|---------------|-------------------|---|
| Federal Fiscal Year 2029 | | | | | | | | | | |
| Section 1A / Regionally Prioritized Projects | | | | | | | \$17,183,879 | \$14,097,103 | \$3,086,776 | |
| Roadway Reconstruction | 608196 | Cape Cod | Dennis | DENNIS- CORRIDOR AND STREETSCAPE IMPROVEMENTS ON MAIN STREET (ROUTE 28), FROM UNCLE BARNEYS ROAD TO OLD MAIN STREET (PHASE 2) | 5 | STBG | \$5,662,302 | \$4,529,842 | \$1,132,460 | AC 2028-2029; Municipality is TAP proponent; CMAQ analysis to be completed when all required inputs are available; TFPC \$11,760,000; STBG - \$8,381,124; TAP - \$3,378,876 |
| Roadway Reconstruction | 608196 | Cape Cod | Dennis | DENNIS- CORRIDOR AND STREETSCAPE IMPROVEMENTS ON MAIN STREET (ROUTE 28), FROM UNCLE BARNEYS ROAD TO OLD MAIN STREET (PHASE 2) | 5 | TAP | \$3,378,876 | \$2,703,101 | \$675,775 | AC 2028-2029; Municipality is TAP proponent; CMAQ analysis to be completed when all required inputs are available; TFPC \$11,760,000; STBG - \$8,381,124; TAP - \$3,378,876 |
| Non-Interstate Pavement | 608264 | Cape Cod | Yarmouth | YARMOUTH- CORRIDOR IMPROVEMENTS ON ROUTE 28 | 5 | CMAQ | \$2,500,000 | \$2,000,000 | \$500,000 | RSA completed; CMAQ approved; Project to be AC 2029-2030; TFPC \$25,060,039; HSIP - \$7,000,000; CMAQ - \$7,000,000 and STBG - \$11,060,039 |
| Non-Interstate Pavement | 608264 | Cape Cod | Yarmouth | YARMOUTH- CORRIDOR IMPROVEMENTS ON ROUTE 28 | 5 | HSIP | \$3,500,000 | \$3,150,000 | \$350,000 | RSA completed; CMAQ approved; Project to be AC 2029-2030; TFPC \$25,060,039; HSIP - \$7,000,000; CMAQ - \$7,000,000 and STBG - \$11,060,039 |
| Non-Interstate Pavement | 608264 | Cape Cod | Yarmouth | YARMOUTH- CORRIDOR IMPROVEMENTS ON ROUTE 28 | 5 | STBG | \$2,142,701 | \$1,714,161 | \$428,540 | RSA completed; CMAQ approved; Project to be AC 2029-2030; TFPC \$25,060,039; HSIP - \$7,000,000; CMAQ - \$7,000,000 and STBG - \$11,060,039 |
| | | | | | | | CMAQ Programmed | \$2,500,000 | \$2,000,000 | \$500,000 |
| | | | | | | | HSIP Programmed | \$3,500,000 | \$3,150,000 | \$350,000 |
| | | | | | | | STBG Programmed | \$7,805,003 | \$6,244,002 | \$1,561,001 |
| | | | | | | | TAP Programmed | \$3,378,876 | \$2,703,101 | \$675,775 |
| | | | | | | | Total Programmed for Cape Cod Region Projects* | \$17,183,879 | \$14,097,103 | \$3,086,776 |
| | | | | | | | Program Target for Cape Cod Region Projects | \$17,183,879 | \$13,747,103 | \$3,436,776 |
| | | | | | | | Target Funds Available for Cape Cod Region Projects | \$0 | \$350,000 | \$350,000 |
| Section 2A / State Prioritized Reliability Projects | | | | | | | \$6,264,000 | \$5,011,200 | \$1,252,800 | |
| Non-Interstate Pavement | 612112 | Cape Cod | Multiple | CHATHAM- HARWICH- RESURFACING AND RELATED WORK ON ROUTE 28 | 5 | NHPP | \$2,523,000 | \$2,018,400 | \$504,600 | TFPC - \$2,523,000 |
| Non-Interstate Pavement | 612052 | Cape Cod | Multiple | HARWICH- ORLEANS- RESURFACING AND RELATED WORK ON ROUTE 28 | 5 | NHPP | \$3,741,000 | \$2,992,800 | \$748,200 | TFPC - \$3,741,000 |
| Cape Cod Region Total Program Summary | | | | | | | \$228,170,540 | \$183,180,432 | \$44,990,108 | |



Cape Cod Regional Transit Authority
Program Activity: Transit

STIP: 2025 - 2029 (D)

| Program | MassDOT Project ID | RTA | Municipality | MassDOT Project Description | Funding Source | Total Programmed Funds | Federal Funds | State Funds | Other Funds |
|-------------------------------------|--------------------|-------|--------------|---|----------------|------------------------|---------------|-------------|-------------|
| Federal Fiscal Year 2025 | | | | | | | | | |
| Bus Program | CCRTA011714 | CCRTA | | CCRTA - ACQUIRE LAND FOR SATELLITE/PARK OUT/EXPANSION | OF | \$1,200,000 | \$1,200,000 | | |
| Mobility Assistance Program | T00162 | CCRTA | | CCRTA - Training Electric Bus | OF | \$16,000 | \$16,000 | | |
| Operating | RTD0010610 | CCRTA | | CCRTA - OPERATING ASSISTANCE-Fixed Route/Demand Response | OF | \$5,478,149 | \$5,478,149 | | |
| Operating | RTD0010610 | CCRTA | | CCRTA - OPERATING ASSISTANCE-Fixed Route/Demand Response | SCA | \$5,478,149 | | \$5,478,149 | |
| Operating | RTD0010611 | CCRTA | | CCRTA - MOBILITY MANAGEMENT | OF | \$640,000 | \$640,000 | | |
| Operating | RTD0010611 | CCRTA | | CCRTA - MOBILITY MANAGEMENT | SCA | \$160,000 | | \$160,000 | |
| Operating | RTD0010612 | CCRTA | | CCRTA - NON FIXED ROUTE ADA PARA SERV | OF | \$240,000 | \$240,000 | | |
| Operating | RTD0010612 | CCRTA | | CCRTA - NON FIXED ROUTE ADA PARA SERV | SCA | \$60,000 | | \$60,000 | |
| Operating | RTD0010613 | CCRTA | | CCRTA - PREVENTIVE MAINTENANCE | OF | \$7,530,000 | \$7,530,000 | | |
| Operating | RTD0010613 | CCRTA | | CCRTA - PREVENTIVE MAINTENANCE | SCA | \$1,882,500 | | \$1,882,500 | |
| RTA Facility & System Modernization | RTD0010617 | CCRTA | | CCRTA - Hyannis Transportation Center/REHAB/RENOVATE - BUS TERMINAL | 5307 | \$1,684,620 | \$1,684,620 | | |
| RTA Facility & System Modernization | RTD0010617 | CCRTA | | CCRTA - Hyannis Transportation Center/REHAB/RENOVATE - BUS TERMINAL | OF | \$232,500 | \$232,500 | | |
| RTA Facility & System Modernization | RTD0010617 | CCRTA | | CCRTA - Hyannis Transportation Center/REHAB/RENOVATE - BUS TERMINAL | RTACAP | \$479,280 | | \$479,280 | |
| RTA Facility & System Modernization | RTD0010618 | CCRTA | | CCRTA - CONSTRUCTION - BUS SHELTERS | RTACAP | \$20,000 | | \$20,000 | |
| RTA Facility & System Modernization | RTD0010627 | CCRTA | Multiple | CCRTA - CONSTRUCTION - SECURITY BUILDING | 5307 | \$64,000 | \$64,000 | | |
| RTA Facility & System Modernization | RTD0010627 | CCRTA | Multiple | CCRTA - CONSTRUCTION - SECURITY BUILDING | RTACAP | \$16,000 | | \$16,000 | |
| RTA Facility & System Modernization | T00147 | CCRTA | | CCRTA- CONSTRUCTION EV Infrastructure | OF | \$1,244,800 | \$1,244,800 | | |
| RTA Facility & System Modernization | T00147 | CCRTA | | CCRTA- CONSTRUCTION EV Infrastructure | RTACAP | \$311,200 | | \$311,200 | |
| RTA Facility & Vehicle Maintenance | CCRTA011712 | CCRTA | | CCRTA - Preventive Maintenance - Steamship Authority | 5307 | \$2,165,624 | \$2,165,624 | | |
| RTA Facility & Vehicle Maintenance | CCRTA011712 | CCRTA | | CCRTA - Preventive Maintenance - Steamship Authority | 5337 | \$10,538,211 | \$10,538,211 | | |
| RTA Facility & Vehicle Maintenance | CCRTA011712 | CCRTA | | CCRTA - Preventive Maintenance - Steamship Authority | LF | \$3,175,959 | | | \$3,175,959 |



Cape Cod Regional Transit Authority
Program Activity: Transit

STIP: 2025 - 2029 (D)

| Program | MassDOT Project ID | RTA | Municipality | MassDOT Project Description | Funding Source | Total Programmed Funds | Federal Funds | State Funds | Other Funds |
|------------------------------------|--------------------|-------|--------------|--|-------------------|------------------------|---------------|-------------|-------------|
| Federal Fiscal Year 2025 | | | | | | | | | |
| RTA Facility & Vehicle Maintenance | CCRTA011713 | CCRTA | | CCRTA - Acquisition Support Vehicles | OF | \$40,000 | \$40,000 | | |
| RTA Facility & Vehicle Maintenance | RTD0011178 | CCRTA | | CCRTA-Acquire Misc. Support Equipment | OF | \$151,200 | \$151,200 | | |
| RTA Facility & Vehicle Maintenance | RTD0011178 | CCRTA | | CCRTA-Acquire Misc. Support Equipment | RTACAP | \$37,800 | | \$37,800 | |
| RTA Facility & Vehicle Maintenance | T00148 | CCRTA | | CCRTA - ACQUIRE ADP SOFTWARE | OF | \$92,000 | \$92,000 | | |
| RTA Facility & Vehicle Maintenance | T00148 | CCRTA | | CCRTA - ACQUIRE ADP SOFTWARE | RTACAP | \$23,000 | | \$23,000 | |
| RTA Facility & Vehicle Maintenance | T00162 | CCRTA | | CCRTA - Training Electric Bus | RTACAP | \$4,000 | | \$4,000 | |
| RTA Fleet Upgrades | RTD0010628 | CCRTA | | CCRTA - BUY REPLACEMENT <30 FT BATTERY ELECTRIC BUS | OF | \$3,646,529 | \$3,646,529 | | |
| RTA Vehicle Replacement | CCRTA011690 | CCRTA | | CCRTA - Buy EV Chargers for new electric buses | VWSF | \$300,939 | | | \$300,939 |
| RTA Vehicle Replacement | CCRTA011691 | CCRTA | | CCRTA - Buy Replacement Gillig EV Buses | VWSF | \$7,337,484 | | | \$7,337,484 |
| RTA Vehicle Replacement | RTD0010619 | CCRTA | | CCRTA - BUY REPLACEMENT <30 FT BATTERY ELECTRIC BUS | 5339 | \$628,777 | \$628,777 | | |
| RTA Vehicle Replacement | RTD0010619 | CCRTA | | CCRTA - BUY REPLACEMENT <30 FT BATTERY ELECTRIC BUS | RTACAP | \$157,194 | | \$157,194 | |
| RTA Vehicle Replacement | T00146 | CCRTA | | CCRTA - BUY REPLACEMENT < 30-FT BUS | OF | \$160,000 | \$160,000 | | |
| RTA Vehicle Replacement | T00146 | CCRTA | | CCRTA - BUY REPLACEMENT < 30-FT BUS | RTACAP | \$40,000 | | \$40,000 | |
| RTA Vehicle Replacement | T00173 | CCRTA | | CCRTA - BUY REPLACEMENT 30-FT BUS - GILLIG REPLACEMENT | OF | \$10,565,977 | \$10,565,977 | | |
| RTA Vehicle Replacement | T00173 | CCRTA | | CCRTA - BUY REPLACEMENT 30-FT BUS - GILLIG REPLACEMENT | RTACAP | \$2,641,494 | | \$2,641,494 | |
| | | | | | 5307 Programmed | \$3,914,244 | \$3,914,244 | | |
| | | | | | 5337 Programmed | \$10,538,211 | \$10,538,211 | | |
| | | | | | 5339 Programmed | \$628,777 | \$628,777 | | |
| | | | | | LF Programmed | \$3,175,959 | | | \$3,175,959 |
| | | | | | OF Programmed | \$31,237,155 | \$31,237,155 | | |
| | | | | | RTACAP Programmed | \$3,729,968 | | \$3,729,968 | |
| | | | | | SCA Programmed | \$7,580,649 | | \$7,580,649 | |



Cape Cod Regional Transit Authority
Program Activity: Transit

STIP: 2025 - 2029 (D)

| Program | MassDOT Project ID | RTA | Municipality | MassDOT Project Description | Funding Source | Total Programmed Funds | Federal Funds | State Funds | Other Funds |
|---------|--------------------|-----|--------------|---|-----------------|------------------------|---------------|--------------|--------------|
| | | | | | VWSF Programmed | \$7,638,423 | | | \$7,638,423 |
| | | | | Total Programmed for Cape Cod Regional Transit Authority Projects | | \$68,443,386 | \$46,318,387 | \$11,310,617 | \$10,814,382 |



Cape Cod Regional Transit Authority
Program Activity: Transit

STIP: 2025 - 2029 (D)

| Program | MassDOT Project ID | RTA | Municipality | MassDOT Project Description | Funding Source | Total Programmed Funds | Federal Funds | State Funds | Other Funds |
|-------------------------------------|--------------------|-------|--------------|---|----------------|------------------------|---------------|-------------|-------------|
| Federal Fiscal Year 2026 | | | | | | | | | |
| Mobility Assistance Program | T00162 | CCRTA | | CCRTA - Training Electric Bus | OF | \$16,000 | \$16,000 | | |
| Operating | RTD0010610 | CCRTA | | CCRTA - OPERATING ASSISTANCE-Fixed Route/Demand Response | OF | \$5,667,665 | \$5,667,665 | | |
| Operating | RTD0010610 | CCRTA | | CCRTA - OPERATING ASSISTANCE-Fixed Route/Demand Response | SCA | \$5,667,665 | | \$5,667,665 | |
| Operating | RTD0010611 | CCRTA | | CCRTA - MOBILITY MANAGEMENT | OF | \$640,000 | \$640,000 | | |
| Operating | RTD0010611 | CCRTA | | CCRTA - MOBILITY MANAGEMENT | SCA | \$160,000 | | \$160,000 | |
| Operating | RTD0010612 | CCRTA | | CCRTA - NON FIXED ROUTE ADA PARA SERV | OF | \$240,000 | \$240,000 | | |
| Operating | RTD0010612 | CCRTA | | CCRTA - NON FIXED ROUTE ADA PARA SERV | SCA | \$60,000 | | \$60,000 | |
| Operating | RTD0010613 | CCRTA | | CCRTA - PREVENTIVE MAINTENANCE | OF | \$7,530,000 | \$7,530,000 | | |
| Operating | RTD0010613 | CCRTA | | CCRTA - PREVENTIVE MAINTENANCE | SCA | \$1,882,500 | | \$1,882,500 | |
| RTA Facility & System Modernization | RTD0010617 | CCRTA | | CCRTA - Hyannis Transportation Center/REHAB/RENOVATE - BUS TERMINAL | 5307 | \$98,000 | \$98,000 | | |
| RTA Facility & System Modernization | RTD0010617 | CCRTA | | CCRTA - Hyannis Transportation Center/REHAB/RENOVATE - BUS TERMINAL | RTACAP | \$24,500 | | \$24,500 | |
| RTA Facility & System Modernization | RTD0010618 | CCRTA | | CCRTA - CONSTRUCTION - BUS SHELTERS | RTACAP | \$30,000 | | \$30,000 | |
| RTA Facility & System Modernization | T00147 | CCRTA | | CCRTA- CONSTRUCTION EV Infrastructure | OF | \$516,000 | \$516,000 | | |
| RTA Facility & System Modernization | T00147 | CCRTA | | CCRTA- CONSTRUCTION EV Infrastructure | RTACAP | \$129,000 | | \$129,000 | |
| RTA Facility & Vehicle Maintenance | CCRTA011712 | CCRTA | | CCRTA - Preventive Maintenance - Steamship Authority | 5307 | \$2,500,000 | \$2,500,000 | | |
| RTA Facility & Vehicle Maintenance | CCRTA011712 | CCRTA | | CCRTA - Preventive Maintenance - Steamship Authority | 5337 | \$2,500,000 | \$2,500,000 | | |
| RTA Facility & Vehicle Maintenance | CCRTA011712 | CCRTA | | CCRTA - Preventive Maintenance - Steamship Authority | LF | \$1,250,000 | | | \$1,250,000 |
| RTA Facility & Vehicle Maintenance | CCRTA011713 | CCRTA | | CCRTA - Acquisition Support Vehicles | OF | \$40,000 | \$40,000 | | |
| RTA Facility & Vehicle Maintenance | RTD0011178 | CCRTA | | CCRTA-Acquire Misc. Support Equipment | OF | \$531,600 | \$531,600 | | |
| RTA Facility & Vehicle Maintenance | RTD0011178 | CCRTA | | CCRTA-Acquire Misc. Support Equipment | RTACAP | \$132,900 | | \$132,900 | |
| RTA Facility & Vehicle Maintenance | T00156 | CCRTA | | CCRTA -REHAB/RENOVATE - MAINTENANCE FACILITY | OF | \$608,400 | \$608,400 | | |



Cape Cod Regional Transit Authority
Program Activity: Transit

STIP: 2025 - 2029 (D)

| Program | MassDOT Project ID | RTA | Municipality | MassDOT Project Description | Funding Source | Total Programmed Funds | Federal Funds | State Funds | Other Funds |
|------------------------------------|--------------------|-------|--------------|--|---|------------------------|---------------|-------------|-------------|
| Federal Fiscal Year 2026 | | | | | | | | | |
| RTA Facility & Vehicle Maintenance | T00156 | CCRTA | | CCRTA -REHAB/RENOVATE - MAINTENANCE FACILITY | RTACAP | \$152,100 | | \$152,100 | |
| RTA Facility & Vehicle Maintenance | T00162 | CCRTA | | CCRTA - Training Electric Bus | RTACAP | \$4,000 | | \$4,000 | |
| RTA Fleet Upgrades | RTD0010628 | CCRTA | | CCRTA - BUY REPLACEMENT <30 FT BATTERY ELECTRIC BUS | OF | \$478,750 | \$478,750 | | |
| RTA Vehicle Replacement | RTD0010619 | CCRTA | | CCRTA - BUY REPLACEMENT <30 FT BATTERY ELECTRIC BUS | 5339 | \$625,000 | \$625,000 | | |
| RTA Vehicle Replacement | RTD0010619 | CCRTA | | CCRTA - BUY REPLACEMENT <30 FT BATTERY ELECTRIC BUS | RTACAP | \$156,250 | | \$156,250 | |
| RTA Vehicle Replacement | T00173 | CCRTA | | CCRTA - BUY REPLACEMENT 30-FT BUS - GILLIG REPLACEMENT | OF | \$3,913,325 | \$3,913,325 | | |
| RTA Vehicle Replacement | T00173 | CCRTA | | CCRTA - BUY REPLACEMENT 30-FT BUS - GILLIG REPLACEMENT | RTACAP | \$978,331 | | \$978,331 | |
| | | | | | 5307 Programmed | \$2,598,000 | \$2,598,000 | | |
| | | | | | 5337 Programmed | \$2,500,000 | \$2,500,000 | | |
| | | | | | 5339 Programmed | \$625,000 | \$625,000 | | |
| | | | | | LF Programmed | \$1,250,000 | | | \$1,250,000 |
| | | | | | OF Programmed | \$20,181,740 | \$20,181,740 | | |
| | | | | | RTACAP Programmed | \$1,607,081 | | \$1,607,081 | |
| | | | | | SCA Programmed | \$7,770,165 | | \$7,770,165 | |
| | | | | | Total Programmed for Cape Cod Regional Transit Authority Projects | \$36,531,986 | \$25,904,740 | \$9,377,246 | \$1,250,000 |



Cape Cod Regional Transit Authority
Program Activity: Transit

STIP: 2025 - 2029 (D)

| Program | MassDOT Project ID | RTA | Municipality | MassDOT Project Description | Funding Source | Total Programmed Funds | Federal Funds | State Funds | Other Funds |
|-------------------------------------|--------------------|-------|--------------|---|----------------|------------------------|---------------|-------------|-------------|
| Federal Fiscal Year 2027 | | | | | | | | | |
| Mobility Assistance Program | T00162 | CCRTA | | CCRTA - Training Electric Bus | OF | \$8,000 | \$8,000 | | |
| Operating | RTD0010610 | CCRTA | | CCRTA - OPERATING ASSISTANCE-Fixed Route/Demand Response | OF | \$5,861,919 | \$5,861,919 | | |
| Operating | RTD0010610 | CCRTA | | CCRTA - OPERATING ASSISTANCE-Fixed Route/Demand Response | SCA | \$5,861,919 | | \$5,861,919 | |
| Operating | RTD0010611 | CCRTA | | CCRTA - MOBILITY MANAGEMENT | OF | \$640,000 | \$640,000 | | |
| Operating | RTD0010611 | CCRTA | | CCRTA - MOBILITY MANAGEMENT | SCA | \$160,000 | | \$160,000 | |
| Operating | RTD0010612 | CCRTA | | CCRTA - NON FIXED ROUTE ADA PARA SERV | OF | \$240,000 | \$240,000 | | |
| Operating | RTD0010612 | CCRTA | | CCRTA - NON FIXED ROUTE ADA PARA SERV | SCA | \$60,000 | | \$60,000 | |
| Operating | RTD0010613 | CCRTA | | CCRTA - PREVENTIVE MAINTENANCE | OF | \$7,530,000 | \$7,530,000 | | |
| Operating | RTD0010613 | CCRTA | | CCRTA - PREVENTIVE MAINTENANCE | SCA | \$1,882,500 | | \$1,882,500 | |
| RTA Facility & System Modernization | RTD0010617 | CCRTA | | CCRTA - Hyannis Transportation Center/REHAB/RENOVATE - BUS TERMINAL | 5307 | \$8,000 | \$8,000 | | |
| RTA Facility & System Modernization | RTD0010617 | CCRTA | | CCRTA - Hyannis Transportation Center/REHAB/RENOVATE - BUS TERMINAL | RTACAP | \$2,000 | | \$2,000 | |
| RTA Facility & System Modernization | RTD0010618 | CCRTA | | CCRTA - CONSTRUCTION - BUS SHELTERS | RTACAP | \$35,000 | | \$35,000 | |
| RTA Facility & System Modernization | T00147 | CCRTA | | CCRTA- CONSTRUCTION EV Infrastructure | OF | \$78,000 | \$78,000 | | |
| RTA Facility & System Modernization | T00147 | CCRTA | | CCRTA- CONSTRUCTION EV Infrastructure | RTACAP | \$19,500 | | \$19,500 | |
| RTA Facility & Vehicle Maintenance | CCRTA011712 | CCRTA | | CCRTA - Preventive Maintenance - Steamship Authority | 5307 | \$2,500,000 | \$2,500,000 | | |
| RTA Facility & Vehicle Maintenance | CCRTA011712 | CCRTA | | CCRTA - Preventive Maintenance - Steamship Authority | 5337 | \$2,500,000 | \$2,500,000 | | |
| RTA Facility & Vehicle Maintenance | CCRTA011712 | CCRTA | | CCRTA - Preventive Maintenance - Steamship Authority | LF | \$1,250,000 | | | \$1,250,000 |
| RTA Facility & Vehicle Maintenance | CCRTA011713 | CCRTA | | CCRTA - Acquisition Support Vehicles | OF | \$40,000 | \$40,000 | | |
| RTA Facility & Vehicle Maintenance | RTD0011178 | CCRTA | | CCRTA-Acquire Misc. Support Equipment | OF | \$260,000 | \$260,000 | | |
| RTA Facility & Vehicle Maintenance | RTD0011178 | CCRTA | | CCRTA-Acquire Misc. Support Equipment | RTACAP | \$65,000 | | \$65,000 | |
| RTA Facility & Vehicle Maintenance | T00162 | CCRTA | | CCRTA - Training Electric Bus | RTACAP | \$2,000 | | \$2,000 | |
| RTA Fleet Upgrades | RTD0010628 | CCRTA | | CCRTA - BUY REPLACEMENT <30 FT BATTERY ELECTRIC BUS | OF | \$1,703,750 | \$1,703,750 | | |



Cape Cod Regional Transit Authority
Program Activity: Transit

STIP: 2025 - 2029 (D)

| Program | MassDOT Project ID | RTA | Municipality | MassDOT Project Description | Funding Source | Total Programmed Funds | Federal Funds | State Funds | Other Funds | | |
|--------------------------|--------------------|-------|--------------|--|----------------|---|---------------|--------------|--------------|-------------|-------------|
| Federal Fiscal Year 2027 | | | | | | | | | | | |
| RTA Vehicle Replacement | RTD0010619 | CCRTA | | CCRTA - BUY REPLACEMENT <30 FT BATTERY ELECTRIC BUS | 5339 | \$625,000 | \$625,000 | | | | |
| RTA Vehicle Replacement | RTD0010619 | CCRTA | | CCRTA - BUY REPLACEMENT <30 FT BATTERY ELECTRIC BUS | RTACAP | \$156,250 | | \$156,250 | | | |
| RTA Vehicle Replacement | T00173 | CCRTA | | CCRTA - BUY REPLACEMENT 30-FT BUS - GILLIG REPLACEMENT | OF | \$2,934,994 | \$2,934,994 | | | | |
| RTA Vehicle Replacement | T00173 | CCRTA | | CCRTA - BUY REPLACEMENT 30-FT BUS - GILLIG REPLACEMENT | RTACAP | \$733,748 | | \$733,748 | | | |
| | | | | | | 5307 Programmed | \$2,508,000 | \$2,508,000 | | | |
| | | | | | | 5337 Programmed | \$2,500,000 | \$2,500,000 | | | |
| | | | | | | 5339 Programmed | \$625,000 | \$625,000 | | | |
| | | | | | | LF Programmed | \$1,250,000 | | | \$1,250,000 | |
| | | | | | | OF Programmed | \$19,296,663 | \$19,296,663 | | | |
| | | | | | | RTACAP Programmed | \$1,013,498 | | \$1,013,498 | | |
| | | | | | | SCA Programmed | \$7,964,419 | | \$7,964,419 | | |
| | | | | | | Total Programmed for Cape Cod Regional Transit Authority Projects | | \$35,157,580 | \$24,929,663 | \$8,977,917 | \$1,250,000 |



Cape Cod Regional Transit Authority
Program Activity: Transit

STIP: 2025 - 2029 (D)

| Program | MassDOT Project ID | RTA | Municipality | MassDOT Project Description | Funding Source | Total Programmed Funds | Federal Funds | State Funds | Other Funds |
|-------------------------------------|--------------------|-------|--------------|---|----------------|------------------------|---------------|-------------|-------------|
| Federal Fiscal Year 2028 | | | | | | | | | |
| Mobility Assistance Program | T00162 | CCRTA | | CCRTA - Training Electric Bus | OF | \$8,000 | \$8,000 | | |
| Operating | RTD0010610 | CCRTA | | CCRTA - OPERATING ASSISTANCE-Fixed Route/Demand Response | OF | \$6,061,030 | \$6,061,030 | | |
| Operating | RTD0010610 | CCRTA | | CCRTA - OPERATING ASSISTANCE-Fixed Route/Demand Response | SCA | \$6,061,030 | | \$6,061,030 | |
| Operating | RTD0010611 | CCRTA | | CCRTA - MOBILITY MANAGEMENT | OF | \$640,000 | \$640,000 | | |
| Operating | RTD0010611 | CCRTA | | CCRTA - MOBILITY MANAGEMENT | SCA | \$160,000 | | \$160,000 | |
| Operating | RTD0010612 | CCRTA | | CCRTA - NON FIXED ROUTE ADA PARA SERV | OF | \$240,000 | \$240,000 | | |
| Operating | RTD0010612 | CCRTA | | CCRTA - NON FIXED ROUTE ADA PARA SERV | SCA | \$60,000 | | \$60,000 | |
| Operating | RTD0010613 | CCRTA | | CCRTA - PREVENTIVE MAINTENANCE | OF | \$7,530,000 | \$7,530,000 | | |
| Operating | RTD0010613 | CCRTA | | CCRTA - PREVENTIVE MAINTENANCE | SCA | \$1,882,500 | | \$1,882,500 | |
| RTA Facility & System Modernization | RTD0010617 | CCRTA | | CCRTA - Hyannis Transportation Center/REHAB/RENOVATE - BUS TERMINAL | OF | \$16,400 | \$16,400 | | |
| RTA Facility & System Modernization | RTD0010617 | CCRTA | | CCRTA - Hyannis Transportation Center/REHAB/RENOVATE - BUS TERMINAL | RTACAP | \$4,100 | | \$4,100 | |
| RTA Facility & System Modernization | RTD0010618 | CCRTA | | CCRTA - CONSTRUCTION - BUS SHELTERS | RTACAP | \$40,000 | | \$40,000 | |
| RTA Facility & System Modernization | T00147 | CCRTA | | CCRTA- CONSTRUCTION EV Infrastructure | OF | \$1,200,000 | \$1,200,000 | | |
| RTA Facility & System Modernization | T00147 | CCRTA | | CCRTA- CONSTRUCTION EV Infrastructure | RTACAP | \$300,000 | | \$300,000 | |
| RTA Facility & Vehicle Maintenance | CCRTA011712 | CCRTA | | CCRTA - Preventive Maintenance - Steamship Authority | 5307 | \$2,500,000 | \$2,500,000 | | |
| RTA Facility & Vehicle Maintenance | CCRTA011712 | CCRTA | | CCRTA - Preventive Maintenance - Steamship Authority | 5337 | \$2,500,000 | \$2,500,000 | | |
| RTA Facility & Vehicle Maintenance | CCRTA011712 | CCRTA | | CCRTA - Preventive Maintenance - Steamship Authority | LF | \$1,250,000 | | | \$1,250,000 |
| RTA Facility & Vehicle Maintenance | RTD0011178 | CCRTA | | CCRTA-Acquire Misc. Support Equipment | OF | \$280,000 | \$280,000 | | |
| RTA Facility & Vehicle Maintenance | RTD0011178 | CCRTA | | CCRTA-Acquire Misc. Support Equipment | RTACAP | \$70,000 | | \$70,000 | |
| RTA Facility & Vehicle Maintenance | T00162 | CCRTA | | CCRTA - Training Electric Bus | RTACAP | \$2,000 | | \$2,000 | |
| RTA Fleet Upgrades | RTD0010628 | CCRTA | | CCRTA - BUY REPLACEMENT <30 FT BATTERY ELECTRIC BUS | 5307 | \$294,065 | \$294,065 | | |



Cape Cod Regional Transit Authority
Program Activity: Transit

STIP: 2025 - 2029 (D)

| Program | MassDOT Project ID | RTA | Municipality | MassDOT Project Description | Funding Source | Total Programmed Funds | Federal Funds | State Funds | Other Funds |
|--------------------------|--------------------|-------|--------------|--|---|------------------------|---------------|-------------|-------------|
| Federal Fiscal Year 2028 | | | | | | | | | |
| RTA Fleet Upgrades | RTD0010628 | CCRTA | | CCRTA - BUY REPLACEMENT <30 FT BATTERY ELECTRIC BUS | OF | \$1,368,935 | \$1,368,935 | | |
| RTA Fleet Upgrades | RTD0010628 | CCRTA | | CCRTA - BUY REPLACEMENT <30 FT BATTERY ELECTRIC BUS | RTACAP | \$415,750 | | \$415,750 | |
| RTA Vehicle Replacement | RTD0010619 | CCRTA | | CCRTA - BUY REPLACEMENT <30 FT BATTERY ELECTRIC BUS | 5339 | \$625,000 | \$625,000 | | |
| RTA Vehicle Replacement | RTD0010619 | CCRTA | | CCRTA - BUY REPLACEMENT <30 FT BATTERY ELECTRIC BUS | RTACAP | \$156,250 | | \$156,250 | |
| RTA Vehicle Replacement | T00173 | CCRTA | | CCRTA - BUY REPLACEMENT 30-FT BUS - GILLIG REPLACEMENT | 5307 | \$2,934,994 | \$2,934,994 | | |
| RTA Vehicle Replacement | T00173 | CCRTA | | CCRTA - BUY REPLACEMENT 30-FT BUS - GILLIG REPLACEMENT | RTACAP | \$733,748 | | \$733,748 | |
| | | | | | 5307 Programmed | \$5,729,059 | \$5,729,059 | | |
| | | | | | 5337 Programmed | \$2,500,000 | \$2,500,000 | | |
| | | | | | 5339 Programmed | \$625,000 | \$625,000 | | |
| | | | | | LF Programmed | \$1,250,000 | | | \$1,250,000 |
| | | | | | OF Programmed | \$17,344,365 | \$17,344,365 | | |
| | | | | | RTACAP Programmed | \$1,721,848 | | \$1,721,848 | |
| | | | | | SCA Programmed | \$8,163,530 | | \$8,163,530 | |
| | | | | | Total Programmed for Cape Cod Regional Transit Authority Projects | \$37,333,802 | \$26,198,424 | \$9,885,378 | \$1,250,000 |



Cape Cod Regional Transit Authority
Program Activity: Transit

STIP: 2025 - 2029 (D)

| Program | MassDOT Project ID | RTA | Municipality | MassDOT Project Description | Funding Source | Total Programmed Funds | Federal Funds | State Funds | Other Funds |
|-------------------------------------|--------------------|-------|--------------|---|----------------|------------------------|---------------|-------------|-------------|
| Federal Fiscal Year 2029 | | | | | | | | | |
| Operating | RTD0010610 | CCRTA | | CCRTA - OPERATING ASSISTANCE-Fixed Route/Demand Response | 5307 | \$6,265,118 | \$6,265,118 | | |
| Operating | RTD0010610 | CCRTA | | CCRTA - OPERATING ASSISTANCE-Fixed Route/Demand Response | SCA | \$6,265,118 | | \$6,265,118 | |
| Operating | RTD0010611 | CCRTA | | CCRTA - MOBILITY MANAGEMENT | OF | \$640,000 | \$640,000 | | |
| Operating | RTD0010611 | CCRTA | | CCRTA - MOBILITY MANAGEMENT | SCA | \$160,000 | | \$160,000 | |
| Operating | RTD0010612 | CCRTA | | CCRTA - NON FIXED ROUTE ADA PARA SERV | 5307 | \$240,000 | \$240,000 | | |
| Operating | RTD0010612 | CCRTA | | CCRTA - NON FIXED ROUTE ADA PARA SERV | SCA | \$60,000 | | \$60,000 | |
| Operating | RTD0010613 | CCRTA | | CCRTA - PREVENTIVE MAINTENANCE | OF | \$7,530,000 | \$7,530,000 | | |
| Operating | RTD0010613 | CCRTA | | CCRTA - PREVENTIVE MAINTENANCE | SCA | \$1,882,500 | | \$1,882,500 | |
| RTA Facility & System Modernization | RTD0010617 | CCRTA | | CCRTA - Hyannis Transportation Center/REHAB/RENOVATE - BUS TERMINAL | 5307 | \$20,000 | \$20,000 | | |
| RTA Facility & System Modernization | RTD0010617 | CCRTA | | CCRTA - Hyannis Transportation Center/REHAB/RENOVATE - BUS TERMINAL | RTACAP | \$5,000 | | \$5,000 | |
| RTA Facility & System Modernization | RTD0010618 | CCRTA | | CCRTA - CONSTRUCTION - BUS SHELTERS | RTACAP | \$40,000 | | \$40,000 | |
| RTA Facility & System Modernization | T00147 | CCRTA | | CCRTA- CONSTRUCTION EV Infrastructure | 5307 | \$12,000 | \$12,000 | | |
| RTA Facility & System Modernization | T00147 | CCRTA | | CCRTA- CONSTRUCTION EV Infrastructure | RTACAP | \$3,000 | | \$3,000 | |
| RTA Facility & Vehicle Maintenance | CCRTA011712 | CCRTA | | CCRTA - Preventive Maintenance - Steamship Authority | 5307 | \$2,500,000 | \$2,500,000 | | |
| RTA Facility & Vehicle Maintenance | CCRTA011712 | CCRTA | | CCRTA - Preventive Maintenance - Steamship Authority | 5337 | \$2,500,000 | \$2,500,000 | | |
| RTA Facility & Vehicle Maintenance | CCRTA011712 | CCRTA | | CCRTA - Preventive Maintenance - Steamship Authority | LF | \$1,250,000 | | | \$1,250,000 |
| RTA Facility & Vehicle Maintenance | RTD0011178 | CCRTA | | CCRTA-Acquire Misc. Support Equipment | 5307 | \$288,000 | \$288,000 | | |
| RTA Facility & Vehicle Maintenance | RTD0011178 | CCRTA | | CCRTA-Acquire Misc. Support Equipment | RTACAP | \$72,000 | | \$72,000 | |
| RTA Facility & Vehicle Maintenance | T00156 | CCRTA | | CCRTA -REHAB/RENOVATE - MAINTENANCE FACILITY | 5307 | \$8,400 | \$8,400 | | |
| RTA Facility & Vehicle Maintenance | T00156 | CCRTA | | CCRTA -REHAB/RENOVATE - MAINTENANCE FACILITY | RTACAP | \$2,100 | | \$2,100 | |
| RTA Facility & Vehicle Maintenance | T00162 | CCRTA | | CCRTA - Training Electric Bus | 5307 | \$16,000 | \$16,000 | | |



Cape Cod Regional Transit Authority
Program Activity: Transit

STIP: 2025 - 2029 (D)

| Program | MassDOT Project ID | RTA | Municipality | MassDOT Project Description | Funding Source | Total Programmed Funds | Federal Funds | State Funds | Other Funds |
|------------------------------------|--------------------|-------|--------------|--|---|------------------------|---------------|--------------|-------------|
| Federal Fiscal Year 2029 | | | | | | | | | |
| RTA Facility & Vehicle Maintenance | T00162 | CCRTA | | CCRTA - Training Electric Bus | RTACAP | \$4,000 | | \$4,000 | |
| RTA Fleet Upgrades | RTD0010628 | CCRTA | | CCRTA - BUY REPLACEMENT <30 FT BATTERY ELECTRIC BUS | 5307 | \$855,000 | \$855,000 | | |
| RTA Fleet Upgrades | RTD0010628 | CCRTA | | CCRTA - BUY REPLACEMENT <30 FT BATTERY ELECTRIC BUS | RTACAP | \$213,750 | | \$213,750 | |
| RTA Vehicle Replacement | RTD0010619 | CCRTA | | CCRTA - BUY REPLACEMENT <30 FT BATTERY ELECTRIC BUS | 5339 | \$625,000 | \$625,000 | | |
| RTA Vehicle Replacement | RTD0010619 | CCRTA | | CCRTA - BUY REPLACEMENT <30 FT BATTERY ELECTRIC BUS | RTACAP | \$156,250 | | \$156,250 | |
| RTA Vehicle Replacement | T00173 | CCRTA | | CCRTA - BUY REPLACEMENT 30-FT BUS - GILLIG REPLACEMENT | 5307 | \$5,869,987 | \$5,869,987 | | |
| RTA Vehicle Replacement | T00173 | CCRTA | | CCRTA - BUY REPLACEMENT 30-FT BUS - GILLIG REPLACEMENT | RTACAP | \$1,467,497 | | \$1,467,497 | |
| | | | | | 5307 Programmed | \$16,074,505 | \$16,074,505 | | |
| | | | | | 5337 Programmed | \$2,500,000 | \$2,500,000 | | |
| | | | | | 5339 Programmed | \$625,000 | \$625,000 | | |
| | | | | | LF Programmed | \$1,250,000 | | | \$1,250,000 |
| | | | | | OF Programmed | \$8,170,000 | \$8,170,000 | | |
| | | | | | RTACAP Programmed | \$1,963,597 | | \$1,963,597 | |
| | | | | | SCA Programmed | \$8,367,618 | | \$8,367,618 | |
| | | | | | Total Programmed for Cape Cod Regional Transit Authority Projects | \$38,950,720 | \$27,369,505 | \$10,331,215 | \$1,250,000 |

Glossary

Table 20. Definitions Used in Highway Project Listings

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

Table 21. Acronyms

| ACRONYM | MEANING |
|---------|---|
| CAAA | Clean Air Act Amendments of 1990 |
| CCC | Cape Cod Commission |
| CCJTC | Cape Cod Joint Transportation Committee |
| CCNS | Cape Cod National Seashore |
| CCRTA | Cape Cod Regional Transit Authority |
| CRRSAA | Coronavirus Response and Relief Supplemental Appropriations Act |
| CMAQ | Congestion Mitigation and Air Quality Improvement Program |
| CMR | Code of Massachusetts Regulations |
| CO | Carbon Monoxide |
| DEP | Department of Environmental Protection |
| DOT | United States Department of Transportation |
| EPA | Environmental Protection Agency |
| FAST | Fixing America's Surface Transportation (FAST) Act |
| FHWA | Federal Highway Administration |
| FTA | Federal Transit Administration |
| FFY | Federal Fiscal Year |
| FY | Fiscal Year |
| HIP-BR | Highway Infrastructure Program - Bridge |
| HSIP | Highway Safety Improvement Program |
| ITE | Institute of Transportation Engineers |
| ITS | Intelligent Transportation System(s) |
| LOS | Level of Service |
| LRTP | Long Range Transportation Plan, for the Cape Cod Regional generally referred to as the Regional Transportation Plan |
| MAP | Mobility Assistance Program |
| MassDOT | Massachusetts Department of Transportation |
| MEPA | Massachusetts Environmental Protection Act |
| MPO | Metropolitan Planning Organization or Cape Cod Metropolitan Planning Organization |
| NAAQS | National Ambient Air Quality Standards |
| NFA | Non Federal Aid |
| NHPP | National Highway Performance Program |
| NHS | National Highway System |
| NHTSA | National Highway Traffic Safety Administration |
| NOx | Nitrogen Oxides |
| PPP | Public Participation Process, or Public Participation Plan |
| PRC | Project Review Committee |
| PS&E | Plans, Specifications and Estimate |
| RPA | Regional Planning Agency |
| RPP | Regional Policy Plan |
| RTA | Regional Transit Authority |
| RTP | Regional Transportation Plan |

Table 21. Acronyms (continued)

| ACRONYM | MEANING |
|---------|--|
| SIP | State Implementation Plan |
| SOV | Single Occupancy Vehicle |
| SSA | Steamship Authority |
| STBG | Surface Transportation Block Grant |
| STIP | Statewide Transportation Improvement Program |
| TAP | Transportation Alternatives Program |
| TDM | Transportation Demand Management |
| TIP | Transportation Improvement Program |
| TMA | Transportation Management Area |
| TSM | Transportation Systems Management |
| USGS | United States Geological Survey |
| v/c | Volume to Capacity |
| VMT | Vehicle Miles Traveled |
| VPD | Vehicles Per Day |
| VPH | Vehicles Per Hour |

Appendices

Appendix A: Project Evaluation

Regional Transportation Plan Consistency

All projects included in the Transportation Improvement Program (TIP) are either specifically identified in the Regional Transportation Plan (RTP) or are consistent with programs in the RTP. Looking at the first RTP time band (2020-24) in the RTP, Mashpee Route 151 Improvements appears and is programmed in this TIP cycle in FFY2025-2026. Also, in the first RTP time band is "Route 28 Multimodal Improvements." This appears as a series of projects in the 2025-2029 TIP. Other projects in the 2025-2029 TIP are consistent with programs in the RTP such as "Roadway Rehabilitation & Reconstruction" and "Bicycle/Pedestrian Projects."

Furthermore, the goals, objectives, performance measures, and recommendations of the 2020 RTP were used in the development of the TIP Transportation Evaluation Criteria.

Consistency with Statewide Bicycle and Pedestrian Plans

The Statewide Bicycle and Statewide Pedestrian plans, both developed in 2019, seek to increase everyday walking and biking through project development while also increasing for safety vulnerable users. The TIP has long prioritized the expansion and development of the regional path network. The 2025-2029 TIP includes several regional path projects including the first phase of the Bourne Rail Trail and expansion projects of the Cape Cod Rail Trail plus additional path projects in Provincetown and Mashpee. Two sidewalk projects are included in Harwich, including a Safe Routes to School (SRTS) project for Harwich Elementary School. Additionally, the roadway and intersection reconstruction projects all support healthy transportation alternatives and promote everyday walking and biking on regional roadways that are also served by transit.

Consistency with Regional Performance Targets

The TIP integrates the MPOs' performance measures and link transportation-investment decisions to progress toward achieving performance goals. The performance measures are evaluated as part of the project selection process for inclusion in the Cape Cod TIP. The regional performance targets of reduced crashes, healthy transportation, reduced congestion and system preservation are factors all considered as part of the TIP project evaluation process. Consistent with the 2020 RTP, specific evaluation criteria were developed to meet the regional performance targets on

safety, mobility and system preservation. Projects that provide a substantial improvement in these categories are weighed heavily and prioritized by the MPO.

In addition, the 2020 Congestion Management Plan (CMP) prioritizes operational, safety and multi-modal improvements on the region's two main corridors, Route 6 and Route 28. Both corridors carry the region's highest traffic volumes and are often congested, especially during peak summer season. Additionally, safety issues exist on both corridors as there are numerous clusters of high crash locations. Transit service is generally provided along Route 28 and Route 6 in the Outer Cape, however, multi-modal accommodations on these roadways do not exist or are not consistent in most places.

The FFY 2025-2029 Highway TIP projects will reduce crashes at high crash locations, improve non-motorist mobility with the construction of shared use paths, provide a healthier transportation system and preserve the roadway system on the region's two key corridors of Route 28 and Route 6.

Project Evaluation Process

All highway projects under consideration for funding through the TIP are scored using the Cape Cod Metropolitan Planning Organization (MPO)'s TIP Transportation Evaluation Criteria. The TIP project evaluation criteria were recently approved by the Cape Cod MPO in December 2023 following a thorough review and recommendation from the Cape Cod Joint Transportation Committee. To align with the recently updated 2024 RTP, a stronger weight was given to the projects that improve safety for all users, while a reduced scoring weight was applied to average project costs. New emphasis was given to systematic safety improvements and projects located within Environmental Justice communities. Projects are scored each spring based on the latest information available. Representatives from CCJTC, which includes each town's Department of Public Works (DPW) are invited to review project scores. The resulting project scores are one of the considerations in selecting projects for funding in the TIP. Other considerations include, but are not limited to:

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

Cape Cod Transportation Improvement Program for FFY 2025-2029

The analysis of congestion data in the RITIS platform is being considered for future project evaluation efforts but is not included at this time.

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

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

DRAFT Cape Cod TIP Project Evaluation Scoring Summary
(For FFY2025-2029 TIP) For CCJTC Review

| # Project | | System Preservation and Modernization | | | | Mobility | | | Safety | | | Economic Impact | | | | Environmental and Health Effects | | | | | | Cost | | Policy Support | | | | FFY2025-29 TIP Year (Future = | Funded with statewide funds | Title VI Population Affected | (Income: M = Minority; LEP = Limited English Proficiency) |
|------------------|--|---------------------------------------|-----------------|----------------------|----------------------|-------------------------|----------------------|-------------------------------|-------------------------------|----------------------|--|---|---------------------------|------------------------------------|-----------------------|----------------------------------|----------------------|----------------------|----------------------|--------------------|-------------------|------------------------|---------------------|--------------------|-----------|-----|--------|-------------------------------|-----------------------------|------------------------------|---|
| | | A1 Primary asset condition / | A2 Enhancements | A3 Modern technology | B1 Existing motorist | B2 Effect on mobility / | B3 Effect on commute | C1 Motorist crash history and | C2 Non-motorist crash history | C3 Systematic Safety | D1 Effect on regionally-localized housing, job, cultural | D2 Effect on local housing, job, cultural | D3 Housing, job, cultural | D4 Ability of the region's freight | E1 Wetlands, wildlife | E2 Stormwater man | E3 Air quality / GHG | E4 Coastal Resilient | E5 Cultural resource | E6 Healthy Transpo | F1 Average Cost P | G1 Local Plans/Communi | G2 Regional plans/n | G3 Supports Federa | G4 Equity | | | | | | |
| 608264 | Yarmouth, Rte 28 Corridor Improvements | 15 | 10 | 5 | 4 | 3 | 3 | 7 | 9 | 7 | 3 | 2 | 3 | 2 | 0 | 1 | 2 | 1 | 1 | 1 | 5 | 3 | 2 | 2 | 3 | 94 | 2028 | | I, M | | |
| 610926 | Barnstable, Route 28 Corridor Improvements including Rotary Retrofit | 15 | 10 | 5 | 4 | 3 | 3 | 9 | 9 | 7 | 3 | 2 | 3 | 2 | 0 | 1 | 2 | 0 | 0 | 1 | 5 | 2 | 2 | 1 | 3 | 92 | Future | | I, M, LEP | | |
| 610928 | Mashpee, Route 28 Corridor Improvements including Rotary Retrofit | 15 | 10 | 5 | 4 | 3 | 3 | 7 | 7 | 7 | 3 | 2 | 3 | 2 | 0 | 2 | 2 | 0 | 1 | 1 | 5 | 2 | 2 | 1 | 3 | 90 | Future | | M | | |
| 612960 | Barnstable, Route 132 Corridor Improvements | 12 | 10 | 5 | 3 | 3 | 3 | 7 | 9 | 7 | 3 | 2 | 3 | 2 | 0 | 2 | 2 | 0 | 1 | 1 | 5 | 3 | 2 | 1 | 3 | 89 | Future | | I, M, LEP | | |
| 612767 | Eastham/Orleans, Rotary Improvements on Route 6 | 15 | 10 | 5 | 4 | 2 | 3 | 7 | 7 | 7 | 3 | 2 | 3 | 2 | 2 | 2 | 1 | 2 | 0 | 1 | 3 | 3 | 2 | 1 | 1 | 88 | Future | | I | | |
| 609218 | Falmouth, Corridor Improvements on Route 28 | 12 | 10 | 5 | 4 | 3 | 3 | 7 | 9 | 7 | 3 | 2 | 3 | 2 | 0 | 1 | 2 | 2 | 1 | 1 | 1 | 2 | 2 | 1 | 3 | 86 | Future | | I | | |
| 608742 | Dennis/Harwich, Route 28 Reconstruction (Upper County Rd to Herring River) | 12 | 10 | 5 | 4 | 3 | 3 | 5 | 7 | 7 | 3 | 2 | 3 | 2 | 1 | 1 | 2 | 0 | 1 | 1 | 5 | 3 | 2 | 1 | 3 | 85 | 2025 | | I, M | | |
| 612768 | Barnstable, Route 28 from Lincoln Rd to Garden Ln | 12 | 10 | 5 | 4 | 2 | 2 | 9 | 9 | 7 | 3 | 2 | 3 | 2 | 0 | 1 | 1 | 0 | 0 | 1 | 5 | 0 | 2 | 1 | 3 | 84 | Future | | I, M, LEP | | |
| 613289 | Provincetown/Truro - Corridor Modernization on Route 6 | 15 | 10 | 5 | 4 | 3 | 3 | 3 | 5 | 7 | 3 | 2 | 3 | 2 | 0 | 2 | 2 | 1 | 1 | 1 | 5 | 0 | 2 | 2 | 3 | 84 | Future | | I | | |
| 606082 | Bourne, Rte 6 Scenic Highway Median Installation | 15 | 10 | 5 | 4 | 3 | 3 | 7 | 7 | 7 | 3 | 2 | 3 | 2 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 3 | 2 | 1 | 1 | 83 | 2025 | X | I, M | | |
| 612776 | Barnstable, Route 28 at Santuit-Newtown Rd | 15 | 10 | 5 | 4 | 3 | 3 | 7 | 7 | 7 | 1 | 2 | 3 | 2 | 0 | 1 | 1 | 0 | 0 | 1 | 5 | 3 | 2 | 1 | 0 | 83 | Future | | None | | |
| 608196 | Dennis, Route 28 Streetscape Improvements (Phase 2) | 12 | 10 | 5 | 3 | 3 | 3 | 7 | 7 | 7 | 3 | 2 | 3 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 3 | 2 | 1 | 3 | 81 | 2027 | | I | | |
| 608744 | Provincetown, Shank Painter Road Improvements | 12 | 10 | 5 | 3 | 3 | 3 | 3 | 3 | 7 | 3 | 2 | 3 | 2 | 0 | 1 | 2 | 1 | 1 | 1 | 5 | 3 | 2 | 2 | 3 | 80 | 2025 | | I | | |
| 612540 | Truro/Wellfleet, Shared Use Path Along Route 6 | 15 | 7 | 5 | 4 | 3 | 3 | 0 | 5 | 7 | 3 | 2 | 3 | 2 | 0 | 0 | 1 | 2 | 2 | 1 | 5 | 0 | 2 | 2 | 3 | 76 | Future | | I | | |
| 607405 | Chatham, Rte 28 at Main St, Depot Rd, Queen Anne Rd and Crowell Rd | 12 | 10 | 5 | 4 | 3 | 3 | 3 | 5 | 5 | 3 | 2 | 3 | 2 | 0 | 1 | 1 | 0 | 0 | 1 | 5 | 2 | 2 | 1 | 0 | 73 | 2027 | | None | | |
| 607444 | Falmouth, Rte 28A at Rte 151 | 15 | 10 | 5 | 3 | 3 | 2 | 9 | 5 | 5 | 0 | 2 | 2 | 1 | 0 | 1 | 2 | 0 | 1 | 1 | 3 | 0 | 1 | 1 | 0 | 72 | Future | | None | | |
| 613271 | Sandwich - Shared Use Path Construction, Route 130 to Canal Service Rd | 15 | 10 | 5 | 2 | 3 | 2 | 3 | 5 | 3 | 3 | 2 | 3 | 0 | 0 | 1 | 2 | 1 | 1 | 1 | 0 | 3 | 2 | 2 | 1 | 70 | Future | | None | | |
| 608819 | Barnstable, Route 6 Repaving and Related Work | 15 | 10 | 2 | 4 | 0 | 3 | 7 | 0 | 7 | 2 | 0 | 3 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 5 | 0 | 2 | 1 | 3 | 68 | 2026 | X | I, M, LEP | | |
| 613114 | Wellfleet, Route 6 at School St, Lawrence Rd | 8 | 10 | 5 | 4 | 3 | 2 | 5 | 5 | 5 | 1 | 1 | 2 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 5 | 2 | 2 | 1 | 0 | 67 | Future | | None | | |
| 609262 | Bourne, Bourne Rail Trail (Phase 1) | 15 | 10 | 5 | 2 | 3 | 1 | 0 | 5 | 3 | 0 | 2 | 2 | 0 | 0 | 0 | 2 | 2 | 1 | 1 | 3 | 3 | 2 | 2 | 3 | 67 | 2025 | X | I | | |
| 612980 | Barnstable, Pedestrian Improvements on Route 6A | 15 | 7 | 0 | 2 | 3 | 1 | 7 | 7 | 7 | 3 | 2 | 2 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 3 | 2 | 1 | 0 | 66 | Future | | None | | |
| 607394 | Bourne/Falmouth, Bourne Rail Trail Phase 4/Shining Sea Bikeway Extension | 15 | 10 | 5 | 2 | 3 | 2 | 0 | 5 | 3 | 0 | 2 | 3 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 5 | 2 | 2 | 2 | 1 | 66 | Future | | None | | |
| 612032 | Provincetown/Truro, Resurfacing and Related Work on Route 6 | 15 | 10 | 1 | 1 | 3 | 2 | 3 | 0 | 7 | 1 | 1 | 2 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 5 | 3 | 2 | 1 | 3 | 66 | 2026 | X | I | | |
| 610670 | Harwich, Harwich Elementary School (SRTS) | 12 | 10 | 2 | 1 | 3 | 2 | 3 | 7 | 5 | 0 | 2 | 3 | 0 | 0 | 1 | 2 | 0 | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 64 | 2025 | X | I | | |
| 613156 | Barnstable - Culvert Replacement Route 6A over Boat Cove Creek | 15 | 7 | 0 | 1 | 2 | 3 | 3 | 3 | 5 | 0 | 2 | 3 | 2 | 2 | 2 | 1 | 2 | 1 | 1 | 5 | 0 | 1 | 1 | 0 | 62 | 2028 | X | None | | |
| 610673 | Bourne, Bourne Rail Trail (Phase 2) | 15 | 7 | 2 | 2 | 3 | 2 | 0 | 5 | 3 | 0 | 2 | 3 | 0 | 0 | 0 | 2 | 2 | 1 | 1 | 0 | 2 | 2 | 2 | 3 | 59 | Future | | I | | |
| 610800 | Barnstable, Park and Ride Expansion and Improvements at Route 132 | 15 | 10 | 5 | 3 | 3 | 0 | 0 | 3 | 0 | 2 | 0 | 3 | 0 | 0 | 1 | 2 | 1 | 0 | 1 | 3 | 0 | 2 | 1 | 3 | 58 | Future | X | I, M, LEP | | |
| 613278 | Harwich - Old Colony Rail Trail Modernization | 12 | 10 | 5 | 0 | 3 | 1 | 0 | 3 | 3 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 5 | 3 | 1 | 1 | 3 | 58 | Future | | I | | |
| 612112 | Chatham-Harwich Resurfacing and Related Work on Route 28 | 15 | 4 | 0 | 4 | 1 | 2 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 1 | 1 | 41 | 2029 | X | None | | |
| 612052 | Harwich-Orleans Resurfacing and Related Work on Route 28 | 15 | 4 | 0 | 4 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 1 | 0 | 39 | 2029 | X | None | | |
| 612063 | Bourne - Resurfacing and Related Work on Route 28 | 8 | 4 | 2 | 4 | 0 | 2 | 0 | 0 | 0 | 2 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 1 | 3 | 38 | 2028 | X | I, M | | |
| CC2000 | Cape Cod, Bicycle Rack Program | 15 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 3 | 2 | 1 | 3 | 37 | Future | | TBD | | |
| 613199 | Sandwich - Bridge Preservation Route 6 over Route 130 | 8 | 4 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 1 | 3 | 35 | 2028 | X | I, M | | |
| 612111 | Falmouth - Resurfacing and Related Work on Route 28 | 8 | 4 | 2 | 4 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 1 | 0 | 33 | 2028 | X | None | | |
| 612053 | Bourne-Sandwich Resurfacing and Related Work on Route 6 | 10 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 1 | 0 | 30 | 2025 | X | I, M | | |
| 613202 | Barnstable - Bridge Preservation Oak Street over Route 6 | 8 | 4 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 3 | 29 | 2025 | X | I, M | | |
| 613200 | Sandwich - Bridge Preservation Chase Road over Route 6 | 8 | 4 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 1 | 0 | 26 | 2026 | X | None | | |
| Maximum Possible | | 15 | 10 | 5 | 4 | 3 | 3 | 9 | 9 | 7 | 3 | 2 | 3 | 2 | 2 | 2 | 2 | 2 | 1 | 1 | 5 | 3 | 2 | 2 | 3 | 100 | | | | | |

TIP Project Evaluation - Detailed Scoring Template - Approved December 2023

| Category | TIP Evaluation Criteria | Points (out of 100) |
|--|--|------------------------|
| System Preservation and Modernization | <ul style="list-style-type: none"> Pavement and signal equipment improvement Sidewalks and other infrastructure enhancement (transit elements) Use of modern technology | 30 |
| Mobility | <ul style="list-style-type: none"> Motorist congestion Non-motorist congestion Connectivity / access | 10 |
| Safety | <ul style="list-style-type: none"> Motorist crash history and anticipated safety impact Non-motorist crash history and anticipated safety impact Systematic safety improvements/proven safety countermeasures | 25 |
| Economic Impact | <ul style="list-style-type: none"> Access to or within a regionally-designated economic development area Access to or within a locally-designated business district Connections between housing, job, cultural centers, and essential services Effect on the freight network | 10 |
| Environmental and Health Effects | <ul style="list-style-type: none"> Wetlands, wildlife, or other resource protection Water quality through stormwater management and treatment Air quality / GHG emission / Climate Action Plan Coastal Resiliency / Sea Level Rise Vulnerability / Low Lying Roads Cultural resources or open space Healthy Transportation Options | 10 |
| Cost Effectiveness | <ul style="list-style-type: none"> Average project cost per user (based on comparisons among TIP projects) | 5 |
| Policy Support | <ul style="list-style-type: none"> Community Support/Local Plans Regional plans/policies State or MassDOT Policies and goals Equity | 10 |

Notes on Project Scoring

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

| A - System Preservation and Modernization Scoring | | | |
|---|--|--|--------|
| | Criterion | Factor | Points |
| 1 | Primary asset condition / effect on condition | Poor or failing / substantial improvement | 15 |
| | | Fair / moderate improvement | 8 |
| | | Good / minor improvement | 4 |
| | | Excellent / no improvement | 0 |
| 2 | Enhancements to other assets (Projects elements included in the project, but not part of the primary project focus ie. Sidewalks with repaving project, bus shelter and pulloffs) | Poor or failing / substantial improvement | 10 |
| | | Fair / moderate improvement | 7 |
| | | Good / minor improvement | 4 |
| | | Excellent / no improvement | 0 |
| 3 | Use of modern technology to improve efficiency and support ITS regional efforts (ie. continuous traffic counting equipment, adaptive signal control, emergency preemption systems, transit priority) | Use of innovative technology and/or incorporation of traffic counting technology | 5 |
| | | Improvement in technology to current best practices | 2 |
| | | Maintain/repair existing technology | 1 |
| | | Not applicable | 0 |
| Total Score = up to 30 | | | |
| B - Mobility Scoring | | | |
| | Criterion | Factor | Points |
| 1 | Existing motorist congestion / effect on motorist congestion (Projects identified in Congestion Management Plan network are able to receive maximum points) | Location identified in the CMP network/ substantial improvement | 4 |
| | | Significant existing / substantial improvement | 3 |
| | | Significant existing / moderate or minor improvement | 2 |
| | | Minimal existing / minor improvement | 1 |
| | | No change | 0 |
| | | Negative effect | -1 |
| 2 | Effect on mobility / accommodation of non-motorists | Substantial improvement | 3 |
| | | Moderate improvement | 2 |
| | | Minimal improvement | 1 |
| | | No effect for non-motorists | 0 |
| | | Negative effect on mobility / accommodation | -1 |
| 3 | Effect on connectivity / access (emphasis placed on key emergency and evacuation routes) | Substantial improvement to connectivity through the corridor | 3 |
| | | Moderate improvement to connectivity | 2 |
| | | Minimal effect on connectivity | 1 |
| | | No effect on connectivity | 0 |
| | | Negative effect on connectivity | -1 |
| Total Score = up to 10 | | | |
| C - Safety | | | |
| | Criterion | Factor | Points |
| 1 | Motorist crash history and anticipated safety impact (Note: Highway Safety Improvement Program (HSIP) eligible locations are determined by MassDOT and includes the 5% percent of locations in the region based on a severity weighted crash rate) | Location is HSIP eligible and project is anticipated to improve motorist safety | 9 |
| | | Location is listed as a Top 50 regional crash location or identified in a local or regional safety plan/study and project is anticipated to improve motorist safety | 7 |
| | | Location has a demonstrated crash problem and project is anticipated to improve motorist safety | 5 |
| | | No demonstrated crash problem, but project is anticipated to improve motorist safety | 3 |
| | | No safety improvement anticipated | 0 |
| | | The project may adversely affect motorist safety | -1 |
| 2 | Non-motorist crash history and anticipated safety impact | Location identified as a HSIP Bicycle or Pedestrian Cluster and project is anticipated to improve non-motorist safety | 9 |
| | | Location is listed as a Top 50 regional crash location or identified in a local or regional safety plan/study and project is anticipated to improve non-motorist safety | 7 |
| | | Location has a demonstrated safety deficiencies for non-motorists and project is anticipated to improve non-motorist safety | 5 |
| | | No demonstrated crash problem, but project is anticipated to improve non-motorist safety | 3 |
| | | No safety improvement anticipated | 0 |
| | | The project may adversely affect non-motorist safety | -1 |
| 3 | Systematic Safety Improvements/Proven Safety Countermeasures (Note: where available MassDOT analysis will be used to identify primary and secondary risk locations) | Characteristics of the location make it a primary risk location and the project will implement a proven safety countermeasure | 7 |
| | | Characteristics of the location make it a secondary risk location and the project will implement a proven safety countermeasure | 5 |
| | | While not a primary or secondary risk location, the location provides access to vulnearble roadway users, such as schools, transit stops and senior destinations and the project will implement a proven safety countermeasure | 3 |
| | | No safety improvement anticipated | 0 |
| Total Score = up to 25 | | | |

| D - Economic Impact Scoring | | | |
|--|--|--|--------|
| | Criterion | Factor | Points |
| 1 | Effect on access to or within a regionally-designated economic development area (ie. Economic Center, GIZ, etc.) | Substantial improvement | 3 |
| | | Moderate improvement | 2 |
| | | Minor improvement | 1 |
| | | No effect | 0 |
| | | Negative effect | -1 |
| 2 | Effect on access to or within a locally-designated business district | Substantial or moderate improvement | 2 |
| | | Minor improvement | 1 |
| | | No effect | 0 |
| | | Negative effect | -1 |
| 3 | Effect on connections between housing, job, cultural centers, and essential services within and beyond the region | Substantial improvement | 3 |
| | | Moderate improvement | 2 |
| | | Minor improvement | 1 |
| | | No effect | 0 |
| | | Negative effect | -1 |
| 4 | Effect on the ability of the region's freight network to handle current and future freight needs | Substantial or moderate improvement | 2 |
| | | Minor improvement | 1 |
| | | No effect | 0 |
| | | Negative effect | -1 |
| Total Score = up to 10 | | | |
| E - Environmental and Health Effects Scoring | | | |
| | Criterion | Factor | Points |
| 1 | Effect on wetlands, wildlife, or other resource protection | Anticipated improvement | 2 |
| | | Minor contribution to preservation | 1 |
| | | No anticipated impact or negative impacts adequately mitigated | 0 |
| | | Negative impact | -1 |
| 2 | Effect on water quality through stormwater management and treatment with an emphasis on for nitrogen (points for anticipated improvements may also be given for projects involving culvert widening) | Anticipated improvement in stormwater management and treatment | 2 |
| | | Anticipated improvement in stormwater management | 1 |
| | | No anticipated impact or negative impacts adequately mitigated | 0 |
| | | Negative impact | -1 |
| 3 | Effect on air quality / GHG emission (Supports mitigation strategies from Cape Cod Climate Action Plan) | Significant, quantifiable decrease in GHG anticipated | 2 |
| | | Minor, quantifiable or qualitative decrease in GHG anticipated | 1 |
| | | No effect on GHG anticipated | 0 |
| | | Anticipated increase in GHG | -1 |
| 4 | Coastal Resiliency / Sea Level Rise Vulnerability / Low Lying Roads (Vulnerable areas include those identified as a Special Flood Hazard Area (SFHA), areas identified by the Sea, Land, and Overland Surges from Hurricanes (SLOSH) model, or areas susceptible to sea level rise. Supports adaptation strategies in Cape Cod Climate Action Plan). | Project vulnerable area with resilient design | 2 |
| | | Project is not in a vulnerable area but includes with resilient design elements | 1 |
| | | Project not in vulnerable area and not special consideration given to resilient design | 0 |
| | | Project in a vulnerable area and is not a resilient design | -1 |
| 5 | Effect on cultural resources or open space | Anticipated improvement | 1 |
| | | No anticipated impact or negative impacts adequately mitigated | 0 |
| | | Negative impact | -1 |
| 6 | Healthy Transportation Options (Supports Climate Action Plan for alternate modes of transportation) | Increase in healthy transportation options | 1 |
| | | No anticipated impact or negative impacts adequately mitigated | 0 |
| | | Negative impact | -1 |
| Total Score = up to 10 | | | |

| F - Cost | | | |
|----------------------------|---|--|--------|
| 1 | Average Project cost per user (based on comparisons among TIP projects) | Project cost is below average | 5 |
| | | Project cost is near average | 3 |
| | | Project cost is above average | 1 |
| | | Project cost is well above average | 0 |
| Total Score = up to 5 | | | |
| G - Policy Support Scoring | | | |
| | Criterion | Factor | Points |
| 1 | Local Plans/Community support (as indicated through collective statements or actions of the highest elected officials in the effected communities) | Stated support of the project by the highest elected officials | 3 |
| | | Project specifically identified in Local Plan or locally prioritized design funds have been expended on project | 2 |
| | | Neutral | 0 |
| | | Collective opposition voiced by the highest elected officials | -1 |
| 2 | Regional plans/policies (ie. RTP, Regional Policy Plan, CEDS) | Project specifically identified in Regional Plan | 2 |
| | | Project supports Regional Plans/Policies | 1 |
| | | Neutral | 0 |
| | | Inconsistent with Regional Plans/Policies | -1 |
| 3 | Project supports Federal or State (including MassDOT) policies and goals not accounted for in other criteria (GreenDOT, Healthy Transportation, Complete Streets, TZD etc.) | Project specifically identified in a existing Federal or State Plan | 2 |
| | | Consistent with Federal or State Policies or Principles | 1 |
| | | Neutral | 0 |
| | | Inconsistent with Federal or State Policies or Principles | -1 |
| 4 | Equity (project vicinity to Environmental Justice area) | Project is located within an Environmental Justice area and will have a postive impact on population | 3 |
| | | Project is of a regional signifance that will serve individuals and improve access for Environmental Justice populations | 1 |
| | | Project is isolated and not located within or adjacent to an Environmental Justice area | 0 |
| | | Project will have a negative impact on an Environmental Justice population | -1 |
| Total Score = up to 10 | | | |

Equity Analysis by Community

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

Table 22. Distribution of TIP Funds by Community

| Community | 2025-2029 Total | 2025-2029 Community Share | 2015-2024 Total | 2015-2024 Community Share |
|------------------------------------|--------------------|---------------------------------|--------------------|---------------------------------|
| Barnstable | \$48,550,058 | 20.8% | \$36,619,552 | 14.6% |
| Bourne | \$47,699,901 | 20.5% | \$15,973,816 | 6.3% |
| Brewster | \$8,655,360 | 3.7% | \$10,614,378 | 4.2% |
| Chatham | \$7,591,250 | 3.3% | \$18,794,540 | 7.5% |
| Dennis | \$15,534,027 | 6.7% | \$44,408,486 | 17.7% |
| Eastham | \$0 | 0.0% | \$0 | 0.0% |
| Falmouth | \$7,843,920 | 3.4% | \$485,721 | 0.2% |
| Harwich | \$15,466,417 | 6.6% | \$11,827,897 | 4.7% |
| Mashpee | \$20,504,557 | 8.8% | \$21,724,323 | 8.6% |
| Orleans | \$3,553,950 | 1.5% | \$11,513,483 | 4.6% |
| Provincetown | \$21,540,309 | 9.2% | \$0 | 0.0% |
| Sandwich | \$14,001,736 | 6.0% | \$10,486,076 | 4.2% |
| Truro | \$9,371,256 | 4.0% | \$969,376 | 0.4% |
| Wellfleet | \$4,685,628 | 2.0% | \$29,789,688 | 11.8% |
| Yarmouth | \$8,142,701 | 3.5% | \$38,321,989 | 15.2% |
| Regional | \$0 | - | \$380,000 | - |
| CCRTA (including pass-throughs) | \$216,417,474 | - | \$223,191,019 | - |
| CCNS | \$0 | - | \$509,350 | - |
| SSA | \$0 | - | \$8,501,309 | - |
| Total | \$449,558,544 | 100.0% | \$484,111,003 | 100.0% |

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

Geographic equity is important to the region. The JTC, which included of representation from all 15 towns on Cape Cod, frequently discussed geographic equity and strives to balance the equity to all towns. As seen in Table 22, TIP projects were accounted for in all 15 towns, except in Eastham. Cape Cod Commission Transportation staff have been working with the Town of Eastham and MassDOT on a number of potential TIP projects to prioritize for TIP funding over the next five years, however, many of these projects are still in the conceptual design phase as the town has limited funding to support the engineering design costs associated with a large roadway improvement project on a state highway. Specifically, MassDOT recently initiated a project at the Eastham/Orleans Rotary, however, funding was not allocated in this TIP development cycle as the project is still in the early conceptual design phase. Additionally, the Cape Cod Commission assisted the Town of Eastham in March 2019 to complete a Complete Streets Prioritization Plan and the Town was recently awarded a \$500,000 construction grant for a project within their Prioritization Plan.

It should be noted that within the UPWP, smaller towns such as Eastham and other Outer Cape towns, are given additional assistance by Cape Cod Commission Transportation staff to assist with efforts to plan and pursue TIP projects as they have smaller staffs. Cape Cod Commission Transportation staff have also been actively involved with municipalities in submitting other transportation-related grant applications, as appropriate, such as Safe Routes to School (SRTS), Shared Streets and Spaces and Complete Streets. Technical assistance is provided by Cape Cod Commission staff to towns that may not have the technical expertise on staff familiar with grant writing. For example, Cape Cod Transportation staff assisted the Town of Harwich on their application for a SRTS grant, which they were awarded for the Harwich Elementary School, which is currently programmed on the TIP. The towns of Barnstable, Falmouth, Sandwich and Eastham have also been recently successful in being awarded Shared Streets and Spaces grants in the past year.

It is also important to note that the distribution of projects summarized in Table 22, tends to be skewed by our larger towns which have large infrastructure projects (i.e. Route 6 in Bourne and Barnstable) or larger bridge projects, such as in the case with a recent large bridge project in Chatham (approximately \$19 million Mitchell's River bridge replacement). Additionally, the Bass River Bridge project in Dennis and Yarmouth has significantly increased TIP funds allocated for those two towns for 2025-2029.

Equity Analysis by Impacted Population

An equity analysis of projects included in the TIP was conducted with respect to anticipated impacts on minority, low income, and limited English proficiency populations. An equity analysis of the previous ten years of TIP projects was also conducted. The

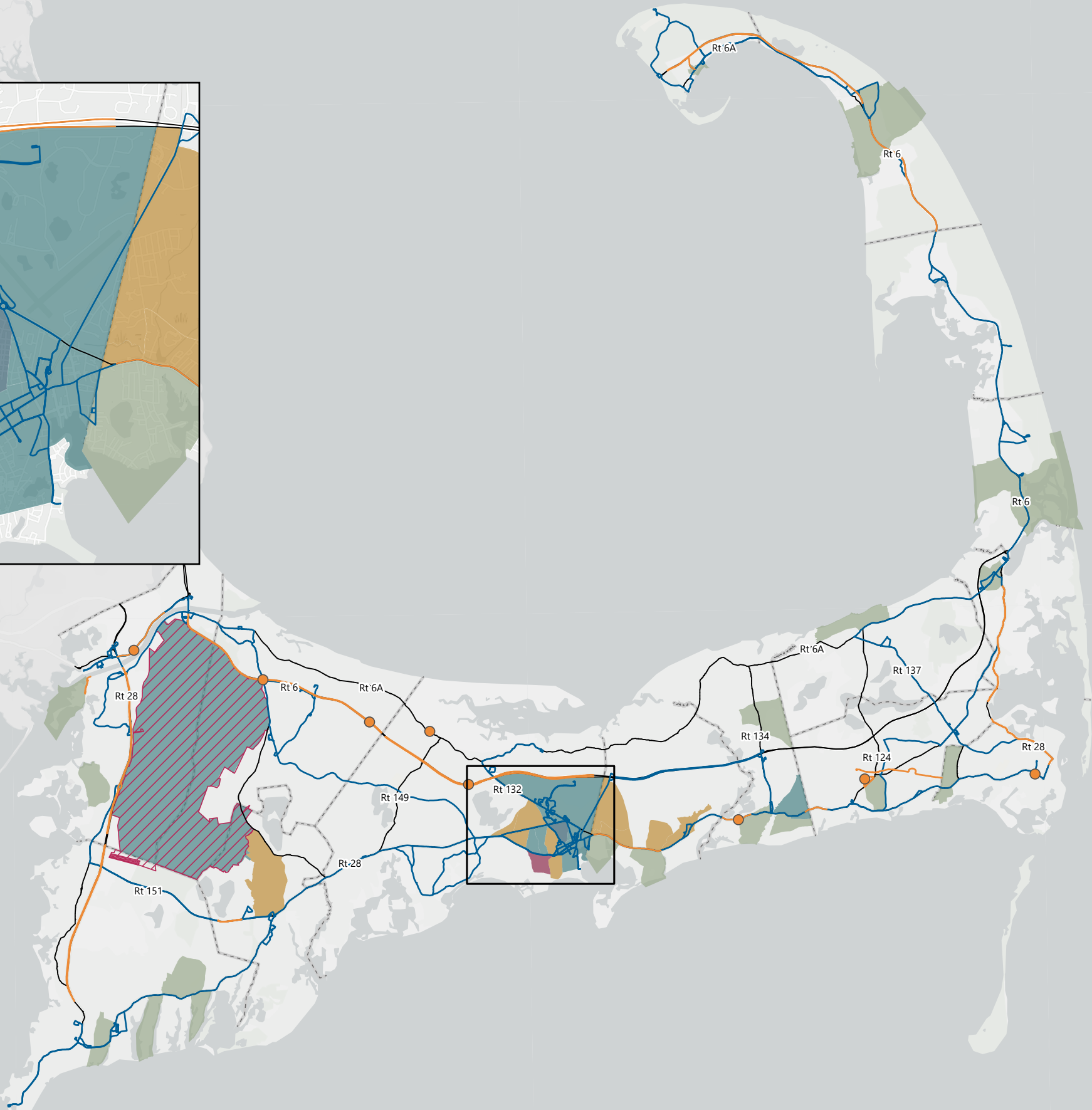
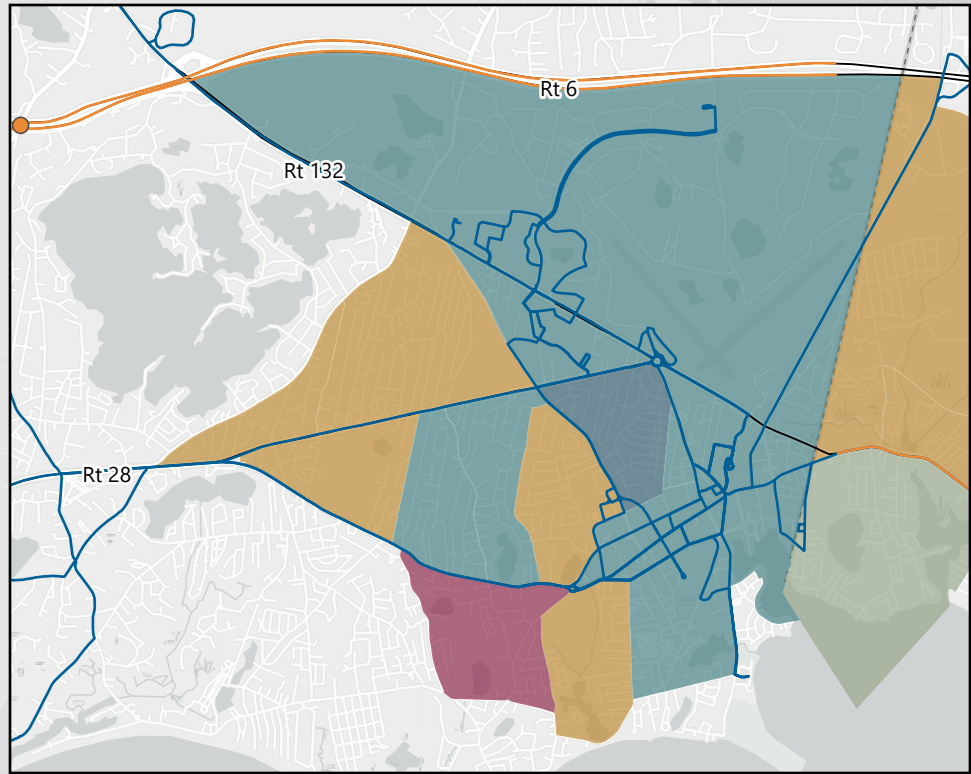
maps at the end of this Appendix show the locations of projects in relation to identified concentrations of these populations both for the current TIP and the ten-year look back.

Overall, 72% of the FFY 2025-2029 regional TIP highway funding is allocated to projects that will positively impact minority populations, 72% to projects that will positively impact low income populations, and 21% to projects that will positively impact limited English proficiency populations. These estimates exclude transit-funded projects. No projects are anticipated to negatively impact these identified populations. Specific projects and their anticipated impacts are presented in Table 23.

Table 23. Anticipated Impacts of TIP Projects on Minority (M), Low Income (I), and Limited English Proficiency (LEP) Populations

| Project (#) | Year | Impacted Population | Anticipated Impact |
|--|-----------|---------------------|---|
| Mashpee, Route 151 Corridor Improvements (Phase 2) (#611986) | 2024-2027 | M | Improved bicycle/ pedestrian access, safety, traffic flow |
| Dennis/Harwich, Route 28 Reconstruction (#608742) | 2025 | I, M | Improved bicycle/ pedestrian access, safety |
| Harwich, Harwich Elementary School (SRTS) (#610670) | 2025 | I | Improved bicycle/ pedestrian access, safety |
| Bourne, Route 6 Scenic Highway Median Installation (#606082) | 2025-2028 | I, M | Improved safety, traffic flow, bicycle/pedestrian access |
| Bourne, Bourne Rail Trail (Phase 1) (#609262) | 2025 | I | Improved bicycle/ pedestrian access, safety |
| Bourne/Sandwich, Route 6 Resurfacing (#612053) | 2025 | I, M | Improved pavement condition |
| Barnstable, Oak St over Route 6 Bridge Preservation (#613202) | 2025 | I, M | Improved bridge condition |
| Provincetown, Shank Painter Road Improvements (#608744) | 2026-2027 | I | Improved bicycle/ pedestrian access, safety |
| Provincetown/Truro/Wellfleet, Route 6 Resurfacing (#612032) | 2026 | I | Improved pavement condition and multi-modal access |
| Barnstable, Route 6 Resurfacing and Related Work (#608819) | 2026-2028 | I, M, LEP | Improved pavement condition, safety |
| Dennis, Route 28 Streetscape Improvements Phase 2 (#608196) | 2027-2028 | I | Improved bicycle/ pedestrian access, safety, traffic flow |
| Harwich, Old Colony Rail Trail Modernization (#613278) | 2027 | I | Improved pavement condition and safety |
| Yarmouth, Route 28 Corridor Improvements (#608264) | 2028-2029 | I, M | Improved bicycle/ pedestrian access, safety, traffic flow |
| Bourne, Route 28 Resurfacing and Related Work (#612063) | 2028 | I, M | Improved pavement condition |
| Sandwich, Route 6 over Route 130 Bridge Preservation (#613199) | 2028 | I, M | Improved bridge condition |

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



Proposed 2025-2029
Transportation Improvement Program (TIP)
Minority, Low Income, and
English Isolation Populations

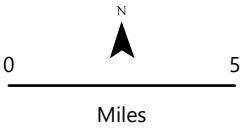
- TIP Specific Location Improvement
- TIP Road Segment Improvement
- CCRTA Route
- Major Road
- Town Line
- ▨ Joint Base Cape Cod

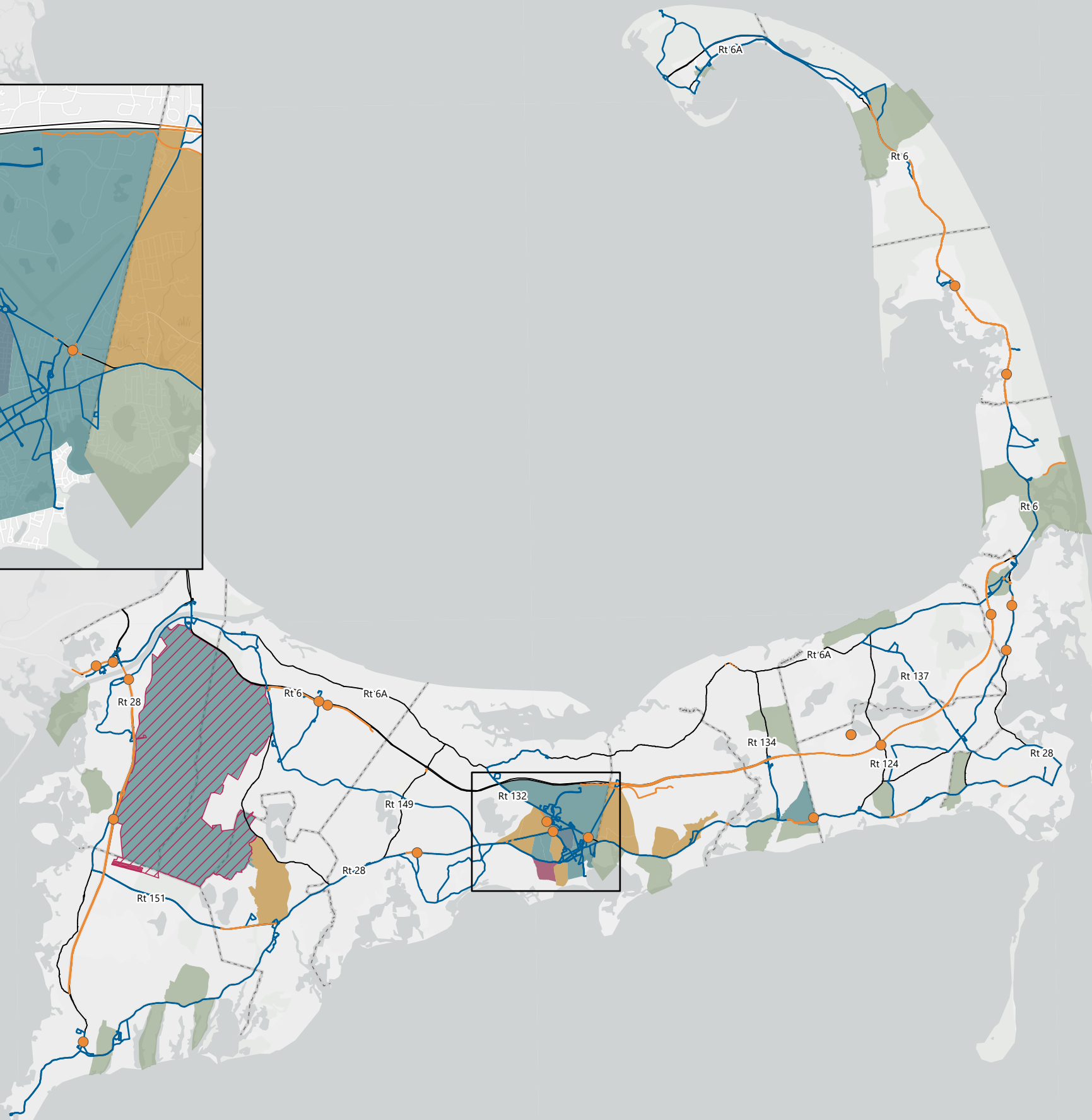
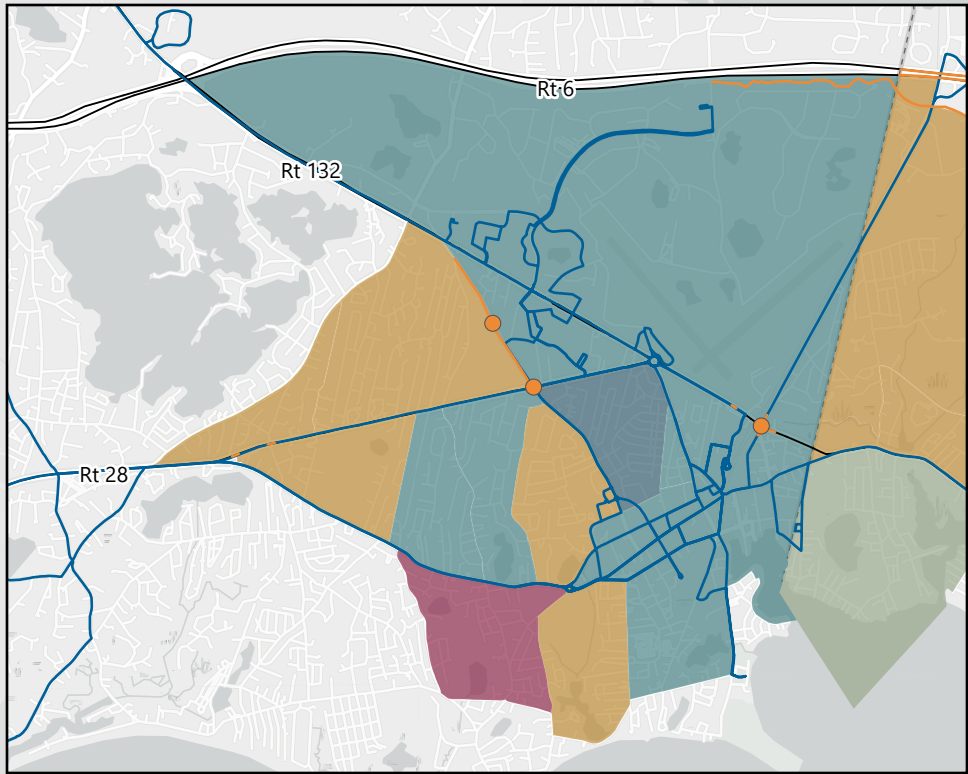
- 2020 Environmental Justice Criteria
- Minority
 - Income
 - Minority and Income
 - Minority and English isolation
 - Minority, Income and English isolation

Minority: Minorities comprise 40% or more of the population, or minorities comprise 25% or more of the population and the median household income (MHHI) of the municipality the block group is in is less than 150% of the statewide MHHI

Income: MHHI is less than or equal to 65% of the statewide annual MHHI

English isolation: At least 25% of households do not include anyone older than 14 who speaks English very well





Ten Year Review (2015-2024)
 Transportation Improvement Program (TIP)
 Minority, Low Income, and
 English Isolation Populations

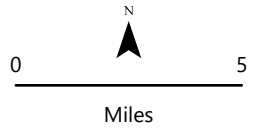
- TIP Specific Location Improvement
- TIP Road Segment Improvement
- CCRTA Route
- Major Road
- - - Town Line
- Joint Base Cape Cod

- 2020 Environmental Justice Criteria
- Minority
 - Income
 - Minority and Income
 - Minority and English isolation
 - Minority, Income and English isolation

Minority: Minorities comprise 40% or more of the population, or minorities comprise 25% or more of the population and the median household income (MHHI) of the municipality the block group is in is less than 150% of the statewide MHHI

Income: MHHI is less than or equal to 65% of the statewide annual MHHI

English isolation: At least 25% of households do not include anyone older than 14 who speaks English very well



Appendix B: Air Quality Conformity Determination

Air Quality Conformity Determination

Air Quality Conformity Determination Cape Cod Metropolitan Planning Organization FFY 2025-2029 Transportation Improvement Program

This section documents the latest air quality conformity determination for the 1997 ozone National Ambient Air Quality Standards (NAAQS) in the Commonwealth of Massachusetts. It covers the applicable conformity requirements according to the latest regulations, regional designation status, legal considerations, and federal guidance. Further details and background information are provided below:

Introduction

The 1990 Clean Air Act Amendments (CAAA) require metropolitan planning organizations within nonattainment and maintenance areas to perform air quality conformity determinations prior to the approval of Long-Range Transportation Plans (LRTPs) and Transportation Improvement Programs (TIPs), and at such other times as required by regulation. Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) requires that federally funded or approved highway and transit activities are consistent with (“conform to”) the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that means Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and transit activities that will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS or any interim milestones (42 U.S.C. 7506(c)(1)). EPA’s transportation conformity rules establish the criteria and procedures for determining whether metropolitan transportation plans, transportation improvement programs (TIPs), and federally supported highway and transit projects conform to the SIP (40 CFR Parts 51.390 and 93).

A nonattainment area is one that the U.S. Environmental Protection Agency (EPA) has designated as not meeting certain air quality standards. A maintenance area is a nonattainment area that now meets the standards and has been re-designated as maintaining the standard. A conformity determination is a demonstration that plans, programs, and projects are consistent with the State Implementation Plan (SIP) for attaining the air quality standards. The CAAA requirement to perform a conformity determination ensures that federal approval and funding go to transportation activities that are consistent with air quality goals.

Legislative and Regulatory Background

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

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

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

In March 2008, EPA published revisions to the eight-hour ozone NAAQS establishing a level of 0.075 ppm, (March 27, 2008; 73 FR 16483). In 2009, EPA announced it would reconsider this standard because it fell outside of the range recommended by the Clean Air Scientific Advisory Committee. However, EPA did not take final action on the reconsideration so the standard would remain at 0.075 ppm.

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

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

Also on May 21, 2012, the air quality designations areas for the 2008 NAAQS were published in the Federal Register. In this Federal Register, the only area in Massachusetts that was designated as nonattainment is Dukes County. All other Massachusetts counties were designated as attainment/unclassified for the 2008 standard. On March 6, 2015, (80 FR 12264, effective April 6, 2015) EPA published the Final Rulemaking, "Implementation of the 2008 National Ambient Air Quality Standards (NAAQS) for Ozone: State Implementation Plan Requirements; Final Rule." This rulemaking confirmed the removal of transportation conformity to the 1997 Ozone NAAQS and the replacement with the 2008 Ozone NAAQS, which (with actually a stricter level of allowable ozone concentration than the 1997 standards) classified Massachusetts as "Attainment/unclassifiable" (except for Dukes County).

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

Current Conformity Determination

After 2/16/19, as a result of the court ruling and the subsequent federal guidance, transportation conformity for the 1997 NAAQS – intended as an "anti-backsliding" measure – now applies to both of Massachusetts' orphan areas. Therefore, a conformity determination was made for the 1997 ozone NAAQS on the 2020-2040 Regional Transportation Plans. This conformity determination was finalized in July 2019 following each MPO's previous endorsement of their regional transportation plan, and approved

by the Massachusetts Divisions of FHWA and FTA on October 13, 2023. This conformity determination continues to be valid for the FFY 2025 - 2029 State Transportation Improvement Program and each MPOs' FFY 2025 – 2029 Transportation Improvement Program, as each is developed from the conforming 2024-2050 Regional Transportation Plans.

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

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

Therefore, transportation conformity for the 1997 ozone NAAQS for the FFY 2025-2029 State Transportation Improvement Program, Transportation Improvement Programs, and 2024-2050 Regional Transportation Plans can be demonstrated by showing that remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA's guidance and addressed below, include:

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

Latest Planning Assumptions:

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

Consultation:

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation. Interagency consultation was conducted with FHWA, FTA, US EPA Region 1, MassDEP, and the Massachusetts MPOs on March 6, 2019 to discuss the latest conformity-related court rulings and resulting federal guidance. Regular and recurring interagency consultations have been held since on an (at least) annual schedule, with the most recent conformity consultation held on September 13, 2023. This ongoing consultation is conducted in accordance with the following:

- Massachusetts' Air Pollution Control Regulations 310 CMR 60.03 "Conformity to the State Implementation Plan of Transportation Plans, Programs, and Projects Developed, Funded or Approved Under Title 23 USC or the Federal Transit Act"
- The Commonwealth of Massachusetts Memorandum of Understanding among the Massachusetts Department of Transportation, Massachusetts Department of Environmental Protection, Massachusetts Metropolitan Planning Organizations, and Regional Transit Authorities, titled The Conduct of Air Quality Planning and Coordination for Transportation Conformity (dated September 16, 2019)

Public consultation was conducted consistent with planning rule requirements in 23 CFR 450.

Title 23 CFR Section 450.324 and 310 CMR 60.03(6)(h) requires that the development of the TIP, RTP, and related certification documents provide an adequate opportunity for public review and comment. Section 450.316(b) also establishes the outline for MPO public participation programs. Each MPO's Public Participation Plan ensures that the public will have access to the TIP/RTP and all supporting documentation, provides for public notification of the availability of the TIP/RTP and the public's right to review the document and comment thereon, and provides a 21-day public review and comment period prior to the adoption of the TIP/RTP and related certification documents.

Timely Implementation of Transportation Control Measures:

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

Fiscal Constraint:

Transportation conformity requirements in 40 CFR 93.108 state that TIPs and transportation plans and must be fiscally constrained consistent with DOT's

metropolitan planning regulations at 23 CFR part 450. The 2025-2029 State Transportation Improvement Program and 2024-2050 Regional Transportation Plans are fiscally constrained, as demonstrated in this document.

In summary and based upon the entire process described above, the Commonwealth has prepared this conformity determination for the 1997 Ozone NAAQS in accordance with EPA's and Massachusetts' latest conformity regulations and guidance. This conformity determination process demonstrates that the FFY 2025-2029 State Transportation Improvement Program and the 2024-2050 Regional Transportation Plans meet the Clean Air Act and Transportation Conformity Rule requirements for the 1997 Ozone NAAQS, and have been prepared following all the guidelines and requirements of these rules during this time period.

Therefore, the implementation of the MPO's FFY 2025-2029 State Transportation Improvement Program and the 2024-2050 Regional Transportation Plans are consistent with the air quality goals of, and in conformity with, the Massachusetts State Implementation Plan.

Appendix C: Greenhouse Gas Analysis

This section summarizes the greenhouse gas (GHG) impacts anticipated to result from the projects that are included in this FFY 2025 – 2029 STIP. It includes a summary of the state laws and policies that call for reducing greenhouse gas in order to mitigate global climate change; actions that respond to these state laws and policies; the role of regional planning and STIP development in reducing GHG emission and tracking these reductions; and the projected GHG emission impacts from the projects programmed in the STIP.

State policy context

The Global Warming Solutions Act (GWSA), which was signed into law in August 2008, makes Massachusetts a leader in setting aggressive and enforceable GHG reduction targets, and implementing policies and initiatives to achieve these targets. In keeping with the law, on December 29, 2010 the Massachusetts Executive Office of Energy and Environmental Affairs (EOEEA), in consultation with other state agencies and the public, released the Massachusetts Clean Energy and Climate Plan for 2020. In December 2014, DEP issued new regulations that require MPOs to quantify impacts from project investments, track, progress towards reductions, and consider impacts in the prioritization of project investments. The targets for overall statewide GHG emissions are:

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

Regional Efforts

The 2018 Cape Cod Regional Policy Plan identifies climate change as one of the key challenges facing the region, putting Cape Cod's natural, built, and community systems at risk. It includes a section on climate change response, readiness, and mitigation and planning actions to develop a baseline of greenhouse gas emissions that will help communities better understand opportunities for mitigation. As part of the 2021 Cape Cod Climate Action Plan, a baseline GHG inventory was performed for the region and found the transportation sector as the major contributor to GHG emissions within the region. The proposed TIP projects within the Cape Cod region are consistent both of these plans by reducing GHGs by reducing bottlenecks and multimodal projects to reduce the carbon footprint.

The role of MPOs

The Commonwealth's MPOs are integrally involved in supporting the GHG reductions mandated under the GWSA. The MPOs are most directly involved in helping to achieve the GHG emissions reductions through the promotion of healthy transportation modes

through prioritizing and programming an appropriate balance of roadway, transit, bicycle and pedestrian investments – and assisting smart growth development patterns through the creation of a balanced multi-modal transportation system. This is realized through the transportation goals and policies espoused in the 2020 Regional Transportation Plans (RTPs); the major projects planned in those RTPs; and the mix of new transportation projects that are programmed and implemented through the TIPs. GHG tracking and evaluation processes enable the MPOs to identify anticipated GHG impacts of planned and programmed projects, and also to use GHG impacts as a criterion in prioritizing transportation projects.

Project-level GHG tracking and evaluation in TIPs

It is also important to monitor and evaluate the GHG impacts of the transportation projects that are programmed in the MPOs' TIPs. The TIPs include both the larger, regionally-significant projects from the RTPs, which are reported in the Statewide GHG report, as well as smaller projects that are not included in the RTP but that may nevertheless have impacts on GHG emissions. The primary objective of this tracking is to enable the MPOs to evaluate expected GHG impacts of different projects and to use this information as a criterion for prioritizing and programming projects.

Calculation of GHG Impacts for TIP Projects

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

Projects with quantified impacts

RTP Projects

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

Quantified Decrease in Emissions

For those projects that are expected to produce a measurable decrease in emissions, the approach for calculating these impacts is described below. These projects are categorized in the following manner:

- **Quantified Decrease in Emissions from Traffic Operational Improvement -**
An intersection reconstruction or signalization project that is projected to reduce delay and congestion.

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

Quantified Increase in Emissions

Projects expected to produce a measurable increase in emissions.

Projects with no assumed impacts

No Assumed Impact/Negligible Impact on Emissions

Cape Cod Transportation Improvement Program for FFY 2025-2029

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

Qualitative Decrease in Emissions

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

Qualitative Increase in Emissions

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

Greenhouse gas impact tables for FFY 2025 – 2029 TIP

The tables summarizing the calculated quantitative and assumed qualitative impacts of the projects included in the FFY 2025 – 2029 TIP are included on the following pages.

Cape Cod Region Transportation Improvement Plan

| MassDOT Project ID ▼ | MassDOT Project Description ▼ | Total Programmed Funds ▼ | GHG Analysis Type ▼ | GHG CO ₂ Impact (kg/yr) ▼ | GHG Impact Description ▼ | Additional Description ▼ | Fiscal Year of Contract Award (2015 and forward) ▼ |
|----------------------|--|--------------------------|---------------------|--------------------------------------|---|--------------------------|--|
| 607571 | DENNIS- YARMOUTH- CONSTRUCTION OF A MULTI-USE PATH OVER THE BASS RIVER, INCLUDES NEW PEDESTRIAN BRIDGE D-07-007=Y-01-010 | \$ 3,765,741 | Quantified | 3668.2 | Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure | | 2016 |
| | Cape Cod, Bicycle Rack Program | \$ 50,000 | Qualitative | 50483.7 | Quantified Decrease in Emissions from Other Improvements | | 2016 |
| 606707 | DENNIS- CORRIDOR AND STREETSCAPE IMPROVEMENTS ON MAIN STREET (ROUTE 28) FROM DENNIS COMMONS DRIVE TO UPPER COUNTY ROAD | \$ 8,151,859 | Qualitative | 3512.1 | Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure | | 2017 |
| | Cape Cod, Bicycle Rack Program | \$ 100,000 | Qualitative | 100967 | Quantified Decrease in Emissions from Other Improvements | | 2017 |
| 606596 | CHATHAM- IMPROVEMENTS ON MAIN STREET (ROUTE 28), FROM GEORGE RYDER ROAD TO BARN HILL ROAD | \$ 4,139,760 | Quantified | 175 | Quantified Decrease in Emissions from Complete Streets Project | | 2018 |
| 607435 | BARNSTABLE- INTERSECTION IMPROVEMENTS @ FALMOUTH ROAD (ROUTE 28) & OSTERVILLE-WEST BARNSTABLE ROAD | \$ 3,191,863 | Qualitative | | Qualitative Decrease in Emissions | | 2018 |
| | CAPE COD - BICYCLE RACK PROGRAM | \$ 100,000 | Quantified | 100967 | Quantified Decrease in Emissions from Other Improvements | | 2018 |
| 606272 | BARNSTABLE- INTERSECTION IMPROVEMENTS AT IYANOUGH ROAD (ROUTE 28) AND YARMOUTH ROAD | \$15,756,274 | Quantified | 623168 | Quantified Decrease in Emissions from Traffic Operational Improvement | | 2019 |
| 606900 | Bourne - Traffic and Multi-Modal Improvements at Belmont Circle at Routes 6/25/28 | \$ 4,971,140 | Quantified | 432.05 | Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure | | 2020 |
| | CAPE COD - BICYCLE RACK PROGRAM | \$ 100,000 | Quantified | 100967 | Quantified Decrease in Emissions from Other Improvements | | 2020 |
| 607319 | Mashpee - Route 151 Corridor Improvements Phase 1 | \$ 15,934,387 | Quantified | 3728 | Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure | | 2021-2022 |
| 608666 | Orleans - Route 28 at Quanset Rd/Route 39 Roundabout | \$ 5,048,808 | Quantified | 9640 | Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure | | 2022 |
| 608422 | Sandwich - Shared Use Path on Service Road | \$ 8,399,241 | Quantified | 45215 | Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure | | 2022 |
| 607397 | Wellfleet Intersection Improvements at Route 6 at Main St | \$ 9,940,848 | Quantified | 287 | Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure | | 2023 |
| 609067 | Barnstable - Construction of a Shared Use Path along Bearses Way | \$ 1,995,386 | Quantified | 1518 | Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure | | 2023 |

Cape Cod Region Transportation Improvement Program

| FTA Activity Line Item ▼ | Transit Agency ▼ | Project Description ▼ | Total Cost ▼ | GHG Analysis Type ▼ | GHG CO ₂ Impact (kg/yr) ▼ | GHG Impact Description ▼ | Fiscal Year Programmed |
|--------------------------|------------------|---|--------------|---------------------|--------------------------------------|--|------------------------|
| | CCRTA | CCNS- NEW TRANSIT SERVICE DEMONSTRATION OUTER CAPE BIKE SHUTTLE | 87,610 | Quantified | 62390.8 | Quantified Decrease in Emissions from New/Additional Transit Service | 2015 |
| | CCRTA | BARNSTABLE - HYANNIS LOOP DEMONSTATION | \$ 2,056,392 | Quantified | 210240 | Quantified Decrease in Emissions from New/Additional Transit Service | 2016-2018 |
| | CCRTA | BUY REPLACEMENT <30 FT BUS | \$ 231,750 | Quantified | 28215 | Quantified Decrease in Emissions from Bus Replacement | 2020 |
| | CCRTA | BUY REPLACEMENT 30 FT BUS | \$ 1,171,234 | Quantified | 13452 | Quantified Decrease in Emissions from Bus Replacement | 2020 |
| RTD0005521 | CCRTA | BUY REPLACEMENT TROLLEY BUS | \$ 517,785 | Quantified | 152704 | Quantified Decrease in Emissions from Bus Replacement | 2021 |
| RTD0008459 | CCRTA | BUY REPLACEMENT 30 FT BUS | \$ 238,700 | Quantified | 13452 | Quantified Decrease in Emissions from Bus Replacement | 2021 |
| RTD0008460 | CCRTA | BUY REPLACEMENT <30 FT BUS | \$ 1,473,237 | Quantified | 42808 | Quantified Decrease in Emissions from Bus Replacement | 2021 |
| RTD0009541 | CCRTA | BUY REPLACEMENT 30 FT BUS | \$ 1,000,000 | Quantified | 12195 | Quantified Decrease in Emissions from Bus Replacement | 2022 |
| RTD0009521 | CCRTA | BUY REPLACEMENT 35 FT BUS | \$ 1,582,665 | Quantified | 12195 | Quantified Decrease in Emissions from Bus Replacement | 2022 |
| RTD0009522 | CCRTA | BUY REPLACEMENT <30 FT BUS | \$ 465,000 | Quantified | 34447 | Quantified Decrease in Emissions from Bus Replacement | 2022 |
| RTD0010598 | CCRTA | BUY REPLACEMENT 30 FT BUS | \$ 1,242,561 | Quantified | 12195 | Quantified Decrease in Emissions from Bus Replacement | 2023 |
| RTD0010599 | CCRTA | BUY REPLACEMENT <30 FT BUS | \$ 245,865 | Quantified | 34447 | Quantified Decrease in Emissions from Bus Replacement | 2023 |

2025 Transit Project GHG Impacts

| MassDOT/FTA Project ID ▼ | MassDOT/FTA Project Description ▼ | Total Programmed Funds ▼ | GHG Analysis Type ▼ | GHG CO ₂ Impact (kg/yr) ▼ | GHG Impact Description ▼ | Total Cost ▼ | Additional Information ▼ | Fiscal Year of Contract Award (2015 and forward) ▼ |
|--------------------------|-------------------------------------|--------------------------|---------------------|--------------------------------------|---|--------------|--------------------------|--|
| RTD0010619 | BUY REPLACEMENT <30 FT ELECTRIC BUS | \$ 785,971 | Quantified | 1156 | Quantified Decrease in Emissions from Bus Replacement | \$ 785,971 | | 2025 |
| RTD0010628 | BUY REPLACEMENT <30 FT ELECTRIC BUS | \$ 3,646,529 | Quantified | 321063 | Quantified Decrease in Emissions from Bus Replacement | \$ 3,646,529 | | 2026 |
| CCRTA011691 | BUY REPLACEMENT 30 FT ELECTRIC BUS | \$ 7,337,484 | Quantified | 35798 | Quantified Decrease in Emissions from Bus Replacement | \$ 7,337,484 | | 2025 |
| T00146 | BUY REPLACEMENT <30 FT BUS | \$ 200,000 | Quantified | 35798 | Quantified Decrease in Emissions from Bus Replacement | \$ 200,000 | | 2025 |

2026 Transit Project GHG Impacts

| MassDOT/FTA Project ID ▼ | MassDOT/FTA Project Description ▼ | Total Programmed Funds ▼ | GHG Analysis Type ▼ | GHG CO ₂ Impact (kg/yr) ▼ | GHG Impact Description ▼ | Total Cost ▼ | Additional Information ▼ | Fiscal Year of Contract Award (2015 and forward) ▼ |
|--------------------------|-------------------------------------|--------------------------|---------------------|--------------------------------------|---|--------------|--------------------------|--|
| RTD0010628 | BUY REPLACEMENT 30 FT ELECTRIC BUS | \$ 478,750 | Quantified | 35798 | Quantified Decrease in Emissions from Bus Replacement | \$ 478,750 | | 2026 |
| RTD0010619 | BUY REPLACEMENT <30 FT ELECTRIC BUS | \$ 781,250 | Quantified | 35798 | Quantified Decrease in Emissions from Bus Replacement | \$ 781,250 | | 2027 |
| T00173 | BUY REPLACEMENT 30 FT BUS | \$ 4,891,656 | Quantified | 7397 | Quantified Decrease in Emissions from Bus Replacement | \$ 4,891,656 | | 2026 |
| CCRTA011713 | ACQUIRE SUPPORT VEHICLES/VANS | \$ 40,000 | Quantified | 75134 | Quantified Decrease in Emissions from Bus Replacement | \$ 40,000 | | 2026 |

2027 Transit Project GHG Impacts

| MassDOT/FTA Project ID ▼ | MassDOT/FTA Project Description ▼ | Total Programmed Funds ▼ | GHG Analysis Type ▼ | GHG CO ₂ Impact (kg/yr) ▼ | GHG Impact Description ▼ | Total Cost ▼ | Additional Information ▼ | Fiscal Year of Contract Award (2015 and forward) ▼ |
|--------------------------|-------------------------------------|--------------------------|---------------------|--------------------------------------|---|--------------|--------------------------|--|
| RTD0010628 | BUY REPLACEMENT <30 FT ELECTRIC BUS | \$ 1,703,750 | Quantified | 35798 | Quantified Decrease in Emissions from Bus Replacement | \$ 1,703,750 | | 2027 |
| RTD0010619 | BUY REPLACEMENT <30 FT ELECTRIC BUS | \$ 781,250 | Quantified | 35798 | Quantified Decrease in Emissions from Bus Replacement | \$ 781,250 | | 2027 |
| T00173 | BUY REPLACEMENT 30 FT BUS | \$ 3,668,742 | Quantified | 12195 | Quantified Decrease in Emissions from Bus Replacement | \$ 3,668,742 | | 2027 |
| CCRTA011713 | ACQUIRE SUPPORT VEHICLES/VANS | \$ 40,000 | Quantified | 75134 | Quantified Decrease in Emissions from Bus Replacement | \$ 40,000 | | 2027 |

2028 Transit Project GHG Impacts

| MassDOT/FTA Project ID ▼ | MassDOT/FTA Project Description ▼ | Total Programmed Funds ▼ | GHG Analysis Type ▼ | GHG CO ₂ Impact (kg/yr) ▼ | GHG Impact Description ▼ | Total Cost ▼ | Additional Information ▼ | Fiscal Year of Contract Award (2015 and forward) ▼ |
|--------------------------|-------------------------------------|--------------------------|---------------------|--------------------------------------|---|--------------|--------------------------|--|
| RTD0010628 | BUY REPLACEMENT <30 FT ELECTRIC BUS | \$ 2,078,750 | Quantified | 35798 | Quantified Decrease in Emissions from Bus Replacement | \$ 2,078,750 | | 2028 |
| RTD0010619 | BUY REPLACEMENT <30 FT ELECTRIC BUS | \$ 781,250 | Quantified | 35798 | Quantified Decrease in Emissions from Bus Replacement | \$ 781,250 | | 2029 |
| T00173 | BUY REPLACEMENT 30 FT BUS | \$ 3,668,742 | Quantified | 11223.5 | Quantified Decrease in Emissions from Bus Replacement | \$ 3,668,742 | | 2028 |

2029 Transit Project GHG Impacts

| MassDOT/FTA Project ID ▼ | MassDOT/FTA Project Description ▼ | Total Programmed Funds ▼ | GHG Analysis Type ▼ | GHG CO ₂ Impact (kg/yr) ▼ | GHG Impact Description ▼ | Total Cost ▼ | Additional Information ▼ | Fiscal Year of Contract Award (2015 and forward) ▼ |
|--------------------------|-------------------------------------|--------------------------|---------------------|--------------------------------------|---|--------------|--------------------------|--|
| RTD0010628 | BUY REPLACEMENT <30 FT ELECTRIC BUS | \$ 1,068,750 | Quantified | 35798 | Quantified Decrease in Emissions from Bus Replacement | \$ 1,068,750 | | 2029 |
| RTD0010619 | BUY REPLACEMENT <30 FT ELECTRIC BUS | \$ 781,250 | Quantified | 35798 | Quantified Decrease in Emissions from Bus Replacement | \$ 781,250 | | 2029 |
| T00173 | BUY REPLACEMENT 30 FT BUS | \$ 7,337,484 | Quantified | 11223.5 | Quantified Decrease in Emissions from Bus Replacement | \$ 7,337,484 | | 2029 |



Greenhouse Gas (GHG) Analysis Report

Program Activity: Highway

STIP: 2025 - 2029 (D)

| MassDot Project ID | MassDOT Project Description | GHG Analysis Type | GHG Impact Description | GHG CO2 Impact (kg/yr) | Additional Information |
|--------------------------|--|-------------------|---|------------------------|--|
| Federal Fiscal Year 2025 | | | | | |
| Cape Cod | | | | | |
| 609262 | BOURNE- RAIL TRAIL CONSTRUCTION (PHASE 1) | Quantified | Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure | 63,198 | Consultation Committee: 03/06/2019 |
| 610670 | HARWICH- HARWICH ELEMENTARY SCHOOL IMPROVEMENTS (SRTS) | Qualitative | Qualitative Decrease in Emissions | 0 | Assumed nominal decrease in emissions from sidewalk and bicycle infrastructure |
| 612053 | BOURNE- SANDWICH- RESURFACING AND RELATED WORK ON ROUTE 6 | Qualitative | No assumed impact/negligible impact on emissions | 0 | |
| 613202 | BARNSTABLE- BRIDGE PRESERVATION, B-01-012 (4AP) AND B-01-014 (4AN), OAK STREET OVER ROUTE 6 (MID-CAPE HIGHWAY) | Qualitative | No assumed impact/negligible impact on emissions | 0 | |
| Cape Cod | | | Total GHG Increase (kg/year) | 0 | |
| | | | Total GHG Reduction (kg/year) | 63,198 | |
| | | | Total GHG Difference (kg/year) | 63,198 | |
| 2025 | | | Total GHG Increase (kg/year) | 0 | |
| | | | Total GHG Reduction (kg/year) | 63,198 | |
| | | | Total GHG Difference (kg/year) | 63,198 | |



Greenhouse Gas (GHG) Analysis Report

Program Activity: Highway

STIP: 2025 - 2029 (D)

| MassDot Project ID | MassDOT Project Description | GHG Analysis Type | GHG Impact Description | GHG CO2 Impact (kg/yr) | Additional Information |
|--------------------------|--|-------------------|--|------------------------|--|
| Federal Fiscal Year 2026 | | | | | |
| Cape Cod | | | | | |
| 612032 | PROVINCETOWN- TRURO- WELLFLEET- RESURFACING AND RELATED WORK ON ROUTE 6 | Qualitative | Qualitative Decrease in Emissions | 0 | Assumed nominal decrease in emissions from sidewalk and bicycle infrastructure |
| 613200 | SANDWICH- BRIDGE PRESERVATION, S-04-008 (4BA) AND S-04-011 (4B9), CHASE ROAD OVER ROUTE 6 (MID-CAPE HIGHWAY) | Qualitative | No assumed impact/negligible impact on emissions | 0 | |
| Cape Cod | | | Total GHG Increase (kg/year) | 0 | |
| | | | Total GHG Reduction (kg/year) | 0 | |
| | | | Total GHG Difference (kg/year) | 0 | |
| 2026 | | | Total GHG Increase (kg/year) | 0 | |
| | | | Total GHG Reduction (kg/year) | 0 | |
| | | | Total GHG Difference (kg/year) | 0 | |



Greenhouse Gas (GHG) Analysis Report

Program Activity: Highway

STIP: 2025 - 2029 (D)

| MassDot Project ID | MassDOT Project Description | GHG Analysis Type | GHG Impact Description | GHG CO2 Impact (kg/yr) | Additional Information |
|--------------------------|--|-------------------|---|------------------------|---|
| Federal Fiscal Year 2027 | | | | | |
| Cape Cod | | | | | |
| 608742 | DENNIS- HARWICH- RECONSTRUCTION & RELATED WORK ON MAIN STREET (ROUTE 28), FROM UPPER COUNTY ROAD TO THE HERRING RIVER BRIDGE | Quantified | Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure | 134,599 | AC Project programmed for 2025-2027; Consultation Committee: 10/22/2020 |
| 611986 | MASHPEE- CORRIDOR IMPROVEMENTS & RELATED WORK ON ROUTE 151, FROM THE FALMOUTH T.L. TO OLD BARNSTABLE ROAD (PHASE 2) | Quantified | Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure | 320,833 | AC Project programmed for 2024-2028 Consultation Committee: 04/27/2022 |
| 613278 | HARWICH- SAFETY IMPROVEMENTS AND RELATED WORK ON OLD COLONY TRAIL MODERNIZATION | Qualitative | No assumed impact/negligible impact on emissions | 0 | TBD |
| Cape Cod | | | Total GHG Increase (kg/year) | 0 | |
| | | | Total GHG Reduction (kg/year) | 455,432 | |
| | | | Total GHG Difference (kg/year) | 455,432 | |
| 2027 | | | Total GHG Increase (kg/year) | 0 | |
| | | | Total GHG Reduction (kg/year) | 455,432 | |
| | | | Total GHG Difference (kg/year) | 455,432 | |



Greenhouse Gas (GHG) Analysis Report

Program Activity: Highway

STIP: 2025 - 2029 (D)

| MassDot Project ID | MassDOT Project Description | GHG Analysis Type | GHG Impact Description | GHG CO2 Impact (kg/yr) | Additional Information |
|--------------------------|---|-------------------|---|------------------------|--|
| Federal Fiscal Year 2028 | | | | | |
| Cape Cod | | | | | |
| 606082 | BOURNE- MEDIAN INSTALLATION ON ROUTE 6 (SCENIC HIGHWAY) | Quantified | Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure | 211,157 | AC Project programmed for 2025-2028; |
| 607405 | CHATHAM- INTERSECTION IMPROVEMENTS & RELATED WORK AT MAIN STREET (ROUTE 28), DEPOT ROAD, QUEEN ANNE ROAD AND CROWELL ROAD | Qualitative | Qualitative Decrease in Emissions | 0 | Assumed nominal decrease in emissions from sidewalk and bicycle infrastructure |
| 608744 | PROVINCETOWN- CORRIDOR IMPROVEMENTS AND RELATED WORK ON SHANK PAINTER ROAD, FROM ROUTE 6 TO BRADFORD STREET | Quantified | Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure | 1,675,184 | AC Project programmed for 2026-2028 Consultation committee: 10/22/2020 |
| 608819 | BARNSTABLE- RESURFACING AND RELATED WORK ON ROUTE 6 | Qualitative | No assumed impact/negligible impact on emissions | 0 | AC Project programmed for 2026-2028 |
| 612063 | BOURNE- RESURFACING AND RELATED WORK ON ROUTE 28 | Qualitative | No assumed impact/negligible impact on emissions | 0 | |
| 612111 | FALMOUTH- RESURFACING AND RELATED WORK ON ROUTE 28 | Qualitative | No assumed impact/negligible impact on emissions | 0 | |
| 613156 | BARNSTABLE- CULVERT REPLACEMENT ON ROUTE 6A OVER BOAT COVE CREEK | Qualitative | No assumed impact/negligible impact on emissions | 0 | |
| 613199 | SANDWICH- BRIDGE PRESERVATION, S-04-006 (470) AND S-04-009 (471), ROUTE 6 (MID-CAPE HIGHWAY EB/WB) OVER STATE ROUTE 130 | Qualitative | No assumed impact/negligible impact on emissions | 0 | |
| Cape Cod | | | Total GHG Increase (kg/year) | 0 | |
| | | | Total GHG Reduction (kg/year) | 1,886,341 | |
| | | | Total GHG Difference (kg/year) | 1,886,341 | |
| 2028 | | | Total GHG Increase (kg/year) | 0 | |
| | | | Total GHG Reduction (kg/year) | 1,886,341 | |
| | | | Total GHG Difference (kg/year) | 1,886,341 | |



Greenhouse Gas (GHG) Analysis Report

Program Activity: Highway

STIP: 2025 - 2029 (D)

| MassDot Project ID | MassDOT Project Description | GHG Analysis Type | GHG Impact Description | GHG CO2 Impact (kg/yr) | Additional Information |
|--------------------------|---|-------------------|---|------------------------|---|
| Federal Fiscal Year 2029 | | | | | |
| Cape Cod | | | | | |
| 608196 | DENNIS- CORRIDOR AND STREETSCAPE IMPROVEMENTS ON MAIN STREET (ROUTE 28), FROM UNCLE BARNEYS ROAD TO OLD MAIN STREET (PHASE 2) | Qualitative | Qualitative Decrease in Emissions | 0 | Assumed nominal decrease in emissions from sidewalk and bicycle infrastructure; AC Project programmed for 2028-2029 |
| 608264 | YARMOUTH- CORRIDOR IMPROVEMENTS ON ROUTE 28 | Quantified | Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure | 2,895,995 | AC Project programmed for 2029-2030 Consultation Committee: 02/20/2024 |
| 612052 | HARWICH- ORLEANS- RESURFACING AND RELATED WORK ON ROUTE 28 | Qualitative | No assumed impact/negligible impact on emissions | 0 | |
| 612112 | CHATHAM- HARWICH- RESURFACING AND RELATED WORK ON ROUTE 28 | Qualitative | No assumed impact/negligible impact on emissions | 0 | |
| Cape Cod | | | Total GHG Increase (kg/year) | 0 | |
| | | | Total GHG Reduction (kg/year) | 2,895,995 | |
| | | | Total GHG Difference (kg/year) | 2,895,995 | |
| 2029 | | | Total GHG Increase (kg/year) | 0 | |
| | | | Total GHG Reduction (kg/year) | 2,895,995 | |
| | | | Total GHG Difference (kg/year) | 2,895,995 | |
| 2025 - 2029 | | | Total GHG Increase (kg/year) | 0 | |
| | | | Total GHG Reduction (kg/year) | 5,300,966 | |
| | | | Total GHG Difference (kg/year) | 5,300,966 | |

Appendix D: Projects in Need of Funding

The following table lists projects that are not currently programmed on the TIP that may be suitable for future TIP funding.

Table 24. Projects in Need of Funding (For Information Only)

| Town(s) | Project Number | Project | Estimated Cost |
|-------------------------|-----------------------|---|-----------------------|
| Barnstable | - | Improved access for Hyannis Transportation Center | \$5,000,000 |
| Barnstable | 610800 | Park and Ride Expansion at Route 132 | \$12,096,262 |
| Barnstable | - | Cape Cod Rail Trail Extension (Phase 4) | \$18,800,000 |
| Barnstable | - | Parking garage and related improvements to the Hyannis Transportation Center | \$5,000,000 |
| Barnstable | 612980 | Route 6A Sidewalk Improvements | \$4,584,650 |
| Barnstable | 610926 | Rt 28 Corridor & Airport Rotary Retrofit | \$12,897,996 |
| Barnstable Bourne | - | Improvements to Real Time Traffic Information System | \$3,000,000 |
| Barnstable/ Yarmouth | - | Hyannis Access Preferred Alternative | \$90,000,000 |
| Barnstable | 612768 | Rt 28 Corridor Improvements | \$10,414,775 |
| Barnstable | 612776 | Route 28 and Santuit Newtown Rd | \$4,617,450 |
| Barnstable | 612960 | Corridor Improvements on Route 132 | \$26,237,325 |
| Bourne | - | Memorial Circle Intersection Improvement Project | \$2,000,000 |
| Bourne | 610673 | Bourne Rail Trail (Phase II) | \$7,610,000 |
| Bourne | - | Bourne Rail Trail (Phase III and 4A) | \$20,000,000 |
| Bourne | 608020 | Cape Cod Canal Bridges Program | \$4 billion |
| Bourne/Falmouth | 611998 | Shining Sea Bikeway Extension/Bourne Rail Trail Phase 4b | \$6,375,000 |
| Brewster | - | Cape Cod Rail Trail to Cape Cod Bay Path Connection (Linnell Landing) | \$1,000,000 |
| Dennis | - | Rt 134 at Setucket Rd Intersection Improvements | \$2,000,000 |
| Eastham | - | Route 6 Corridor Improvements | \$20,000,000 |
| Eastham/Orleans | 612767 | Rotary Improvements on Route 6 | \$7,439,125 |
| Falmouth | 607444 | Route 151 at Route 28A Intersection Improvements | \$3,918,911 |
| Falmouth | 609218 | Corridor Improvements on Route 28 | \$10,000,400 |
| Harwich | - | Route 39, 1.6 miles from Bay Road to Brewster TL and 2.0 miles from Oak Street to Queen Anne Road | \$4,500,000 |
| Mashpee | 610298 | Rt 28 Corridor Improvements and Rotary Retrofit | \$6,178,601 |
| Provincetown | - | Route 6A Bike & Pedestrian Accommodation, Truro town line to Snail Road | \$14,000,000 |
| Provincetown/Truro | | Corridor Modernization on Route 6 | \$11,160,000 |
| Sandwich | 613271 | Shared Use Path from Route 130 to Canal | \$20,476,000 |
| Steamship Authority | - | Electric Transit Buses and Charging Stations | \$10,000,000 |
| Truro/Wellfleet | 612540 | Shared Use Path Construction Along Route 6 | \$28,036,750 |
| Wellfleet | | Route 6 at School Street | \$6,027,800 |
| Yarmouth | | Route 28 Transportation Improvements | \$20,000,000 |
| TOTAL | | | \$393,371,045 |

Appendix E: Status of Previous TIP Projects

Appendix E: Status of Previous TIP Projects

| PROJIS or State Identification (SID) number | MUNICIPALITY of project location | DESCRIPTION | TIP Programmed Amount | Completed? | Project Proponent | Construction Bid/Value | YEAR adver- tised (FFY) |
|--|-------------------------------------|---|-----------------------------|-------------|----------------------|---------------------------|----------------------------------|
| 606178 | BOURNE | Resurfacing and related work | \$8,417,977 | complete | state | \$8,520,668 | 2014 |
| 604488 | DENNIS-YARMOUTH | Cape Cod Rail Trail Extension | \$7,412,899 | complete | towns | \$7,563,943 | 2014 |
| 603690 | CHATHAM | Mitchell River Bridge Replacement | \$14,400,000 | complete | state | \$15,298,631 | 2014 |
| 606016 | BREWSTER | Route 6A resurfacing | \$5,861,202 | complete | state | \$6,714,952 | 2014 |
| | | Ouer Cape Bike Shuttle | \$84,240 | transferred | CCNS | \$84,240 | 2014 |
| 2014 ADVERTISING PROGRAM | | | | | | TOTAL | \$38,182,434 |
| 606394 | BARNSTABLE | Route 28 at Bearses Way | \$5,509,246 | complete | state | \$6,522,364 | 2015 |
| 606179 | DENNIS-HARWICH | Route 6 resurfacing | \$2,283,272 | complete | state | \$2,429,099 | 2015 |
| | | Ouer Cape Bike Shuttle | \$87,610 | transferred | CCNS | \$87,610 | 2015 |
| 2015 ADVERTISING PROGRAM | | | | | | TOTAL | \$9,039,073 |
| | CAPE COD | Cape Cod Bicycle Rack Program | \$100,000 | transferred | CCC | \$80,000 | 2016 |
| 608033 | BARNSTABLE | Rte 6 Exit 5 Lighting and Landscaping | \$600,000 | complete | state | \$459,906 | 2016 |
| 606461 | ORLEANS | Main St at Rte 28 and Main St at Rte 6A | \$3,547,482 | complete | town | \$3,727,761 | 2016 |
| 607571 | DENNIS-YARMOUTH | Cape Cod Rail Trail Extension - Bass River Bridge | \$3,765,741 | complete | towns | \$3,497,963 | 2016 |
| 608349 | TRURO-WELLFLEET | Route 6 Bicycle Accommodations | \$500,000 | complete | state | \$290,030 | 2016 |
| 608409 | Dennis | Route 6 Resurfacing and Related Work | \$2,200,000 | complete | state | \$2,278,746 | 2016 |
| 607753 | Barnstable | Rte 28 at Strawberry Hill Rd | \$550,000 | complete | state | \$690,277 | 2016 |
| | BARNSTABLE | Hyannis Loop Demonstration (Year 1 of 3) | \$659,100 | transferred | CCRTA | \$659,100 | 2016 |
| 2016 ADVERTISING PROGRAM | | | | | | TOTAL | \$11,683,782 |
| 606707 | DENNIS | Rte 28 Corridor & Streetscape Improvements | \$8,151,859 | complete | town | \$5,129,122 | 2017 |
| 608544 | BOURNE | Rte 6&28 Bypass Rd Resurfacing and Related Work | \$2,400,000 | complete | state | \$1,125,887 | 2017 |
| 608201 | BREWSTER-ORLEANS | Route 6 Resurfacing | \$10,405,837 | complete | State | \$7,342,092 | 2017 |
| 608102 | HARWICH | Improvements at Rte 124 Park and Ride | \$575,000 | complete | state | \$253,483 | 2017 |
| | BARNSTABLE | Hyannis Loop Demonstration (Year 2 of 3) | \$685,464 | transferred | CCRTA | \$685,464 | 2017 |
| | CAPE COD | Cape Cod Bicycle Rack Program | \$100,000 | complete | CCC | \$100,000 | 2017 |
| 2017 ADVERTISING PROGRAM | | | | | | TOTAL | \$14,636,048 |
| 606596 | Chatham | Rte 28 - George Ryder Rd to Barn Hill Rd | \$4,629,556 | complete | town | \$3,495,909 | 2018 |
| CC1000 | Barnstable | CCRTA Hyannis Loop Demo (Year 3 of 3) | \$711,828 | transferred | CCRTA | \$711,828 | 2018 |
| 607435 | Barnstable | Rte 28 at Osterville-West Barnstable Rd | \$3,543,856 | complete | State | \$3,366,213 | 2018 |
| 608588 | Truro | Route 6 Bicycle Accommodations | \$1,256,634 | complete | State | \$896,868 | 2018 |
| | CAPE COD | Cape Cod Bicycle Rack Program | \$100,000 | complete | CCC | \$100,000 | 2018 |
| 2018 ADVERTISING PROGRAM | | | | | | TOTAL | \$8,570,818 |

Appendix E: Status of Previous TIP Projects

| | | | | | | | |
|---|--------------------------|--|--------------|-------------|-------|----------------------|---------------------|
| 606272 | Barnstable | Route 28 at Yarmouth Road (AC Year 1 of 3) | \$15,756,274 | underway | State | \$17,867,914 | 2019 |
| CC1002 | Falmouth | Steamship Authority - New Maintenance and Office Facility | \$4,686,016 | transferred | SSA | \$4,686,016 | 2019 |
| 608571 | BOURNE-FALMOUTH | Guide and Traffic Sign Replacment on a Section of Route 28 | \$433,353 | complete | State | \$647,629 | 2019 |
| CC1001 | Eastham | Pavement Overlay on Doane Road | \$337,500 | transferred | CCNS | \$337,500 | 2019 |
| 2019 ADVERTISING PROGRAM | | | | | | TOTAL | \$23,539,059 |
| 606272 | Barnstable | Route 28 at Yarmouth Road (AC Year 2 of 3) | | underway | State | | 2019 |
| 606900 | Bourne | Traffic and Multi-Modal Improvements at Belmont Circle at Rc | \$5,885,786 | complete | State | \$4,395,731 | 2020 |
| 608598 | ORLEANS-HARWICH-BREWSTER | Stormwater Improvements along Route 28 and Route 6 | \$941,243 | complete | State | \$692,061 | 2020 |
| | CAPE COD | Cape Cod Bicycle Rack Program | \$100,000 | complete | CCC | \$100,000 | 2020 |
| CC1003 | CAPE COD | Steamship Authority - Reservation System Updates | \$2,790,293 | transferred | SSA | \$2,790,293 | 2020 |
| 2020 ADVERTISING PROGRAM | | | | | | TOTAL | \$7,978,085 |
| 606272 | Barnstable | Route 28 at Yarmouth Road (AC Year 3 of 3) | \$12,528,731 | underway | town | | 2021 |
| 607319 | Mashpee | Route 151 Corridor Improvements (Phase 1) (Year 1 of 2) | \$11,157,034 | underway | town | \$10,344,569 | 2021 |
| 2021 ADVERTISING PROGRAM | | | | | | TOTAL | \$10,344,569 |
| 607319 | Mashpee | Route 151 Corridor Improvements (Phase 1) (Year 2 of 2) | \$4,777,353 | underway | town | | 2022 |
| 608666 | Orleans | Route 28 at Quanset Road/Route 39 | \$5,672,637 | underway | town | \$5,714,898 | 2022 |
| 608617 | Harwich | Bridge Replacement - Azalea Drive over Herring River | \$3,963,000 | underway | State | \$3,985,137 | 2022 |
| 609212 | Dennis | Culvert Replacements on Route 6A over Sesuit Creek | \$4,523,207 | underway | State | \$4,296,971 | 2022 |
| 608422 | Sandwich | Shared Use Path on Service Road (Route 130 to Chase Rd) | \$12,654,822 | underway | town | \$8,932,505 | 2022 |
| S12123 | CAPE COD | Steamship Authority - Hyannis Transfer Bridge | \$1,025,000 | transferred | SSA | \$1,025,000 | 2022 |
| 2022 ADVERTISING PROGRAM | | | | | | TOTAL | \$23,954,511 |
| 609067 | Barnstable | Bearses Way Shared Use Path | \$3,221,444 | underway | town | \$4,034,933 | 2023 |
| 607397 | Wellfleet | Route 6 at Main Street | \$14,529,048 | underway | town | \$14,390,934 | 2023 |
| 609098 | Wellfleet | Pavement Preservation and Related Work on Route 6 | \$17,686,960 | underway | State | \$15,181,231 | 2023 |
| 610542 | Bourne | Bourne Rotary Improvements | \$2,009,636 | underway | State | \$1,769,623 | 2023 |
| 2023 ADVERTISING PROGRAM | | | | | | TOTAL | \$35,376,720 |
| 611986 | Mashpee | Route 151 Corridor Improvements (Phase 2) (Year 1 of 3) | \$11,379,754 | programmed | town | \$11,379,754 | 2024 |
| 611985 | Harwich | Sidewalk Installation on Route 28 | \$2,561,843 | programmed | town | \$2,561,843 | 2024 |
| 612574 | Dennis/Yarmouth | Bass River Bridge Replacement | \$51,916,289 | programmed | State | \$51,916,289 | 2024 |
| 613195 | Sandwich | Quaker Meetinghouse Rd bridge over Route 6 | \$1,553,571 | programmed | State | \$1,553,571 | 2024 |
| 607398 | Barnstable/Yarmouth | Cape Cod Rail Trail Extension Phase III | \$12,259,819 | programmed | State | \$12,259,819 | 2024 |
| 2024 ADVERTISING PROGRAM | | | | | | TOTAL | \$79,671,276 |
| TOTAL amount advertised or obligated (2015-2024) | | | | | | \$204,539,342 | |

Appendix F: Operation and Maintenance Charts

Cape Cod MPO

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

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

| Operating Revenues | Previous | Current | Year One | Year Two | Year Three | Year Four | Year Five |
|---|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 |
| Farebox | \$ 840,832 | \$ 984,179 | \$ 1,565,399 | \$ 1,612,361 | \$ 1,660,732 | \$ 1,710,554 | \$ 1,761,870 |
| FTA §5307/5339/Stimulus Funds* | \$ 10,235,296 | \$ 10,243,313 | \$ 13,914,232 | \$ 14,331,659 | \$ 14,761,609 | \$ 15,204,457 | \$ 15,660,591 |
| Fully Funded (Revenues from HST Operations) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Miscellaneous Income | \$ 320,612 | \$ 538,149 | \$ 537,896 | \$ 554,033 | \$ 570,654 | \$ 587,773 | \$ 605,407 |
| State Contract Assistance | \$ 5,216,913 | \$ 7,902,513 | \$ 7,902,513 | \$ 8,139,588 | \$ 8,383,776 | \$ 8,635,289 | \$ 8,894,348 |
| Local Assessments | \$ 2,210,229 | \$ 2,156,320 | \$ 2,210,228 | \$ 2,265,484 | \$ 2,322,121 | \$ 2,380,174 | \$ 2,439,678 |
| Total | \$ 18,823,882 | \$ 21,824,474 | \$ 26,130,268 | \$ 26,903,125 | \$ 27,698,891 | \$ 28,518,247 | \$ 29,361,894 |

| Operating Expenses** | Previous | | | | | | |
|----------------------|----------------------|--|--|--|--|--|--|
| | 2023 | | | | | | |
| Total | \$ 18,823,882 | | | | | | |

‡ Budget developed is a good faith representation of CCRTA's financial situation. Assumptions made regarding revenues and costs will undoubtedly be significantly altered by how various policy and funding scenarios play out, including use of American Rescue Plan Act funding, approved 3/11/20, passage of the American Jobs Plan, currently before Congress, the elimination of our HST service and the timeframe for restoration of pre- pandemic transit mode share.

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

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

| Operating and Maintenance Expenditures as of March 2024 | | | | | | |
|---|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|--|
| Statewide and District Contracts plus Expenditures within MPO boundaries | | | | | | |
| Program Group/Sub Group | Est SFY 2024 Spending | Est SFY 2025 Spending | Est SFY 2026 Spending | Est SFY 2027 Spending | Est SFY 2028 Spending | |
| Part 1: Non-Federal Aid | | | | | | |
| Section I - Non Federal Aid Maintenance Projects - State Bondfunds | | | | | | |
| 01 - ADA Retrofits | | | | | | |
| Sidewalk Construction and Repairs | \$ 2,527,973 | \$ 1,154,109 | \$ - | \$ - | \$ - | |
| 02 - Bicycles and pedestrians program | | | | | | |
| Bikeway/Bike Path Construction | \$ - | \$ - | \$ - | \$ - | \$ - | |
| 03 - Bridge | | | | | | |
| Bridge Maintenance | \$ 38,823,388 | \$ 30,607,721 | \$ 14,961,883 | \$ 1,113,028 | \$ - | |
| Bridge Maintenance - Deck Repairs | \$ 10,003,534 | \$ 10,139,124 | \$ 7,440,018 | \$ 546,417 | \$ - | |
| Bridge Maintenance - Joints | \$ 1,622,979 | \$ 1,888,486 | \$ 1,573,739 | \$ - | \$ - | |
| Bridge Preservation | \$ 12,420,609 | \$ 10,425,512 | \$ 5,129,556 | \$ 692,413 | \$ - | |
| Bridge Replacement | \$ - | \$ 598,754 | \$ 1,796,261 | \$ 299,377 | \$ - | |
| Drawbridge Maintenance | \$ 8,369,008 | \$ 6,317,237 | \$ 2,625,000 | \$ 515,007 | \$ - | |
| Painting - Structural | \$ 839,566 | \$ 835,547 | \$ 1,260,216 | \$ 210,036 | \$ - | |
| Structures Maintenance | \$ (43,962) | \$ - | \$ - | \$ - | \$ - | |
| 04 - Capacity | | | | | | |
| Highway Relocation | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Hwy Reconstr - Added Capacity | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Hwy Reconstr - Major Widening | \$ - | \$ - | \$ - | \$ - | \$ - | |
| 05 - Facilities | | | | | | |
| Vertical Construction (Ch 149) | \$ 17,976,879 | \$ 4,651,566 | \$ 1,609,386 | \$ 206,609 | \$ - | |
| 07 - Intersection Improvements | | | | | | |
| Traffic Signals | \$ 3,682,661 | \$ 2,380,658 | \$ 2,014,210 | \$ 102,122 | \$ - | |
| 08 - Interstate Pavement | | | | | | |
| Resurfacing Interstate | \$ - | \$ - | \$ - | \$ - | \$ - | |
| 09 - Intelligent Transportation Systems Program | | | | | | |
| Intelligent Transportation System | \$ - | \$ - | \$ - | \$ - | \$ - | |
| 10 - Non-interstate DOT Pavement Program | | | | | | |
| Milling and Cold Planing | \$ 5,369,210 | \$ - | \$ - | \$ - | \$ - | |
| Resurfacing | \$ 26,463,372 | \$ 15,822,396 | \$ 7,243,191 | \$ - | \$ - | |
| Resurfacing DOT Owned Non-Interstate | \$ 10,246,699 | \$ 2,669,150 | \$ 4,321,796 | \$ 1,786,791 | \$ - | |
| 11 - Roadway Improvements | | | | | | |
| Asbestos Removal | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Catch Basin Cleaning | \$ 2,639,496 | \$ 1,152,484 | \$ 241,154 | \$ - | \$ - | |
| Contract Highway Maintenance | \$ 14,260,788 | \$ 14,433,780 | \$ 7,827,224 | \$ 942,840 | \$ - | |
| Crack Sealing | \$ 1,120,385 | \$ 874,404 | \$ 845,600 | \$ 51,969 | \$ - | |
| Culvert Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Culvert Reconstruction/Rehab | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Drainage | \$ 9,006,753 | \$ 10,552,249 | \$ 2,223,511 | \$ - | \$ - | |
| Guard Rail & Fencing | \$ 8,074,789 | \$ 5,566,800 | \$ 3,198,449 | \$ 246,000 | \$ - | |
| Highway Sweeping | \$ 1,285,981 | \$ 1,038,047 | \$ 283,520 | \$ - | \$ - | |
| Landscaping | \$ 661,954 | \$ 997,891 | \$ 844,696 | \$ - | \$ - | |
| Mowing and Spraying | \$ 3,921,935 | \$ 1,744,547 | \$ 1,258,591 | \$ 187,826 | \$ - | |
| Sewer and Water | \$ 357,394 | \$ - | \$ - | \$ - | \$ - | |
| Tree Trimming | \$ 4,155,926 | \$ 4,285,897 | \$ 2,775,495 | \$ 572,870 | \$ - | |
| 12 - Roadway Reconstruction | | | | | | |
| Hwy Reconstr - Restr and Rehab | \$ 3,999,753 | \$ 50,053 | \$ 30,590 | \$ - | \$ - | |
| 13 - Safety Improvements | | | | | | |
| Electrical | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Impact Attenuators | \$ 1,243,385 | \$ 730,625 | \$ 579,195 | \$ 48,696 | \$ - | |
| Lighting | \$ 4,327,624 | \$ 3,549,482 | \$ 1,974,433 | \$ 78,087 | \$ - | |
| Pavement Marking | \$ 5,034,163 | \$ 2,880,555 | \$ 1,164,804 | \$ - | \$ - | |
| Safety Improvements | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Sign Installation/Upgrading | \$ 1,904,647 | \$ 749,713 | \$ 533,787 | \$ 65,026 | \$ - | |
| Structural Signing | \$ 467,090 | \$ 98,000 | \$ - | \$ - | \$ - | |
| Section I Total: | \$ 200,763,979 | \$ 136,194,787 | \$ 73,756,305 | \$ 7,665,114 | \$ - | |
| Section II - Non Federal Aid Highway Operations - State Operating Budget Funding | | | | | | |
| Snow and Ice Operations & Materials | | | | | | |
| | \$ 75,000,000 | \$ 95,000,000 | \$ 95,000,000 | \$ 95,000,000 | \$ 95,000,000 | |
| District Maintenance Payroll | | | | | | |
| Mowing, Litter Mgmt, Sight Distance Clearing, Etc. | \$ 36,200,000 | \$ 37,290,000 | \$ 38,410,000 | \$ 39,570,000 | \$ 40,760,000 | |
| Section II Total: | \$ 111,200,000 | \$ 132,290,000 | \$ 133,410,000 | \$ 134,570,000 | \$ 135,760,000 | |
| Grand Total NFA: | \$ 311,963,979 | \$ 268,484,787 | \$ 207,166,305 | \$ 142,235,114 | \$ 135,760,000 | |

| Operating and Maintenance Expenditures as of March 2024 | | | | | | |
|--|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|---|
| Statewide and District Contracts plus Expenditures within MPO boundaries | | | | | | |
| Program Group/Sub Group | Est SFY 2024 Spending | Est SFY 2025 Spending | Est SFY 2026 Spending | Est SFY 2027 Spending | Est SFY 2028 Spending | |
| Part 2: Federal Aid | | | | | | |
| Section I - Federal Aid Maintenance Projects | | | | | | |
| 01 - ADA Retrofits | | | | | | |
| Sidewalk Construction and Repairs | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| 02 - Bicycles and pedestrians program | | | | | | |
| Bikeway/Bike Path Construction | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| 03 - Bridge | | | | | | |
| Bridge Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| Bridge Maintenance - Deck Repairs | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| Bridge Maintenance - Joints | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| Bridge Preservation | \$ 1,603,769 | \$ 820,406 | \$ - | \$ - | \$ - | - |
| Bridge Reconstruction/Rehab | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| Drawbridge Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| Painting - Structural | \$ 1,205,265 | \$ 596,970 | \$ - | \$ - | \$ - | - |
| Structures Maintenance | \$ 1,086,368 | \$ - | \$ - | \$ - | \$ - | - |
| 04 - Capacity | | | | | | |
| Hwy Reconstr - Added Capacity | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| 05 - Facilities | | | | | | |
| Vertical Construction (Ch 149) | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| 07 - Intersection Improvements | | | | | | |
| Traffic Signals | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| 08 - Interstate Pavement | | | | | | |
| Resurfacing Interstate | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| 09 - Intelligent Transportation Systems Program | | | | | | |
| Intelligent Transportation System | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| 10 - Non-interstate DOT Pavement Program | | | | | | |
| Milling and Cold Planing | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| Resurfacing | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| Resurfacing DOT Owned Non-Interstate | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| 11 - Roadway Improvements | | | | | | |
| Asbestos Removal | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| Catch Basin Cleaning | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| Contract Highway Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| Crack Sealing | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| Culvert Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| Culvert Reconstruction/Rehab | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| Drainage | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| Guard Rail & Fencing | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| Highway Sweeping | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| Landscaping | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| Mowing and Spraying | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| Sewer and Water | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| Tree Trimming | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| 12 - Roadway Reconstruction | | | | | | |
| Hwy Reconstr - Restr and Rehab | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| 13 - Safety Improvements | | | | | | |
| Electrical | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| Impact Attenuators | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| Lighting | \$ 932,873 | \$ 467,165 | \$ - | \$ - | \$ - | - |
| Pavement Marking | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| Safety Improvements | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| Sign Installation/Upgrading | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| Structural Signing | \$ 54,025 | \$ - | \$ - | \$ - | \$ - | - |
| Section I Total: | \$ 4,882,300 | \$ 1,884,541 | \$ - | \$ - | \$ - | - |
| Grand Total Federal Aid: | | | | | | |
| | \$ 4,882,300 | \$ 1,884,541 | \$ - | \$ - | \$ - | - |

| Operating and Maintenance Expenditures as of March 2024 | | | | | | | | | | |
|--|-----------------------|-------------|-----------------------|-------------|-----------------------|-------------|-----------------------|-------------|-----------------------|-------------|
| Statewide and District Contracts | | | | | | | | | | |
| Program Group/Sub Group | Est SFY 2024 Spending | | Est SFY 2025 Spending | | Est SFY 2026 Spending | | Est SFY 2027 Spending | | Est SFY 2028 Spending | |
| Part 1: Non-Federal Aid | | | | | | | | | | |
| Section I - Non Federal Aid Maintenance Projects - State Bondfunds | | | | | | | | | | |
| 01 - ADA Retrofits | | | | | | | | | | |
| Sidewalk Construction and Repairs | \$ | 2,527,973 | \$ | 1,154,109 | \$ | - | \$ | - | \$ | - |
| 02 - Bicycles and pedestrians program | | | | | | | | | | |
| Bikeway/Bike Path Construction | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| 03 - Bridge | | | | | | | | | | |
| Bridge Maintenance | \$ | 36,832,755 | \$ | 27,374,727 | \$ | 11,202,912 | \$ | 927,820 | \$ | - |
| Bridge Maintenance - Deck Repairs | \$ | 10,003,534 | \$ | 10,139,124 | \$ | 7,440,018 | \$ | 546,417 | \$ | - |
| Bridge Maintenance - Joints | \$ | 1,622,979 | \$ | 1,888,486 | \$ | 1,573,739 | \$ | - | \$ | - |
| Bridge Preservation | \$ | 3,461,504 | \$ | 1,774,656 | \$ | - | \$ | - | \$ | - |
| Bridge Replacement | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| Drawbridge Maintenance | \$ | 8,369,008 | \$ | 6,317,237 | \$ | 2,625,000 | \$ | 515,007 | \$ | - |
| Painting - Structural | \$ | 741,316 | \$ | 415,475 | \$ | - | \$ | - | \$ | - |
| Structures Maintenance | \$ | (43,962) | \$ | - | \$ | - | \$ | - | \$ | - |
| 04 - Capacity | | | | | | | | | | |
| Highway Relocation | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| Hwy Reconstr - Added Capacity | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| Hwy Reconstr - Major Widening | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| 05 - Facilities | | | | | | | | | | |
| Vertical Construction (Ch 149) | \$ | 8,934,384 | \$ | 2,709,748 | \$ | 1,439,204 | \$ | 206,609 | \$ | - |
| 07 - Intersection Improvements | | | | | | | | | | |
| Traffic Signals | \$ | 3,682,661 | \$ | 2,380,658 | \$ | 2,014,210 | \$ | 102,122 | \$ | - |
| 08 - Interstate Pavement | | | | | | | | | | |
| Resurfacing Interstate | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| 09 - Intelligent Transportation Systems Program | | | | | | | | | | |
| Intelligent Transportation System | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| 10 - Non-Interstate DOT Pavement Program | | | | | | | | | | |
| Milling and Cold Planing | \$ | 5,369,210 | \$ | - | \$ | - | \$ | - | \$ | - |
| Resurfacing | \$ | 26,463,372 | \$ | 15,822,396 | \$ | 7,243,191 | \$ | - | \$ | - |
| Resurfacing DOT Owned Non-Interstate | \$ | 10,246,699 | \$ | 2,669,150 | \$ | 4,321,796 | \$ | 1,786,791 | \$ | - |
| 11 - Roadway Improvements | | | | | | | | | | |
| Asbestos Removal | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| Catch Basin Cleaning | \$ | 2,639,496 | \$ | 1,152,484 | \$ | 241,154 | \$ | - | \$ | - |
| Contract Highway Maintenance | \$ | 13,780,927 | \$ | 14,433,780 | \$ | 7,827,224 | \$ | 942,840 | \$ | - |
| Crack Sealing | \$ | 1,120,385 | \$ | 874,404 | \$ | 845,600 | \$ | 51,969 | \$ | - |
| Culvert Maintenance | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| Culvert Reconstruction/Rehab | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| Drainage | \$ | 8,915,161 | \$ | 10,552,249 | \$ | 2,223,511 | \$ | - | \$ | - |
| Dredging | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| Guard Rail & Fencing | \$ | 8,074,789 | \$ | 5,566,800 | \$ | 3,198,449 | \$ | 246,000 | \$ | - |
| Highway Sweeping | \$ | 1,285,981 | \$ | 1,038,047 | \$ | 283,520 | \$ | - | \$ | - |
| Landscaping | \$ | 661,954 | \$ | 997,891 | \$ | 844,696 | \$ | - | \$ | - |
| Mowing and Spraying | \$ | 3,718,863 | \$ | 1,739,747 | \$ | 1,258,591 | \$ | 187,826 | \$ | - |
| Sewer and Water | \$ | 357,394 | \$ | - | \$ | - | \$ | - | \$ | - |
| Tree Trimming | \$ | 4,155,926 | \$ | 4,285,897 | \$ | 2,775,495 | \$ | 572,870 | \$ | - |
| 12 - Roadway Reconstruction | | | | | | | | | | |
| Hwy Reconstr - No Added Capacity | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| Hwy Reconstr - Restr and Rehab | \$ | 3,999,753 | \$ | 50,053 | \$ | 30,590 | \$ | - | \$ | - |
| Roadway - Reconstr - Sidewalks and Curbing | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| 13 - Safety Improvements | | | | | | | | | | |
| Electrical | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| Impact Attenuators | \$ | 1,243,385 | \$ | 730,625 | \$ | 579,195 | \$ | 48,696 | \$ | - |
| Lighting | \$ | 4,327,624 | \$ | 3,549,482 | \$ | 1,974,433 | \$ | 78,087 | \$ | - |
| Pavement Marking | \$ | 5,034,163 | \$ | 2,880,555 | \$ | 1,164,804 | \$ | - | \$ | - |
| Safety Improvements | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - |
| Sign Installation/Upgrading | \$ | 1,673,740 | \$ | 749,713 | \$ | 533,787 | \$ | 65,026 | \$ | - |
| Structural Signing | \$ | 467,090 | \$ | 98,000 | \$ | - | \$ | - | \$ | - |
| Section I Total: | \$ | 179,668,063 | \$ | 121,345,493 | \$ | 61,641,119 | \$ | 6,278,079 | \$ | - |
| Section II - Non Federal Aid Highway Operations - State Operating Budget Funding | | | | | | | | | | |
| Snow and Ice Operations & Materials | | | | | | | | | | |
| | \$ | 75,000,000 | \$ | 95,000,000 | \$ | 95,000,000 | \$ | 95,000,000 | \$ | 95,000,000 |
| District Maintenance Payroll | | | | | | | | | | |
| Mowing, Litter Mgmt, Sight Distance Clearing, Etc. | \$ | 36,200,000 | \$ | 37,290,000 | \$ | 38,410,000 | \$ | 39,570,000 | \$ | 40,760,000 |
| Section II Total: | \$ | 111,200,000 | \$ | 132,290,000 | \$ | 133,410,000 | \$ | 134,570,000 | \$ | 135,760,000 |
| Grand Total NFA: | \$ | 290,868,063 | \$ | 253,635,493 | \$ | 195,051,119 | \$ | 140,848,079 | \$ | 135,760,000 |

Operating and Maintenance Expenditures as of March 2024

Statewide and District Contracts

| Program Group/Sub Group | Est SFY 2024 Spending | Est SFY 2025 Spending | Est SFY 2026 Spending | Est SFY 2027 Spending | Est SFY 2028 Spending |
|--|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Part 2: Federal Aid | | | | | |
| Section I - Federal Aid Maintenance Projects | | | | | |
| 01 - ADA Retrofits | | | | | |
| Sidewalk Construction and Repairs | \$ - | \$ - | \$ - | \$ - | \$ - |
| 02 - Bicycles and pedestrians program | | | | | |
| Bikeway/Bike Path Construction | \$ - | \$ - | \$ - | \$ - | \$ - |
| 03 - Bridge | | | | | |
| Bridge Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - |
| Bridge Maintenance - Deck Repairs | \$ - | \$ - | \$ - | \$ - | \$ - |
| Bridge Maintenance - Joints | \$ - | \$ - | \$ - | \$ - | \$ - |
| Bridge Preservation | \$ 1,603,769 | \$ 820,406 | \$ - | \$ - | \$ - |
| Bridge Reconstruction/Rehab | \$ - | \$ - | \$ - | \$ - | \$ - |
| Drawbridge Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - |
| Painting - Structural | \$ 53,456 | \$ - | \$ - | \$ - | \$ - |
| Structures Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - |
| 04 - Capacity | | | | | |
| Hwy Reconstr - Added Capacity | \$ - | \$ - | \$ - | \$ - | \$ - |
| 05 - Facilities | | | | | |
| Vertical Construction (Ch 149) | \$ - | \$ - | \$ - | \$ - | \$ - |
| 07 - Intersection Improvements | | | | | |
| Traffic Signals | \$ - | \$ - | \$ - | \$ - | \$ - |
| 08 - Interstate Pavement | | | | | |
| Resurfacing Interstate | \$ - | \$ - | \$ - | \$ - | \$ - |
| 09 - Intelligent Transportation Systems Program | | | | | |
| Intelligent Transportation System | \$ - | \$ - | \$ - | \$ - | \$ - |
| 10 - Non-interstate DOT Pavement Program | | | | | |
| Milling and Cold Planing | \$ - | \$ - | \$ - | \$ - | \$ - |
| Resurfacing | \$ - | \$ - | \$ - | \$ - | \$ - |
| Resurfacing DOT Owned Non-Interstate | \$ - | \$ - | \$ - | \$ - | \$ - |
| 11 - Roadway Improvements | | | | | |
| Asbestos Removal | \$ - | \$ - | \$ - | \$ - | \$ - |
| Catch Basin Cleaning | \$ - | \$ - | \$ - | \$ - | \$ - |
| Contract Highway Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - |
| Crack Sealing | \$ - | \$ - | \$ - | \$ - | \$ - |
| Culvert Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - |
| Culvert Reconstruction/Rehab | \$ - | \$ - | \$ - | \$ - | \$ - |
| Drainage | \$ - | \$ - | \$ - | \$ - | \$ - |
| Guard Rail & Fencing | \$ - | \$ - | \$ - | \$ - | \$ - |
| Highway Sweeping | \$ - | \$ - | \$ - | \$ - | \$ - |
| Landscaping | \$ - | \$ - | \$ - | \$ - | \$ - |
| Mowing and Spraying | \$ - | \$ - | \$ - | \$ - | \$ - |
| Sewer and Water | \$ - | \$ - | \$ - | \$ - | \$ - |
| Tree Trimming | \$ - | \$ - | \$ - | \$ - | \$ - |
| 12 - Roadway Reconstruction | | | | | |
| Hwy Reconstr - Restr and Rehab | \$ - | \$ - | \$ - | \$ - | \$ - |
| 13 - Safety Improvements | | | | | |
| Electrical | \$ - | \$ - | \$ - | \$ - | \$ - |
| Impact Attenuators | \$ - | \$ - | \$ - | \$ - | \$ - |
| Lighting | \$ - | \$ - | \$ - | \$ - | \$ - |
| Pavement Marking | \$ - | \$ - | \$ - | \$ - | \$ - |
| Safety Improvements | \$ - | \$ - | \$ - | \$ - | \$ - |
| Sign Installation/Upgrading | \$ - | \$ - | \$ - | \$ - | \$ - |
| Structural Signing | \$ 54,025 | \$ - | \$ - | \$ - | \$ - |
| Section I Total: | \$ 1,711,249 | \$ 820,406 | \$ - | \$ - | \$ - |
| Grand Total Federal Aid: | | | | | |
| | \$ 1,711,249 | \$ 820,406 | \$ - | \$ - | \$ - |

Operating and Maintenance Expenditures as of March 2024

| Program Group/Sub Group | Cape Cod | | | | | |
|---|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|----------|
| | Est SFY 2024 Spending | Est SFY 2025 Spending | Est SFY 2026 Spending | Est SFY 2027 Spending | Est SFY 2028 Spending | |
| Part 1: Non-Federal Aid | | | | | | |
| Section I - Non Federal Aid Maintenance Projects - State Bondfunds | | | | | | |
| 01 - ADA Retrofits | | | | | | |
| Sidewalk Construction and Repairs | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| 02 - Bicycles and pedestrians program | | | | | | |
| Bikeway/Bike Path Construction | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| 03 - Bridge | | | | | | |
| Bridge Maintenance | \$ 72,891 | \$ - | \$ - | \$ - | \$ - | - |
| Bridge Maintenance - Deck Repairs | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| Bridge Maintenance - Joints | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| Bridge Preservation | \$ 757,745 | \$ - | \$ - | \$ - | \$ - | - |
| Bridge Replacement | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| Drawbridge Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| Painting - Structural | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| Structures Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| 04 - Capacity | | | | | | |
| Highway Relocation | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| Hwy Reconstr - Added Capacity | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| Hwy Reconstr - Major Widening | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| 05 - Facilities | | | | | | |
| Vertical Construction (Ch 149) | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| 07 - Intersection Improvements | | | | | | |
| Traffic Signals | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| 08 - Interstate Pavement | | | | | | |
| Resurfacing Interstate | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| 09 - Intelligent Transportation Systems Program | | | | | | |
| Intelligent Transportation System | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| 10 - Non-interstate DOT Pavement Program | | | | | | |
| Milling and Cold Planing | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| Resurfacing | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| Resurfacing DOT Owned Non-Interstate | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| 11 - Roadway Improvements | | | | | | |
| Asbestos Removal | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| Catch Basin Cleaning | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| Contract Highway Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| Crack Sealing | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| Culvert Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| Culvert Reconstruction/Rehab | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| Drainage | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| Dredging | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| Guard Rail & Fencing | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| Highway Sweeping | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| Landscaping | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| Mowing and Spraying | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| Sewer and Water | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| Tree Trimming | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| 12 - Roadway Reconstruction | | | | | | |
| Hwy Reconstr - No Added Capacity | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| Hwy Reconstr - Restr and Rehab | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| Roadway - Reconstr - Sidewalks and Curbing | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| 13 - Safety Improvements | | | | | | |
| Electrical | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| Impact Attenuators | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| Lighting | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| Pavement Marking | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| Safety Improvements | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| Sign Installation/Upgrading | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| Structural Signing | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| Section I Total: | \$ 830,636 | \$ - | \$ - | \$ - | \$ - | - |
| Section II - Non Federal Aid Highway Operations - State Operating Budget Funding | | | | | | |
| Snow and Ice Operations & Materials | | | | | | |
| | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| District Maintenance Payroll | | | | | | |
| Mowing, Litter Mgmt, Sight Distance Clearing, Etc. | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| Section II Total: | \$ - | \$ - | \$ - | \$ - | \$ - | - |
| Grand Total NFA: | \$ 830,636 | \$ - | \$ - | \$ - | \$ - | - |

Operating and Maintenance Expenditures as of March 2024

| Program Group/Sub Group | Cape Cod | | | | |
|---|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| | Est SFY 2024 Spending | Est SFY 2025 Spending | Est SFY 2026 Spending | Est SFY 2027 Spending | Est SFY 2028 Spending |
| Part 2: Federal Aid | | | | | |
| Section I - Federal Aid Maintenance Projects | | | | | |
| 01 - ADA Retrofits | | | | | |
| Sidewalk Construction and Repairs | \$ - | \$ - | \$ - | \$ - | \$ - |
| 02 - Bicycles and pedestrians program | | | | | |
| Bikeway/Bike Path Construction | \$ - | \$ - | \$ - | \$ - | \$ - |
| 03 - Bridge | | | | | |
| Bridge Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - |
| Bridge Maintenance - Deck Repairs | \$ - | \$ - | \$ - | \$ - | \$ - |
| Bridge Maintenance - Joints | \$ - | \$ - | \$ - | \$ - | \$ - |
| Bridge Preservation | \$ - | \$ - | \$ - | \$ - | \$ - |
| Bridge Reconstruction/Rehab | \$ - | \$ - | \$ - | \$ - | \$ - |
| Drawbridge Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - |
| Painting - Structural | \$ - | \$ - | \$ - | \$ - | \$ - |
| Structures Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - |
| 04 - Capacity | | | | | |
| Hwy Reconstr - Added Capacity | \$ - | \$ - | \$ - | \$ - | \$ - |
| 05 - Facilities | | | | | |
| Vertical Construction (Ch 149) | \$ - | \$ - | \$ - | \$ - | \$ - |
| 07 - Intersection Improvements | | | | | |
| Traffic Signals | \$ - | \$ - | \$ - | \$ - | \$ - |
| 08 - Interstate Pavement | | | | | |
| Resurfacing Interstate | \$ - | \$ - | \$ - | \$ - | \$ - |
| 09 - Intelligent Transportation Systems Program | | | | | |
| Intelligent Transportation System | \$ - | \$ - | \$ - | \$ - | \$ - |
| 10 - Non-interstate DOT Pavement Program | | | | | |
| Milling and Cold Planing | \$ - | \$ - | \$ - | \$ - | \$ - |
| Resurfacing | \$ - | \$ - | \$ - | \$ - | \$ - |
| Resurfacing DOT Owned Non-Interstate | \$ - | \$ - | \$ - | \$ - | \$ - |
| 11 - Roadway Improvements | | | | | |
| Asbestos Removal | \$ - | \$ - | \$ - | \$ - | \$ - |
| Catch Basin Cleaning | \$ - | \$ - | \$ - | \$ - | \$ - |
| Contract Highway Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - |
| Crack Sealing | \$ - | \$ - | \$ - | \$ - | \$ - |
| Culvert Maintenance | \$ - | \$ - | \$ - | \$ - | \$ - |
| Culvert Reconstruction/Rehab | \$ - | \$ - | \$ - | \$ - | \$ - |
| Drainage | \$ - | \$ - | \$ - | \$ - | \$ - |
| Guard Rail & Fencing | \$ - | \$ - | \$ - | \$ - | \$ - |
| Highway Sweeping | \$ - | \$ - | \$ - | \$ - | \$ - |
| Landscaping | \$ - | \$ - | \$ - | \$ - | \$ - |
| Mowing and Spraying | \$ - | \$ - | \$ - | \$ - | \$ - |
| Sewer and Water | \$ - | \$ - | \$ - | \$ - | \$ - |
| Tree Trimming | \$ - | \$ - | \$ - | \$ - | \$ - |
| 12 - Roadway Reconstruction | | | | | |
| Hwy Reconstr - Restr and Rehab | \$ - | \$ - | \$ - | \$ - | \$ - |
| 13 - Safety Improvements | | | | | |
| Electrical | \$ - | \$ - | \$ - | \$ - | \$ - |
| Impact Attenuators | \$ - | \$ - | \$ - | \$ - | \$ - |
| Lighting | \$ - | \$ - | \$ - | \$ - | \$ - |
| Pavement Marking | \$ - | \$ - | \$ - | \$ - | \$ - |
| Safety Improvements | \$ - | \$ - | \$ - | \$ - | \$ - |
| Sign Installation/Upgrading | \$ - | \$ - | \$ - | \$ - | \$ - |
| Structural Signing | \$ - | \$ - | \$ - | \$ - | \$ - |
| Section I Total: | \$ - | \$ - | \$ - | \$ - | \$ - |
| Grand Total NFA: | | | | | |
| | \$ - | \$ - | \$ - | \$ - | \$ - |

Appendix G: Comments on Public Draft

The Cape Cod MPO voted to release the draft TIP for the public review/ comment period at their 1:00 PM virtual meeting on April 22, 2024, officially beginning the 21-calendar-day public comment period.

Public comment opportunities were held throughout the development process this year, including pop-up tables, focus groups and open houses. A virtual public meeting is scheduled on Monday, April 29, 2024 to hear specific feedback on the draft document. Additional opportunities for public comments were gathered at outreach tables located along the region's bike path network. A virtual public meeting of the Cape Cod MPO is scheduled for Monday, May 20, 2024 at 1:00 PM to hear additional public comments and consider endorsement of this document. Details on the online public comment opportunities and the virtual public meeting available at www.capecodcommission.org/mpo.

Comments on this plan were accepted through May 13, 2024 via mail, by facsimile, or via e-mail, as follows:

Mailed:

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

Sent by facsimile to the attention of Colleen Medeiros (FAX): 508-362-3136

Email - please put "TIP" in the subject line and sent to:

colleen.medeiros@capecodcommission.org

Comments / Questions received on this TIP:

Public Comment Summary Grid is attached that presents a summary of the comments received during the 21-day public comment period. The comments will be presented in their entirety to the Cape Cod MPO during their May 20, 2024 meeting where the body will consider the comments. Consideration of the comments will be detailed in the meeting minutes for that meeting. The response and any action taken by the MPO will be summarized in this table. Discussion of TIP activities is also included in the previous MPO and CCJTC meetings listed in Chapter 2 of this document.

| # | Date Received/ Format | Comment From | Summary of Comment | TIP | UPWP | Potential Response/Action for Consideration | Themes | Stakeholders |
|--|--------------------------------------|----------------------------|---|-----|------|--|---|-------------------------------------|
| Public comments received during UPWP and TIP development, but prior to the public comment period (April 24, 2024 - May 13, 2024) | | | | | | | | |
| 1 | 1/9/2024 (email) | Colton Atkinson | Emphasizes the importance in the Mashpee Rotary in connecting several miles of Shared Use Paths which would form a comprehensive network throughout the town once connected. There is a Shared Use Path(SUP) in every direction except East along Route 28 that ends approximately 400' prior to the rotary. If the rotary project proceeds, these pathways will connect which would improve multimodal safety and promote vehicle trips other than private vehicle. Ideally, this project would also add a SUP along Route 28 about a half mile to Quinnaquisset, which would provide connections to the newly complete network for the eastern side of town as well. I would encourage the JTC and MassDOT to begin developing infrastructure plans for the potential housing on Joint Base Cape Cod. There should be multimodal accommodations for crossing the Otis Rotary, have seen people cross it on bike as commuters or returning from recreation to their on-base housing. We need to be forward thinking so that the need is met when/if it does move forward. | X | | Thank you for your comment as part of the 2025 TIP / UPWP development outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Mashpee Rotary SUP connections | Town of Mashpee, MassDOT, JBCC, JTC |
| 2 | 1/23/2024 (email) | Colton Atkinson | Would like to see the Mashpee Rotary retrofit added to the TIP. It is the central portion of an otherwise thorough network that is made disjointed by the lack of multimodal accommodations at the hub. The project has strong support among residents and would also serve as a substantial safety improvement at one of the highest crash locations on Cape Cod. The low cost for a high impact project makes it an excellent choice for 2029 funds. | X | | Thank you for your comment as part of the 2025 TIP / UPWP development outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Mashpee Rotary retrofit for TIP | Rail Trail Towns on Cape Cod |
| 3 | 2/26/2024 (email) | Klaus Porter | As a student who rides the CCRTA public buses every morning and evening as a way of commuting to and from school, I know that the bus drivers are often not on time, change an approach on their route, and sometimes skip a stop on their route. I propose that working with the CCRTA, creating a mobile tracking app or website for the public buses would be very helpful for people to know where their bus is and if the bus is going to be late. The app or website would show where the bus is, how long until the bus arrives at a rider's location, and would also make understanding bus routes easier with personalizing search results to the rider's needs. There is a lack of signs, lights, and overall traffic conduction for drivers. A part of modernization of roads would include the clear condition of traffic on roads. I also have seen that there is a lack of beneficial bus stops and knowledge of such bus stops (via signs). As an example, near where I live The Falmouth Court House does not have access to a bus route, and people must walk a lot to reach the court house while riding the bus. | | X | Your email was forwarded to me by the Chair of the Cape Cod Joint Transportation Committee (JTC). I manage the Transportation Program at the Cape Cod Commission and we are staff to the JTC and the Cape Cod Metropolitan Planning Organization (MPO). As staff to the Cape Cod MPO, we oversee the federal transportation planning process and allocation of funds from Federal Highway Administration and Federal Transit Administration in our region. We work closely with the CCRTA and I have passed along your comments to them. We are always interested in hearing public feedback on people's experiences, challenges and ideas regarding transportation infrastructure and service on Cape Cod. Please do not hesitate to contact us if you would like to further discuss. | CCRTA mobile tracking bus app, lighting, signage, | CCRTA, Town of Falmouth |
| 4 | 3/1/2024 (TIP/UPWP via HTC outreach) | Anonymous | Support for paths - need a path into Hyannis | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Bike / Ped infrastructure | Town of Barnstable |
| 5 | 3/1/2024 (TIP/UPWP via HTC outreach) | Anonymous | Go Passes are great for seniors (CCRTA). North Falmouth / Bourne struggle to find bus for social security office. | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Bus support ; CCRTA Education | CCRTA |
| 6 | 3/1/2024 (TIP/UPWP via HTC outreach) | Anonymous | Use the bus often | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Bus support | CCRTA |
| 7 | 3/1/2024 (TIP/UPWP via HTC outreach) | Anonymous | Confusion on bus scheduling | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Bus scheduling | CCRTA |
| 8 | 3/1/2024 (TIP/UPWP via HTC outreach) | Anonymous | Loves the rta - Easy and convenient. Appreciates free fare Fridays. Love the idea of a table with goodies. | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Bus support | CCRTA |
| 9 | 3/1/2024 (TIP/UPWP via HTC outreach) | Anonymous | Education for CCRTA information, bus times, where is it going | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | CCRTA education | CCRTA |
| 10 | 3/1/2024 (TIP/UPWP via HTC outreach) | Anonymous | Fast bus drivers from Orleans to Hyannis | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | CCRTA Drivers | CCRTA |
| 11 | 3/1/2024 (TIP/UPWP via HTC outreach) | Anonymous | Winter months - difficult to see bikers / runners, great that you're giving out bike lights. Education for J1's on bike riding - maybe partner with the police department | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Road safety ; partnerships | Police Department |
| 12 | 3/1/2024 (TIP/UPWP via HTC outreach) | Anonymous (H20 Bus driver) | People like fare free, bus service is good | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Bus support | CCRTA |

| | | | | | | | | |
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| 13 | 3/1/2024 (TIP/UPWP via HTC outreach) | Anonymous | CCRTA service is good, likes new app | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Bus support | CCRTA |
| 14 | 3/1/2024 (TIP/UPWP via HTC outreach) | Anonymous | wants travel from HTC to ferry (Hyannis) | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Bus stop location | CCRTA |
| 15 | 3/1/2024 (TIP/UPWP via HTC outreach) | Anonymous | Trouble with CCRTA website, uses app but some issues, overall happy with service | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Bus support | CCRTA |
| 16 | 3/1/2024 (TIP/UPWP via HTC outreach) | Anonymous | Likes the HTC, uses the villager and drivers are polite | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Bus support | CCRTA |
| 17 | 3/1/2024 (TIP/UPWP via HTC outreach) | Anonymous | Have monitors showing bus times when departing / Bays leaving from like at a train station | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | CCRTA education | CCRTA |
| 18 | 3/18/2024 (email) | Lydia Vivante | PB Bus and Peter Pan used to stop at Bank Street stop, now stop at Outer Cape Health Services: No sign at current stop, Still sign at the old stop. The stop at Outer Cape Health Services and the one north of Marconi: Not good to wait at, Not all PB Bus and Peter Pan drivers seem to be on the loop out there/don't stop where they should. Bank Street stop and Dunkin stop: Shelter would be great. Tracking CCRTA buses: on their site, on Google? – where and is it working. Husband drives to the Barnstable PNR daily to take Bus to Boston | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | CCRTA stop updates | CCRTA, PB bus, Peter Pan |
| 19 | 3/22/2024 (email) | Gail Wickstrom | In the summer the CCRTA uses our rd as a turn around to ptown. We reached out to change the route for health and safety reasons but were told they have high ridership. This is a lie. There are 24 homes on this rd. 3 diesel buses running every 20 minutes for 18hrs a day is not needed. We have no sidewalks and the buses come very close to hitting us when we attempt to walk the rd. We have video showing how close they come to hitting us. These frequent buses cause air pollution (CO2, NOx, PM, and SO2), noise pollution, traffic congestion, resource consumption, and greenhouse gas emissions. It's a total waste of resources running 3 buses every 20 mins for 18 hrs a day for 24 homes. For the health of the residents and our environment, we ask for your help. | | | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | CCRTA neighborhood pollution, safety | CCRTA |
| 20 | 4/1/2024 (Transportation Comment Form) | | Because the cape doesn't have enough nursing homes our elderly are forced to stay in their homes longer than they should where they have home health aids usually provided from some service brought to them by Elder Services. These elderly folks need to be out in the community they need to be socializing many of them develop what is sort of a catatonic state of depression from not having enough socialization or enrichment. Part of that problem is that though we have programs for the elderly in our community they have no way to get themselves there. The home health aides are not allowed to drive them which should be changed they should be allowed to drive them to their appointments to their clubs to their churches and I think the Home health aids would really love that as for many of them they're sitting around the house on their phones for 12 hour shifts while the elderly person is in bed all day. If that elderly person was at a nursing home they would be brought into enrichment programs and classes and be around other people to socialize so to keep up their mental and physical health. We should take on the moral responsibility to help our elderly get out of their homes even those who are disabled and in wheelchairs to get to the programs at the library the church the council of aging and other community centers. I know for a fact they are elderly people suffering greatly because they cannot get out of their homes or their apartments to interact with other people they're not getting the socialization from a home health aide and their quality of life is extremely low which is so unfair and inhumane when we simply could offer transportation or allow the Home health eats to transport them both would change all of that. | | | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Transportation services for home health aids w/ patients for appointments, activities,etc. Need for more nursing homes | CCRTA |
| 21 | 4/3/2024 (TIP/UPWP via Hyannis LatinX outreach) | Anonymous | Doesn't know where bike paths are. Bus takes a long time from Yarmouth to Orleans. Improve lighting everywhere on Cape. Need routine plant maintenance at Stevens St., Hyannis. Winter St intersection (near Bank of America) people aren't stopping for the school bus. Person felt like they learned a lot from this outreach. | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Lighting, Bus | CCRTA, MassDOT |
| 22 | 4/3/2024 (TIP/UPWP via Hyannis LatinX outreach) | Anonymous | If no car is available, person carpools rather than take the bus. Peter Pan & PB service is only worth it for a singular person, carpooling is cheaper in price when more than one. | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Bus, Carpooling | Peter Pan, PB Bus |
| 23 | 4/3/2024 (TIP/UPWP via Hyannis LatinX outreach) | Anonymous | The CCRTA bus doesn't reach 6A, getting to and from the bus system is challenging so it isn't useful for immigrants and their needs. Need more bus connections from 6A to Rt 28. Person took ubers because they didn't know where the bus is. | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | CCRTA stops | CCRTA |
| 24 | 4/3/2024 (TIP/UPWP via Hyannis LatinX outreach) | Anonymous | 6A needs to be studied for bike shoulders and road condition. 6A needs less cars and more walking / biking and perhaps horses. Rt 132 Park & Ride entrance to highway unsafe compared to the exit ramps, restrict left turn at light. | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Bike / Ped Safety, Road safety | MassDOT |
| 25 | 4/3/2024 (TIP/UPWP via Hyannis LatinX outreach) | Anonymous | Year round train (CapeFLYER) from Hyannis to Boston would be good. Exit ramp 7 too short, Exits from Harwich to Hyannis are too short - all ramps are different, want uniformity. | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Train service, Highway safety | CapeFlyer, MassDOT |

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| 26 | 4/3/2024 (TIP/UPWP via Hyannis LatinX outreach) | Anonymous | Trading old cars for newer cars is challenging. 6A needs shoulders. More police safety on roads, could deploy not in service cars. Letting people know about events, more advertisement would be better. | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Road safety, outreach | Police |
| 27 | 4/3/2024 (TIP/UPWP via Hyannis LatinX outreach) | Anonymous | CCRTA schedules need portugese translations. Spanish population is growing, they will need translations as well. Have more CCRTA buses for faster turn around and less dead time. Better bus signage. Better bus shelters. | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | CCRTA translations | CCRTA |
| 28 | 4/3/2024 (TIP/UPWP via Hyannis LatinX outreach) | Anonymous | Speed bumps near intersections with the rail trail (like in barnstable village). Bike crossing are scary for pedestrians with no stop sign for cars. Biking on road network is dangerous. Scooters need light for nighttime. | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Bike / Ped safety | Rail Trail Towns on Cape Cod |
| 29 | 4/3/2024 (TIP/UPWP via Hyannis LatinX outreach) | Anonymous | Issues with Roadway: potholes in the street, cracked sidewalks, roads are dark, street lights are needed. Merging on rotaries is tough. | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Road safety | All Cape Cod Towns |
| 30 | 4/4/2024 (TIP/UPWP via Hyannis LatinX outreach) | Anonymous | Route 28 is a challenge for people and cars. Barnstable Intermediate school (on Route 28) crossing is dangerous and hard for cars to turn left or right from Old Strawberry Hill Rd. | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Bike / Ped safety, Road safety | MassDOT, Town of Barnstable |
| 31 | 4/4/2024 (TIP/UPWP via Hyannis LatinX outreach) | Anonymous | Hyannis to Falmouth- even if the bus was better, would stil take a car. | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | CCRTA bus service | CCRTA |
| 32 | 4/4/2024 (TIP/UPWP via Hyannis LatinX outreach) | Anonymous | Safe to ride bike on some roads, others not so much. Adding specific bike lanes makes it safer for bicyclists on busy roads. Want more areas specifically for bikes / pedestrians like a ped mall, the road is closed to cars. | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Bike / Ped safety | All Cape Cod Towns |
| 33 | 4/4/2024 (TIP/UPWP via Hyannis LatinX outreach) | Anonymous | Want more ferries: Boston to Barnstable, Falmouth to Hyannis, Hyannis to Chatham. | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Ferry transportation | City of Boston, Town of Barnstable, Town of Falmouth, Town of Chatham, SSA |
| 34 | 4/4/2024 (TIP/UPWP via Hyannis LatinX outreach) | Anonymous | Want train from Hyannis to Boston year round. | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Year round train service | CapeFlyer, Town of Barnstable, City of Boston |
| 35 | 4/9/2024 (TIP/UPWP via Yarmouth LatinX outreach) | Anonymous | Hyannis to Chatham express CCRTA bus. | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Express CCRTA Bus | CCRTA |
| 36 | 4/9/2024 (TIP/UPWP via Yarmouth LatinX outreach) | Anonymous | CCRTA needs Portugese bus schedule. Easier to read bus schedule. | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Portuguese translations | CCRTA |
| 37 | 4/9/2024 (TIP/UPWP via Yarmouth LatinX outreach) | Anonymous | Bikeshare for the summer | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Bikeshare | All Cape Cod Towns |

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| 38 | 4/10/2024 (Transportation Comment Form) | Gwynne Guzeau | In the description of funded transit projects there needs to be a greater emphasis on the fact that the Outer Cape towns have inequities in access to the DART program in particular: yes, DART works to take people from these 4 towns to any of the other of these same 4 towns in this region; however DART does not take residents from any of these 4 towns to any town outside of the Outer Cape except for Orleans where they need to transfer to a bus to get to Hyannis or other areas (ie DART service doesn't truly serve the Outer Cape residents in the way it serves the other town. And the rides that are "counted" as DART rides for the Outer Cape towns include the Hospital Bus rides...if the hospital bus rides vs. actual DART rides were broken out, you would see that the number of actual DART rides being provided in each of the 4 outer cape towns is lower than the number reported in the monthly summary provided by CCRTA). We are simply seeking greater transparency, and clarity re: what/how/and for whom transit services are or are not working on the Outer Cape. Therefore, we would like to see more funding allocated to micro transit solutions for the Outer Cape towns. CCRTA budget draws on federal funds that are meant for all residents of Barnstable County, but if you dig into the actual number of rides in each program we believe there will be significant inequities shown for year-round outer cape residents benefitting from the DART program funds. It's time for TIP to insist on an allocation of these transit funds to address inequities for rural communities. As CCRTA staff has noted: it's not feasible to do DART from Outer Cape to Barnstable b/c of amount of time. That is exactly our point...it is then the responsibility of the agency and funders to allocate funds to address a solution. Right now, you have small community agencies working to address this issue with a \$24,000 planning grant and w/o paid staff to do so. At the same time, you have planning agencies and CCRTA who show up at some meetings to support these grass roots efforts. Why is it that it's the Dept. of Public Health that's doing the work of the transit and transportation community by supporting grassroots initiatives, hosting collaboratives about Micro Transit programs in rural areas, etc. Now that we've started commenting in these formats we are getting greater support from CCC, however it seems this is the place to advocate for the agency -- CCRTA -- who receives millions of dollars in funding, to create a rural transit specialist position and or rural transit micro program. | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Better DART service for Outer Cape, CCRTA hire a microtransit / rural transit planner, partner with grassroots organizations | CCRTA, Outer Cape Towns |
| 39 | 4/10/2024 (Transportation Comment Form) | Monica Montoya-Quintero | Our community needs a micro-transportation option with the smartDart. I read on page 37 that you have a new system SmartDART, I love that idea but noting that you have included the Outer Cape area. Our community will benefit tremendously from a fleet using the SmartDART. | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | SmartDART expansion | CCRTA |
| 40 | 4/11/2024 (email) | Paula Kelly | I'm totally against expansion of the 132 park & ride lot. The current size is sufficient for 10 months. The state and you need to look at limiting stays. I viewed one car barnstable ticketed 10 times in 15 days! A tow truck should have been called a LOT sooner. I called Barnstable myself and the vehicle was removed the next day. Let's start doing a better job of managing that important lot before wasting our tax money and hurting our environment by adding more bituminous roadway | X | | Thank you for taking the time to provide your comment in regards to the FFY 2024-2028 Transportation Improvement Program (TIP) Amendment #2 to remove the \$4 million in funding for the Barnstable Park and Ride Expansion project at Route 132. We have shared your comments with the MassDOT Design Team who are preparing the engineering design for the project. We will plan to share all public comments that were received with the Cape Cod Metropolitan Planning Organization at their virtual meeting on Monday 4/22 at 1pm where they will consider endorsement of the TIP Amendment #2. We appreciate your local knowledge and feedback regarding this project. | Barnstable PNR: not in favor of expansion, better management | Town of Barnstable, MassDOT |
| 41 | 4/11/2024 (email) | Jonathan Sperber | The Barnstable Park and Ride bus shelters should be replaced, as they are uncomfortable, unsightly, and offer very little protection from the elements. Instead of simply paving more land for parking spaces, some of the existing space should be used for a multi-story parking garage. | X | | Thank you for taking the time to provide your comment in regards to the FFY 2024-2028 Transportation Improvement Program (TIP) Amendment #2 related to the Barnstable Park and Ride Expansion project at Route 132. We have shared your comments with the MassDOT Design Team who are continuing to prepare the engineering design for the project. The good news is that MassDOT is still actively designing the project and looking for new funding sources. They are planning to host an in-person meeting next month for the public to learn more about the project. We will plan to share the Barnstable Park and Ride public comments that were received with the Cape Cod Metropolitan Planning Organization (MPO) at their virtual meeting on Monday 4/22 at 1pm where they will consider endorsement of the TIP Amendment #2. Additional public comments may be provided during the MPO meeting as well. We appreciate your support regarding this regional project. | Barnstable PNR: bus shelter replacement, in favor: proposes garage instead of pavement expansion | Town of Barnstable, MassDOT |
| 42 | 4/11/2024 (email) | Paul Phalan | We live 5 min from that location (Barnstable PNR) and use it frequently. It's totally mismanaged by everyone who is in charge. Every time I call authorities to report an issue they point fingers in another direction. "not our problem". The lot works well for 10 months therefore, it's a plain and simple dumb idea to expand it. We need less hardtop due to the filtration our aquifer requires! Better management, reducing stays to 4 days in a row, etc etc. | X | | Thank you for taking the time to provide your comment in regards to the FFY 2024-2028 Transportation Improvement Program (TIP) Amendment #2 to remove the \$4 million in funding for the Barnstable Park and Ride Expansion project at Route 132. We have shared your comments with the MassDOT Design Team who are preparing the engineering design for the project. We will plan to share all public comments that were received with the Cape Cod Metropolitan Planning Organization at their virtual meeting on Monday 4/22 at 1pm where they will consider endorsement of the TIP Amendment #2. We appreciate your local knowledge and feedback regarding this project. | Barnstable PNR: not in favor of expansion, better management | Town of Barnstable, MassDOT |
| 43 | 4/11/2024 (email) | Jonathan Sperber | The Barnstable Park and Ride bus shelters should be replaced, as they are uncomfortable, unsightly, and offer very little protection from the elements. Instead of simply paving more land for parking spaces, some of the existing space should be used for a multi-story parking garage. | | | Thank you for taking the time to provide your comment in regards to the FFY 2024-2028 Transportation Improvement Program (TIP) Amendment #2 to remove the \$4 million in funding for the Barnstable Park and Ride Expansion project at Route 132. We have shared your comments with the MassDOT Design Team who are preparing the engineering design for the project. We will plan to share all public comments that were received with the Cape Cod Metropolitan Planning Organization at their virtual meeting on Monday 4/22 at 1pm where they will consider endorsement of the TIP Amendment #2 | Barnstable PNR | Town of Barnstable, MassDOT |

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| 44 | 4/12/2024 (email) | Peter Bertling | As the Town of Barnstable's Parking Program Manager and Transportation Coordinator it is my program and staff that are tasked with the parking enforcement at the commuter lot. I disagree that an expansion is not needed. It is desperately needed. The Town of Barnstable's Parking Management office issued 609 citations at the commuter lot from April 1, 2023 to April 1, 2024. Those citations were issued for violations such as parking beyond the 21-day allowed parking period, handicap parking, or parking in prohibited areas such as in the islands or outside of the marked spaces and also for expired registration and inspection stickers as per Town of Barnstable Bylaws. The peak tourist season, from an enforcement side is the least busy time. It is in the offseason, when people head to warmer climates, that we've seen the parking issues there. From late-November to early-April, the commuter lot is near or at capacity. My staff monitor the vehicles for the 21-day period through ticketing, by electronic "chalking" or through observation of things like flat tires, weeds growing around vehicles, piles of snow in the winter, etc. After 21 days, the Town of Barnstable Parking Management Office tries to locate and contact the owner to find out when they might be returning. Many of the owners report not knowing about the 21-day limit, despite signage posted around the lot. My office always urges them to have someone come remove it from the lot if they do not plan on returning within one week. Public comments have indicated that the lot is mismanaged. The Town of Barnstable Parking Program is not the managing entity for this lot, the Town is only tasked with enforcement and we do not have the authority from the Chief of Police or Town Manager to remove vehicles by towing. I do feel that expansion is necessary. If no expansion takes place, then perhaps MassDOT engineers can re-evaluate lot for reconfiguration to make more spaces from existing "parking prohibited" areas, like the large crosshatches at the ends of aisles and maybe convert the curve at the Route 132 end to parallel parking spaces. Most recently there has been a loss of more than ten spaces available to most vehicles with the installation of the new EV chargers. This installation limits accessibility to all vehicles accept those electric cars actively charging. Additionally, more signage would be helpful in managing this lot. I can think of only three (3) signs in this lot that inform people of the 21-day limit. More signs within the lot and perhaps in the bus pickup shelters would be helpful | X | | Thank you for taking the time to provide your comments and clarifications in regards to the FFY 2024-2028 Transportation Improvement Program (TIP) Amendment #2 related to the Barnstable Park and Ride Expansion project at Route 132. We have shared your comments with the MassDOT Design Team who are continuing to prepare the engineering design for the project. It is also helpful to have the background information on the management of the parking lot. The good news is that MassDOT is still actively designing the project and looking for new funding sources. They are planning to host an in-person meeting next month for the public to learn more about the project. We will plan to share the Barnstable Park and Ride public comments that were received with the Cape Cod Metropolitan Planning Organization at their virtual meeting on Monday 4/22 at 1pm where they will consider endorsement of the TIP Amendment #2. Additional public comments may be provided during the MPO meeting as well. We appreciate your support regarding this project. | Barnstable PNR : in favor of expansion, more signage in lot and bus pickup shelter for 21 day stay period, reconfigure PL for more spaces, | Town of Barnstable, MassDOT |
| 45 | 4/13/2024 (email) | Donald Emerson | I was dismayed to learn that the Cape Cod MPO may vote to remove the Barnstable Park and Ride Improvement Project from the FFY 2024 of the TIP due to funding constraints and project readiness. While I understand that this project is complicated, and that the funding assumed in the adopted TIP may be insufficient, it seems to me that this project should be one of the top transportation priorities for the Cape. Each parking space in Barnstable removes car trips from Route 6 and the canal bridges, relieving congestion and enhancing safety while reducing emissions. The private buses taking people from this lot to Boston, Logan Airport and elsewhere provide a wonderful service for Cape residents, but limited parking capacity undoubtedly discourages people from using this service. With plans moving forward to replace the canal bridges, we should be doing everything possible to encourage people to get in the habit of taking transit rather than driving across the canal. Rebuilding the bridges and approaches is likely to cause traffic delays. It seems to me that the MPO ought to keep this project in the TIP by making some reasonable assumptions about project cost and funding while the design progresses and funding commitments are sought. Initial cost might be reduced by phasing construction, and perhaps by building a gravel lot with paving to follow when funds are secured. A few funding options that occur to me include: Finance the park and ride lot expansion project and charge a nominal fee for parking, with revenues used to service the debt ; Fold the project into the Sagamore bridge reconstruction as an early action item to mitigate traffic during construction ; Swap money in the TIP from lower priority projects into the Barnstable park and ride project | X | | Thank you for taking the time to provide your comment in regards to the FFY 2024-2028 Transportation Improvement Program (TIP) Amendment #2 related to the Barnstable Park and Ride Expansion project at Route 132. We have shared your comments with the MassDOT Design Team who are continuing to prepare the engineering design for the project. The good news is that MassDOT is still actively designing the project and looking for new funding sources. They are planning to host an in-person meeting next month for the public to learn more about the project. We will plan to share the Barnstable Park and Ride public comments that were received with the Cape Cod Metropolitan Planning Organization (MPO) at their virtual meeting on Monday 4/22 at 1pm where they will consider endorsement of the TIP Amendment #2. Additional public comments may be provided during the MPO meeting as well. We appreciate your support regarding this regional project. | Barnstable PNR: in favor of expansion, funding option suggestions to keep the expansion | Town of Barnstable, MassDOT |
| 46 | 4/14/2024 (email) | Greg Becker | I am writing to express my opinion that expanding the parking capacity at the Barnstable Park and Ride facility is one of the most pressing transportation matters facing Cape Cod, and the planning work for such expansion should NOT be removed from the current budget. Even during the off-season, it's a crap shoot at best as to whether you can find a parking space there... and in peak season, it's not even worth trying. PLEASE keep this matter on the front burner!!! | X | | Thank you for taking the time to provide your comment in regards to the FFY 2024-2028 Transportation Improvement Program (TIP) Amendment #2 related to the Barnstable Park and Ride Expansion project at Route 132. We have shared your comments with the MassDOT Design Team who are continuing to prepare the engineering design for the project. The good news is that MassDOT is still actively designing the project and looking for new funding sources. They are planning to host an in-person meeting next month for the public to learn more about the project. We will plan to share the Barnstable Park and Ride public comments that were received with the Cape Cod Metropolitan Planning Organization (MPO) at their virtual meeting on Monday 4/22 at 1pm where they will consider endorsement of the TIP Amendment #2. Additional public comments may be provided during the MPO meeting as well. We appreciate your support regarding this regional project. | Barnstable PNR: in favor of expansion | Town of Barnstable, MassDOT |
| 47 | 4/16/2024 (email) | Patti Johnson | Must needed repairs on existing or current road repairs. The corner of Willow Street & Iyanough Road. The End of West main Street to Phinney's Lane. We as Barnstable tax payers needs to show us what our taxes are going to. please take care of these terrible road conditions. May I also add that we need more parking at the commuter lot . The one at Burger Kingoff of mid cape highway. Work with us from residences of Barnstable. | X | X | Thank you for providing your comments regarding transportation needs in Barnstable. We appreciate your local knowledge on specific locations in need of upgrades and repairs. We will plan to share all public comments that were received with the Cape Cod Metropolitan Planning Organization at their next virtual meeting on Monday 5/20/24 at 1pm where they will consider endorsement of the 2025-2029 Transportation Improvement Program. | Improve road conditions, Barnstable PNR: in favor of expansion | Town of Barnstable, MassDOT |
| 48 | 4/16/2024 (Orleans DPW Outreach event) | Rick Scannevin | Want regular funding for keeping pavement surface in good condition for all rail trails. Trails bring economic dollars and need to be better maintained. General support for all rail trail projects (Harwich). Speed limits are high on areas of Rt. 6A, there's a need for treatments and recommendations. Rt. 6A needs some "Give 4 foot to pass Bike" signs. Easier to bike on roads as trails become congested in the summer. | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Rail trail maintenance | Rail Trail Towns on Cape Cod |
| 49 | 4/16/2024 (Orleans DPW Outreach event) | Don Emerson | Barnstable PNR support. Wants one seat rides from Outer Cape (Harwich PNR) on the PB Bus. Want to see more speed zone feedback signs - very helpful. Rt. 6 Outer Cape needs more speed enforcement. Rt 6 @ Samoset Rd (Eastham) [location is #35 on top 50 Crash Dashboard] - consider an RSA, pedestrian crossing is unsafe, no protected lefts at intersection, speeding & crashes is an issue, busy in the summer, lots of backups, as well as events at the Windmill. Vehicles begin speeding once they pass speed feedback signs (Herring Brook Rd, Eastham). Want to see a TIP project in Eastham. | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Barnstable PNR: in favor of expansion, one seat Harwich PNR PB Bus to Boston, Rt 6 speed enforcement, Eastham TIP project | MassDOT, Town of Barnstable, PB Bus, Town of Eastham |

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| 50 | 4/16/2024 (Orleans DPW Outreach event) | Kevin Galligan | More localized roadwork updates to online GPS programs. Translator or have a second language specialist on staff, more Spanish speakers on Cape. | | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Second language specialist | |
| 51 | 4/17/2024 (email) | Jeffrey Marr | I am writing to voice my full support for the Bourne Rail Trail Project. It is long overdo and will transform sleepy, often overlooked Bourne into a destination for recreation, health and well being. It will quickly become the best stretch of multi-use trail on cape cod due in part to its canal and shining sea connection and because it will have (hands down) the best water views. This project is the best project to receive funding. I endorse an expedited process for remaining phases so the state and other permitting agencies including MassDOT can fully take advantage of pledged federal funding for this project and get this multi-use trail built! | X | | Thank you for your comment to support the Bourne Rail Trail project. Phase I of the Bourne Rail Trail, which will connect Gray Gables to the Canal, is currently funded as part of the Cape Cod FFY 2025-2029 Transportation Improvement Program with funding allocated for 2025. Construction will likely commence in late 2025/early 2026. We appreciate your enthusiasm and support for the remaining segments to connect towards Falmouth. All public comments will be compiled and presented to the Cape Cod Metropolitan Planning Organization for their consideration to endorse the 2025-2029 Transportation Improvement Program at their meeting on May 20, 2024. | Bourne Rail trail support | Town of Bourne, MassDOT |
| 52 | 4/17/2024 (email) | Don Emerson | I was encouraged by your recognition of the project's importance and by your confidence that the Barnstable Park and Ride project will find its way back into the TIP soon. While my (previous) email suggested the possibility of charging for parking at the lot, a variation on that theme would be to charge only for the new spaces, and to allow people to reserve one of the new spaces in advance. This would address people like me who want to have confidence that a space will be available when they arrive, so they can catch a bus and make their schedule in Boston or at the airport. | X | | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Barnstable Park & Ride Support | MassDOT, Town of Barnstable |
| 53 | 4/18/2024 (Dennis COA Outreach) | Gordon Starr | West of 6A there's no sidewalks or there is a narrow pathway. Need SRTS grants for 6A. RFB west of Barnstable village has cones near the road because the sidewalk is crumbling. Based on further assessment, Commerce Road (near Millway) in Barnstable will need a 7ft raise in the road to protect from 50 year storm surge and a double culvert, using MVP grant. People are interested in a roundabout at Rt 132 / 6A / Oak St. Kidd's Hill Rd there's traffic and connectivity issues. Hanover Hyannis will be creating more housing, there's no bus stop. Village Green Apts needs a sidewalk. Connect Rail Trail in Yarmouth to Barnstable by going under the Rt 132 bridge / Mary Dunn Road. | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | 6A sidewalks, roundabout idea support for Rt 132 / oak St/ 6A, connect | Town of Barnstable |
| 54 | 4/18/2024 (Dennis COA Outreach) | Tom Osborn | [Visually impaired transit user] Uses the SmartDART and likes the service, wants SmartDART expanded to Harwich, the CCRTA is great. Bus shelters need upgrading, homeless people are using them. Has challenges with fixed route for places that are off route like Harwich Center / Rt 6A, looks forward to SmartDART everywhere. Supportive of Rt 28 Dennis projects and the new canal bridges. | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | SmartDART expansion | CCRTA |
| 55 | 4/18/2024 (email) | Jeff Marr | Suggests that the TIP committee explore the installation / construction of sidewalks on Highbank rd in South Yarmouth, MA. This stretch of roadway is unsafe for pedestrians who are left no choice but to walk on the roadway and really needs traffic calming measures. At present, despite having multiple cape cod trail entrances nearby, nobody can travel this roadway (nor great western road) safely except by car. It's a real missed opportunity to enhance safety while encouraging non-vehicular travel. With improvements coming to route 28 and replacement of the Bass River Bridge (support!), this would enhance safety even further. | X | X | Thank you for providing your comment regarding the need for sidewalks along Highbank Road in Yarmouth. It is always helpful to hear comments on first-hand experiences using the roadway as a user. We have recorded your comment as part of the public outreach effort for the 2025-2029 Transportation Improvement Program. I have also forwarded your email to the Yarmouth DPW as well so they are aware. All public comments will be compiled and presented to the Cape Cod Metropolitan Planning Organization for their consideration to endorse the 2025-2029 Transportation Improvement Program at their meeting on May 20, 2024. | Sidewalks on HighBank Rd - South Yarmouth for safety and bike network connections | Town of Yarmouth |
| 56 | 4/18/2024 (email) | Raissah Kouame | Provided MPO Liaison TIP Review Checklist - General completeness and grammatical edits. Please include documents in Appendix when available (Highway O&M tables). Please include TFPCs. Document passes accessibility but perhaps increase clarity of maps. | X | | Updates made as requested. | TIP documentation | MassDOT |
| Public comments received during UPWP and TIP public comment period (April 24, 2024 to May 13, 2024) | | | | | | | | |
| 57 | 4/24/2024 (Provincetown table) | Anonymous | Support for the RTA buses from Truro to P-Town (frequent user), happy with the service. | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Bus service | CCRTA |
| 59 | 4/24/2024 (Provincetown table) | Anonymous | Support for bike paths, Supports Shank Painter & Rt 6 project (TIP), support for 4 foot passing non-motorists law | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Bike path & TIP project support | Town of Provincetown |
| 60 | 4/24/2024 (Provincetown table) | Anonymous | Support for commuter rail service to Cape Cod, increase CapeFlyer service (Monday morning to Boston) | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | CapeFlyer support | CapeFlyer |
| 61 | 4/24/2024 (Provincetown table) | Anonymous | Shuttle from new parking lot (Future Rt 6) "Sea Creature" creecha | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | CCRTA Provincetown Shuttle | CCRTA |
| 62 | 4/24/2024 (Provincetown table) | Anonymous | Support for Route 6A UPWP project | | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | | 6A Towns |
| 63 | 4/24/2024 (Provincetown table) | Anonymous | Issues with E-Bikes / scooters in Ptown, not following rules (speeding, wrong way, etc). | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | E-bike speeds | Town of Provincetown |
| 64 | 4/24/2024 (Provincetown table) | Anonymous | Support for Vision 88, support for multimodal improvements on Rt 6, frequent user of the Rail Trail with kids | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Vision 88 Support | Rail Trail Towns on Cape Cod |

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| 65 | 4/24/2024 (Provincetown table) | Anonymous | Ptown needs street lights, Commercial St - East end has no visibility or street lights. Crosswalk at Bradford / Commercial st is needed | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Street lights | Town of Provincetown |
| 66 | 4/24/2024 (Provincetown table) | Anonymous | Bradford / Ryder - need better ped safety. Lighting needed in municipal parking lots, feels unsafe - lighting doesn't turn on at proper hours sometimes | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Street lights, safety | Town of Provincetown |
| 67 | 4/24/2024 (Provincetown table) | Anonymous | Add markers for low lying roads area, add button / lights for residents to alert police. Support for Shank painter TIP project | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | TIP Shank Painter project support, Low lying roads | Town of Provincetown |
| 68 | 4/24/2024 (Provincetown table) | Anonymous | Support for Vision 88, Support for biking in general, Support for Shank Painter TIP Project | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | TIP Shank Painter project support, Vision 88 Support | Town of Provincetown |
| 69 | 4/25/2024 (West Dennis Public Meeting) | Various Anonymous | Various public comments were noted, which range from School St / Route 28 has congestion with suggestion for a turning lane, concerned about non-motorist Electric speeds, need for municipal public parking signs, improvements for Ferry St. - to general support for the Route 28 West Dennis Corridor nd wanting CCRTA bus pullouts | X | | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Safety, Signage, Bus accommodations | Town of Dennis, CCRTA |
| 70 | 4/29/2024 (Virtual UPWP / TIP Outreach) | John York | Concerned about Sandwich Road and 6A between the bridges, dangerous for bicyclists, want it included in the 6A study. Allow larger frame for crash dashboard when it comes to non-motorists. Limited access roadways vs multiuse roadways. Include project number with project name for MassDOT projects. It would be useful to understand which projects meet complete streets requirements because it seems like projects in the Canal area are waiving bike / ped accommodations for MassDOT exceptions. Projects that improve access to existing or planned SUP should be recognized with high priority. Wants approved rail crossing under the bridge by the CapeFlyer stop in Bourne - wants an Eco-counter placed near location. | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Bicycle Safety | Town of Bourne, MassDOT |
| 71 | 4/29/2024 (Virtual UPWP / TIP Outreach) | Colton Atkinson | Like to see an analysis of bicycle maps in RTP to see if they need a SUP or sidewalk along the roadway. Wants speed limits reduced to 35 mph for Rt 151 from Old Barnstable to Sandwich, wants to know if it's a possibility for UPWP project or who to go through for speed limits. MassDOT should record 'close calls' for motorist / non-motorist accidents to be more proactive. Specify how much money goes towards each portion of roadway for TIP projects. Suggests prioritizing multimodal work first to improve the transportation system. | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Speed limits | town of Barnstable |
| 72 | 4/29/2024 (Virtual UPWP / TIP Outreach) | Richard Johnson | Wants to know how to get more bus routes. Good bus service along Rt 28 from Woods Hole to Mashpee and along Rt 151 from North Falmouth to Mashpee. Falmouth 28A and Sandwich Road would be great corridors for bus routes. | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | CCRTA new bus stops | CCRTA, Town of Falmouth |
| 73 | 4/29/2024 (Virtual UPWP / TIP Outreach) | Philip Logan | Is there coordination between diferent MPO's. Concerned with Steamship Authority (SSA) greenhouse gas emissions in connection with CCRTA. | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Intergovernmental planning coordination | SSA, CCRTA |
| 74 | 4/29/2024 (Virtual UPWP / TIP Outreach) | Bill Hallstein | Wants integrated regional projects with new bedford and diversion of traffic / freight through off-cape ports. Wants the CCC to encourage MassDOT to integrate New Bedford into regional thinking | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Intergovernmental planning coordination | MassDOT, City of New Bedford, Cape Cod Towns |
| 75 | 5/2/24 (Harwich Brooks Park TIP/UPWP outreach) | Charley Walkley | Old Colony Rail trail (OCRT) would like to see a counter on it. New maps for Harwich bike trail | | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Bike Counter | Town of Harwich |
| 76 | 5/2/24 (Harwich Brooks Park TIP/UPWP outreach) | Fred (Francis Salewski) | Need RRFB for crossing near Brooks Park. Wants a tunnel near 124 in Harwich for bikers. Need more 'Motorists Give 4 FT To Pass' signs. Bikers can get caught on curb blocks. | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Safety for bikers crossing | Town of Harwich |
| 77 | 5/2/24 (Harwich Brooks Park TIP/UPWP outreach) | Matt (J1 pastor @ Mid-Cape Worship Center) | J1 students ride on Rt 6 and Rt 28, need accommodations. J1's going from Dennisport to Brewster like the trail. There are over 3900 J1 students on Cape. Thanks for the resources | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Bike accommodations | All Cape Cod Towns |
| 78 | 5/2/24 (Harwich Brooks Park TIP/UPWP outreach) | Anonymous | Likes E-bike incentive | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | E-bike | Cape Light Compact |
| 79 | 5/2/24 (Harwich Brooks Park TIP/UPWP outreach) | J Alain Ferry | Ptown to Harwich is more of an E-bike ride. Need a crossing on Main st & rt 124 in Harwich. MassDOT is reconfiguring the trail crossing for OCRT by Brooks Park, which got rid of a funded project to put up an RFB crossing. | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Safety | Town of Harwich, MassDOT |
| 80 | 5/2/24 (Harwich Brooks Park TIP/UPWP outreach) | Paul Gazaille | Bring up '4 feet to pass' bicycle bill in Town exercise tax document for awareness. Wants more bike counters up (1 for each town) | | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Bike Counters | Town of Harwich |

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|--|--|---|---|---|---|--|---|--------------------------------------|
| 81 | 5/2/24 (Harwich Brooks Park TIP/UPWP outreach) | Anonymous | I use a lot of transit. Try to bike but don't have bike lights (CCC staff gave person bike lights) | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | CCRTA support | CCRTA |
| 82 | 5/2/24 (Harwich Brooks Park TIP/UPWP outreach) | Anonymous | Traffic congestion is terrible in the summer. We love our trails! | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Rail Trail support, Traffic congestion | Rail Trail Towns on Cape Cod |
| 83 | 5/3/2024 (email) | Raissah Kouame | Provided MPO Liaison UPWP Review Checklist - General comment on inserting materials where placeholders exist and update of acronym. | | X | Updates made as requested. | UPWP documentation | MassDOT |
| 84 | 5/6/2024 (email) | Jay Gurewitsch | Increase public transportation between Provincetown and Hyannis year round to accommodate the many people who need transport to and from medical appointments and shopping that is unavailable on the Outer Cape. The current frequency is far too low and takes too long - there should be an express bus that makes 1/3 of the stops. In addition, Provincetown itself would benefit enormously from a local bus service; stopping at key points on the East End like the major hotels on the far east end, then driving on Bradford to the Provincetown Theater, then on to Center St where the library is a block away on Commercial, then the Pilgrim Monument/Town Hall, then Grace Hall parking lot (with the bank and post office just a block down the hill), then turning at Shank Painter to stop at the supermarket, then on to the race point and herring cove beach parking lots then around to the far West End to stop at the Harbor Hill development, at West Vine/Bradford, then back along Bradford to the East end again. Even if this were just once per hour in off season and 3x/hour in high season it would make a massive difference for many who are otherwise forced to take cabs everywhere. | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Provincetown Local service shuttle, Increase transportation from Provincetown to Hyannis (Year round) | CCRTA |
| 85 | 5/7/2024 (Yarmouth Rail Trail TIP/UPWP outreach) | Anonymous Youth | Love the trails because it is an easy way to get around and not have to cross the road. The rail trail is a smoother surface than the road. Support for trails to connect to Hyannis. | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Rail Trail support | Town of Barnstable, Town of Yarmouth |
| 86 | 5/7/2024 (Yarmouth Rail Trail TIP/UPWP outreach) | Anonymous Youth | Support for trail to connect int Hyannis / Barnstable. Love the trails, ride the Yarmouth section every week. | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Rail Trail Support | Town of Barnstable, town of Yarmouth |
| 87 | 5/7/2024 (Yarmouth Rail Trail TIP/UPWP outreach) | Anonymous | Restock the rail trail maps. The big trail map at Yarmouth trail head is out of date and inconsistent with the CCRT. Support for the trails! | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Rail Trail Support | Town of Yarmouth |
| 88 | 5/7/2024 (Yarmouth Rail Trail TIP/UPWP outreach) | Anonymous | Hard to find handicap accessible trails. | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Accessibility on trails | Rail Trail Towns on Cape Cod |
| 89 | 5/7/2024 (Yarmouth Rail Trail TIP/UPWP outreach) | Anonymous | Support for walking trails because they are safer than walking on the sidewalk or road. | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Safety, Rail Trail support | Rail Trail Towns on Cape Cod |
| 90 | 5/7/2024 (Yarmouth Rail Trail TIP/UPWP outreach) | Anonymous | Likes the CapeFlyer, wants more train service year round. Not safe cycling Old County Road. To create a freight train would be too heavy to go over the bridges for waste, make a light / electric rail. Town of Sandwich will be having a bike safety event for the 4th of July parade. Not in favor of E-bikes because of speeds. Suggests bike arrows on the rail trail. Advocating for more innovative bike lane ideas. Shoulders are not bike lanes. | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | CapeFlyer year round service, E-bike speed, bike lane innovation | CapeFlyer |
| 91 | 5/7/2024 (Yarmouth Rail Trail TIP/UPWP outreach) | Lev Malakhoff | Smart Transportation week is June. Wants Bourne rail trail. Rail line in Bourne would be a wonderful bike path. Trail around the CC Community College. Trailforks - app to help know information about trail / biking facilities on Cape. | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Wants Bourne rail trail path | Town of Bourne |
| 92 | 5/7/2024 (Yarmouth Rail Trail TIP/UPWP outreach) | Danny Collins | Love the rail trails. Wants more bike paths. Wants Vision 88 to come to fruition during his lifetime. | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Vision 88 support | Rail Trail Towns on Cape Cod |
| Public comments received after UPWP and TIP public comment period (April 24, 2024 to May 13, 2024) | | | | | | | | |
| 93 | 5/15/2024 (Falmouth Bike Breakfast) | JoAnn Fishbein | Likes E-bike incentive. | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | E-bike support | Cape Light Compact |
| 94 | 5/15/2024 (Falmouth Bike Breakfast) | Ellen Adams | Prioritize bike / walk / bus over private cars | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Multi-modal Transportation | All Cape Cod Towns |
| 95 | 5/15/2024 (Falmouth Bike Breakfast) | Michael Finegold (Friends of Bourne Rail) | Promote safe biking. Develop and build the Bourne Rail Trail | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Bike safety, Bourne Rail Trail support | Town of Bourne |

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|-----|-------------------------------------|------------------|--|---|---|--|---------------------------------------|--------------------------------------|
| 96 | 5/15/2024 (Falmouth Bike Breakfast) | Anonymous | Get that Bourne Trail! | X | | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Bourne Rail trail support | Town of Bourne |
| 97 | 5/15/2024 (Falmouth Bike Breakfast) | Anonymous | Confusion about 'bike routes'. can you ride on roads not designated as bike route. | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Bike Routes | All Cape Cod Towns |
| 98 | 5/15/2024 (Falmouth Bike Breakfast) | John York | No bike / ped signage on Rt 28 / W Falmouth Hwy saying that it will become a divided highway. Otis Rotary to the National Cemetary there are no bike / ped accomodations or signage for bicyclists and pedestrians. CCC should do a report about limited access roadways - figure out deliniation. Even though the rail trail crossings have stop signs can bikes yield? Locust Road - Rail trail crossing is difficult because of large trucks. | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Bike / Ped Accomodations | Town of Falmouth, Town of Bourne |
| 99 | 5/15/2024 (Falmouth Bike Breakfast) | Anonymous | Garbage issues holding up Bourne rail trail extension | X | | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Bourne Rail Trail | Town of Bourne |
| 100 | 5/15/2024 (Falmouth Bike Breakfast) | Anonymous | Missing or miss placed signage on OCRT out near airport | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Signage | Town of Chatham |
| 101 | 5/15/2024 (Falmouth Bike Breakfast) | Anonymous | Confusion on how to read bus schedules. If you call the CCRTA, they're helpful. Big fan of the CCRTA. | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Bus schedule confusion, CCRTA support | CCRTA |
| 102 | 5/15/2024 (Falmouth Bike Breakfast) | Pamela Rothstein | There should be awareness of the '4 foot to pass' law in the exercise tax. Likes E-bike Incentive. East / West of Falmouth - Rt 28. Brick Kiln, Rt 151 are unsafe to bike trying to connect to SSBW. | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Bike / Ped Safety | Cape Light Compact, Town of Falmouth |
| 103 | 5/15/2024 (Falmouth Bike Breakfast) | Anonymous | When you renew your license, there's something about 4 foot to pass law. Support for trails! | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Rail Trail Support | Rail Trail Towns on Cape Cod |
| 104 | 5/15/2024 (Falmouth Bike Breakfast) | Anonymous | OCRT is not well maintained. Also, the ending leg of that trail is roadway. Not a great trail for a tourist, signage is poor. Happy about 4 foot to pass law and signage going up. | X | X | Thank you for your comment as part of the 2025 TIP / UPWP Outreach. All were presented to the MPO for consideration at their meeting on May 20, 2024 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. | Maintenance. Signage | Town of Harwich, Town of Chatham |

Appendix H: Amendments/Adjustments/Administrative Modifications

Amendments/Adjustments to the plan are presented in this appendix.

Programmed totals and project analyses presented in the body of the document and the preceding appendices reflect the projects and funding amounts as of May 20, 2024, the endorsement date of the plan.



TIP Revisions Report

Cape Cod

FFY2025-2029 TIP AMENDMENT #1

STIP: 2025 - 2029 (A)

| Type | Value Changed | Date of Change | Former Value | New Value | Variance | Comments |
|--|----------------------------|----------------|--------------|-------------|-------------|----------|
| Federal Fiscal Year 2025 | | | | | | |
| Section 2A / Federal Aid Funded State Prioritized Reliability Projects | | | | | | |
| Safety Improvements | | | | | | |
| 613604 Statewide: DISTRICT 5 - VRU SYSTEMIC SAFETY PROJECT NEAR BUS STOPS | | | | | | |
| Amendment | 2025: Statewide-CON-Safety | 10/8/2024 | \$0 | \$1,462,395 | \$1,462,935 | |

Note:

MassDOT's Vulnerable Road User (VRU) Assessment found that a disproportional amount of pedestrian and bicyclist fatal or serious injury crashes occurred within 300 feet of a bus stop. In an effort to address this, MassDOT is investing Highway Safety Improvement Program (HSIP) funds into crossing improvements at bus stops throughout the state in a multi-year approach. Bus stops that were identified as high risk for pedestrians or had a high potential for people walking within 300 feet of them were prioritized for these improvements. Project elements include adding pedestrian refuge islands, installing flashing warning signs (RRFBs) or other signs, painting high-visibility crosswalks, curb extensions, etc.

The communities of Bourne (3) and Falmouth (1) have been selected for systemic safety measures in the subject project.