CAPE COD
COMMISSION

Cape Cod
Transportation Improvement Program
Federal Fiscal Year 2026 – 2030

Endorsed: May 19, 2025
Amended: November 17, 2025, April 27, 2026, May 18, 2026, June 15, 2026
Adjusted: December 15, 2025, April 27, 2026, June 15, 2026



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

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 (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)
- Elizabeth Argo, 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:

- Amanda Lima, 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

- Amanda Lima, Chair, Town of Yarmouth
- Rob Faley, Vice-Chair, Town of Chatham

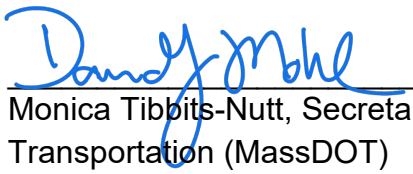
Cape Cod Commission TIP Staff Contact:

- Colleen Medeiros, Transportation Program Manager, Cape Cod Commission

Cape Cod Metropolitan Planning Organization

Endorsement of the Federal Fiscal Years 2026-2030 Cape Cod Transportation Improvement Program (TIP)

The signature below certifies that the Cape Cod Metropolitan Planning Organization (MPO), at their meeting on May 19, 2025, hereby endorses the Cape Cod Transportation Improvement Program (TIP) for Federal Fiscal Years 2026 -2030 in its entirety for the Cape Cod Region, in accordance with the certified 3C Transportation Planning Process.



for 05/19/25

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
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- Elizabeth Argo, 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

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- Robert B. Davis, Woods Hole, Martha's Vineyard, and Nantucket Steamship Authority
- Joi Singh, Federal Highway Administration
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Cape Cod Metropolitan Planning Organization

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

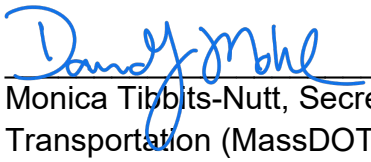
The Cape Cod Metropolitan Planning Organization certifies that its conduct of the metropolitan transportation planning process complies with all applicable requirements, which are listed below, and that this process includes activities to support the development and implementation of the Regional Long-Range 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 19, 2025.

Cape Cod Metropolitan Planning Organization

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



for 05/19/25

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
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- Elizabeth Argo, 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

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- Joi Singh, Federal Highway Administration
- 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 19, 2025.

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 05/19/25

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

MPO Members:

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- Jonathan Gulliver, Administrator, MassDOT Highway Division
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- Kevin Galligan, Sub Region C Representative (Brewster, Chatham, Harwich, and Orleans)
- Leslie Sandberg, Sub Region D Representative (Eastham, Provincetown, Truro, and Wellfleet)
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- Joi Singh, Federal Highway Administration
- Peter Butler, Federal Transit Administration

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, 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 28, 2025, officially beginning the 14-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 Tuesday, April 29, 2025 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 19, 2025 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 12, 2025 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

2026-2030 Projects

The following projects are included in the draft Cape Cod Transportation Improvement Program for Federal Fiscal Year 2026-2030:

- Mashpee, Route 151 Corridor Improvements (Phase 2) (2024-2026)
- Dennis/Harwich, Route 28 Reconstruction (Upper County Rd to Herring River Bridge) (2025-2027)
- Bourne, Route 6 Scenic Highway Median Installation (2025-2030)
- Harwich, Harwich Elementary School Safe Routes to School (2026)
- Provincetown, Shank Painter Road Improvements (2026-2027)
- Harwich, Bridge Preservations on Route 6 (2026)
- Dennis, Route 28 Streetscape Improvements (Phase 2) (2028-2029)
- Chatham, Route 28 at Main St, Depot Rd, Queen Anne Rd and Crowell Rd (2028)
- Harwich, Old Colony Rail Trail Modernization (2028)
- Barnstable, Route 6 Resurfacing and Related Work (2028-2030)
- Truro/Wellfleet, Resurfacing and Related Work on Route 6 (2028)
- Barnstable, Culvert Replacement Route 6A over Boat Cove Creek (2028)
- Yarmouth, Route 28 Corridor Improvements (2029-2030)
- Bourne, Resurfacing and Related Work on Route 28 (2030)
- Falmouth, Resurfacing and Related Work on Route 28 (2030)
- 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. (2026-2030)

In total, the FFY2026-2030 TIP includes over $385 million in funded projects. Additionally, approximately $403 million is programmed for the Canal Bridges Program in 2026-2030 as part of the Bridge Investment Program and MEGA Discretionary Grant that was awarded by FHWA.

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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

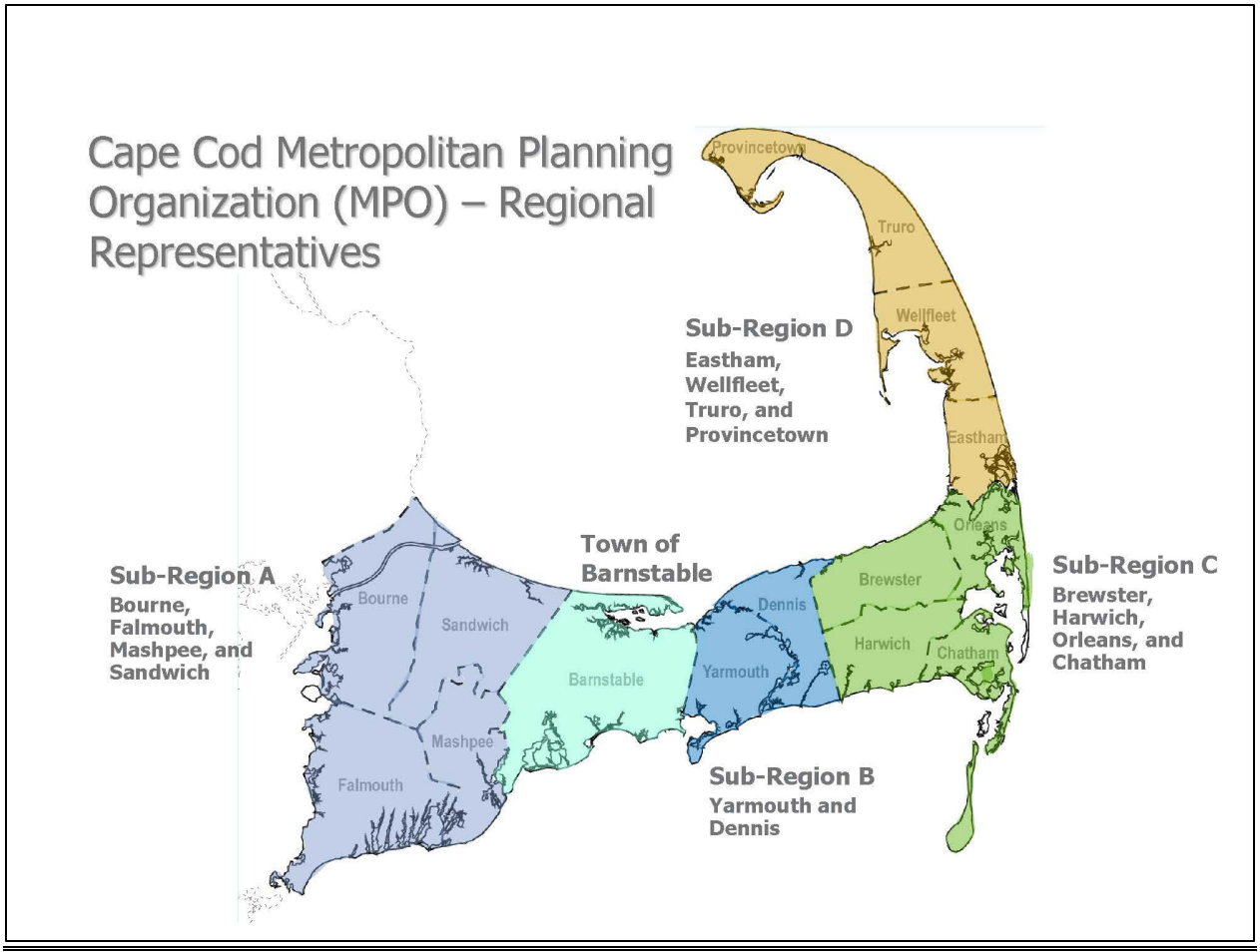


Figure 1. Map of Cape Cod Metropolitan Planning Organization Sub-regions

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. For all goals, the document notes that FHWA Division and FTA regional offices should work with State DOTs, MPOs, and other relevant parties.

Title VI Compliance

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.

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.

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.

Cape Cod Regional Transportation Plan Goals

Endorsed July 24, 2023, 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 2026-2030 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 maintain and improve a complete off-roadway shared use path network, from Falmouth to Provincetown. Included in FFY 2028, is the first major rail trail maintenance and modernization project in our region. The Harwich Old Colony Rail Trail Modernization project will construct the first major pavement rehabilitation and modernization for this rail trail segment.

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	• 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	• 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	• 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	• 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	• Truck Travel Time Reliability Index
Congestion Reduction	Traffic Congestion	• 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	• 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 Tracker[5] 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, Heathy & 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) 2025. Per Federal Highway Administration (FHWA) guidance, the calendar year (CY) 2025 5-year rolling average (2021-2025) target setting process began with a trend line projection based on the most

[5] https://www.mass.gov/lists/tracker-annual-performance-management-reports

recent available data. 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. However, Massachusetts began to see this trend reverse in 2023. As stated in the Infrastructure Investments and Jobs Act (IIJA), performance targets must demonstrate constant or improved performance. In addition, similar to last year, MassDOT also developed a 2023-2027 projection to forecast current trends further into the future.

To estimate 2024 fatalities, MassDOT compared data from 2015-2023 to the data available at the time of target setting in July 2024. On average, 55% of annual fatalities occurred between January 1 – July 30 of each year. Therefore, to estimate 2024 fatalities MassDOT divided the number to date by 55%. A 3% annual reduction in fatalities was then assumed to obtain an estimate for 2025, which brings the 2021-2025 5-year rolling average to 365. If this 3% decrease in annual fatalities continues, MassDOT projects the 2023-2027 5-year average to be 315.

As always, although numeric targets have been established following federal guidelines, 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.

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. However, VMT in Massachusetts is returning to pre-pandemic levels and annual projections for 2024 are nearly in line with 2019, while 2025 projections are slightly higher. Consequently, the 5-year average fatality rate is estimated to be 0.58 fatalities per 100 million VMT for 2021-2025. If this trend continues, MassDOT projects a decrease to 0.48 fatalities per 100 million VMT for 2023-2027.

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.

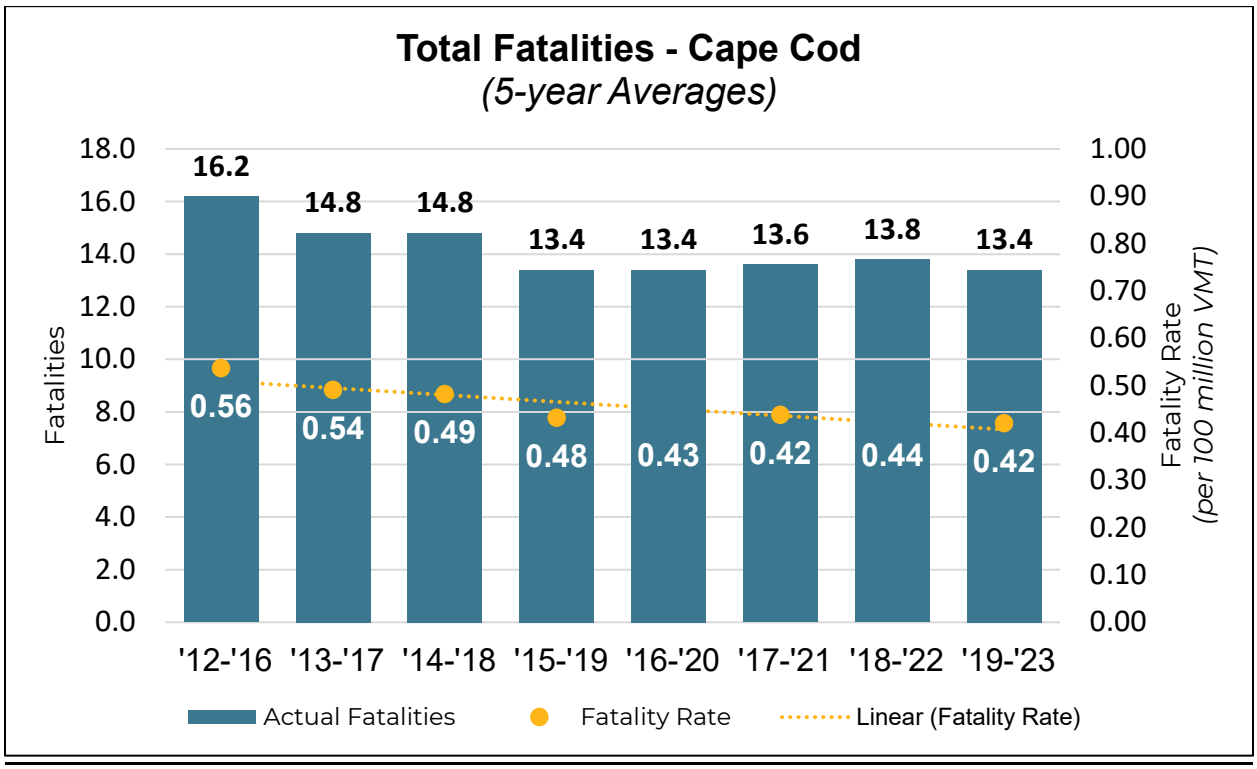


Figure 2. Cape Cod Fatalities Trend

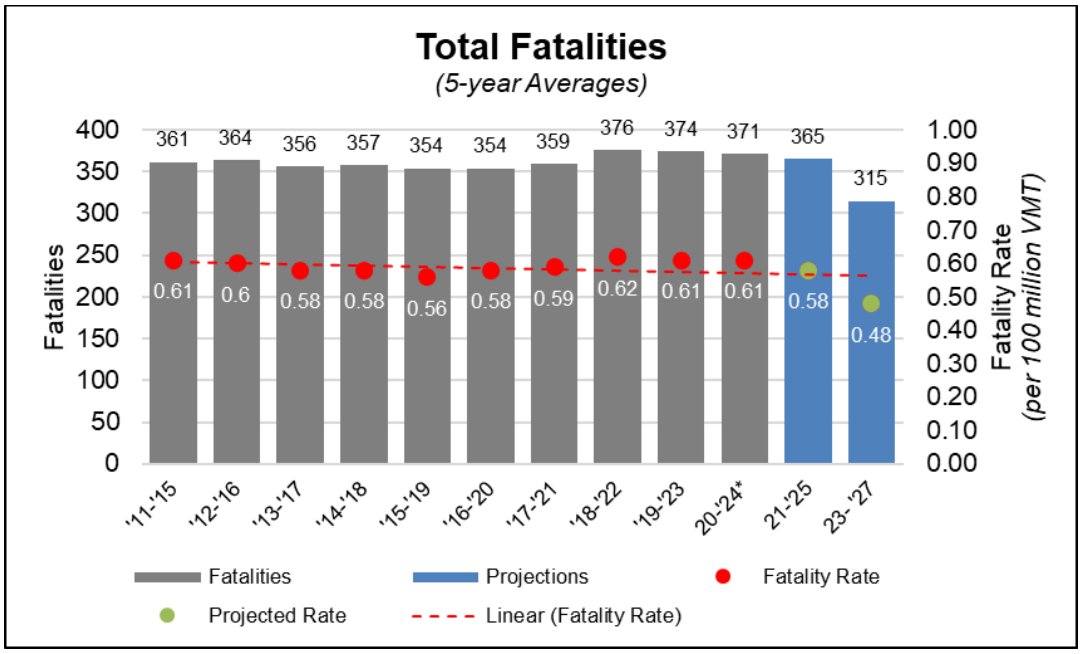


Figure 3. Statewide Fatalities Trend

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

The target setting process began with a trend line projection based on the most recent available data. The 2022 and 2023 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. However, Massachusetts began to see this trend reverse in 2023. To estimate 2024 serious injuries, MassDOT compared data from 2015-2023 to the data available at the time of target setting. 2024 serious injuries to date were divided by 55%, the average of serious injuries that occur between January 1 – July 30 each year. A 3% annual reduction in serious injuries was then assumed to obtain an estimate for 2025, which brings the 2021-2025 5-year rolling average to 2,622. If this 3% annual decrease continues, the 2023-2027 5-year average of serious injuries will be 2,258.

Similar to the fatality rate, the rate of serious injuries is trending toward pre-pandemic levels. Following the same methods to derive the 5-year average fatality rate, the 5-year average serious injuries rate is estimated to be 4.17 serious injuries per 100 million VMT for 2021-2025. If this trend continues, MassDOT projects a decrease to 3.48 serious injuries per 100 million VMT for 2023-2027.

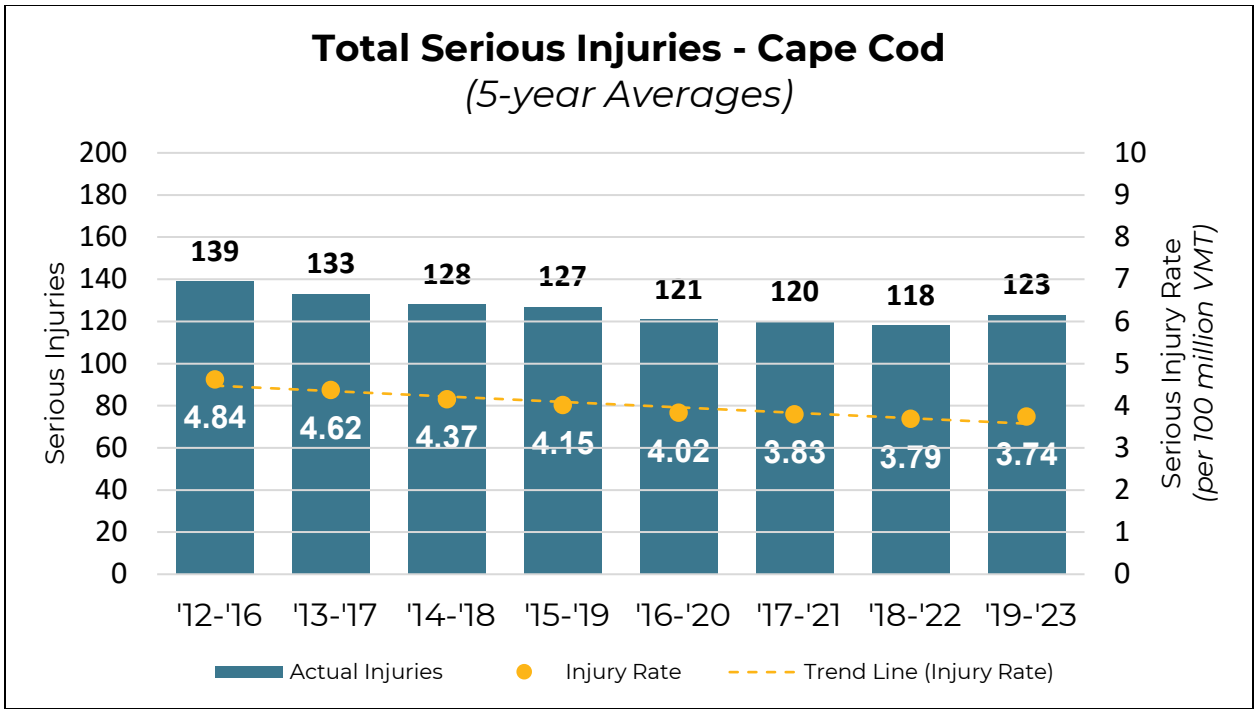


Figure 4. Cape Cod Serious Injury Trend

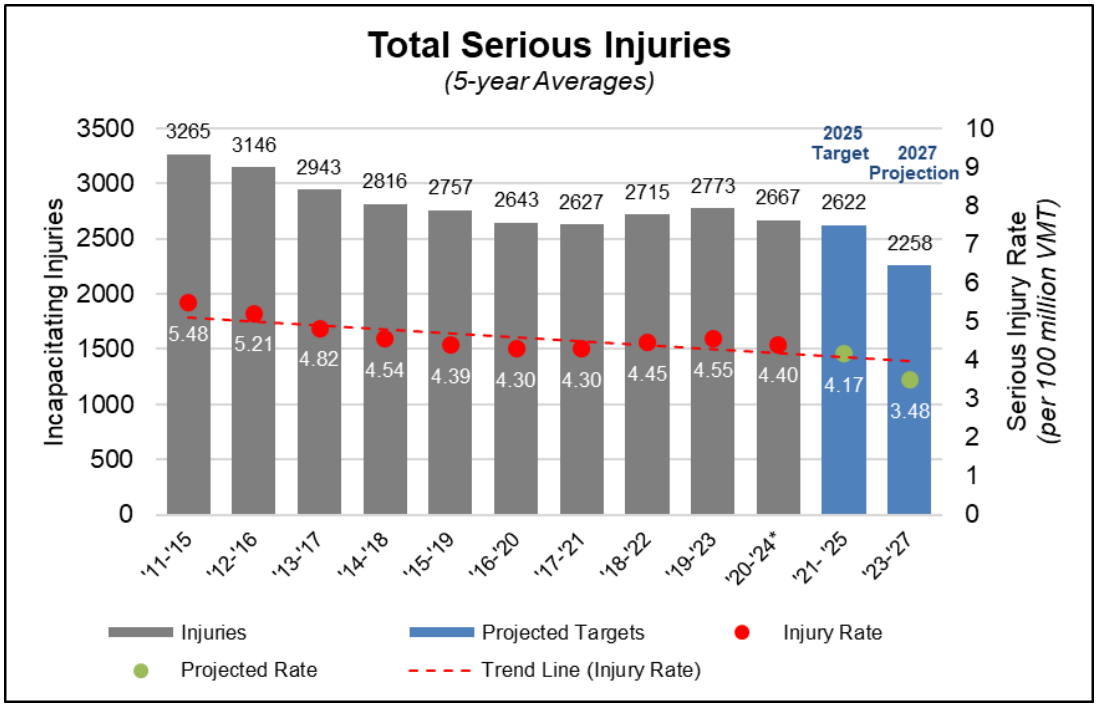


Figure 5. Statewide Serious Injury Trend

The number of non-motorized fatalities and serious injuries has fluctuated greatly in recent years. Non-motorist fatalities, specifically, increased through 2022 and then dropped precipitously, while serious injuries appear to have peaked in 2023 and show

signs of decreasing in 2024. On average, 54% of annual non-motorist fatalities and serious injuries occur between January 1 – July 30. Therefore, to estimate 2024 fatalities MassDOT divided the number to date by 54%. Based on the state's increased work and emphasis to protect vulnerable road users, a 5% annual reduction in non-motorized fatalities and serious injuries was then assumed to obtain an estimate for 2025, which brings the 2021-2025 5-year rolling average to 497. If this 5% annual decrease continues, MassDOT projects the 2023-2027 5-year average to be 445.

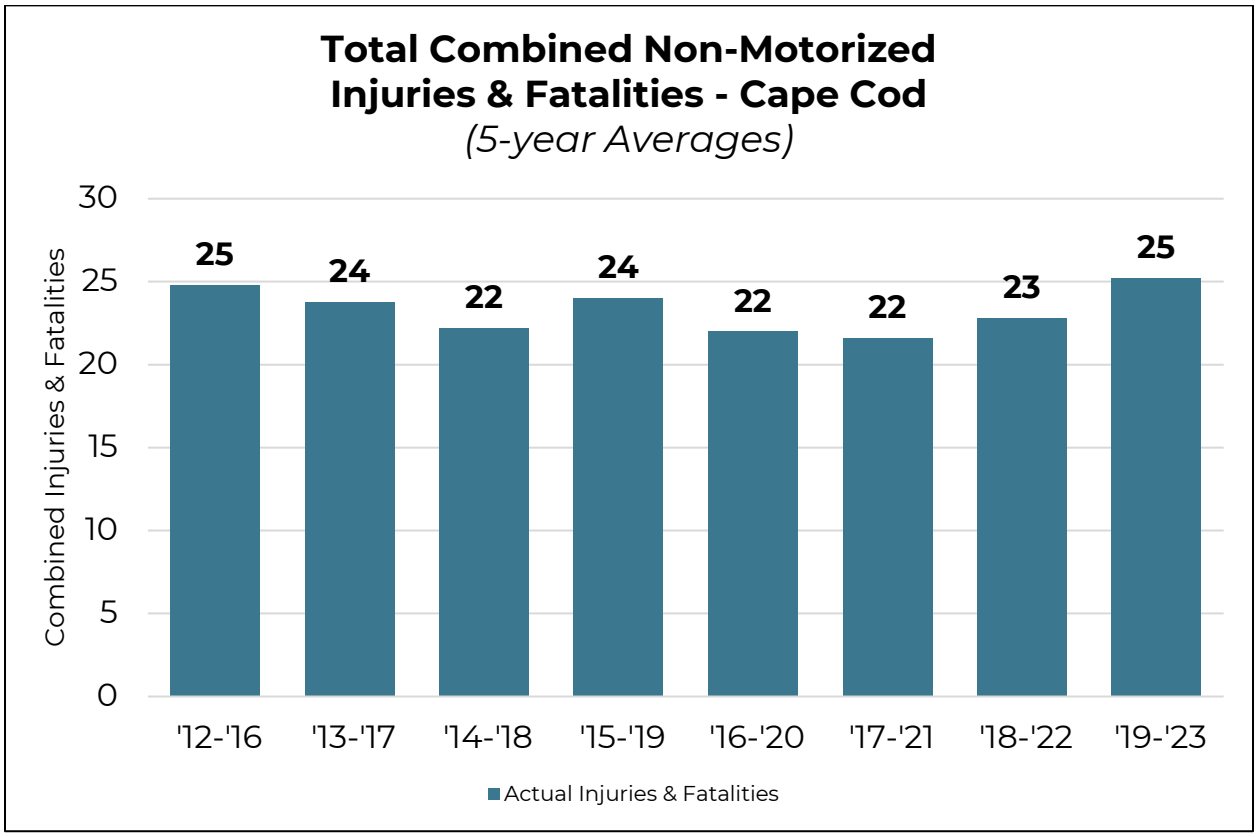


Figure 6. Cape Cod Non-Motorized Injury and Fatality Trend

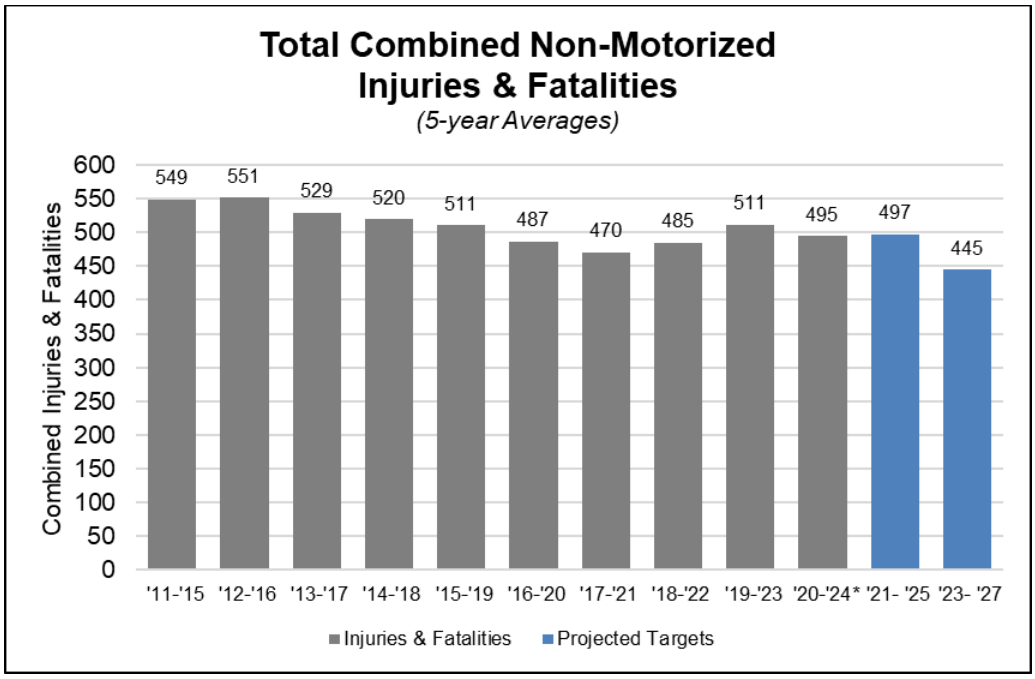


Figure 7. Statewide Non-Motorized Injury and Fatality Trend

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 September 2024 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 polices.

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. The Bicycle Rack Program is currently programmed for FFY 2027 for $100,000.

Development Schedule

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

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	• Have completed MassDOT Pre-25% Design Submission (conceptual design level)
Year 4	• 25% Design has been submitted • Designer should be under contract through PS&E*
Year 3	• Be at 75% design level
Year 2	• Be at 100% design level
Year 1	• 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.

Discretionary Grant Award	The programming of a new project in any federal fiscal year of the active TIP as a result of a federal discretionary grant award.	Amendment, Adjustment, or Administrative Modification	Discretionary grant award projects are handled using one of the following approaches, depending on prior vetting and time sensitivity: 1. **Amendment**: a. Applied when the project was not part of any previously approved STIP or Metropolitan Planning Organization (MPO) Board endorsement and has not been vetted through the public process. b. Requires a public comment period* 2. **Adjustment**: a. Used when minor changes to the programming are required that do not significantly alter the project scope, cost, or schedule, and the project has already been included in the STIP through a public process. b. No public comment period is required. 3. **Administrative Modification**: a. Allowed when the project has been previously vetted for the same programming year and requires minimal changes to ensure alignment with grant conditions. b. No public comment period is required. ***Notes** • Time-sensitive discretionary grant awards may be exempt from a formal public comment period if adhering to such a process would jeopardize project implementation or funding deadlines. All adjustments and modifications must still adhere to federal and state guidelines for STIP revisions and maintain transparency with stakeholders through timely notification

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 Funding Source (DOF > OF)	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 or Administrative Modification	When project is programmed with DOF and award is received that they intend to obligate in active FFY, then they may Administratively Modify. If a project does not receive discretionary award and another funding source(s) is to be used, then perform Adjustment.

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 10, 2025	CCJTC	Virtual Meeting
January 27, 2025	Cape Cod MPO	Virtual Meeting
February 14, 2025	CCJTC	Virtual Meeting
February 24, 2025	Cape Cod MPO	Virtual Meeting
March 14, 2025	CCJTC	Virtual Meeting
March 24, 2025	Cape Cod MPO	Virtual Meeting
April 11, 2025	CCJTC	Virtual Meeting
April 28, 2025	Cape Cod MPO	Virtual Meeting
May 9, 2025	CCJTC	Virtual Meeting
May 19, 2025	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.

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.

A virtual public meeting was held on Tuesday, April 29, 2025 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 reduced 14-calendar-day public comment period this year. 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 this year's 14-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 was abbreviated this year due to holiday conflicts in April and May in coordination with 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). State funding is inclusive of State Contract Assistance (SCA) and Regional Transit Authority Capital Assistance (RTA Capital) through the Massachusetts Department of Transportation (MassDOT). The CCRTA also has received Volkswagen Settlement Funds. 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. The Town of Barnstable was awarded a supplemental planning grant in 2024 to conduct 14 Road Safety Audits.

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. 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 $372 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 were awarded a $993 million grant under the FY2024 BIP program for the Sagamore Bridge replacement project.

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.

Better Utilizing Investments to Leverage Development (BUILD)
A discretionary grant program aimed to assist communities with projects with significant local or regional impact. The Town of Yarmouth submitted a BUILD grant in January 2025 for the Route 28 Corridor Improvement project.

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 2026-2030 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
2026	$13,369,471
2027	$16,287,160
2028	$16,935,269
2029	$16,809,079
2030	$17,077,893
Total	$80,478,872

For federal fiscal years 2026-2030 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
2026	$54,760,267
2027	$30,467,548
2028	$29,133,738
2029	$29,467,206
2030	$33,663,200
Total	$177,491,959

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.

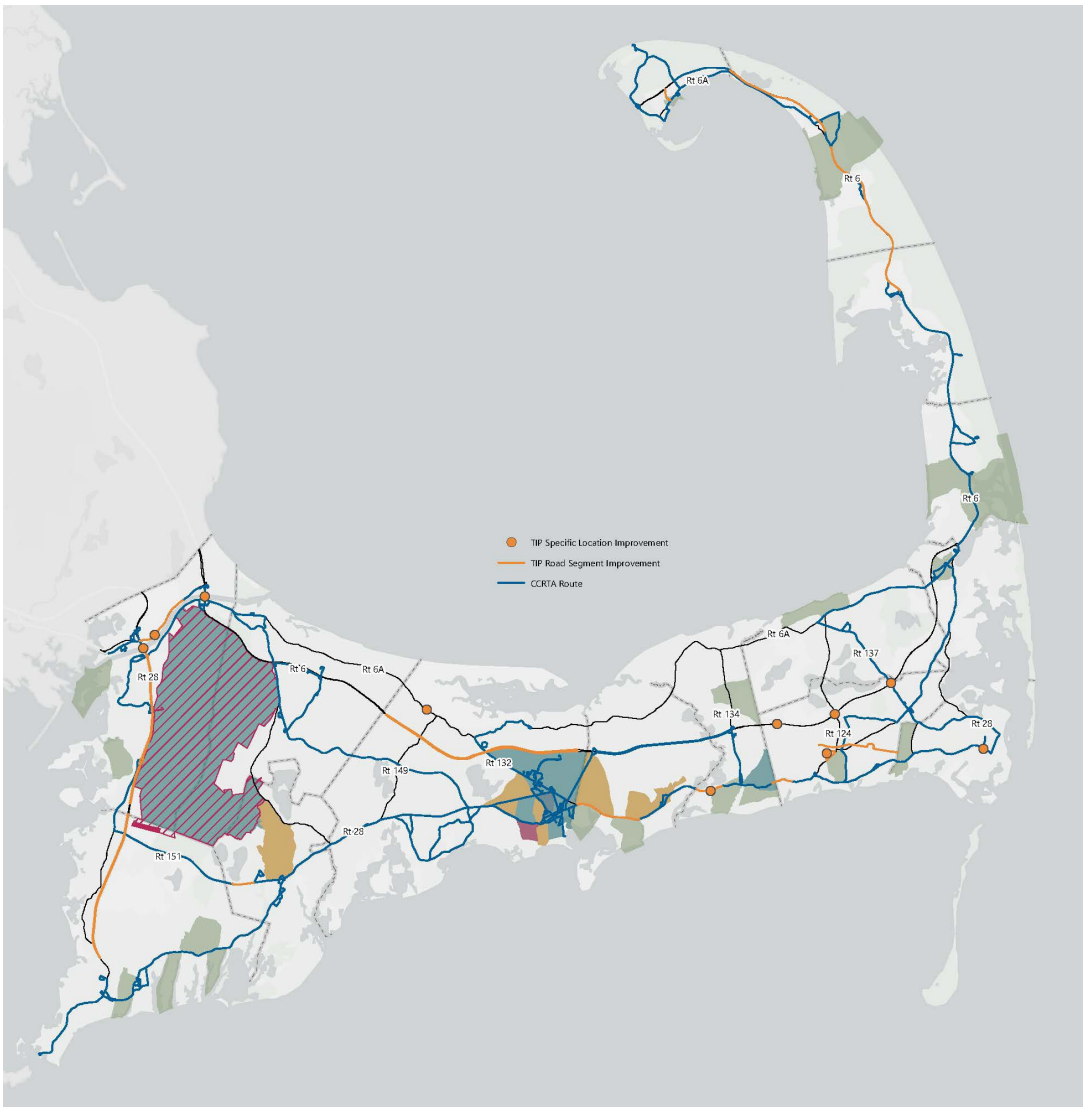


Figure 8. Map of Funded Highway Projects

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.

Harwich, Bridge Preservations Along Route 6 (#609436)

The purpose of this project is to perform bridge structural and substructure work at three bridges along Route 6 in Harwich, including Route 124 over Route 6, Route 137 over Route 6 and Route 6 over Depot Street.

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.

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.

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.

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.

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 Yarmouth Road intersection in Barnstable to the Parkers River for a distance of approximately 2.9 miles. Several key intersection improvement projects are included including the conversion of Route 28 at East Main Street intersection to a proposed roundabout and the signalization of the Route 28 at Town Brook Road intersection.

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.

Cape Cod Canal Bridges Program (#608744)

MassDOT and the United States Army Corps of Engineers (USACE) are jointly proposing to replace the Sagamore Bridge and the Bourne Bridge under the Cape Cod Bridges Program in the Town of Bourne Massachusetts. The Sagamore and Bourne bridges are critical to the economy of Cape Cod and the surrounding communities. These bridges are nearly 90 years old, functionally obsolete, require frequent maintenance, and no longer meet the needs of the traveling public.

These bridges are currently owned, operated, and maintained by the USACE. They are structurally deficient, functionally obsolete, and nearing the end of their usable life. Addressing the aging Sagamore and Bourne bridges and the surrounding roadway networks is one of the most important transportation programs in the region. MassDOT's Cape Cod Bridges Program will support the safe, efficient, and reliable movement of people, goods, and services across the Cape Cod Canal.

The program is funded through a variety of highway funding sources, including BIL Discretionary grant programs and state funding. More information on this project can be found at: https://www.mass.gov/cape-cod-bridges-program

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 and hybrid vehicles, along with supporting EV infrastructure and technician training.

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 ¾ 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 now currently available to all 15 Cape Cod communities.

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 2026-2030 reflect 2026 cost estimates. An inflation rate of 4% per year is added to project cost estimates in years 2026-2030, 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
2026	$13,369,471	$13,369,471	$0
2027	$16,287,160	$15,700,485	$586,675
2028	$16,935,269	$16,935,269	$0
2029	$16,809,079	$16,809,079	$0
2030	$17,077,893	$17,077,893	$0
Total	$80,478,872	$79,892,197	$586,675

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 programing 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
2026	$54,760,267	$54,760,267	$0
2027	$30,467,548	$30,467,548	$0
2028	$29,133,738	$29,133,738	$0
2029	$29,467,206	$29,467,206	$0
2030	$33,663,200	$33,663,200	$0
Total	$177,491,959	$177,491,959	$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 excluding funding associated with the Cape Cod Bridges Program. 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 2026-2030 Cape Cod TIP projects.

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

YEAR	HIGHWAY	TRANSIT	TOTAL
2026	$24,323,556	$54,760,267	$79,083,823
2027	$28,247,686	$30,467,548	$58,715,234
2028	$72,242,686	$29,133,738	$101,376,037
2029	$57,173,027	$29,467,206	$68,171,973
2030	$23,447,879	$33,663,200	$78,587,729
Total	$208,442,837	$177,491,959	$385,934,796

Table 20. Summary of Cape Cod FFY 2026-2030 TIP Funding Categories

Funding Category	2026	2027	2028	2029	2030
NHPP	$4,704,854	$12,547,201	$52,713,806	$21,895,688	$27,846,636
CMAQ	$2,646,285	$2,600,000	$3,287,526	$2,903,649	$4,500,000
HSIP	$1,000,000			$3,000,000	$3,500,000
STBG	$7,334,395	$12,300,485	$13,935,269	$7,526,554	$9,077,893
TAP	$2,937,431	$800,000	$1,000,000	$3,378,876	
HIP-BR	$3,811,800				
PRCT			$1,305,698		
NFA	$11,000,000	$7,200,000	$22,100,000	$27,700,000	$29,100,000
BIP	$2,400,000	$3,200,000	$5,000,000	$5,600,000	$5,600,000
MEGA	$25,500,000	$25,500,000	$34,400,000	$1,400,000	$45,800,000
Subtotal FHWA/State	**$64,334,765**	**$64,147,686**	**$133,742,299**	**$73,404,767**	**$125,424,529**
5307		$608,400			$9,217,850
5337	$5,000,000	$5,000,000	$5,000,000	$5,000,000	$5,000,000
5339	$628,777				
State (SCA)	$7,572,951	$7,823,774	$8,019,369	$8,219,853	$8,425,350
VWSF	$7,638,423				
RTA Capital	$1,194,194	$343,600	$70,500	$126,000	$883,000
Local Funding (LF)	$1,250,000	$1,250,000	$1,250,000	$1,250,000	$1,250,000
TDC	$2,641,494				
Other Funding (OF)	$28,734,428	$15,308,874	$14,728,869	$14,871,353	$8,170,000
Subtotal FTA/State	**$54,660,267**	**$30,334,648**	**$29,068,738**	**$29,467,206**	**$32,946,200**
Grand Total	**$118,995,032**	**$94,482,334**	**$162,811,037**	**$102,871,973**	**$158,370,729**

The list of specific regional TIP and statewide STIP projects to occur on Cape Cod over the next five years (2026-2030) 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 Steamship Authority are working together and will initiate an amendment once FBP and FTA apportionment amounts are known.

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: 2026 - 2030 (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 $15,169,995; CMAQ - $1,000,000; STBG - $13,869,995; 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	$1,146,285	$917,028	$229,257	Municipality is TAP Proponent; AC 2026-2027; CMAQ approved; TFPC $16,959,224; Funding CMAQ - $3,646,285; STBG - $12,012,939; TAP - $1,300,000; 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	$3,560,368	$2,848,294	$712,074	Municipality is TAP Proponent; AC 2026-2027; CMAQ approved; TFPC $16,959,224; Funding CMAQ - $3,646,285; STBG - $12,012,939; TAP - $1,300,000; 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	$500,000	$400,000	$100,000	Municipality is TAP Proponent; AC 2026-2027; CMAQ approved; TFPC $16,959,224; Funding CMAQ - $3,646,285; STBG - $12,012,939; TAP - $1,300,000; 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 2024-2026; 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
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 2024-2026; 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
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	$888,791	$711,033	$177,758	AC over 2024-2026; 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
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 2024-2026; 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
				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							$47,711,800	$46,949,440	$762,360	
Earmark Discretionary	S13268	Cape Cod	Bourne	BOURNE- BRIDGE REPLACEMENT, B-17-005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)	5	BIP	$2,400,000	$2,400,000	$0	Reference Project 608020 in MassDOT Project Information for further Cape Cod Bridge Program detail. The total cost does not reflect contracts that are 100% state-funded that count as the match.

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										STIP: 2026 - 2030 (D)
Earmark Discretionary	S13268	Cape Cod	Bourne	BOURNE- BRIDGE REPLACEMENT, B-17-005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)	5	BIP	$16,000,000	$16,000,000	$0	Reference Project 608020 in MassDOT Project Information for further Cape Cod Bridge Program detail. The total cost does not reflect contracts that are 100% state-funded that count as the match.
Earmark Discretionary	S13268	Cape Cod	Bourne	BOURNE- BRIDGE REPLACEMENT, B-17-005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)	5	MEGA	$25,500,000	$25,500,000	$0	Reference Project 608020 in MassDOT Project Information for further Cape Cod Bridge Program detail. The total cost does not reflect contracts that are 100% state-funded that count as the match.
Bridge Systematic Maintenance NB	609436	Cape Cod	Harwich	HARWICH- BRIDGE PRESERVATION OF H-10-013, H-10-014 AND H-10-016 ALONG ROUTE 6	5	HIP-BR	$3,811,800	$3,049,440	$762,360	TFPC - $3,811,800
Section 2B / State Prioritized Modernization Projects							$7,142,285	$5,713,828	$1,428,457	
Roadway Reconstruction	606082	Cape Cod	Bourne	BOURNE- MEDIAN INSTALLATION ON ROUTE 6 (SCENIC HIGHWAY)	5	CMAQ	$4,604,167	$3,683,334	$920,833	TFPC - $39,449,256; AC 2025-2030; CMAQ approved;
Safe Routes to School	610670	Cape Cod	Harwich	HARWICH- HARWICH ELEMENTARY SCHOOL IMPROVEMENTS (SRTS)	5	TAP	$2,437,431	$1,949,945	$487,486	TFPC - $2,437,431; TAP; GHG analysis to be completed when all required inputs are available
Section 3A / Non-Federal Aid Funded							$11,000,000	$0	$11,000,000	
NFA	S13268	Cape Cod	Bourne	BOURNE- BRIDGE REPLACEMENT, B-17-005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)	5	NFA	$4,000,000	$0	$4,000,000	Reference Project 608020 in MassDOT Project Information for further Cape Cod Bridge Program detail. The total cost does not reflect contracts that are 100% state-funded that count as the match.
NFA	S13268	Cape Cod	Bourne	BOURNE- BRIDGE REPLACEMENT, B-17-005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)	5	NFA	$7,000,000	$0	$7,000,000	Reference Project 608020 in MassDOT Project Information for further Cape Cod Bridge Program detail. The total cost does not reflect contracts that are 100% state-funded that count as the match.

**Only includes funds counting against obligation authority*
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Cape Cod Region Program

STIP: 2026 - 2030 (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							$15,700,485	$12,560,388	$3,140,097	
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	$3,847,914	$3,078,331	$769,583	AC 2025-2027; Municipality is TAP proponent; CMAQ approved; TFPC $15,169,995; CMAQ - $1,000,000; STBG - $13,869,995; 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	$2,500,000	$2,000,000	$500,000	Municipality is TAP Proponent; AC 2026-2027; CMAQ approved; TFPC $16,959,224; Funding CMAQ - $3,646,285; STBG - $12,012,939; TAP - $1,300,000; 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	$8,452,571	$6,762,057	$1,690,514	Municipality is TAP Proponent; AC 2026-2027; CMAQ approved; TFPC $16,959,224; Funding CMAQ - $3,646,285; STBG - $12,012,939; TAP - $1,300,000; 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 2026-2027; CMAQ approved; TFPC $16,959,224; Funding CMAQ - $3,646,285; STBG - $12,012,939; TAP - $1,300,000; FLAP - $470k (Statewide, 100% FA)
Bicycle and Pedestrian	S13302	Cape Cod		Cape Cod Bicycle Rack Program		CMAQ	$100,000	$80,000	$20,000	$100,000 CMAQ
						CMAQ Programmed	$2,600,000	$2,080,000	$520,000	
						STBG Programmed	$12,300,485	$9,840,388	$2,460,097	
						TAP Programmed	$800,000	$640,000	$160,000	
						Total Programmed for Cape Cod Region Projects*	$15,700,485	$12,560,388	$3,140,097	
						Program Target for Cape Cod Region Projects	$16,287,160	$13,029,728	$3,257,432	
						Target Funds Available for Cape Cod Region Projects	$586,675	$469,340	$117,335	
Section 1B / Earmark or Discretionary Grant Funded Projects							$28,700,000	$28,700,000	$0	
Earmark Discretionary	S13268	Cape Cod	Bourne	BOURNE- BRIDGE REPLACEMENT, B-17-005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)	5	BIP	$3,200,000	$3,200,000	$0	Reference Project 608020 in MassDOT Project Information for further Cape Cod Bridge Program detail. The total cost does not reflect contracts that are 100% state-funded that count as the match.
Earmark Discretionary	S13268	Cape Cod	Bourne	BOURNE- BRIDGE REPLACEMENT, B-17-005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)	5	MEGA	$25,500,000	$25,500,000	$0	Reference Project 608020 in MassDOT Project Information for further Cape Cod Bridge Program detail. The total cost does not reflect contracts that are 100% state-funded that count as the match.
Section 2B / State Prioritized Modernization Projects							$12,547,201	$10,037,761	$2,509,440	
Roadway Reconstruction	606082	Cape Cod	Bourne	BOURNE- MEDIAN INSTALLATION ON ROUTE 6 (SCENIC HIGHWAY)	5	NHPP	$12,547,201	$10,037,761	$2,509,440	TFPC - $39,449,256; AC 2025-2030; CMAQ approved;
Section 3A / Non Federal Aid Funded							$7,200,000	$0	$7,200,000	

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STIP: 2026 - 2030 (D)

NFA	S13268	Cape Cod	Bourne	BOURNE- BRIDGE REPLACEMENT, B-17-005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)	5	NFA	$7,200,000	$0	$7,200,000	Reference Project 608020 in MassDOT Project Information for further Cape Cod Bridge Program detail. The total cost does not reflect contracts that are 100% state-funded that count as the match.

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Cape Cod Region Program

STIP: 2026 - 2030 (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							$16,935,269	$13,548,215	$3,387,054	
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	$5,130,530	$4,104,424	$1,026,106	TFPC $5,130,530; CMAQ approved; STBG - $3,930,530; CMAQ - $1,200,000
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	CMAQ	$2,000,000	$1,600,000	$400,000	AC 2028-2029; Municipality is TAP proponent; CMAQ approved; TFPC $24,210,169; STBG - $16,331,293; TAP - $4,378,876; CMAQ - $3,500,000
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	$8,804,739	$7,043,791	$1,760,948	AC 2028-2029; Municipality is TAP proponent; CMAQ approved; TFPC $24,210,169; STBG - $16,331,293; TAP - $4,378,876; CMAQ - $3,500,000
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	$1,000,000	$800,000	$200,000	AC 2028-2029; Municipality is TAP proponent; CMAQ approved; TFPC $24,210,169; STBG - $16,331,293; TAP - $4,378,876; CMAQ - $3,500,000
						CMAQ Programmed	$2,000,000	$1,600,000	$400,000	
						STBG Programmed	$13,935,269	$11,148,215	$2,787,054	
						TAP Programmed	$1,000,000	$800,000	$200,000	
						Total Programmed for Cape Cod Region Projects*	$16,935,269	$13,548,215	$3,387,054	
						Program Target for Cape Cod Region Projects	$16,935,269	$13,548,215	$3,387,054	
						Target Funds Available for Cape Cod Region Projects	$0	$0	$0	
Section 1B / Earmark or Discretionary Grant Funded Projects							$137,600,000	$137,600,000	$0	
Earmark Discretionary	S13268	Cape Cod	Bourne	BOURNE- BRIDGE REPLACEMENT, B-17-005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)	5	BIP	$5,000,000	$5,000,000	$0	Reference Project 608020 in MassDOT Project Information for further Cape Cod Bridge Program detail. The total cost does not reflect contracts that are 100% state-funded that count as the match.
Earmark Discretionary	S13268	Cape Cod	Bourne	BOURNE- BRIDGE REPLACEMENT, B-17-005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)	5	BIP	$98,200,000	$98,200,000	$0	Reference Project 608020 in MassDOT Project Information for further Cape Cod Bridge Program detail. The total cost does not reflect contracts that are 100% state-funded that count as the match.
Earmark Discretionary	S13268	Cape Cod	Bourne	BOURNE- BRIDGE REPLACEMENT, B-17-005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)	5	MEGA	$34,400,000	$34,400,000	$0	Reference Project 608020 in MassDOT Project Information for further Cape Cod Bridge Program detail. The total cost does not reflect contracts that are 100% state-funded that count as the match.
Section 2A / State Prioritized Reliability Projects							$40,959,087	$32,767,270	$8,191,817	
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 - $40,416,111; AC 2028-2030

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										STIP: 2026 - 2030 (D)
Non-Interstate Pavement	612032	Cape Cod	Multiple	TRURO- WELLFLEET- RESURFACING AND RELATED WORK ON ROUTE 6	5	NHPP	$22,995,374	$18,396,299	$4,599,075	TFPC - $36,080,234; GHG analysis to be completed when all required inputs are available
Highway Resiliency Improvement Program	613156	Cape Cod	Barnstable	BARNSTABLE- CULVERT REPLACEMENT ON ROUTE 6A OVER BOAT COVE CREEK	5	PRCT	$1,305,698	$1,044,558	$261,140	TFPC - $1,305,698
Section 2B / State Prioritized Modernization Projects							$13,060,417	$10,448,334	$2,612,083	
Roadway Reconstruction	606082	Cape Cod	Bourne	BOURNE- MEDIAN INSTALLATION ON ROUTE 6 (SCENIC HIGHWAY)	5	NHPP	$13,060,417	$10,448,334	$2,612,083	TFPC - $39,449,256; AC 2025-2030; CMAQ approved;
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
Section 3A / Non Federal Aid Funded							$22,100,000	$0	$22,100,000	
NFA	S13268	Cape Cod	Bourne	BOURNE- BRIDGE REPLACEMENT, B-17-005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)	5	NFA	$1,300,000	$0	$1,300,000	Reference Project 608020 in MassDOT Project Information for further Cape Cod Bridge Program detail. The total cost does not reflect contracts that are 100% state-funded that count as the match.
NFA	S13268	Cape Cod	Bourne	BOURNE- BRIDGE REPLACEMENT, B-17-005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)	5	NFA	$20,800,000	$0	$20,800,000	Reference Project 608020 in MassDOT Project Information for further Cape Cod Bridge Program detail. The total cost does not reflect contracts that are 100% state-funded that count as the match.

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Reported Date:

Cape Cod Region Program

STIP: 2026 - 2030 (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							$16,809,079	$13,747,263	$3,061,816	
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	CMAQ	$1,500,000	$1,200,000	$300,000	AC 2028-2029; Municipality is TAP proponent; CMAQ approved; TFPC $24,210,169; STBG - $16,331,293; TAP - $4,378,876; CMAQ - $3,500,000
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	$7,526,554	$6,021,243	$1,505,311	AC 2028-2029; Municipality is TAP proponent; CMAQ approved; TFPC $24,210,169; STBG - $16,331,293; TAP - $4,378,876; CMAQ - $3,500,000
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 approved; TFPC $24,210,169; STBG - $16,331,293; TAP - $4,378,876; CMAQ - $3,500,000
Non-Interstate Pavement	608264	Cape Cod	Yarmouth	YARMOUTH- CORRIDOR IMPROVEMENTS ON ROUTE 28	5	CMAQ	$1,403,649	$1,122,919	$280,730	RSA completed; CMAQ approved; Project to be AC 2029-2031; TFPC $32,466,327; HSIP - $6,500,000; CMAQ - $5,903,649 and STBG - $9,077,893
Non-Interstate Pavement	608264	Cape Cod	Yarmouth	YARMOUTH- CORRIDOR IMPROVEMENTS ON ROUTE 28	5	HSIP	$3,000,000	$2,700,000	$300,000	RSA completed; CMAQ approved; Project to be AC 2029-2031; TFPC $32,466,327; HSIP - $6,500,000; CMAQ - $5,903,649 and STBG - $9,077,893
						CMAQ Programmed	$2,903,649	$2,322,919	$580,730	
						HSIP Programmed	$3,000,000	$2,700,000	$300,000	
						STBG Programmed	$7,526,554	$6,021,243	$1,505,311	
						TAP Programmed	$3,378,876	$2,703,101	$675,775	
						Total Programmed for Cape Cod Region Projects*	$16,809,079	$13,747,263	$3,061,816	
						Program Target for Cape Cod Region Projects	$16,809,079	$13,447,263	$3,361,816	
						Target Funds Available for Cape Cod Region Projects	$0	$300,000	$300,000	
Section 1B / Earmark or Discretionary Grant Funded Projects							$183,800,000	$183,800,000	$0	
Earmark Discretionary	S13268	Cape Cod	Bourne	BOURNE- BRIDGE REPLACEMENT, B-17-005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)	5	BIP	$5,600,000	$5,600,000	$0	Reference Project 608020 in MassDOT Project Information for further Cape Cod Bridge Program detail. The total cost does not reflect contracts that are 100% state-funded that count as the match.
Earmark Discretionary	S13268	Cape Cod	Bourne	BOURNE- BRIDGE REPLACEMENT, B-17-005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)	5	BIP	$131,000,000	$131,000,000	$0	Reference Project 608020 in MassDOT Project Information for further Cape Cod Bridge Program detail. The total cost does not reflect contracts that are 100% state-funded that count as the match.
Earmark Discretionary	S13268	Cape Cod	Bourne	BOURNE- BRIDGE REPLACEMENT, B-17-005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)	5	MEGA	$1,400,000	$1,400,000	$0	Reference Project 608020 in MassDOT Project Information for further Cape Cod Bridge Program detail. The total cost does not reflect contracts that are 100% state-funded that count as the match.

Only includes funds counting against obligation authority
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										STIP: 2026 - 2030 (D)
Earmark Discretionary	S13268	Cape Cod	Bourne	BOURNE- BRIDGE REPLACEMENT, B-17-005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)	5	MEGA	$45,800,000	$45,800,000	$0	Reference Project 608020 in MassDOT Project Information for further Cape Cod Bridge Program detail. The total cost does not reflect contracts that are 100% state-funded that count as the match.
Section 2A / State Prioritized Reliability Projects							$15,000,000	$12,000,000	$3,000,000	
Non-Interstate Pavement	608819	Cape Cod	Barnstable	BARNSTABLE- RESURFACING AND RELATED WORK ON ROUTE 6	5	NHPP	$15,000,000	$12,000,000	$3,000,000	TFPC - $40,416,111; AC 2028-2030
Section 2B / State Prioritized Modernization Projects							$6,895,688	$5,516,550	$1,379,138	
Roadway Reconstruction	606082	Cape Cod	Bourne	BOURNE- MEDIAN INSTALLATION ON ROUTE 6 (SCENIC HIGHWAY)	5	NHPP	$6,895,688	$5,516,550	$1,379,138	TFPC - $39,449,256; AC 2025-2030; CMAQ approved;
Section 3A / Non-Federal Aid Funded							$27,700,000	$0	$27,700,000	
NFA	S13268	Cape Cod	Bourne	BOURNE- BRIDGE REPLACEMENT, B-17-005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)	5	NFA	$27,700,000	$0	$27,700,000	Reference Project 608020 in MassDOT Project Information for further Cape Cod Bridge Program detail. The total cost does not reflect contracts that are 100% state-funded that count as the match.

**Only includes funds counting against obligation authority*
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Cape Cod Region Program

STIP: 2026 - 2030 (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 2030										
Section 1A / Regionally Prioritized Projects							$17,077,893	$14,012,314	$3,065,579	
Non-Interstate Pavement	608264	Cape Cod	Yarmouth	YARMOUTH- CORRIDOR IMPROVEMENTS ON ROUTE 28	5	CMAQ	$4,500,000	$3,600,000	$900,000	RSA completed; CMAQ approved; Project to be AC 2029-2031; TFPC $32,466,327; HSIP - $6,500,000; CMAQ - $5,903,649 and STBG - $9,077,893
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 2029-2031; TFPC $32,466,327; HSIP - $6,500,000; CMAQ - $5,903,649 and STBG - $9,077,893
Non-Interstate Pavement	608264	Cape Cod	Yarmouth	YARMOUTH- CORRIDOR IMPROVEMENTS ON ROUTE 28	5	STBG	$9,077,893	$7,262,314	$1,815,579	RSA completed; CMAQ approved; Project to be AC 2029-2031; TFPC $32,466,327; HSIP - $6,500,000; CMAQ - $5,903,649 and STBG - $9,077,893
						CMAQ Programmed	$4,500,000	$3,600,000	$900,000	
						HSIP Programmed	$3,500,000	$3,150,000	$350,000	
						STBG Programmed	$9,077,893	$7,262,314	$1,815,579	
						Total Programmed for Cape Cod Region Projects*	$17,077,893	$14,012,314	$3,065,579	
						Program Target for Cape Cod Region Projects	$17,077,893	$13,662,314	$3,415,579	
						Target Funds Available for Cape Cod Region Projects	$0	$350,000	$350,000	
Section 1B / Earmark or Discretionary Grant Funded Projects							$182,400,000	$182,400,000	$0	
Earmark Discretionary	S13268	Cape Cod	Bourne	BOURNE- BRIDGE REPLACEMENT, B-17-005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)	5	BIP	$5,600,000	$5,600,000	$0	Reference Project 608020 in MassDOT Project Information for further Cape Cod Bridge Program detail. The total cost does not reflect contracts that are 100% state-funded that count as the match.
Earmark Discretionary	S13268	Cape Cod	Bourne	BOURNE- BRIDGE REPLACEMENT, B-17-005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)	5	BIP	$131,000,000	$131,000,000	$0	Reference Project 608020 in MassDOT Project Information for further Cape Cod Bridge Program detail. The total cost does not reflect contracts that are 100% state-funded that count as the match.
Earmark Discretionary	S13268	Cape Cod	Bourne	BOURNE- BRIDGE REPLACEMENT, B-17-005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)	5	MEGA	$45,800,000	$45,800,000	$0	Reference Project 608020 in MassDOT Project Information for further Cape Cod Bridge Program detail. The total cost does not reflect contracts that are 100% state-funded that count as the match.
Section 2A / State Prioritized Reliability Projects							$25,846,636	$20,677,309	$5,169,327	
Non-Interstate Pavement	608819	Cape Cod	Barnstable	BARNSTABLE- RESURFACING AND RELATED WORK ON ROUTE 6	5	NHPP	$8,758,096	$7,006,477	$1,751,619	TFPC - $40,416,111; AC 2028-2030
Non-Interstate Pavement	612063	Cape Cod	Bourne	BOURNE- RESURFACING AND RELATED WORK ON ROUTE 28	5	NHPP	$8,964,480	$7,171,584	$1,792,896	TFPC -$8,964,480
Non-Interstate Pavement	612111	Cape Cod	Falmouth	FALMOUTH- RESURFACING AND RELATED WORK ON ROUTE 28	5	NHPP	$8,124,060	$6,499,248	$1,624,812	TFPC - $8,124,060
Section 2B / State Prioritized Modernization Projects							$2,000,000	$1,600,000	$400,000	

Only includes funds counting against obligation authority
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										STIP: 2026 - 2030 (D)
Roadway Reconstruction	606082	Cape Cod	Bourne	BOURNE- MEDIAN INSTALLATION ON ROUTE 6 (SCENIC HIGHWAY)	5	NHPP	$2,000,000	$1,600,000	$400,000	TFPC - $39,449,256; AC 2025-2030; CMAQ approved;
Section 3A / Non Federal Aid Funded							$29,100,000	$0	$29,100,000	
NFA	S13268	Cape Cod	Bourne	BOURNE- BRIDGE REPLACEMENT, B-17-005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)	5	NFA	$1,400,000	$0	$1,400,000	Reference Project 608020 in MassDOT Project Information for further Cape Cod Bridge Program detail. The total cost does not reflect contracts that are 100% state-funded that count as the match.
NFA	S13268	Cape Cod	Bourne	BOURNE- BRIDGE REPLACEMENT, B-17-005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)	5	NFA	$27,700,000	$0	$27,700,000	Reference Project 608020 in MassDOT Project Information for further Cape Cod Bridge Program detail. The total cost does not reflect contracts that are 100% state-funded that count as the match.
						Cape Cod Region Total Program Summary	$881,942,837	$743,904,270	$138,038,567	

Only includes funds counting against obligation authority
Reported Date:

STIP Investments Report

Statewide Region

STIP: 2026 - 2030 (D)

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non Federal Funds	Other Information
Federal Fiscal Year 2026								$358,733,635	$276,208,055	$82,525,580	
Section 1B / Earmark or Discretionary Grant Funded Projects								$15,840,353	$12,672,282	$3,168,071	
Metropolitan Planning								$5,213,471	$4,170,777	$1,042,694	
2026	S13237	Statewide		Metropolitan Planning (FFY 2027 UPWPs) - PL & SPR		MP5303	$19,370,728	$5,213,471	$4,170,777	$1,042,694	
Bridge Systematic Maintenance NB								$8,259,461	$6,607,569	$1,651,892	
2026	S13265	Statewide		Bridge Preservation Projects (Additional)		HIP-BR	$325,000,000	$8,259,461	$6,607,569	$1,651,892	
Ferry Boat Program								$2,367,421	$1,893,937	$473,484	
2026	S13273	Statewide		Ferry Boat Program Placeholder (FFY 2026-2030)		FBP	$10,000,000	$2,367,421	$1,893,937	$473,484	
Section 2A / Federal Aid Funded State Prioritized Reliability Projects								$50,041,971	$43,042,595	$6,999,376	
Safety Improvements								$14,734,125	$13,260,713	$1,473,413	
2026	611952	Statewide	Multiple	HARVARD- LITTLETON- ACTON- CONCORD- GUIDE AND TRAFFIC SIGN REPLACEMENT ON A SECTION OF ROUTE 2	3	HSIP	$734,125	$734,125	$660,713	$73,413	
2026	S13215	Statewide		SHSP STRATEGIES IMPLEMENTATION TO ADDRESS EMPHASIS AREAS (SAFETY PROGRAM - 2026)		VUS	$5,000,000	$1,000,000	$900,000	$100,000	Lane departure, speed management, etc
2026	S13215	Statewide		SHSP STRATEGIES IMPLEMENTATION TO ADDRESS EMPHASIS AREAS (SAFETY PROGRAM - 2026)		HSIP	$5,000,000	$4,000,000	$3,600,000	$400,000	Lane departure, speed management, etc
2026	S13216	Statewide		VRU SYSTEMIC SAFETY NEAR BUS STOPS - 2026		VUS	$4,000,000	$4,000,000	$3,600,000	$400,000	Ongoing efforts: D2-D5 State Signals Missing Crosswalks, D6 State Signals, D1-D5 State Signals Minor Modifications
2026	S13232	Statewide		SAFETY AND HIGH CRASH INTERSECTION IMPROVEMENT PROJECTS (DESIGN)		HSIP	$5,000,000	$5,000,000	$4,500,000	$500,000	
Bridge Inspections								$17,900,000	$14,320,000	$3,580,000	
2026	S12633	Statewide		2026 Bridge Inspection & Data Control		STBG-BR-Off	$28,947,515	$8,127,431	$6,501,945	$1,625,486	
2026	S12633	Statewide		2026 Bridge Inspection & Data Control		NHPP	$28,947,515	$9,772,569	$7,818,055	$1,954,514	
Interstate Pavement								$15,356,058	$13,820,452	$1,535,606	
2026	S13234	Statewide	Multiple	Deerfield - Northampton - Interstate Pavement Preservation on I-91	2	NHPP-I	$14,400,000	$15,356,058	$13,820,452	$1,535,606	
Bridge Off-system								$2,051,788	$1,641,430	$410,358	
2026	S13276	Statewide		Off System Bridge Projects (Additional)		STBG-BR-Off	$103,206,274	$2,051,788	$1,641,430	$410,358	
Section 2B / Federal Aid Funded State Prioritized Modernization Projects								$23,309,868	$19,597,894	$3,711,974	
Freight								$9,500,000	$8,550,000	$950,000	
2026	613696	Statewide	Multiple	STATEWIDE- WIM STATION ENHANCEMENTS AND EXPANSION AT 15 LOCATIONS	1	NFP-I	$20,014,680	$9,500,000	$8,550,000	$950,000	
Intelligent Transportation Systems								$10,309,868	$8,247,894	$2,061,974	
2026	S12783	Statewide		STATEWIDE ITS Program - 2024-2028		NHPP	$47,037,500	$10,309,868	$8,247,894	$2,061,974	
Safe Routes to School								$3,500,000	$2,800,000	$700,000	
2026	S13203	Statewide		STATEWIDE - SAFE ROUTES TO SCHOOL IMPROVEMENT PROJECT DESIGN		TAP	$3,500,000	$3,500,000	$2,800,000	$700,000	
Section 3A / Federal Aid Funded Planning/Adjustments/Pass throughs								$217,479,732	$200,895,283	$16,584,449	
SRTS Education								$2,502,992	$2,002,394	$500,598	
2026	S12991	Statewide		Safe Routes To School (SRTS) Education (FFY 2024-2026)		TAP	$7,290,000	$2,502,992	$2,002,394	$500,598	Reference Project ID S12990 in FFY 24-28 STIP
Recreational Trails								$1,483,411	$1,186,729	$296,682	
2026	S13236	Statewide		RECREATIONAL TRAILS PROGRAM (FFY 2026)		REC	$1,483,411	$1,483,411	$1,186,729	$296,682	Match to be provided by DCR
Metropolitan Planning								$14,157,257	$11,325,806	$2,831,451	
2026	S13237	Statewide		Metropolitan Planning (FFY 2027 UPWPs) - PL & SPR		PLM	$19,370,728	$14,157,257	$11,325,806	$2,831,451	

STIP Investments Report

Statewide Region



STIP: 2026 - 2030 (D)

State Planning & Research								$25,000,000	$20,000,000	$5,000,000	
2026	S13238	Statewide		State Planning & Research (SPR) 1 Work Program (FFY 2027)		PLS	$18,750,000	$15,184,931	$12,147,945	$3,036,986	
2026	S13238	Statewide		State Planning & Research (SPR) 1 Work Program (FFY 2027)		STBG	$18,750,000	$3,565,069	$2,852,055	$713,014	
2026	S13240	Statewide		State Planning & Research (SPR) 2 Work Program (FFY 2027)		PLS	$6,250,000	$6,250,000	$5,000,000	$1,250,000	
GANS Repayment								$133,620,000	$133,620,000	$0	
2026	S13246	Statewide		ABP GANS (FFY 2026)		NHPP-G	$133,620,000	$133,620,000	$133,620,000	$0	
Award Adjustments, Change Orders, etc.								$27,500,000	$22,187,498	$5,312,502	
2026	S13253	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2026)		STBG-BR-Off	$27,500,000	$1,600,222	$1,280,178	$320,044	
2026	S13253	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2026)		CMAQ	$27,500,000	$2,971,470	$2,377,176	$594,294	
2026	S13253	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2026)		HSIP	$27,500,000	$1,874,978	$1,687,480	$187,498	
2026	S13253	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2026)		NHPP	$27,500,000	$17,368,600	$13,894,880	$3,473,720	
2026	S13253	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2026)		STBG	$27,500,000	$1,969,306	$1,575,445	$393,861	
2026	S13253	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2026)		TAP	$27,500,000	$817,025	$653,620	$163,405	
2026	S13253	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2026)		PRCT	$27,500,000	$898,399	$718,719	$179,680	
Carbon Reduction								$13,216,072	$10,572,858	$2,643,214	
2026	S13266	Statewide		Carbon Reduction Program Placeholder (FFY 2026-2030) - Flex to FTA for use by MBTA		CRP	$77,748,516	$6,229,951	$4,983,961	$1,245,990	Placeholder TFPC based on sum of non-flex CRP apportionment for Boston UZA and proportionate flex CRP apportionment, with 20% match provided by MBTA.
2026	S13267	Statewide		Carbon Reduction Program Placeholder (FFY 2026-2030) - Flex to FTA for use by RTAs		CRP	$36,356,056	$6,986,121	$5,588,897	$1,397,224	Placeholder TFPC based on sum of non-flex CRP apportionment for non-Boston UZAs and proportionate flex CRP apportionment, with 20% match provided by State.
Section 3B / Non-Federal Aid Funded								$52,061,711	$0	$52,061,711	
Bridge On-system NHS								$52,061,711	$0	$52,061,711	
2026	607349	Statewide	Multiple	NORWELL- PEMBROKE- BRIDGE REPLACEMENT, N-24-004=P-05-008, ROUTE 3 (NB & SB) OVER NORTH RIVER	5	NGBP	$51,062,378	$52,061,711	$0	$52,061,711	

STIP Investments Report

Statewide Region

STIP: 2026 - 2030 (D)

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non Federal Funds	Other Information
Federal Fiscal Year 2027								$223,356,598	$182,621,646	$40,734,952	
Section 1B / Earmark or Discretionary Grant Funded Projects								$26,685,234	$21,348,187	$5,337,047	
Bridge Systematic Maintenance NB								$18,952,724	$15,162,179	$3,790,545	
2027	612506	Multiple	Multiple	HATFIELD- WHATELY- BRIDGE PRESERVATION, H-11-030, W-33-019, W-33-020, ROUTES 5 & 10 OVER I-91 (SEPARATE CROSSINGS)	2	HIP-BR	$35,668,914	$18,952,723	$15,162,178	$3,790,545	
2027	S13265	Statewide		Bridge Preservation Projects (Additional)		HIP-BR	$325,000,000	$1	$1	$0	
Metropolitan Planning								$5,317,740	$4,254,192	$1,063,548	
2027	S13249	Statewide		Metropolitan Planning (FFY 2028 UPWPs) - PL & SPR		MP5303	$19,758,142	$5,317,740	$4,254,192	$1,063,548	
Ferry Boat Program								$2,414,770	$1,931,816	$482,954	
2027	S13273	Statewide		Ferry Boat Program Placeholder (FFY 2026-2030)		FBP	$10,000,000	$2,414,770	$1,931,816	$482,954	
Section 2A / Federal Aid Funded State Prioritized Reliability Projects								$65,757,789	$54,132,834	$11,624,955	
Highway Resiliency Improvement Program								$8,132,603	$6,506,082	$1,626,521	
2027	613940	Statewide		DISTRICT 4- SOIL RESTORATION TO PROMOTE POLLINATOR HABITAT AND STORMWATER INFILTRATION	4	PRCT	$725,024	$725,024	$580,019	$145,005	
2027	S13214	Statewide		Statewide - Culvert and Drainage Inventory Mapping		PRCT	$7,407,580	$7,407,579	$5,926,063	$1,481,516	
Bridge Inspections								$11,047,515	$8,838,012	$2,209,503	
2027	S12633	Statewide		2026 Bridge Inspection & Data Control		NHPP	$28,947,515	$11,047,515	$8,838,012	$2,209,503	
Safety Improvements								$15,266,032	$13,739,429	$1,526,603	
2027	S13217	Statewide		SHSP STRATEGIES IMPLEMENTATION TO ADDRESS EMPHASIS AREAS (SAFETY PROGRAM - 2027)		VUS	$5,000,000	$1,000,000	$900,000	$100,000	Ongoing efforts: AWS Conversion, RRFB Procurement, Speed Management (w/ GPI); Lane departure and curve warning signs efforts
2027	S13217	Statewide		SHSP STRATEGIES IMPLEMENTATION TO ADDRESS EMPHASIS AREAS (SAFETY PROGRAM - 2027)		HSIP	$5,000,000	$4,000,000	$3,600,000	$400,000	Ongoing efforts: AWS Conversion, RRFB Procurement, Speed Management (w/ GPI); Lane departure and curve warning signs efforts
2027	S13219	Statewide		VRU SYSTEMIC SAFETY NEAR BUS STOPS - 2027		VUS	$4,000,000	$4,000,000	$3,600,000	$400,000	Ongoing efforts: D2-D5 State Signals Missing Crosswalks, D6 State Signals, D1-D5 State Signals Minor Modifications
2027	S13220	Statewide		GUIDE AND TRAFFIC SIGN REPLACEMENT PLACEHOLDER		HSIP	$6,600,000	$4,266,032	$3,839,429	$426,603	Future sign projects
2027	S13233	Statewide		IMPACT DEVELOPMENT/PORTAL UPDATE		HSIP	$2,000,000	$2,000,000	$1,800,000	$200,000	
Bridge Off-system								$31,311,639	$25,049,311	$6,262,328	
2027	S13276	Statewide		Off System Bridge Projects (Additional)		STBG-BR-Off	$103,206,274	$31,311,639	$25,049,311	$6,262,328	
Section 2B / Federal Aid Funded State Prioritized Modernization Projects								$37,685,905	$32,370,991	$5,314,914	
Accessibility Improvements								$3,153,367	$2,522,694	$630,673	
2027	613669	Statewide		DISTRICT 2- ACCESSIBILITY IMPROVEMENTS AT MULTIPLE LOCATIONS (CENTRAL PROJECT)	2	STBG	$1,630,370	$1,630,370	$1,304,296	$326,074	
2027	613721	Statewide		DISTRICT 6- ACCESSIBILITY IMPROVEMENTS AT MULTIPLE LOCATIONS (SOUTHERN PROJECT)	6	STBG	$1,522,997	$1,522,997	$1,218,398	$304,599	
Freight								$18,062,670	$16,256,403	$1,806,267	
2027	613696	Statewide	Multiple	STATEWIDE- WIM STATION ENHANCEMENTS AND EXPANSION AT 15 LOCATIONS	1	NFP-I	$20,014,680	$12,416,601	$11,174,941	$1,241,660	
2027	S13210	Statewide		MassDOT Freight-focused Improvements		NFP-I	$5,646,068	$5,646,069	$5,081,462	$564,607	
Intelligent Transportation Systems								$10,309,868	$8,247,894	$2,061,974	
2027	S12783	Statewide		STATEWIDE ITS Program - 2024-2028		NHPP	$47,037,500	$10,309,868	$8,247,894	$2,061,974	
Safe Routes to School								$2,000,000	$1,600,000	$400,000	
2027	S13204	Statewide		STATEWIDE - SAFE ROUTES TO SCHOOL IMPROVEMENT PROJECTS (PLACEHOLDER FOR 27)		TAP	$2,000,000	$2,000,000	$1,600,000	$400,000	

											STIP: 2026 - 2030 (D)
Intersection Improvements								$4,160,000	$3,744,000	$416,000	
2027	S13229	Statewide		District 3 - Safety at Multiple Locations		HSIP	$4,160,000	$4,160,000	$3,744,000	$416,000	Future project to address safety concerns at multiple locations in District 3
Section 3A / Federal Aid Funded Planning/Adjustments/Pass throughs								$93,227,670	$74,769,634	$18,458,036	
State Planning & Research								$25,000,000	$20,000,000	$5,000,000	
2027	S13239	Statewide		State Planning & Research (SPR) 1 Work Program (FFY 2028)		PLS	$18,750,000	$15,612,005	$12,489,604	$3,122,401	
2027	S13239	Statewide		State Planning & Research (SPR) 1 Work Program (FFY 2028)		STBG	$18,750,000	$3,137,995	$2,510,396	$627,599	
2027	S13241	Statewide		State Planning & Research (SPR) 2 Work Program (FFY 2028)		PLS	$6,250,000	$6,250,000	$5,000,000	$1,250,000	
Metropolitan Planning								$14,440,402	$11,552,322	$2,888,080	
2027	S13249	Statewide		Metropolitan Planning (FFY 2028 UPWPs) - PL & SPR		PLM	$19,758,142	$14,440,402	$11,552,322	$2,888,080	
Award Adjustments, Change Orders, etc.								$27,500,000	$22,187,498	$5,312,502	
2027	S13254	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2027)		STBG-BR-Off	$27,500,000	$1,600,222	$1,280,178	$320,044	
2027	S13254	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2027)		CMAQ	$27,500,000	$2,971,470	$2,377,176	$594,294	
2027	S13254	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2027)		HSIP	$27,500,000	$1,874,978	$1,687,480	$187,498	
2027	S13254	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2027)		NHPP	$27,500,000	$17,368,600	$13,894,880	$3,473,720	
2027	S13254	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2027)		STBG	$27,500,000	$1,969,306	$1,575,445	$393,861	
2027	S13254	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2027)		TAP	$27,500,000	$817,025	$653,620	$163,405	
2027	S13254	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2027)		PRCT	$27,500,000	$898,399	$718,719	$179,680	
SRTS Education								$2,439,183	$1,951,346	$487,837	
2027	S13260	Statewide		Safe Routes to School (SRTS) Education (FFY 2027)		TAP	$2,439,183	$2,439,183	$1,951,346	$487,837	
Carbon Reduction								$22,364,674	$17,891,739	$4,472,935	
2027	S13266	Statewide		Carbon Reduction Program Placeholder (FFY 2026-2030) - Flex to FTA for use by MBTA		CRP	$77,748,516	$15,238,830	$12,191,064	$3,047,766	Placeholder TFPC based on sum of non-flex CRP apportionment for Boston UZA and proportionate flex CRP apportionment, with 20% match provided by MBTA.
2027	S13267	Statewide		Carbon Reduction Program Placeholder (FFY 2026-2030) - Flex to FTA for use by RTAs		CRP	$36,356,056	$7,125,844	$5,700,675	$1,425,169	Placeholder TFPC based on sum of non-flex CRP apportionment for non-Boston UZAs and proportionate flex CRP apportionment, with 20% match provided by State.
Recreational Trails								$1,483,411	$1,186,729	$296,682	
2027	S13269	Statewide		RECREATIONAL TRAILS PROGRAM (FFY2027)		REC	$1,483,411	$1,483,411	$1,186,729	$296,682	

STIP Investments Report

Statewide Region

STIP: 2026 - 2030 (D)

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non Federal Funds	Other Information
Federal Fiscal Year 2028								$213,734,625	$173,487,576	$40,247,049	
Section 1B / Earmark or Discretionary Grant Funded Projects								$35,284,159	$28,939,705	$6,344,454	
Bridge Systematic Maintenance NB								$23,835,109	$19,068,087	$4,767,022	
2028	612506	Multiple	Multiple	HATFIELD- WHATELY- BRIDGE PRESERVATION, H-11-030, W-33-019, W-33-020, ROUTES 5 & 10 OVER I-91 (SEPARATE CROSSINGS)	2	HIP-BR	$35,668,914	$16,716,191	$13,372,953	$3,343,238	
2028	S13265	Statewide		Bridge Preservation Projects (Additional)		HIP-BR	$325,000,000	$7,118,918	$5,695,134	$1,423,784	
Bridge Off-system Local NB								$3,561,890	$3,561,890	$0	
2028	613141	Multiple	Multiple	ATHOL- ORANGE- BRIDGE REPLACEMENT, A-15-017=O-03-001, LOGAN ROAD OVER THE EAST BRANCH OF THE TULLY RIVER	2	BROFF	$3,561,890	$3,561,890	$3,561,890	$0	
Metropolitan Planning								$5,424,095	$4,339,276	$1,084,819	
2028	S13250	Statewide		Metropolitan Planning (FFY 2029 UPWPs) - PL & SPR		MP5303	$20,153,305	$5,424,095	$4,339,276	$1,084,819	
Ferry Boat Program								$2,463,065	$1,970,452	$492,613	
2028	S13273	Statewide		Ferry Boat Program Placeholder (FFY 2026-2030)		FBP	$10,000,000	$2,463,065	$1,970,452	$492,613	
Section 2A / Federal Aid Funded State Prioritized Reliability Projects								$70,117,011	$57,693,609	$12,423,402	
Bridge Inspections								$17,900,000	$14,320,000	$3,580,000	
2028	S12759	Statewide		2028 Bridge Inspection & Data Control		STBG-BR-Off	$29,381,728	$8,959,825	$7,167,860	$1,791,965	
2028	S12759	Statewide		2028 Bridge Inspection & Data Control		NHPP	$29,381,728	$8,940,175	$7,152,140	$1,788,035	
Safety Improvements								$16,000,000	$14,400,000	$1,600,000	
2028	S13221	Statewide		SHSP STRATEGIES IMPLEMENTATION TO ADDRESS EMPHASIS AREAS (SAFETY PROGRAM - 2028)		VUS	$5,000,000	$1,000,000	$900,000	$100,000	Ongoing efforts: AWS Conversion, RRFB Procurement, Speed Management (w/ GPI); Lane departure and curve warning signs efforts
2028	S13221	Statewide		SHSP STRATEGIES IMPLEMENTATION TO ADDRESS EMPHASIS AREAS (SAFETY PROGRAM - 2028)		HSIP	$5,000,000	$4,000,000	$3,600,000	$400,000	Ongoing efforts: AWS Conversion, RRFB Procurement, Speed Management (w/ GPI); Lane departure and curve warning signs efforts
2028	S13222	Statewide		VRU SYSTEMIC SAFETY NEAR BUS STOPS - 2028		VUS	$4,000,000	$4,000,000	$3,600,000	$400,000	Ongoing efforts: D2-D5 State Signals Missing Crosswalks, D6 State Signals, D1-D5 State Signals Minor Modifications
2028	S13223	Statewide		GUIDE AND TRAFFIC SIGN REPLACEMENT PLACEHOLDER		HSIP	$7,000,000	$7,000,000	$6,300,000	$700,000	Future sign projects
Bridge Off-system								$36,217,011	$28,973,609	$7,243,402	
2028	S13276	Statewide		Off System Bridge Projects (Additional)		STBG-BR-Off	$103,206,274	$36,217,011	$28,973,609	$7,243,402	
Section 2B / Federal Aid Funded State Prioritized Modernization Projects								$14,369,683	$11,495,746	$2,873,937	
Accessibility Improvements								$4,059,815	$3,247,852	$811,963	
2028	613668	Statewide		DISTRICT 2- ACCESSIBILITY IMPROVEMENTS AT MULTIPLE LOCATIONS (NORTHERN PROJECT)	2	STBG	$1,099,490	$1,099,490	$879,592	$219,898	
2028	613671	Statewide		DISTRICT 3- ACCESSIBILITY IMPROVEMENTS AT MULTIPLE LOCATIONS (SOUTHERN PROJECT)	3	STBG	$1,733,971	$1,733,971	$1,387,177	$346,794	
2028	613723	Statewide		DISTRICT 5- ACCESSIBILITY IMPROVEMENTS AT MULTIPLE LOCATIONS (SOUTHERN PROJECT)	5	STBG	$1,226,354	$1,226,354	$981,083	$245,271	
Intelligent Transportation Systems								$10,309,868	$8,247,894	$2,061,974	
2028	S12783	Statewide		STATEWIDE ITS Program - 2024-2028		NHPP	$47,037,500	$10,309,868	$8,247,894	$2,061,974	
Section 3A / Federal Aid Funded Planning/Adjustments/Pass throughs								$93,963,772	$75,358,515	$18,605,257	
State Planning & Research								$25,000,000	$20,000,000	$5,000,000	
2028	S13242	Statewide		State Planning & Research (SPR) 2 Work Program (FFY 2029)		PLS	$6,250,000	$6,250,000	$5,000,000	$1,250,000	
2028	S13247	Statewide		State Planning & Research (SPR) 1 Work Program (FFY 2029)		PLS	$18,750,000	$16,049,244	$12,839,395	$3,209,849	



STIP: 2026 - 2030 (D)

2028	S13247	Statewide		State Planning & Research (SPR) 1 Work Program (FFY 2029)		STBG	$18,750,000	$2,700,756	$2,160,605	$540,151	
Metropolitan Planning								$14,729,210	$11,783,368	$2,945,842	
2028	S13250	Statewide		Metropolitan Planning (FFY 2029 UPWPs) - PL & SPR		PLM	$20,153,305	$14,729,210	$11,783,368	$2,945,842	
Award Adjustments, Change Orders, etc.								$27,500,000	$22,187,498	$5,312,502	
2028	S13255	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2028)		STBG-BR-Off	$27,500,000	$1,600,222	$1,280,178	$320,044	
2028	S13255	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2028)		CMAQ	$27,500,000	$2,971,470	$2,377,176	$594,294	
2028	S13255	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2028)		HSIP	$27,500,000	$1,874,978	$1,687,480	$187,498	
2028	S13255	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2028)		NHPP	$27,500,000	$17,368,600	$13,894,880	$3,473,720	
2028	S13255	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2028)		STBG	$27,500,000	$1,969,306	$1,575,445	$393,861	
2028	S13255	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2028)		TAP	$27,500,000	$817,025	$653,620	$163,405	
2028	S13255	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2028)		PRCT	$27,500,000	$898,399	$718,719	$179,680	
SRTS Education								$2,439,183	$1,951,346	$487,837	
2028	S13261	Statewide		Safe Routes to School (SRTS) Education (FFY 2028)		TAP	$2,439,183	$2,439,183	$1,951,346	$487,837	
Carbon Reduction								$22,811,968	$18,249,574	$4,562,394	
2028	S13266	Statewide		Carbon Reduction Program Placeholder (FFY 2026-2030) - Flex to FTA for use by MBTA		CRP	$77,748,516	$15,543,607	$12,434,886	$3,108,721	Placeholder TFPC based on sum of non-flex CRP apportionment for Boston UZA and proportionate flex CRP apportionment, with 20% match provided by MBTA.
2028	S13267	Statewide		Carbon Reduction Program Placeholder (FFY 2026-2030) - Flex to FTA for use by RTAs		CRP	$36,356,056	$7,268,361	$5,814,689	$1,453,672	Placeholder TFPC based on sum of non-flex CRP apportionment for non-Boston UZAs and proportionate flex CRP apportionment, with 20% match provided by State.
Recreational Trails								$1,483,411	$1,186,729	$296,682	
2028	S13271	Statewide		RECREATIONAL TRAILS PROGRAM (FFY2028)		REC	$1,483,411	$1,483,411	$1,186,729	$296,682	

STIP Investments Report

Statewide Region

STIP: 2026 - 2030 (D)

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non Federal Funds	Other Information
Federal Fiscal Year 2029								$243,869,948	$198,098,635	$45,771,313	
Section 1B / Earmark or Discretionary Grant Funded Projects								$57,703,775	$46,163,020	$11,540,755	
Metropolitan Planning								$5,532,577	$4,426,062	$1,106,515	
2029	S13251	Statewide		Metropolitan Planning (FFY 2030 UPWPs) - PL & SPR		MP5303	$20,556,371	$5,532,577	$4,426,062	$1,106,515	
Bridge Systematic Maintenance NB								$49,658,872	$39,727,098	$9,931,774	
2029	S13265	Statewide		Bridge Preservation Projects (Additional)		HIP-BR	$325,000,000	$49,658,872	$39,727,098	$9,931,774	
Ferry Boat Program								$2,512,326	$2,009,861	$502,465	
2029	S13273	Statewide		Ferry Boat Program Placeholder (FFY 2026-2030)		FBP	$10,000,000	$2,512,326	$2,009,861	$502,465	
Section 2A / Federal Aid Funded State Prioritized Reliability Projects								$62,279,750	$51,423,800	$10,855,950	
Bridge Inspections								$17,597,974	$14,078,379	$3,519,595	
2029	S12759	Statewide		2028 Bridge Inspection & Data Control		STBG-BR-Off	$29,381,728	$6,116,246	$4,892,997	$1,223,249	
2029	S12759	Statewide		2028 Bridge Inspection & Data Control		NHPP	$29,381,728	$11,481,728	$9,185,382	$2,296,346	
Safety Improvements								$16,000,000	$14,400,000	$1,600,000	
2029	S13224	Statewide		VRU SYSTEMIC SAFETY NEAR BUS STOPS - 2029		VUS	$4,000,000	$4,000,000	$3,600,000	$400,000	Ongoing efforts: D2-D5 State Signals Missing Crosswalks, D6 State Signals, D1-D5 State Signals Minor Modifications
2029	S13225	Statewide		GUIDE AND TRAFFIC SIGN REPLACEMENT PLACEHOLDER		HSIP	$7,000,000	$7,000,000	$6,300,000	$700,000	Future sign projects
2029	S13235	Statewide		SHSP STRATEGIES IMPLEMENTATION TO ADDRESS EMPHASIS AREAS (SAFETY PROGRAM - 2029)		VUS	$5,000,000	$1,000,000	$900,000	$100,000	Ongoing efforts: AWS Conversion, RRFB Procurement, Speed Management (w/ GPI); Lane departure and curve warning signs efforts
2029	S13235	Statewide		SHSP STRATEGIES IMPLEMENTATION TO ADDRESS EMPHASIS AREAS (SAFETY PROGRAM - 2029)		HSIP	$5,000,000	$4,000,000	$3,600,000	$400,000	Ongoing efforts: AWS Conversion, RRFB Procurement, Speed Management (w/ GPI); Lane departure and curve warning signs efforts
Bridge Off-system								$28,681,776	$22,945,421	$5,736,355	
2029	S13276	Statewide		Off System Bridge Projects (Additional)		STBG-BR-Off	$103,206,274	$28,681,776	$22,945,421	$5,736,355	
Section 2B / Federal Aid Funded State Prioritized Modernization Projects								$21,171,827	$18,152,640	$3,019,187	
Accessibility Improvements								$9,020,043	$7,216,034	$1,804,009	
2029	613670	Statewide		DISTRICT 2- ACCESSIBILITY IMPROVEMENTS AT MULTIPLE LOCATIONS (SOUTHERN PROJECT)	2	STBG	$2,078,100	$2,078,100	$1,662,480	$415,620	
2029	613672	Statewide		DISTRICT 3- ACCESSIBILITY IMPROVEMENTS AT MULTIPLE LOCATIONS (NORTHERN PROJECT)	3	STBG	$1,967,833	$1,967,833	$1,574,266	$393,567	
2029	613673	Statewide		DISTRICT 3- ACCESSIBILITY IMPROVEMENTS AT MULTIPLE LOCATIONS (CENTRAL PROJECT)	3	STBG	$1,543,671	$1,543,671	$1,234,937	$308,734	
2029	613720	Statewide		DISTRICT 5- ACCESSIBILITY IMPROVEMENTS AT MULTIPLE LOCATIONS (CENTRAL PROJECT)	5	STBG	$1,657,693	$1,657,693	$1,326,154	$331,539	
2029	613722	Statewide		DISTRICT 6- ACCESSIBILITY IMPROVEMENTS AT MULTIPLE LOCATIONS (CENTRAL PROJECT)	6	STBG	$1,772,746	$1,772,746	$1,418,197	$354,549	
Freight								$12,151,784	$10,936,606	$1,215,178	
2029	S13213	Statewide		MassDOT Freight-focused Improvements		NFP-I	$12,151,784	$12,151,784	$10,936,606	$1,215,178	
Section 2C / Federal Aid Funded State Prioritized Expansion Projects								$8,000,000	$6,400,000	$1,600,000	
Bicycle and Pedestrian								$8,000,000	$6,400,000	$1,600,000	
2029	S13231	Statewide		SHARED USE PATH IMPROVEMENTS (PLACEHOLDER)		CMAQ	$14,500,000	$8,000,000	$6,400,000	$1,600,000	Placeholder for future trail projects and shared use path improvements statewide
Section 3A / Federal Aid Funded Planning/Adjustments/Pass throughs								$94,714,596	$75,959,175	$18,755,421	
State Planning & Research								$25,000,000	$20,000,000	$5,000,000	
2029	S13244	Statewide		State Planning & Research (SPR) 2 Work Program (FFY 2030)		PLS	$6,250,000	$6,250,000	$5,000,000	$1,250,000	
2029	S13248	Statewide		State Planning & Research (SPR) 1 Work Program (FFY 2030)		PLS	$18,750,000	$16,495,230	$13,196,184	$3,299,046	



STIP: 2026 - 2030 (D)

2029	S13248	Statewide		State Planning & Research (SPR) 1 Work Program (FFY 2030)		STBG	$18,750,000	$2,254,770	$1,803,816	$450,954	
Metropolitan Planning								$15,023,794	$12,019,035	$3,004,759	
2029	S13251	Statewide		Metropolitan Planning (FFY 2030 UPWPs) - PL & SPR		PLM	$20,556,371	$15,023,794	$12,019,035	$3,004,759	
Award Adjustments, Change Orders, etc.								$27,500,000	$22,187,498	$5,312,502	
2029	S13256	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2029)		STBG-BR-Off	$27,500,000	$1,600,222	$1,280,178	$320,044	
2029	S13256	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2029)		CMAQ	$27,500,000	$2,971,470	$2,377,176	$594,294	
2029	S13256	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2029)		HSIP	$27,500,000	$1,874,978	$1,687,480	$187,498	
2029	S13256	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2029)		NHPP	$27,500,000	$17,368,600	$13,894,880	$3,473,720	
2029	S13256	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2029)		STBG	$27,500,000	$1,969,306	$1,575,445	$393,861	
2029	S13256	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2029)		TAP	$27,500,000	$817,025	$653,620	$163,405	
2029	S13256	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2029)		PRCT	$27,500,000	$898,399	$718,719	$179,680	
SRTS Education								$2,439,183	$1,951,346	$487,837	
2029	S13262	Statewide		Safe Routes to School (SRTS) Education (FFY 2029)		TAP	$2,439,183	$2,439,183	$1,951,346	$487,837	
Carbon Reduction								$23,268,208	$18,614,566	$4,653,642	
2029	S13266	Statewide		Carbon Reduction Program Placeholder (FFY 2026-2030) - Flex to FTA for use by MBTA		CRP	$77,748,516	$15,854,480	$12,683,584	$3,170,896	Placeholder TFPC based on sum of non-flex CRP apportionment for Boston UZA and proportionate flex CRP apportionment, with 20% match provided by MBTA.
2029	S13267	Statewide		Carbon Reduction Program Placeholder (FFY 2026-2030) - Flex to FTA for use by RTAs		CRP	$36,356,056	$7,413,728	$5,930,982	$1,482,746	Placeholder TFPC based on sum of non-flex CRP apportionment for non-Boston UZAs and proportionate flex CRP apportionment, with 20% match provided by State.
Recreational Trails								$1,483,411	$1,186,729	$296,682	
2029	S13272	Statewide		RECREATIONAL TRAILS PROGRAM (FFY 2029)		REC	$1,483,411	$1,483,411	$1,186,729	$296,682	

STIP Investments Report

Statewide Region

STIP: 2026 - 2030 (D)

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non Federal Funds	Other Information
Federal Fiscal Year 2030								$243,581,633	$199,047,736	$44,533,897	
Section 1B / Earmark or Discretionary Grant Funded Projects								$73,205,801	$58,564,641	$14,641,160	
Metropolitan Planning								$5,643,228	$4,514,582	$1,128,646	
2030	S13252	Statewide		Metropolitan Planning (FFY 2031 UPWPs) - PL & SPR		MP5303	$20,967,498	$5,643,228	$4,514,582	$1,128,646	
Bridge Systematic Maintenance NB								$65,000,000	$52,000,000	$13,000,000	
2030	S13265	Statewide		Bridge Preservation Projects (Additional)		HIP-BR	$325,000,000	$65,000,000	$52,000,000	$13,000,000	
Ferry Boat Program								$2,562,573	$2,050,058	$512,515	
2030	S13273	Statewide		Ferry Boat Program Placeholder (FFY 2026-2030)		FBP	$10,000,000	$2,562,573	$2,050,058	$512,515	
Section 2A / Federal Aid Funded State Prioritized Reliability Projects								$33,717,715	$30,095,944	$3,621,772	
Interstate Pavement								$15,217,715	$13,695,944	$1,521,772	
2030	609099	Statewide	Multiple	MILFORD- HOPKINTON- WESTBOROUGH- SOUTHBOROUGH- RESURFACING AND RELATED WORK ON I-495N	3	NHPP-I	$15,217,715	$15,217,715	$13,695,944	$1,521,772	
Safety Improvements								$16,000,000	$14,400,000	$1,600,000	
2030	S13226	Statewide		GUIDE AND TRAFFIC SIGN REPLACEMENT PLACEHOLDER		HSIP	$7,000,000	$7,000,000	$6,300,000	$700,000	Future sign projects
2030	S13227	Statewide		SHSP STRATEGIES IMPLEMENTATION TO ADDRESS EMPHASIS AREAS (SAFETY PROGRAM - 2030)		VUS	$5,000,000	$1,000,000	$900,000	$100,000	Ongoing efforts: AWS Conversion, RRFB Procurement, Speed Management (w/ GPI); Lane departure and curve warning signs efforts
2030	S13227	Statewide		SHSP STRATEGIES IMPLEMENTATION TO ADDRESS EMPHASIS AREAS (SAFETY PROGRAM - 2030)		HSIP	$5,000,000	$4,000,000	$3,600,000	$400,000	Ongoing efforts: AWS Conversion, RRFB Procurement, Speed Management (w/ GPI); Lane departure and curve warning signs efforts
2030	S13228	Statewide		VRU SYSTEMIC SAFETY NEAR BUS STOPS - 2030		VUS	$4,000,000	$4,000,000	$3,600,000	$400,000	Ongoing efforts: D2-D5 State Signals Missing Crosswalks, D6 State Signals, D1-D5 State Signals Minor Modifications
Bridge Inspections								$2,500,000	$2,000,000	$500,000	
2030	S13277	Statewide		2030 Bridge Inspection & Data Control		NHPP	$35,800,000	$2,500,000	$2,000,000	$500,000	
Section 2B / Federal Aid Funded State Prioritized Modernization Projects								$34,677,682	$28,615,306	$6,062,376	
Accessibility Improvements								$10,946,079	$8,756,863	$2,189,216	
2030	613661	Statewide		DISTRICT 1- ACCESSIBILITY IMPROVEMENTS AT MULTIPLE LOCATIONS (WESTERN PROJECT)	1	STBG	$947,175	$4,941,600	$3,953,280	$988,320	
2030	613719	Statewide		DISTRICT 5- ACCESSIBILITY IMPROVEMENTS AT MULTIPLE LOCATIONS (NORTHERN PROJECT)	5	STBG	$2,398,297	$2,398,297	$1,918,638	$479,659	
2030	613724	Statewide		DISTRICT 6- ACCESSIBILITY IMPROVEMENTS AT MULTIPLE LOCATIONS (NORTHERN PROJECT)	6	STBG	$1,707,812	$1,707,812	$1,366,250	$341,562	
2030	613880	Statewide	Multiple	DISTRICT 4- ACCESSIBILITY IMPROVEMENTS AT MULTIPLE LOCATIONS (CENTRAL PROJECT)	4	STBG	$1,898,370	$1,898,370	$1,518,696	$379,674	
Safe Routes to School								$15,000,000	$12,000,000	$3,000,000	
2030	S13205	Statewide		STATEWIDE - SAFE ROUTES TO SCHOOL (SRTS) IMRPOVEMENT PROJECTS (PLACEHOLDER FOR 2030)		TAP	$15,000,000	$15,000,000	$12,000,000	$3,000,000	
Freight								$8,731,603	$7,858,443	$873,160	
2030	S13211	Statewide		MassDOT Freight-focused Improvements		NFP-I	$8,731,603	$8,731,603	$7,858,443	$873,160	
Section 2C / Federal Aid Funded State Prioritized Expansion Projects								$6,500,000	$5,200,000	$1,300,000	
Bicycle and Pedestrian								$6,500,000	$5,200,000	$1,300,000	
2030	S13231	Statewide		SHARED USE PATH IMPROVEMENTS (PLACEHOLDER)		CMAQ	$14,500,000	$6,500,000	$5,200,000	$1,300,000	Placeholder for future trail projects and shared use path improvements statewide
Section 3A / Federal Aid Funded Planning/Adjustments/Pass throughs								$95,480,435	$76,571,846	$18,908,589	
State Planning & Research								$25,000,000	$20,000,000	$5,000,000	



STIP: 2026 - 2030 (D)

2030	S13245	Statewide		State Planning & Research (SPR) 2 Work Program (FFY 2031)		PLS	$6,250,000	$6,250,000	$5,000,000	$1,250,000	
2030	S13259	Statewide		State Planning & Research (SPR) 1 Work Program (FFY 2031)		PLS	$18,750,000	$16,825,135	$13,460,108	$3,365,027	
2030	S13259	Statewide		State Planning & Research (SPR) 1 Work Program (FFY 2031)		STBG	$18,750,000	$1,924,865	$1,539,892	$384,973	
Metropolitan Planning								$15,324,270	$12,259,416	$3,064,854	
2030	S13252	Statewide		Metropolitan Planning (FFY 2031 UPWPs) - PL & SPR		PLM	$20,967,498	$15,324,270	$12,259,416	$3,064,854	
Award Adjustments, Change Orders, etc.								$27,500,000	$22,187,498	$5,312,502	
2030	S13257	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2030)		STBG-BR-Off	$27,500,000	$1,600,222	$1,280,178	$320,044	
2030	S13257	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2030)		CMAQ	$27,500,000	$2,971,470	$2,377,176	$594,294	
2030	S13257	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2030)		HSIP	$27,500,000	$1,874,978	$1,687,480	$187,498	
2030	S13257	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2030)		NHPP	$27,500,000	$17,368,600	$13,894,880	$3,473,720	
2030	S13257	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2030)		STBG	$27,500,000	$1,969,306	$1,575,445	$393,861	
2030	S13257	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2030)		TAP	$27,500,000	$817,025	$653,620	$163,405	
2030	S13257	Statewide		Awards, Adjustments, Change Orders, etc. (FFY 2030)		PRCT	$27,500,000	$898,399	$718,719	$179,680	
SRTS Education								$2,439,183	$1,951,346	$487,837	
2030	S13263	Statewide		Safe Routes to School (SRTS) Education (FFY 2030)		TAP	$2,439,183	$2,439,183	$1,951,346	$487,837	
Carbon Reduction								$23,733,571	$18,986,857	$4,746,714	
2030	S13266	Statewide		Carbon Reduction Program Placeholder (FFY 2026-2030) - Flex to FTA for use by MBTA		CRP	$77,748,516	$16,171,569	$12,937,255	$3,234,314	Placeholder TFPC based on sum of non-flex CRP apportionment for Boston UZA and proportionate flex CRP apportionment, with 20% match provided by MBTA.
2030	S13267	Statewide		Carbon Reduction Program Placeholder (FFY 2026-2030) - Flex to FTA for use by RTAs		CRP	$36,356,056	$7,562,002	$6,049,602	$1,512,400	Placeholder TFPC based on sum of non-flex CRP apportionment for non-Boston UZAs and proportionate flex CRP apportionment, with 20% match provided by State.
Recreational Trails								$1,483,411	$1,186,729	$296,682	
2030	S13270	Statewide		RECREATIONAL TRAILS PROGRAM (FFY 2030)		REC	$1,483,411	$1,483,411	$1,186,729	$296,682	

STIP Investments Report

Program Activity: Transit, Cape Cod Regional Transit Authority

STIP: 2026 - 2030 (D)

Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds
Federal Fiscal Year 2026							$54,760,267	$34,363,205	$11,508,639	$8,888,423
Cape Cod Regional Transit Authority							$54,760,267	$34,363,205	$11,508,639	$8,888,423
2026	CCRTA011712		RTA Facility & Vehicle Maintenance	CCRTA - Preventive Maintenance - Steamship Authority	5337	$31,250,000	$5,000,000	$5,000,000		
2026	CCRTA011712		RTA Facility & Vehicle Maintenance	CCRTA - Preventive Maintenance - Steamship Authority	LF	$31,250,000	$1,250,000			$1,250,000
2026	CCRTA011713		RTA Facility & Vehicle Maintenance	Acquisition Support Vehicles	OF	$120,000	$32,000	$32,000		
2026	CCRTA011713		RTA Facility & Vehicle Maintenance	Acquisition Support Vehicles	RTACAP	$120,000	$8,000		$8,000	
2026	CCRTA012005		RTA Facility & System Modernization	CCRTA - Construction - Security Building	OF	$80,000	$64,000	$64,000		
2026	CCRTA012005		RTA Facility & System Modernization	CCRTA - Construction - Security Building	RTACAP	$80,000	$16,000		$16,000	
2026	CCRTA012006		RTA Facility & Vehicle Maintenance	CCRTA - Acquire ADP Software	OF	$115,000	$92,000	$92,000		
2026	CCRTA012006		RTA Facility & Vehicle Maintenance	CCRTA - Acquire ADP Software	RTACAP	$115,000	$23,000		$23,000	
2026	RTD0010610		Operating	CCRTA - OPERATING ASSISTANCE-Fixed Route/Demand Response	OF	$59,217,594	$5,530,451	$5,530,451		
2026	RTD0010610		Operating	CCRTA - OPERATING ASSISTANCE-Fixed Route/Demand Response	SCA	$59,217,594	$5,530,451		$5,530,451	
2026	RTD0010611		Operating	CCRTA - MOBILITY MANAGEMENT	OF	$4,000,000	$640,000	$640,000		
2026	RTD0010611		Operating	CCRTA - MOBILITY MANAGEMENT	SCA	$4,000,000	$160,000		$160,000	
2026	RTD0010612		Operating	CCRTA - NON FIXED ROUTE ADA PARA SERV	OF	$1,500,000	$240,000	$240,000		
2026	RTD0010612		Operating	CCRTA - NON FIXED ROUTE ADA PARA SERV	SCA	$1,500,000	$60,000		$60,000	
2026	RTD0010613		Operating	CCRTA - PREVENTIVE MAINTENANCE	OF	$47,062,500	$7,530,000	$7,530,000		
2026	RTD0010613		Operating	CCRTA - PREVENTIVE MAINTENANCE	SCA	$47,062,500	$1,882,500		$1,882,500	
2026	RTD0010617		RTA Facility & System Modernization	CCRTA - Hyannis Transportation Center/REHAB/RENOVATE - BUS TERMINAL	OF	$502,500	$200,000	$200,000		
2026	RTD0010617		RTA Facility & System Modernization	CCRTA - Hyannis Transportation Center/REHAB/RENOVATE - BUS TERMINAL	RTACAP	$502,500	$50,000		$50,000	

STIP Investments Report

Program Activity: Transit, Cape Cod Regional Transit Authority



										STIP: 2026 - 2030 (D)
2026	RTD0010618		RTA Facility & System Modernization	CCRTA - CONSTRUCTION - BUS SHELTERS	RTACAP	$165,000	$20,000		$20,000	
2026	RTD0010619		RTA Vehicle Replacement	CCRTA - BUY REPLACEMENT <30 FT BUS	5339	$1,685,971	$628,777	$628,777		
2026	RTD0010619		RTA Vehicle Replacement	CCRTA - BUY REPLACEMENT <30 FT BUS	RTACAP	$1,685,971	$157,194		$157,194	
2026	RTD0011178		RTA Facility & Vehicle Maintenance	CCRTA-Acquire Misc. Support Equipment	OF	$1,727,000	$160,000	$160,000		
2026	RTD0011178		RTA Facility & Vehicle Maintenance	CCRTA-Acquire Misc. Support Equipment	RTACAP	$1,727,000	$40,000		$40,000	
2026	T00147		RTA Facility & System Modernization	CCRTA- CONSTRUCTION EV Infrastructure	OF	$5,723,439	$3,680,000	$3,680,000		
2026	T00147		RTA Facility & System Modernization	CCRTA- CONSTRUCTION EV Infrastructure	RTACAP	$5,723,439	$920,000		$920,000	
2026	T00147		RTA Facility & System Modernization	CCRTA- CONSTRUCTION EV Infrastructure	VWSF	$5,723,439	$300,939			$300,939
2026	T00173		RTA Vehicle Replacement	CCRTA - BUY REPLACEMENT 35-FT BUS - GILLIG REPLACEMENT	OF	$23,544,955	$10,565,977	$10,565,977		
2026	T00173		RTA Vehicle Replacement	CCRTA - BUY REPLACEMENT 35-FT BUS - GILLIG REPLACEMENT	TDC	$23,544,955	$2,641,494		$2,641,494	
2026	T00173		RTA Vehicle Replacement	CCRTA - BUY REPLACEMENT 35-FT BUS - GILLIG REPLACEMENT	VWSF	$23,544,955	$7,337,484			$7,337,484

STIP Investments Report

Program Activity: Transit, Cape Cod Regional Transit Authority

STIP: 2026 - 2030 (D)

Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds
Federal Fiscal Year 2027							$30,467,548	$20,917,274	$8,300,274	$1,250,000
Cape Cod Regional Transit Authority							$30,467,548	$20,917,274	$8,300,274	$1,250,000
2027	CCRTA011712		RTA Facility & Vehicle Maintenance	CCRTA - Preventive Maintenance - Steamship Authority	5337	$31,250,000	$5,000,000	$5,000,000		
2027	CCRTA011712		RTA Facility & Vehicle Maintenance	CCRTA - Preventive Maintenance - Steamship Authority	LF	$31,250,000	$1,250,000			$1,250,000
2027	CCRTA011713		RTA Facility & Vehicle Maintenance	Acquisition Support Vehicles	OF	$120,000	$32,000	$32,000		
2027	CCRTA011713		RTA Facility & Vehicle Maintenance	Acquisition Support Vehicles	RTACAP	$120,000	$8,000		$8,000	
2027	RTD0010610		Operating	CCRTA - OPERATING ASSISTANCE-Fixed Route/Demand Response	OF	$59,217,594	$5,721,274	$5,721,274		
2027	RTD0010610		Operating	CCRTA - OPERATING ASSISTANCE-Fixed Route/Demand Response	SCA	$59,217,594	$5,721,274		$5,721,274	
2027	RTD0010611		Operating	CCRTA - MOBILITY MANAGEMENT	OF	$4,000,000	$640,000	$640,000		
2027	RTD0010611		Operating	CCRTA - MOBILITY MANAGEMENT	SCA	$4,000,000	$160,000		$160,000	
2027	RTD0010612		Operating	CCRTA - NON FIXED ROUTE ADA PARA SERV	OF	$1,500,000	$240,000	$240,000		
2027	RTD0010612		Operating	CCRTA - NON FIXED ROUTE ADA PARA SERV	SCA	$1,500,000	$60,000		$60,000	
2027	RTD0010613		Operating	CCRTA - PREVENTIVE MAINTENANCE	OF	$47,062,500	$7,530,000	$7,530,000		
2027	RTD0010613		Operating	CCRTA - PREVENTIVE MAINTENANCE	SCA	$47,062,500	$1,882,500		$1,882,500	
2027	RTD0010617		RTA Facility & System Modernization	CCRTA - Hyannis Transportation Center/REHAB/RENOVATE - BUS TERMINAL	OF	$502,500	$98,000	$98,000		
2027	RTD0010617		RTA Facility & System Modernization	CCRTA - Hyannis Transportation Center/REHAB/RENOVATE - BUS TERMINAL	RTACAP	$502,500	$24,500		$24,500	
2027	RTD0010618		RTA Facility & System Modernization	CCRTA - CONSTRUCTION - BUS SHELTERS	RTACAP	$165,000	$30,000		$30,000	
2027	RTD0011178		RTA Facility & Vehicle Maintenance	CCRTA-Acquire Misc. Support Equipment	OF	$1,727,000	$531,600	$531,600		
2027	RTD0011178		RTA Facility & Vehicle Maintenance	CCRTA-Acquire Misc. Support Equipment	RTACAP	$1,727,000	$132,900		$132,900	
2027	T00147		RTA Facility & System Modernization	CCRTA- CONSTRUCTION EV Infrastructure	OF	$5,723,439	$516,000	$516,000		

STIP Investments Report

Program Activity: Transit, Cape Cod Regional Transit Authority



										STIP: 2026 - 2030 (D)
2027	T00147		RTA Facility & System Modernization	CCRTA- CONSTRUCTION EV Infrastructure	RTACAP	$5,723,439	$129,000		$129,000	
2027	T00156		RTA Facility & Vehicle Maintenance	CCRTA -REHAB/RENOVATE - BUS TERMINAL	5307	$798,000	$608,400	$608,400		
2027	T00156		RTA Facility & Vehicle Maintenance	CCRTA -REHAB/RENOVATE - BUS TERMINAL	RTACAP	$798,000	$152,100		$152,100	

STIP Investments Report

Program Activity: Transit, Cape Cod Regional Transit Authority

STIP: 2026 - 2030 (D)

Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds
Federal Fiscal Year 2028							$29,133,738	$19,728,869	$8,154,869	$1,250,000
Cape Cod Regional Transit Authority							$29,133,738	$19,728,869	$8,154,869	$1,250,000
2028	CCRTA011712		RTA Facility & Vehicle Maintenance	CCRTA - Preventive Maintenance - Steamship Authority	5337	$31,250,000	$5,000,000	$5,000,000		
2028	CCRTA011712		RTA Facility & Vehicle Maintenance	CCRTA - Preventive Maintenance - Steamship Authority	LF	$31,250,000	$1,250,000			$1,250,000
2028	CCRTA011713		RTA Facility & Vehicle Maintenance	Acquisition Support Vehicles	OF	$120,000	$32,000	$32,000		
2028	CCRTA011713		RTA Facility & Vehicle Maintenance	Acquisition Support Vehicles	RTACAP	$120,000	$8,000		$8,000	
2028	RTD0010610		Operating	CCRTA - OPERATING ASSISTANCE-Fixed Route/Demand Response	OF	$59,217,594	$5,916,869	$5,916,869		
2028	RTD0010610		Operating	CCRTA - OPERATING ASSISTANCE-Fixed Route/Demand Response	SCA	$59,217,594	$5,916,869		$5,916,869	
2028	RTD0010611		Operating	CCRTA - MOBILITY MANAGEMENT	OF	$4,000,000	$640,000	$640,000		
2028	RTD0010611		Operating	CCRTA - MOBILITY MANAGEMENT	SCA	$4,000,000	$160,000		$160,000	
2028	RTD0010612		Operating	CCRTA - NON FIXED ROUTE ADA PARA SERV	OF	$1,500,000	$240,000	$240,000		
2028	RTD0010612		Operating	CCRTA - NON FIXED ROUTE ADA PARA SERV	SCA	$1,500,000	$60,000		$60,000	
2028	RTD0010613		Operating	CCRTA - PREVENTIVE MAINTENANCE	OF	$47,062,500	$7,530,000	$7,530,000		
2028	RTD0010613		Operating	CCRTA - PREVENTIVE MAINTENANCE	SCA	$47,062,500	$1,882,500		$1,882,500	
2028	RTD0010617		RTA Facility & System Modernization	CCRTA - Hyannis Transportation Center/REHAB/RENOVATE - BUS TERMINAL	OF	$502,500	$32,000	$32,000		
2028	RTD0010617		RTA Facility & System Modernization	CCRTA - Hyannis Transportation Center/REHAB/RENOVATE - BUS TERMINAL	RTACAP	$502,500	$8,000		$8,000	
2028	RTD0010618		RTA Facility & System Modernization	CCRTA - CONSTRUCTION - BUS SHELTERS	RTACAP	$165,000	$35,000		$35,000	
2028	RTD0011178		RTA Facility & Vehicle Maintenance	CCRTA-Acquire Misc. Support Equipment	OF	$1,727,000	$260,000	$260,000		
2028	RTD0011178		RTA Facility & Vehicle Maintenance	CCRTA-Acquire Misc. Support Equipment	RTACAP	$1,727,000	$65,000		$65,000	
2028	T00147		RTA Facility & System Modernization	CCRTA- CONSTRUCTION EV Infrastructure	OF	$5,723,439	$78,000	$78,000		

STIP Investments Report

Program Activity: Transit, Cape Cod Regional Transit Authority

										STIP: 2026 - 2030 (D)
2028	T00147		RTA Facility & System Modernization	CCRTA- CONSTRUCTION EV Infrastructure	RTACAP	$5,723,439	$19,500		$19,500	

STIP Investments Report

Program Activity: Transit, Cape Cod Regional Transit Authority



STIP: 2026 - 2030 (D)

Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds
Federal Fiscal Year 2029							$29,467,206	$19,871,353	$8,345,853	$1,250,000
Cape Cod Regional Transit Authority							$29,467,206	$19,871,353	$8,345,853	$1,250,000
2029	CCRTA011712		RTA Facility & Vehicle Maintenance	CCRTA - Preventive Maintenance - Steamship Authority	5337	$31,250,000	$5,000,000	$5,000,000		
2029	CCRTA011712		RTA Facility & Vehicle Maintenance	CCRTA - Preventive Maintenance - Steamship Authority	LF	$31,250,000	$1,250,000			$1,250,000
2029	RTD0010610		Operating	CCRTA - OPERATING ASSISTANCE-Fixed Route/Demand Response	OF	$59,217,594	$6,117,353	$6,117,353		
2029	RTD0010610		Operating	CCRTA - OPERATING ASSISTANCE-Fixed Route/Demand Response	SCA	$59,217,594	$6,117,353		$6,117,353	
2029	RTD0010611		Operating	CCRTA - MOBILITY MANAGEMENT	OF	$4,000,000	$640,000	$640,000		
2029	RTD0010611		Operating	CCRTA - MOBILITY MANAGEMENT	SCA	$4,000,000	$160,000		$160,000	
2029	RTD0010612		Operating	CCRTA - NON FIXED ROUTE ADA PARA SERV	OF	$1,500,000	$240,000	$240,000		
2029	RTD0010612		Operating	CCRTA - NON FIXED ROUTE ADA PARA SERV	SCA	$1,500,000	$60,000		$60,000	
2029	RTD0010613		Operating	CCRTA - PREVENTIVE MAINTENANCE	OF	$47,062,500	$7,530,000	$7,530,000		
2029	RTD0010613		Operating	CCRTA - PREVENTIVE MAINTENANCE	SCA	$47,062,500	$1,882,500		$1,882,500	
2029	RTD0010617		RTA Facility & System Modernization	CCRTA - Hyannis Transportation Center/REHAB/RENOVATE - BUS TERMINAL	OF	$502,500	$32,000	$32,000		
2029	RTD0010617		RTA Facility & System Modernization	CCRTA - Hyannis Transportation Center/REHAB/RENOVATE - BUS TERMINAL	RTACAP	$502,500	$8,000		$8,000	
2029	RTD0010618		RTA Facility & System Modernization	CCRTA - CONSTRUCTION - BUS SHELTERS	RTACAP	$165,000	$40,000		$40,000	
2029	RTD0011178		RTA Facility & Vehicle Maintenance	CCRTA-Acquire Misc. Support Equipment	OF	$1,727,000	$280,000	$280,000		
2029	RTD0011178		RTA Facility & Vehicle Maintenance	CCRTA-Acquire Misc. Support Equipment	RTACAP	$1,727,000	$70,000		$70,000	
2029	T00147		RTA Facility & System Modernization	CCRTA- CONSTRUCTION EV Infrastructure	OF	$5,723,439	$32,000	$32,000		
2029	T00147		RTA Facility & System Modernization	CCRTA- CONSTRUCTION EV Infrastructure	RTACAP	$5,723,439	$8,000		$8,000	

STIP Investments Report

Program Activity: Transit, Cape Cod Regional Transit Authority

STIP: 2026 - 2030 (D)

Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds
Federal Fiscal Year 2030							$33,663,200	$23,104,850	$9,308,350	$1,250,000
Cape Cod Regional Transit Authority							$33,663,200	$23,104,850	$9,308,350	$1,250,000
2030	CCRTA011712		RTA Facility & Vehicle Maintenance	CCRTA - Preventive Maintenance - Steamship Authority	5337	$31,250,000	$5,000,000	$5,000,000		
2030	CCRTA011712		RTA Facility & Vehicle Maintenance	CCRTA - Preventive Maintenance - Steamship Authority	LF	$31,250,000	$1,250,000			$1,250,000
2030	RTD0010610		Operating	CCRTA - OPERATING ASSISTANCE-Fixed Route/Demand Response	5307	$59,217,594	$6,322,850	$6,322,850		
2030	RTD0010610		Operating	CCRTA - OPERATING ASSISTANCE-Fixed Route/Demand Response	SCA	$59,217,594	$6,322,850		$6,322,850	
2030	RTD0010611		Operating	CCRTA - MOBILITY MANAGEMENT	OF	$4,000,000	$640,000	$640,000		
2030	RTD0010611		Operating	CCRTA - MOBILITY MANAGEMENT	SCA	$4,000,000	$160,000		$160,000	
2030	RTD0010612		Operating	CCRTA - NON FIXED ROUTE ADA PARA SERV	5307	$1,500,000	$240,000	$240,000		
2030	RTD0010612		Operating	CCRTA - NON FIXED ROUTE ADA PARA SERV	SCA	$1,500,000	$60,000		$60,000	
2030	RTD0010613		Operating	CCRTA - PREVENTIVE MAINTENANCE	OF	$47,062,500	$7,530,000	$7,530,000		
2030	RTD0010613		Operating	CCRTA - PREVENTIVE MAINTENANCE	SCA	$47,062,500	$1,882,500		$1,882,500	
2030	RTD0010617		RTA Facility & System Modernization	CCRTA - Hyannis Transportation Center/REHAB/RENOVATE - BUS TERMINAL	5307	$502,500	$40,000	$40,000		
2030	RTD0010617		RTA Facility & System Modernization	CCRTA - Hyannis Transportation Center/REHAB/RENOVATE - BUS TERMINAL	RTACAP	$502,500	$10,000		$10,000	
2030	RTD0010618		RTA Facility & System Modernization	CCRTA - CONSTRUCTION - BUS SHELTERS	RTACAP	$165,000	$40,000		$40,000	
2030	RTD0010619		RTA Vehicle Replacement	CCRTA - BUY REPLACEMENT <30 FT BUS	5339	$1,685,971	$720,000	$720,000		
2030	RTD0010619		RTA Vehicle Replacement	CCRTA - BUY REPLACEMENT <30 FT BUS	RTACAP	$1,685,971	$180,000		$180,000	
2030	RTD0011178		RTA Facility & Vehicle Maintenance	CCRTA-Acquire Misc. Support Equipment	5307	$1,727,000	$150,000	$150,000		
2030	RTD0011178		RTA Facility & Vehicle Maintenance	CCRTA-Acquire Misc. Support Equipment	RTACAP	$1,727,000	$37,500		$37,500	
2030	T00147		RTA Facility & System Modernization	CCRTA- CONSTRUCTION EV Infrastructure	5307	$5,723,439	$32,000	$32,000		
2030	T00147		RTA Facility & System Modernization	CCRTA- CONSTRUCTION EV Infrastructure	RTACAP	$5,723,439	$8,000		$8,000	

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Program Activity: Transit, Cape Cod Regional Transit Authority

										STIP: 2026 - 2030 (D)
2030	T00156		RTA Facility & Vehicle Maintenance	CCRTA -REHAB/RENOVATE - BUS TERMINAL	5307	$798,000	$30,000	$30,000		
2030	T00156		RTA Facility & Vehicle Maintenance	CCRTA -REHAB/RENOVATE - BUS TERMINAL	RTACAP	$798,000	$7,500		$7,500	
2030	T00173		RTA Vehicle Replacement	CCRTA - BUY REPLACEMENT 35-FT BUS - GILLIG REPLACEMENT	5307	$23,544,955	$2,400,000	$2,400,000		
2030	T00173		RTA Vehicle Replacement	CCRTA - BUY REPLACEMENT 35-FT BUS - GILLIG REPLACEMENT	RTACAP	$23,544,955	$600,000		$600,000	

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 Geographical Survey
v/c	Volume to Capacity
VMT	Vehicle Miles Traveled
VPD	Vehicles Per Day
VPH	Vehicles Per Hour

Appendices

Appendix A: Project Evaluation

Regional Transportation Plan Consistency

All projects included in the Transportation Improvement Program (TIP) are either specifically identified in the Regional Transportation Plan (RTP) or are consistent with programs in the RTP. Looking at the first RTP time band (2020-24) in the RTP, Mashpee Route 151 Improvements appears and is programmed in this TIP cycle in FFY2026-2026. Also, in the first RTP time band is "Route 28 Multimodal Improvements." This appears as a series of projects in the 2026-2030 TIP. Other projects in the 2026-2030 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 2026-2030 TIP includes several regional path projects including the first phase of the Bourne Rail Trail and path projects in Provincetown and Mashpee. A sidewalk project is also included Harwich as 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 2026-2030 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 approved by the Cape Cod MPO in December 2023 following a thorough review and recommendation from the Cape Cod Joint Transportation Committee. 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 Compliance, and
- Community support.

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.

Cape Cod TIP Project Evaluation Scoring Summary (For FFY2026-2030 TIP)

		System Preservation and Modernization			Mobility			Safety			Economic Impact				Environmental and Health Effects						Cost Effectiveness	Policy Support				
		Primary asset condition / effect on condition	Enhancements to other assets	Modern technology/regional ITS efforts	Existing motorist congestion	Non-motorist mobility / accommodation	Effect on connectivity / access	Motorist crash history	Non-motorist crash history	Systematic Safety Improvements	Effect on regional economic development	Effect on local-designated business district	Housing, job, cultural centers connections	Freight needs	Wetlands, wildlife, or other resources	Stormwater management/treatment	Air quality / GHG emission	Coastal Resiliency/SLR Vulnerability	Cultural resources or open space	Healthy Transportation Options	Average Cost Per User	Community support	Regional plans/policies	Supports Federal/State policies/goals	Impacted Population	
#	**Project**	**A1**	**A2**	**A3**	**B1**	**B2**	**B3**	**C1**	**C2**	**C3**	**D1**	**D2**	**D3**	**D4**	**E1**	**E2**	**E3**	**E4**	**E5**	**E6**	**F1**	**G1**	**G2**	**G3**	**G4**	
608264	Yarmouth, Rte 28 Corridor Improvements	15	10	5	4	3	3	7	9	7	3	2	3	2	0	2	2	0	1	1	3	3	2	2	3	92
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	3	2	2	1	3	90
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
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
612767	Eastham/Orleans, Rotary Improvements on Route 6	15	10	5	4	3	3	7	7	7	3	2	3	2	2	2	2	2	1	1	1	3	2	1	1	89
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	2	3	87
613706	Yarmouth, Corridor Improvements on Route 28 from Mill Ln to Parker River	15	10	5	4	3	3	5	5	7	3	2	3	2	0	1	2	0	1	1	3	3	2	2	3	85
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
608196	Dennis, Route 28 Streetscape Improvements (Phase 2)	12	10	5	4	3	3	7	7	7	3	2	3	2	0	2	2	0	1	1	0	3	2	2	3	84
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
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	1	0	2	2	3	81
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	1	3	2	2	3	76
612540	Truro/Wellfleet, Shared Use Path Along Route 6	15	7	5	4	3	3	0	5	7	3	2	3	0	0	1	2	2	1	1	5	0	2	2	3	76
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	5	3	2	2	1	75
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	2	1	0	0	1	3	2	2	2	0	73
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	1	0	1	1	0	70
607394	Bourne/Falmouth, Bourne Rail Trail Phase 4/Shining Sea Bikeway Extension	15	10	5	2	3	2	3	5	3	0	2	3	0	0	0	2	0	1	1	5	2	2	2	1	69
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
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	1	3	2	1	0	67
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
610673	Bourne, Bourne Rail Trail (Phase 2)	15	10	2	2	3	2	3	5	3	0	2	3	0	0	0	2	2	1	1	0	2	2	2	1	63
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	3	2	2	1	0	65
613864	Bourne Rail Trail Phase 3	15	10	2	2	3	2	3	5	3	0	2	3	0	0	0	2	2	0	1	0	3	2	2	3	65
613933	Yarmouth, Corridor Improvements on Route 6A, from Gingerbread Ln to Minden Ln	12	10	5	1	3	2	5	5	7	0	2	3	1	0	2	1	0	0	1	0	2	1	1	0	64
610800	Barnstable, Park and Ride Expansion and Improvements at Route 132	15	10	5	3	3	0	0	3	3	2	0	3	0	0	1	2	1	0	1	3	0	2	1	3	61
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	3	0	1	1	0	60
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
610670	Harwich, Harwich Elementary School (SRTS)	4	10	0	0	3	1	3	5	7	0	2	3	0	0	0	1	0	1	1	1	3	2	2	3	52
613929	Park and Ride Facility on Route 130 with Shared Use Path	**4**	**10**	**5**	**3**	**3**	**0**	**0**	**3**	**3**	**2**	**0**	**3**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**3**	**0**	**2**	**2**	**1**	46
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
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
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
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
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
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
609436	Harwich - Bridge Preservations on Route 6	8	4	0	4	0	1	0	0	0	1	2	1	1	0	2	0	0	0	0	5	0	1	1	0	31
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	28
	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 - Revised December 2023

Category	TIP Evaluation Criteria	Points (out of 100)
System Preservation and Modernization	• Pavement and signal equipment improvement • Sidewalks and other infrastructure enhancement (transit elements) • Use of modern technology	30
Mobility	• Motorist congestion • Non-motorist congestion • Connectivity / access	10
Safety	• Motorist crash history and anticipated safety impact • Non-motorist crash history and anticipated safety impact • Systematic safety improvements/proven safety countermeasures	25
Economic Impact	• 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	• 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	• Average project cost per user (based on comparisons among TIP projects)	5
Policy Support	• 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 many 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 many adversely affect non-motorist safety	-1
3	**Systematic Safety Improvements/Proven Safety Countermeasures** (Note: where available MassDOT analysis will 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 comparisions 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	**Impacted Populations**	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

Fund Distribution by Community

An 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	2026-2030 Total	2026-2030 Community Share	2016-2025 Total	2016-2025 Community Share
Barnstable	$41,721,809	20.0%	$39,931,688	14.4%
Bourne	$48,172,640	23.1%	$22,575,848	8.1%
Brewster	$0	0.0%	$3,899,426	1.4%
Chatham	$5,130,530	2.5%	$3,495,909	1.3%
Dennis	$26,115,654	12.5%	$48,919,353	17.6%
Eastham	$0	0.0%	$0	0.0%
Falmouth	$8,124,060	3.9%	$485,721	0.2%
Harwich	$13,253,213	6.4%	$17,532,309	6.3%
Mashpee	$4,388,791	2.1%	$33,486,084	12.1%
Orleans	$0	0.0%	$11,513,483	4.2%
Provincetown	$16,959,224	8.1%	$0	0.0%
Sandwich	$0	0.0%	$20,992,801	7.6%
Truro	$17,246,531	8.3%	$969,376	0.3%
Wellfleet	$5,748,844	2.8%	$29,789,688	10.7%
Yarmouth	$21,481,542	10.3%	$43,827,096	15.8%
Regional	$100,000	-	$380,000	-
CCRTA (including pass-throughs)	$177,491,959	-	$283,065,670	-
CCNS	$0	-	$425,110	-
SSA	$0	-	$8,501,309	-
Total	$385,934,796	100.0%	$569,790,870	100.0%

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

Geographic distribution is important to the region. The JTC, which included of representation from all 15 towns on Cape Cod, frequently discussed geographic distribution and strives to balance between all towns. As seen in Table 22, TIP projects were accounted for in all 15 towns in the past ten years, 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.

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 the Bass River Bridge project in Dennis and Yarmouth with construction bid of nearly $65 million has significantly increased TIP funds allocated for those two towns in FFY 2025. These figures do not take into account the MEGA and BIP Discretionary grant funding awarded for the Canal Bridges Program.

Analysis by Impacted Population

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

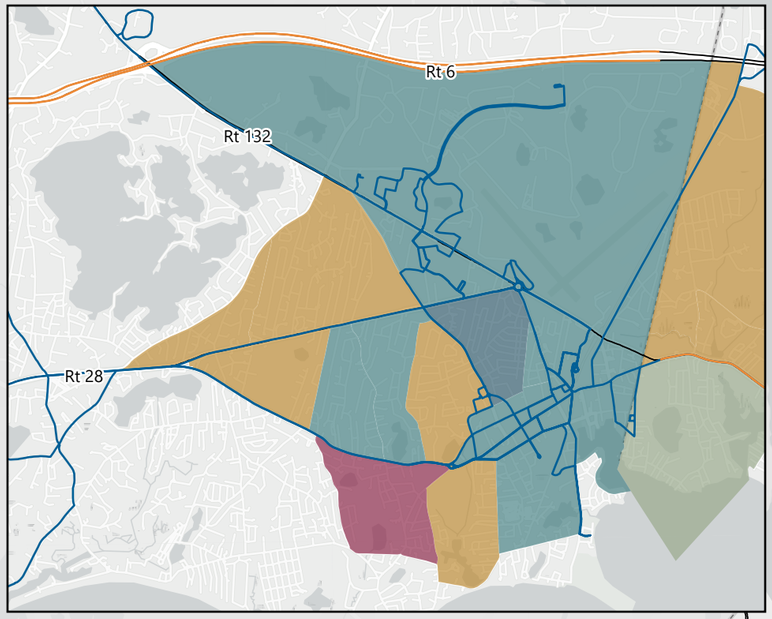
end of this Appendix show the locations of projects in relation to identified concentrations of these populations both for the current TIP and the ten-year look back.

Overall, 72% of the FFY 2026-2030 regional TIP highway funding is allocated to projects that will positively impact low come populations, 59% to projects that will positively impact minority populations, and 19% to projects that will positively impact limited English proficiency populations. These estimates exclude transit-funded projects and the MEGA and BIP Discretionary grant funding awarded for the Canal Bridges Program. 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)	2024-2026	M	Improved bicycle/ pedestrian access, safety, traffic flow
Dennis/Harwich, Route 28 Reconstruction (#608742)	2025-2027	I, M	Improved bicycle/ pedestrian access, safety
Harwich, Harwich Elementary School (SRTS) (#610670)	2026	I	Improved bicycle/ pedestrian access, safety
Bourne, Route 6 Scenic Highway Median Installation (#606082)	2025-2030	I, M	Improved safety, traffic flow, bicycle/pedestrian access
Provincetown, Shank Painter Road Improvements (#608744)	2026-2027	I	Improved bicycle/ pedestrian access, safety
Truro/Wellfleet, Route 6 Resurfacing (#612032)	2028	I	Improved pavement condition and multi-modal access
Barnstable, Route 6 Resurfacing and Related Work (#608819)	2028-2030	I, M, LEP	Improved pavement condition, safety
Dennis, Route 28 Streetscape Improvements Phase 2 (#608196)	2028-2029	I	Improved bicycle/ pedestrian access, safety, traffic flow
Harwich, Old Colony Rail Trail Modernization (#613278)	2028	I	Improved pavement condition and safety
Yarmouth, Route 28 Corridor Improvements (#608264)	2029-2030	I, M	Improved bicycle/ pedestrian access, safety, traffic flow
Bourne, Route 28 Resurfacing and Related Work (#612063)	2030	I, M	Improved pavement condition

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



Proposed 2026-2030
Transportation Improvement Program (TIP)

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

N

0 5

Miles

CAPE COD COMMISSION

Ten Year Review (2015-2025)
Transportation Improvement Program (TIP)

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

N
0 5
Miles

CAPE COD COMMISSION

Appendix B: Air Quality Conformity Determination

Air Quality Conformity Determination

Air Quality Conformity Determination

Cape Cod Metropolitan Planning Organization

FFY 2026-2030 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 (NOx), the two major precursors to ozone formation to achieve attainment of the ozone standard.

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

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

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

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

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

Also on May 21, 2012, the air quality designations areas for the 2008 NAAQS were published in the Federal Register. In this Federal Register, the only area in Massachusetts that was designated as nonattainment is Dukes County. All other Massachusetts counties were designated as attainment/unclassified for the 2008 standard. On March 6, 2015, (80 FR 12264, effective April 6, 2015) EPA published the Final Rulemaking, "Implementation of the 2008 National Ambient Air Quality Standards (NAAQS) for Ozone: State Implementation Plan Requirements; Final Rule." This rulemaking confirmed the removal of transportation conformity to the 1997 Ozone NAAQS 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 2020-2050 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 2026 - 2030 State Transportation Improvement Program and each MPOs' FFY 2026 – 2030 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 2026-2030 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 2026-2030 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 2026-2030 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 2026-2030 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 2026 – 2030 STIP. It includes a summary of the state laws and policies that call for reducing greenhouse gas.

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 key challenges facing the region, putting Cape Cod's natural, built, and community systems at risk. It includes a baseline of greenhouse gas emissions that will help communities better understand opportunities for mitigation. Additionally, 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
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 2026 – 2030 TIP

The tables summarizing the calculated quantitative and assumed qualitative impacts of the projects included in the FFY 2026 – 2030 TIP are included on the following pages.

Greenhouse Gas (GHG) Analysis Report

Program Activity: Highway

STIP: 2026 - 2030 (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					
609436	HARWICH- BRIDGE PRESERVATION OF H-10-013, H-10-014 AND H-10-016 ALONG ROUTE 6	Qualitative	No assumed impact/negligible impact on emissions	0	
610670	HARWICH- HARWICH ELEMENTARY SCHOOL IMPROVEMENTS (SRTS)	Qualitative	Qualitative Decrease in Emissions	0	Assumed nominal decrease in emissions from sidewalk and bicycle infrastructure
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 2024-2026 Consultation Committee: 04/27/2022
Cape Cod			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	320,833	
			Total GHG Difference (kg/year)	320,833	
2026			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	320,833	
			Total GHG Difference (kg/year)	320,833	

Greenhouse Gas (GHG) Analysis Report

Program Activity: Highway

STIP: 2026 - 2030 (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	Consultation Committee: 10/22/2020 AC Project programmed for 2025-2027
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 2026-2027 Consultation committee: 10/22/2020
S13302	Cape Cod Bicycle Rack Program	Qualitative	Qualitative Decrease in Emissions	0	Qualitative reduction in GHG emissions from active transportation investments (bicycle racks and repair stations)
Cape Cod			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	1,809,783	
			Total GHG Difference (kg/year)	1,809,783	
2027			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	1,809,783	
			Total GHG Difference (kg/year)	1,809,783	

Greenhouse Gas (GHG) Analysis Report

Program Activity: Highway

STIP: 2026 - 2030 (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					
607405	CHATHAM- INTERSECTION IMPROVEMENTS & RELATED WORK AT MAIN STREET (ROUTE 28), DEPOT ROAD, QUEEN ANNE ROAD AND CROWELL ROAD	Quantified	Quantified Decrease in Emissions from Complete Streets Project	200	Consultation Committee: 10/7/2024
612032	TRURO- WELLFLEET- RESURFACING AND RELATED WORK ON ROUTE 6	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	
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)	200	
			Total GHG Difference (kg/year)	200	
2028			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	200	
			Total GHG Difference (kg/year)	200	

Greenhouse Gas (GHG) Analysis Report

Program Activity: Highway

STIP: 2026 - 2030 (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					
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 2025-2030; Consultation Committee: 10/7/2024
608196	DENNIS- CORRIDOR AND STREETSCAPE IMPROVEMENTS ON MAIN STREET (ROUTE 28), FROM UNCLE BARNEYS ROAD TO OLD MAIN STREET (PHASE 2)	Quantified	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	6,657	Consultation Committee: 3/27/2025; AC Project programmed for 2028-2029
Cape Cod			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	217,814	
			Total GHG Difference (kg/year)	217,814	
2029			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	217,814	
			Total GHG Difference (kg/year)	217,814	

Greenhouse Gas (GHG) Analysis Report

Program Activity: Highway

STIP: 2026 - 2030 (D)

MassDot Project ID	MassDOT Project Description	GHG Analysis Type	GHG Impact Description	GHG CO2 Impact (kg/yr)	Additional Information
Federal Fiscal Year 2030					
Cape Cod					
608264	YARMOUTH- CORRIDOR IMPROVEMENTS ON ROUTE 28	Quantified	Quantified Decrease in Emissions from Bicycle and Pedestrian Infrastructure	2,895,995	AC Project programmed for 2029-2031 Consultation Committee: 02/20/2024
608819	BARNSTABLE- RESURFACING AND RELATED WORK ON ROUTE 6	Qualitative	No assumed impact/negligible impact on emissions	0	AC Project programmed for 2028-2030
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	
S13268	BOURNE- BRIDGE REPLACEMENT, B-17-005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)	Not Applicable	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	
2030			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	2,895,995	
			Total GHG Difference (kg/year)	2,895,995	
2026 - 2030			Total GHG Increase (kg/year)	0	
			Total GHG Reduction (kg/year)	5,244,625	
			Total GHG Difference (kg/year)	5,244,625	

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	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

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)▼
RTD0010619	BUY REPLACEMENT <30 FT ELECTRIC BUS	$785,971	Quantified	51507	Quantified Decrease in Emissions from Bus Replacement	$ 785,971		2026
T00173	BUY REPLACEMENT 35 FT BUS	$20,544,955	Quantified	12195	Quantified Decrease in Emissions from Bus Replacement	$ 20,544,955		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)▼
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)▼
CCRTA011713	ACQUIRE SUPPORT VEHICLES/VANS	$ 40,000	Quantified	75134	Quantified Decrease in Emissions from Bus Replacement	$ 40,000		2028

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
CCRTA011691	BUY REPLACEMENT 30 FT ELECTRIC BUS	$ 7,337,484	Quantified	35798	Quantified Decrease in Emissions from Bus Replacement	$ 7,337,484		2025

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	$9,142,577
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	613864	Bourne Rail Trail (Phase III)	$23,409,200
Bourne	608020	Bourne Bridge	$2 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
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	613289	Corridor Modernization on Route 6	$11,614,400
Sandwich	613271	Shared Use Path from Route 130 to Canal	$20,476,000
Sandwich	613929	Park and Ride Facility with Shared Use Path	$7,688,705
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	613114	Route 6 at School Street	$6,027,800
Yarmouth	613706	Route 28 Corridor, from Mill Ln to Parker River	$25,446,013
Yarmouth	613933	Route 6A Corridor, from Gingerbread Ln to Minden Ln	$2,614,352
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)
	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**	
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 Rou	$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	complete	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	complete	town		2022
608666	Orleans	Route 28 at Quanset Road/Route 39	$5,672,637	complete	town	$5,714,898	2022
608617	Harwich	Bridge Replacement - Azalea Drive over Herring River	$3,963,000	complete	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	complete	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	complete	State	$1,769,623	2023
	2023	ADVERTISING PROGRAM			***TOTAL***	**$35,376,720**	
611986	Mashpee	Route 151 Corridor Improvements (Phase 2) (Year 1 of 4)	$11,379,754	underway	town	$23,141,515	2024
611985	Harwich	Sidewalk Installation on Route 28	$2,561,843	underway	town	$2,572,850	2024
612574	Dennis/Yarmouth	Bass River Bridge Replacement	$51,916,289	underway	State	$64,706,363	2024
613195	Sandwich	Quaker Meetinghouse Rd bridge over Route 6	$1,553,571	underway	State	$1,994,274	2024
607398	Barnstable/Yarmouth	Cape Cod Rail Trail Extension Phase III	$12,259,819	underway	State	$16,391,306	2024
	2024	ADVERTISING PROGRAM			***TOTAL***	**$108,806,308**	
611986	Mashpee	Route 151 Corridor Improvements (Phase 2) (Year 2 of 4)	$6,156,706	underway	town		2025
608742	Dennis/Harwich	Reconstruction & Related Work on Route 28 (Year 1 of 3)	$7,591,206	programmed	town	$7,591,206	2025
609262	Bourne	Bourne Rail Trail Phase 1	$4,308,691	programmed	town	$4,308,691	2025
606082	Bourne	Route 6 Scenic Highway Median Installation	$6,500,000	programmed	State	$6,500,000	2025
613202	Barnstable	Bridge Preservation Oak St over Route 6	$2,072,690	programmed	State	$2,072,690	2025
612053	Bourne-Sandwich	Resurfacing and Related Work on Route 6	$14,380,031	programmed	State	$14,380,031	2025
	2025	ADVERTISING PROGRAM	***TOTAL***			**$34,852,618**	

TOTAL amount advertised or obligated **$538,269,213**

TOTAL amount advertised or obligated (2016-2025) $279,742,519

Appendix F: Operation and Maintenance Charts

Operating and Maintenance Expenditures as of April 2025

Statewide and District Contracts plus Expenditures within MPO boundaries

Program Group/Sub Group	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 Spending	Est SFY 2028 Spending	Est SFY 2029 Spending
Part 1: Non-Federal Aid					
Section I - Non Federal Aid Maintenance Projects					
01 - ADA Retrofits					
Accessibility Improvements	$ -	$ -	$ -	$ -	$ -
Sidewalk Construction	$ 2,635,859	$ 643,820	$ 1,645,058	$ -	$ -
02 - Bicycles and pedestrians program					
Bike Facility Construction	$ -	$ -	$ -	$ -	$ -
Shared Use Path Modernization	$ -	$ -	$ -	$ -	$ -
03 - Bridge					
Bridge Maintenance	$ 53,514,391	$ 47,541,972	$ 20,310,774	$ 1,043,287	$ -
Bridge Maintenance - Deck Repairs	$ 16,640,117	$ 11,887,273	$ 4,500,535	$ 794,058	$ -
Bridge Maintenance - Joints	$ 3,962,774	$ 582,139	$ -	$ -	$ -
Bridge Preservation	$ 10,487,877	$ 9,720,455	$ 3,305,597	$ 1,069,091	$ -
Bridge Rehabilitation	$ -	$ -	$ -	$ -	$ -
Bridge Replacement	$ 20,000	$ 1,150,000	$ 1,676,000	$ 388,112	$ -
Drawbridge Maintenance	$ 10,813,975	$ 8,623,532	$ 4,651,663	$ -	$ -
Marine Construction	$ -	$ -	$ -	$ -	$ -
New Bridge	$ -	$ -	$ -	$ -	$ -
Painting - Structural	$ 1,126,940	$ 1,150,000	$ -	$ -	$ -
Structures Maintenance	$ -	$ -	$ -	$ -	$ -
04 - Capacity					
Hwy Reconstr - Major Widening	$ -	$ -	$ -	$ -	$ -
New Road	$ -	$ -	$ -	$ -	$ -
Roadway Additional Capacity	$ -	$ -	$ -	$ -	$ -
05 - Facilities					
Equipment	$ -	$ -	$ -	$ -	$ -
Vertical Construction (Ch 149)	$ 11,494,409	$ 4,679,989	$ 2,297,901	$ 43,813	$ -
07 - Intersection Improvements					
Intersection Reconstruction	$ -	$ -	$ -	$ -	$ -
Targeted Modernization - Multiple Locations	$ -	$ -	$ -	$ -	$ -
Traffic Signal Upgrades	$ 3,313,980	$ 3,692,584	$ 457,167	$ -	$ -
08 - Interstate Pavement					
Resurfacing Interstate	$ -	$ -	$ -	$ -	$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation Sys	$ -	$ -	$ -	$ -	$ -
10 - Non-interstate DOT Pavement Program					
Limited Access Pavement Preservation	$ -	$ -	$ -	$ -	$ -
Milling and Cold Planing	$ 219,070	$ -	$ -	$ -	$ -
Pavement Maintenance	$ -	$ 6,595,431	$ 8,418,972	$ 1,700,174	$ -
Pavement Preservation	$ -	$ -	$ -	$ -	$ -
Pavement Rehabilitation	$ -	$ -	$ -	$ -	$ -
Resurfacing	$ 34,060,696	$ 10,914,346	$ 3,484,486	$ -	$ -
Resurfacing DOT Owned Non-Interstate	$ 9,432,088	$ 4,692,287	$ 491,286	$ -	$ -
11 Roadway Improvements					
Asbestos Removal	$ -	$ -	$ -	$ -	$ -
Catch Basin Cleaning	$ 2,020,954	$ 2,142,615	$ 997,382	$ -	$ -
Contract Highway Maintenance	$ 18,268,215	$ 14,771,000	$ 8,308,789	$ 2,868,613	$ -
Crack Sealing	$ 801,099	$ 1,255,202	$ 307,826	$ 128,261	$ -
Culvert Replacement	$ -	$ -	$ -	$ -	$ -
Drainage	$ 9,772,823	$ 8,173,545	$ 4,120,375	$ -	$ -
Embankment and Ledge Stabilization	$ -	$ 328,087	$ 562,435	$ 187,478	$ -
Guard Rail & Fencing	$ 7,346,081	$ 5,546,171	$ 2,018,851	$ -	$ -
Habitat Enhancement	$ -	$ -	$ -	$ -	$ -
Highway Sweeping	$ 1,634,705	$ 1,428,520	$ 419,697	$ -	$ -
Landscaping	$ 1,102,285	$ 800,761	$ 128,348	$ 32,087	$ -
Mowing and Spraying	$ 2,693,644	$ 1,778,078	$ 1,675,502	$ 210,948	$ -
Process/Recycle/Trnsprt Soils	$ -	$ -	$ -	$ -	$ -
Tree Trimming	$ 5,543,210	$ 3,597,779	$ 629,925	$ -	$ -
12 - Roadway Reconstruction					
Hwy Reconstr - Restr and Rehab	$ 858,715	$ 590	$ -	$ -	$ -
Reclamation	$ -	$ -	$ -	$ -	$ -
Roadway - Reconstr - Sidewalks and Curbing	$ 16	$ -	$ -	$ -	$ -
Roadway Minor Widening	$ -	$ -	$ -	$ -	$ -
Roadway Modernization	$ -	$ -	$ -	$ -	$ -
Tunnels	$ -	$ -	$ -	$ -	$ -
13 - Safety Improvements					
Electrical	$ -	$ -	$ -	$ -	$ -
Impact Attenuators	$ 1,248,562	$ 643,234	$ 294,479	$ -	$ -
Lighting	$ 3,112,382	$ 2,479,541	$ -	$ -	$ -
Pavement Marking	$ 4,186,950	$ 3,099,569	$ 1,250,833	$ 66,336	$ -
Safety Improvements	$ -	$ -	$ -	$ -	$ -
Sign Installation/Upgrading	$ 2,023,526	$ 1,504,922	$ 374,510	$ -	$ -
Structural Signing	$ 285,381	$ -	$ -	$ -	$ -
Targeted Modernization - Multiple Locations	$ -	$ -	$ -	$ -	$ -
Section I Total:	**$ 218,620,725**	**$ 159,423,441**	**$ 72,328,389**	**$ 8,532,257**	**$**
Section II - Non Federal Aid Highway Operations - State Operating Budget					
Snow and Ice Operations & Materials					
	$ 100,700,000	$ 80,000,000	$ 80,000,000	$ 80,000,000	$ 80,000,000
District Maintenance Payroll					
Mowing, Litter Mgmt, Sight Distance Clearing, Etc.	$ 38,630,000	$ 39,790,000	$ 40,990,000	$ 42,220,000	$ 43,490,000
Section II Total:	**$ 139,330,000**	**$ 119,790,000**	**$ 120,990,000**	**$ 122,220,000**	**$ 123,490,000**
Grand Total NFA:	**$ 357,950,725**	**$ 279,213,441**	**$ 193,318,389**	**$ 130,752,257**	**$ 123,490,000**

Operating and Maintenance Expenditures as of April 2025

Statewide and District Contracts plus Expenditures within MPO boundaries

Program Group/Sub Group	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 Spending	Est SFY 2028 Spending	Est SFY 2029 Spending
Part 2: Federal Aid					
Section I - Non Federal Aid Maintenance Projects					
01 - ADA Retrofits					
Accessibility Improvements	$ -	$ -	$ -	$ -	$ -
Sidewalk Construction	$ 342,933	$ -	$ -	$ -	$ -
02 - Bicycles and pedestrians program					
Bike Facility Construction	$ -	$ -	$ -	$ -	$ -
Shared Use Path Modernization	$ -	$ -	$ -	$ -	$ -
03 - Bridge					
Bridge Maintenance	$ 2,036,049	$ -	$ 6,476,891	$ 9,473,709	$ -
Bridge Maintenance - Deck Repairs	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Joints	$ -	$ -	$ -	$ -	$ -
Bridge Preservation	$ 91,407,725	$ 115,229,190	$ 185,135,765	$ 271,477,861	$ 321,861,813
Bridge Rehabilitation	$ -	$ -	$ -	$ -	$ -
Bridge Replacement	$ -	$ -	$ -	$ -	$ -
Drawbridge Maintenance	$ -	$ -	$ -	$ -	$ -
Marine Construction	$ -	$ -	$ -	$ -	$ -
New Bridge	$ -	$ -	$ -	$ -	$ -
Painting - Structural	$ 244,704	$ -	$ 932,351	$ 3,729,405	$ 1,243,135
Structures Maintenance	$ -	$ -	$ -	$ 515,948	$ 6,191,374
04 - Capacity					
Hwy Reconstr - Major Widening	$ -	$ -	$ -	$ -	$ -
New Road	$ -	$ -	$ -	$ -	$ -
Roadway Additional Capacity	$ -	$ -	$ -	$ -	$ -
05 - Facilities					
Equipment	$ -	$ -	$ -	$ -	$ -
Vertical Construction (Ch 149)	$ -	$ -	$ -	$ -	$ -
07 - Intersection Improvements					
Intersection Reconstruction	$ -	$ -	$ -	$ -	$ -
Targeted Modernization - Multiple Locations	$ -	$ -	$ -	$ -	$ -
Traffic Signal Upgrades	$ -	$ -	$ -	$ -	$ -
08 - Interstate Pavement					
Resurfacing Interstate	$ -	$ -	$ -	$ -	$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation Sys	$ -	$ -	$ -	$ -	$ -
10 - Non-interstate DOT Pavement Program					
Limited Access Pavement Preservation	$ -	$ 29,136,624	$ 51,743,618	$ 67,584,782	$ 100,092,348
Milling and Cold Planing	$ -	$ -	$ -	$ -	$ -
Pavement Maintenance	$ -	$ -	$ -	$ -	$ -
Pavement Preservation	$ -	$ -	$ 6,823,352	$ 19,761,341	$ 37,361,057
Pavement Rehabilitation	$ -	$ -	$ -	$ -	$ -
Resurfacing	$ -	$ -	$ -	$ -	$ -
Resurfacing DOT Owned Non-Interstate	$ -	$ -	$ -	$ -	$ -
11 - Roadway Improvements					
Asbestos Removal	$ -	$ -	$ -	$ -	$ -
Catch Basin Cleaning	$ -	$ -	$ -	$ -	$ -
Contract Highway Maintenance	$ 190,125	$ -	$ -	$ -	$ -
Crack Sealing	$ -	$ -	$ -	$ -	$ -
Culvert Replacement	$ -	$ -	$ -	$ -	$ -
Drainage	$ -	$ -	$ -	$ -	$ -
Embankment and Ledge Stabilization	$ -	$ -	$ -	$ -	$ -
Guard Rail & Fencing	$ -	$ -	$ -	$ -	$ -
Habitat Enhancement	$ -	$ -	$ -	$ -	$ -
Highway Sweeping	$ -	$ -	$ -	$ -	$ -
Landscaping	$ -	$ -	$ -	$ -	$ -
Mowing and Spraying	$ -	$ -	$ -	$ -	$ -
Process/Recycle/Trnsprt Soils	$ -	$ -	$ -	$ -	$ -
Tree Trimming	$ -	$ -	$ -	$ -	$ -
12 - Roadway Reconstruction					
Hwy Reconstr - Restr and Rehab	$ -	$ -	$ -	$ -	$ -
Reclamation	$ -	$ -	$ -	$ -	$ -
Roadway - Reconstr - Sidewalks and Curbing	$ -	$ -	$ -	$ -	$ -
Roadway Minor Widening	$ -	$ -	$ -	$ -	$ -
Roadway Modernization	$ -	$ -	$ -	$ -	$ -
Tunnels	$ -	$ -	$ -	$ -	$ -
13 - Safety Improvements					
Electrical	$ -	$ -	$ -	$ -	$ -
Impact Attenuators	$ -	$ -	$ -	$ -	$ -
Lighting	$ 289,151	$ -	$ -	$ -	$ -
Pavement Marking	$ -	$ -	$ -	$ -	$ -
Safety Improvements	$ -	$ -	$ -	$ -	$ -
Sign Installation/Upgrading	$ -	$ -	$ -	$ -	$ -
Structural Signing	$ 8,159	$ -	$ -	$ -	$ -
Targeted Modernization - Multiple Locations	$ -	$ -	$ -	$ -	$ -
Section I Total:	**$ 94,518,845**	**$ 144,365,814**	**$ 251,111,978**	**$ 372,543,046**	**$ 466,749,727**
Grand Total Federal Aid:	**$ 94,518,845**	**$ 144,365,814**	**$ 251,111,978**	**$ 372,543,046**	**$ 466,749,727**

Operating and Maintenance Expenditures as of April 2025

Statewide and District Contracts

Program Group/Sub Group	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 Spending	Est SFY 2028 Spending	Est SFY 2029 Spending
Part 1: Non-Federal Aid					
Section I - Non Federal Aid Maintenance Projects					
01 - ADA Retrofits					
Accessibility Improvements	$ -	$ -	$ -	$ -	$ -
Sidewalk Construction	$ 2,635,859	$ 643,820	$ 1,645,058	$ -	$ -
02 - Bicycles and pedestrians program					
Bike Facility Construction	$ -	$ -	$ -	$ -	$ -
Shared Use Path Modernization	$ -	$ -	$ -	$ -	$ -
03 - Bridge					
Bridge Maintenance	$ 47,402,577	$ 44,250,595	$ 19,830,947	$ 1,043,287	$ -
Bridge Maintenance - Deck Repairs	$ 16,640,117	$ 11,887,273	$ 4,500,535	$ 794,058	$ -
Bridge Maintenance - Joints	$ 3,962,774	$ 582,139	$ -	$ -	$ -
Bridge Preservation	$ 4,555,744	$ 4,376,728	$ 1,167,415	$ -	$ -
Bridge Rehabilitation	$ -	$ -	$ -	$ -	$ -
Bridge Replacement	$ -	$ -	$ -	$ -	$ -
Drawbridge Maintenance	$ 10,813,975	$ 8,623,532	$ 4,651,663	$ -	$ -
Marine Construction	$ -	$ -	$ -	$ -	$ -
New Bridge	$ -	$ -	$ -	$ -	$ -
Painting - Structural	$ 426,940	$ -	$ -	$ -	$ -
Structures Maintenance	$ -	$ -	$ -	$ -	$ -
04 - Capacity					
Hwy Reconstr - Major Widening	$ -	$ -	$ -	$ -	$ -
New Road	$ -	$ -	$ -	$ -	$ -
Roadway Additional Capacity	$ -	$ -	$ -	$ -	$ -
05 - Facilities					
Equipment	$ -	$ -	$ -	$ -	$ -
Vertical Construction (Ch 149)	$ 7,745,322	$ 4,679,989	$ 2,297,901	$ 43,813	$ -
07 - Intersection Improvements					
Intersection Reconstruction	$ -	$ -	$ -	$ -	$ -
Targeted Modernization - Multiple Locations	$ -	$ -	$ -	$ -	$ -
Traffic Signal Upgrades	$ 3,313,980	$ 3,692,584	$ 457,167	$ -	$ -
08 - Interstate Pavement					
Resurfacing Interstate	$ -	$ -	$ -	$ -	$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation Sys	$ -	$ -	$ -	$ -	$ -
10 - Non-interstate DOT Pavement Program					
Limited Access Pavement Preservation	$ -	$ -	$ -	$ -	$ -
Milling and Cold Planing	$ 219,070	$ -	$ -	$ -	$ -
Pavement Maintenance	$ -	$ 6,595,431	$ 8,418,972	$ 1,700,174	$ -
Pavement Preservation	$ -	$ -	$ -	$ -	$ -
Pavement Rehabilitation	$ -	$ -	$ -	$ -	$ -
Resurfacing	$ 34,060,696	$ 10,914,346	$ 3,484,486	$ -	$ -
Resurfacing DOT Owned Non-Interstate	$ 9,432,088	$ 4,692,287	$ 491,286	$ -	$ -
11 - Roadway Improvements					
Asbestos Removal	$ -	$ -	$ -	$ -	$ -
Catch Basin Cleaning	$ 2,020,954	$ 2,142,615	$ 997,382	$ -	$ -
Contract Highway Maintenance	$ 18,268,215	$ 14,771,000	$ 8,308,789	$ 2,868,613	$ -
Crack Sealing	$ 801,099	$ 1,255,202	$ 307,826	$ 128,261	$ -
Culvert Replacement	$ -	$ -	$ -	$ -	$ -
Drainage	$ 9,763,811	$ 8,173,545	$ 4,120,375	$ -	$ -
Embankment and Ledge Stabilization	$ -	$ 328,087	$ 562,435	$ 187,478	$ -
Guard Rail & Fencing	$ 7,346,081	$ 5,546,171	$ 2,018,851	$ -	$ -
Habitat Enhancement	$ -	$ -	$ -	$ -	$ -
Highway Sweeping	$ 1,634,705	$ 1,428,520	$ 419,697	$ -	$ -
Landscaping	$ 1,102,285	$ 800,761	$ 128,348	$ 32,087	$ -
Mowing and Spraying	$ 2,384,606	$ 1,378,078	$ 1,311,266	$ 210,948	$ -
Process/Recycle/Trnsprt Soils	$ -	$ -	$ -	$ -	$ -
Tree Trimming	$ 5,543,210	$ 3,597,779	$ 629,925	$ -	$ -
12 - Roadway Reconstruction					
Hwy Reconstr - Restr and Rehab	$ 858,715	$ 590	$ -	$ -	$ -
Reclamation	$ -	$ -	$ -	$ -	$ -
Roadway - Reconstr - Sidewalks and Curbing	$ 16	$ -	$ -	$ -	$ -
Roadway Minor Widening	$ -	$ -	$ -	$ -	$ -
Roadway Modernization	$ -	$ -	$ -	$ -	$ -
Tunnels	$ -	$ -	$ -	$ -	$ -
13 - Safety Improvements					
Electrical	$ -	$ -	$ -	$ -	$ -
Impact Attenuators	$ 1,248,562	$ 643,234	$ 294,479	$ -	$ -
Lighting	$ 3,112,382	$ 2,479,541	$ -	$ -	$ -
Pavement Marking	$ 4,186,950	$ 3,099,569	$ 1,250,833	$ 66,336	$ -
Safety Improvements	$ -	$ -	$ -	$ -	$ -
Sign Installation/Upgrading	$ 2,023,526	$ 1,504,922	$ 374,510	$ -	$ -
Structural Signing	$ 285,381	$ -	$ -	$ -	$ -
Targeted Modernization - Multiple Locations	$ -	$ -	$ -	$ -	$ -
Section I Total:	**$ 201,789,641**	**$ 148,088,337**	**$ 67,670,145**	**$ 7,075,054**	**$**
Section II - Non Federal Aid Highway Operations - State Operating Budget					
Snow and Ice Operations & Materials					
	$ 100,700,000	$ 80,000,000	$ 80,000,000	$ 80,000,000	$ 80,000,000
District Maintenance Payroll					
Mowing, Litter Mgmt, Sight Distance Clearing, Etc.	$ 38,630,000	$ 39,790,000	$ 40,990,000	$ 42,220,000	$ 43,490,000
Section II Total:	**$ 139,330,000**	**$ 119,790,000**	**$ 120,990,000**	**$ 122,220,000**	**$ 123,490,000**
Grand Total NFA:	**$ 341,119,641**	**$ 267,878,337**	**$ 188,660,145**	**$ 129,295,054**	**$ 123,490,000**

Operating and Maintenance Expenditures as of April 2025

Statewide and District Contracts

Program Group/Sub Group	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 Spending	Est SFY 2028 Spending	Est SFY 2029 Spending
Part 2: Federal Aid					
Section I - Non Federal Aid Maintenance Projects					
01 - ADA Retrofits					
Accessibility Improvements	$ -	$ -	$ -	$ -	$ -
Sidewalk Construction	$ 342,933	$ -	$ -	$ -	$ -
02 - Bicycles and pedestrians program					
Bike Facility Construction	$ -	$ -	$ -	$ -	$ -
Shared Use Path Modernization	$ -	$ -	$ -	$ -	$ -
03 - Bridge					
Bridge Maintenance	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Deck Repairs	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Joints	$ -	$ -	$ -	$ -	$ -
Bridge Preservation	$ 40,162,453	$ 40,253,004	$ 17,250,308	$ 20,975,660	$ 25,822,097
Bridge Rehabilitation	$ -	$ -	$ -	$ -	$ -
Bridge Replacement	$ -	$ -	$ -	$ -	$ -
Drawbridge Maintenance	$ -	$ -	$ -	$ -	$ -
Marine Construction	$ -	$ -	$ -	$ -	$ -
New Bridge	$ -	$ -	$ -	$ -	$ -
Painting - Structural	$ 9	$ -	$ -	$ -	$ -
Structures Maintenance	$ -	$ -	$ -	$ -	$ -
04 - Capacity					
Hwy Reconstr - Major Widening	$ -	$ -	$ -	$ -	$ -
New Road	$ -	$ -	$ -	$ -	$ -
Roadway Additional Capacity	$ -	$ -	$ -	$ -	$ -
05 - Facilities					
Equipment	$ -	$ -	$ -	$ -	$ -
Vertical Construction (Ch 149)	$ -	$ -	$ -	$ -	$ -
07 - Intersection Improvements					
Intersection Reconstruction	$ -	$ -	$ -	$ -	$ -
Targeted Modernization - Multiple Locations	$ -	$ -	$ -	$ -	$ -
Traffic Signal Upgrades	$ -	$ -	$ -	$ -	$ -
08 - Interstate Pavement					
Resurfacing Interstate	$ -	$ -	$ -	$ -	$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation Sys	$ -	$ -	$ -	$ -	$ -
10 - Non-interstate DOT Pavement Program					
Limited Access Pavement Preservation	$ -	$ 11,164,493	$ 19,794,412	$ 9,010,293	$ -
Milling and Cold Planing	$ -	$ -	$ -	$ -	$ -
Pavement Maintenance	$ -	$ -	$ -	$ -	$ -
Pavement Preservation	$ -	$ -	$ -	$ -	$ -
Pavement Rehabilitation	$ -	$ -	$ -	$ -	$ -
Resurfacing	$ -	$ -	$ -	$ -	$ -
Resurfacing DOT Owned Non-Interstate	$ -	$ -	$ -	$ -	$ -
11 - Roadway Improvements					
Asbestos Removal	$ -	$ -	$ -	$ -	$ -
Catch Basin Cleaning	$ -	$ -	$ -	$ -	$ -
Contract Highway Maintenance	$ -	$ -	$ -	$ -	$ -
Crack Sealing	$ -	$ -	$ -	$ -	$ -
Culvert Replacement	$ -	$ -	$ -	$ -	$ -
Drainage	$ -	$ -	$ -	$ -	$ -
Embankment and Ledge Stabilization	$ -	$ -	$ -	$ -	$ -
Guard Rail & Fencing	$ -	$ -	$ -	$ -	$ -
Habitat Enhancement	$ -	$ -	$ -	$ -	$ -
Highway Sweeping	$ -	$ -	$ -	$ -	$ -
Landscaping	$ -	$ -	$ -	$ -	$ -
Mowing and Spraying	$ -	$ -	$ -	$ -	$ -
Process/Recycle/Trnsprt Soils	$ -	$ -	$ -	$ -	$ -
Tree Trimming	$ -	$ -	$ -	$ -	$ -
12 - Roadway Reconstruction					
Hwy Reconstr - Restr and Rehab	$ -	$ -	$ -	$ -	$ -
Reclamation	$ -	$ -	$ -	$ -	$ -
Roadway - Reconstr - Sidewalks and Curbing	$ -	$ -	$ -	$ -	$ -
Roadway Minor Widening	$ -	$ -	$ -	$ -	$ -
Roadway Modernization	$ -	$ -	$ -	$ -	$ -
Tunnels	$ -	$ -	$ -	$ -	$ -
13 - Safety Improvements					
Electrical	$ -	$ -	$ -	$ -	$ -
Impact Attenuators	$ -	$ -	$ -	$ -	$ -
Lighting	$ -	$ -	$ -	$ -	$ -
Pavement Marking	$ -	$ -	$ -	$ -	$ -
Safety Improvements	$ -	$ -	$ -	$ -	$ -
Sign Installation/Upgrading	$ -	$ -	$ -	$ -	$ -
Structural Signing	$ 8,159	$ -	$ -	$ -	$ -
Targeted Modernization - Multiple Locations	$ -	$ -	$ -	$ -	$ -
Section I Total:	**$ 40,513,554**	**$ 51,417,497**	**$ 37,044,721**	**$ 29,985,953**	**$ 25,822,097**
Grand Total Federal Aid:	**$ 40,513,554**	**$ 51,417,497**	**$ 37,044,721**	**$ 29,985,953**	**$ 25,822,097**

Operating and Maintenance Expenditures as of April 2025

Cape Cod

Program Group/Sub Group	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 Spending	Est SFY 2028 Spending	Est SFY 2029 Spending
Part 1: Non-Federal Aid					
Section I - Non Federal Aid Maintenance Projects					
01 - ADA Retrofits					
Accessibility Improvements	$ -	$ -	$ -	$ -	$ -
Sidewalk Construction	$ -	$ -	$ -	$ -	$ -
02 - Bicycles and pedestrians program					
Bike Facility Construction	$ -	$ -	$ -	$ -	$ -
Shared Use Path Modernization	$ -	$ -	$ -	$ -	$ -
03 - Bridge					
Bridge Maintenance	$ 2,224	$ -	$ -	$ -	$ -
Bridge Maintenance - Deck Repairs	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Joints	$ -	$ -	$ -	$ -	$ -
Bridge Preservation	$ 4,232	$ -	$ -	$ -	$ -
Bridge Rehabilitation	$ -	$ -	$ -	$ -	$ -
Bridge Replacement	$ -	$ -	$ -	$ -	$ -
Drawbridge Maintenance	$ -	$ -	$ -	$ -	$ -
Marine Construction	$ -	$ -	$ -	$ -	$ -
New Bridge	$ -	$ -	$ -	$ -	$ -
Painting - Structural	$ -	$ -	$ -	$ -	$ -
Structures Maintenance	$ -	$ -	$ -	$ -	$ -
04 - Capacity					
Hwy Reconstr - Major Widening	$ -	$ -	$ -	$ -	$ -
New Road	$ -	$ -	$ -	$ -	$ -
Roadway Additional Capacity	$ -	$ -	$ -	$ -	$ -
05 - Facilities					
Equipment	$ -	$ -	$ -	$ -	$ -
Vertical Construction (Ch 149)	$ -	$ -	$ -	$ -	$ -
07 - Intersection Improvements					
Intersection Reconstruction	$ -	$ -	$ -	$ -	$ -
Targeted Modernization - Multiple Locations	$ -	$ -	$ -	$ -	$ -
Traffic Signal Upgrades	$ -	$ -	$ -	$ -	$ -
08 - Interstate Pavement					
Resurfacing Interstate	$ -	$ -	$ -	$ -	$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation Sys	$ -	$ -	$ -	$ -	$ -
10 - Non-Interstate DOT Pavement Program					
Limited Access Pavement Preservation	$ -	$ -	$ -	$ -	$ -
Milling and Cold Planing	$ -	$ -	$ -	$ -	$ -
Pavement Maintenance	$ -	$ -	$ -	$ -	$ -
Pavement Preservation	$ -	$ -	$ -	$ -	$ -
Pavement Rehabilitation	$ -	$ -	$ -	$ -	$ -
Resurfacing	$ -	$ -	$ -	$ -	$ -
Resurfacing DOT Owned Non-Interstate	$ -	$ -	$ -	$ -	$ -
11 - Roadway Improvements					
Asbestos Removal	$ -	$ -	$ -	$ -	$ -
Catch Basin Cleaning	$ -	$ -	$ -	$ -	$ -
Contract Highway Maintenance	$ -	$ -	$ -	$ -	$ -
Crack Sealing	$ -	$ -	$ -	$ -	$ -
Culvert Replacement	$ -	$ -	$ -	$ -	$ -
Drainage	$ -	$ -	$ -	$ -	$ -
Embankment and Ledge Stabilization	$ -	$ -	$ -	$ -	$ -
Guard Rail & Fencing	$ -	$ -	$ -	$ -	$ -
Habitat Enhancement	$ -	$ -	$ -	$ -	$ -
Highway Sweeping	$ -	$ -	$ -	$ -	$ -
Landscaping	$ -	$ -	$ -	$ -	$ -
Mowing and Spraying	$ -	$ -	$ -	$ -	$ -
Process/Recycle/Trnsprt Soils	$ -	$ -	$ -	$ -	$ -
Tree Trimming	$ -	$ -	$ -	$ -	$ -
12 - Roadway Reconstruction					
Hwy Reconstr - Restr and Rehab	$ -	$ -	$ -	$ -	$ -
Reclamation	$ -	$ -	$ -	$ -	$ -
Roadway - Reconstr - Sidewalks and Curbing	$ -	$ -	$ -	$ -	$ -
Roadway Minor Widening	$ -	$ -	$ -	$ -	$ -
Roadway Modernization	$ -	$ -	$ -	$ -	$ -
Tunnels	$ -	$ -	$ -	$ -	$ -
13 - Safety Improvements					
Electrical	$ -	$ -	$ -	$ -	$ -
Impact Attenuators	$ -	$ -	$ -	$ -	$ -
Lighting	$ -	$ -	$ -	$ -	$ -
Pavement Marking	$ -	$ -	$ -	$ -	$ -
Safety Improvements	$ -	$ -	$ -	$ -	$ -
Sign Installation/Upgrading	$ -	$ -	$ -	$ -	$ -
Structural Signing	$ -	$ -	$ -	$ -	$ -
Targeted Modernization - Multiple Locations	$ -	$ -	$ -	$ -	$ -
Section I Total:	**$ 6,456**	**$**	**$**	**$**	**$**
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:	**$**	**$**	**$**	**$**	**$**
Grand Total NFA:	**$ 6,456**	**$**	**$**	**$**	**$**

Operating and Maintenance Expenditures as of April 2025

Cape Cod

Program Group/Sub Group	Est SFY 2025 Spending	Est SFY 2026 Spending	Est SFY 2027 Spending	Est SFY 2028 Spending	Est SFY 2029 Spending
Part 2: Federal Aid					
Section I - Non Federal Aid Maintenance Projects					
01 - ADA Retrofits					
Accessibility Improvements	$ -	$ -	$ -	$ -	$ -
Sidewalk Construction	$ -	$ -	$ -	$ -	$ -
02 - Bicycles and pedestrians program					
Bike Facility Construction	$ -	$ -	$ -	$ -	$ -
Shared Use Path Modernization	$ -	$ -	$ -	$ -	$ -
03 - Bridge					
Bridge Maintenance	$ -	$ -	$ 3,190,091	$ 708,909	$ -
Bridge Maintenance - Deck Repairs	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Joints	$ -	$ -	$ -	$ -	$ -
Bridge Preservation	$ 1,159,806	$ 2,010,132	$ 1,317,324	$ 895,305	$ 1,390,536
Bridge Rehabilitation	$ -	$ -	$ -	$ -	$ -
Bridge Replacement	$ -	$ -	$ -	$ -	$ -
Drawbridge Maintenance	$ -	$ -	$ -	$ -	$ -
Marine Construction	$ -	$ -	$ -	$ -	$ -
New Bridge	$ -	$ -	$ -	$ -	$ -
Painting - Structural	$ -	$ -	$ -	$ -	$ -
Structures Maintenance	$ -	$ -	$ -	$ -	$ -
04 - Capacity					
Hwy Reconstr - Major Widening	$ -	$ -	$ -	$ -	$ -
New Road	$ -	$ -	$ -	$ -	$ -
Roadway Additional Capacity	$ -	$ -	$ -	$ -	$ -
05 - Facilities					
Equipment	$ -	$ -	$ -	$ -	$ -
Vertical Construction (Ch 149)	$ -	$ -	$ -	$ -	$ -
07 - Intersection Improvements					
Intersection Reconstruction	$ -	$ -	$ -	$ -	$ -
Targeted Modernization - Multiple Locations	$ -	$ -	$ -	$ -	$ -
Traffic Signal Upgrades	$ -	$ -	$ -	$ -	$ -
08 - Interstate Pavement					
Resurfacing Interstate	$ -	$ -	$ -	$ -	$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation Sys	$ -	$ -	$ -	$ -	$ -
10 - Non-interstate DOT Pavement Program					
Limited Access Pavement Preservation	$ -	$ 4,469,964	$ 4,876,325	$ 1,641,346	$ 22,359,669
Milling and Cold Planing	$ -	$ -	$ -	$ -	$ -
Pavement Maintenance	$ -	$ -	$ -	$ -	$ -
Pavement Preservation	$ -	$ -	$ -	$ -	$ 24,802,253
Pavement Rehabilitation	$ -	$ -	$ -	$ -	$ -
Resurfacing	$ -	$ -	$ -	$ -	$ -
Resurfacing DOT Owned Non-Interstate	$ -	$ -	$ -	$ -	$ -
11 - Roadway Improvements					
Asbestos Removal	$ -	$ -	$ -	$ -	$ -
Catch Basin Cleaning	$ -	$ -	$ -	$ -	$ -
Contract Highway Maintenance	$ -	$ -	$ -	$ -	$ -
Crack Sealing	$ -	$ -	$ -	$ -	$ -
Culvert Replacement	$ -	$ -	$ -	$ -	$ -
Drainage	$ -	$ -	$ -	$ -	$ -
Embankment and Ledge Stabilization	$ -	$ -	$ -	$ -	$ -
Guard Rail & Fencing	$ -	$ -	$ -	$ -	$ -
Habitat Enhancement	$ -	$ -	$ -	$ -	$ -
Highway Sweeping	$ -	$ -	$ -	$ -	$ -
Landscaping	$ -	$ -	$ -	$ -	$ -
Mowing and Spraying	$ -	$ -	$ -	$ -	$ -
Process/Recycle/Trnsprt Soils	$ -	$ -	$ -	$ -	$ -
Tree Trimming	$ -	$ -	$ -	$ -	$ -
12 - Roadway Reconstruction					
Hwy Reconstr - Restr and Rehab	$ -	$ -	$ -	$ -	$ -
Reclamation	$ -	$ -	$ -	$ -	$ -
Roadway - Reconstr - Sidewalks and Curbing	$ -	$ -	$ -	$ -	$ -
Roadway Minor Widening	$ -	$ -	$ -	$ -	$ -
Roadway Modernization	$ -	$ -	$ -	$ -	$ -
Tunnels	$ -	$ -	$ -	$ -	$ -
13 - Safety Improvements					
Electrical	$ -	$ -	$ -	$ -	$ -
Impact Attenuators	$ -	$ -	$ -	$ -	$ -
Lighting	$ -	$ -	$ -	$ -	$ -
Pavement Marking	$ -	$ -	$ -	$ -	$ -
Safety Improvements	$ -	$ -	$ -	$ -	$ -
Sign Installation/Upgrading	$ -	$ -	$ -	$ -	$ -
Structural Signing	$ -	$ -	$ -	$ -	$ -
Targeted Modernization - Multiple Locations	$ -	$ -	$ -	$ -	$ -
Section I Total:	**$ 1,159,806**	**$ 6,480,096**	**$ 9,383,740**	**$ 3,245,560**	**$ 48,552,457**
Grand Total NFA:	**$ 1,159,806**	**$ 6,480,096**	**$ 9,383,740**	**$ 3,245,560**	**$ 48,552,457**

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
	2024	2025	2026	2027	2028	2029
Farebox	$ 984,179	$ 1,062,871	$ 1,139,600	$ 1,173,788	$ 1,209,002	$ 1,245,272
FTA §5307/5339/Stimulus Funds*	$ 10,243,313	$ 13,180,319	$ 13,575,729	$ 13,983,000	$ 14,402,490	$ 14,834,565
Fully Funded (Revenues from HST Operations)	$ -	$ -	$ -	$ -	$ -	$ -
Miscellaneous Income	$ 538,149	$ 538,456	$ 513,456	$ 528,860	$ 544,725	$ 561,067
State Contract Assistance	$ 7,902,513	$ 7,593,755	$ 8,593,755	$ 8,851,568	$ 9,117,115	$ 9,390,628
Local Assessments	$ 2,156,320	$ 2,210,228	$ 2,265,484	$ 2,322,121	$ 2,380,174	$ 2,439,678
Total	**$ 21,824,474**	**$ 24,585,629**	**$ 26,088,023**	**$ 26,859,337**	**$ 27,653,506**	**$ 28,471,210**

Operating Expenses**	Previous	Current	Year One	Year Two	Year Three	Year Four
	2024	2025	2026	2027	2028	2029
Total	**$ 21,824,474**	**$ 24,585,629**	**$ 26,088,023**	**$ 26,859,337**	**$ 27,653,506**	**$ 28,471,210**

‡ Budget developed is a good faith representation of CCRTA's financial situation. Assumptions made regarding revenues and costs may be significantly altered with changimg policy and funding scenarios , utilization of American Rescue Plan Act funding, the elimination of our HST service and the ongoing estoration 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; Capital Funding and Other miscellaneous expense items.

Appendix G: Comments on Public Draft

The Cape Cod MPO voted to release the draft TIP for the public review/ comment period at their 1:00 PM virtual meeting on April 28, 2025, officially beginning the 14-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 Tuesday, April 29, 2025 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 19, 2025 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 12, 2025 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 14-day public comment period. The comments will be presented in their entirety to the Cape Cod MPO during their May 19, 2025 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.

2026-30 TIP and 2026 UPWP Comment Matrix (5-13-2025)

FFY 2026 - 2030 TIP and UPWP Public Comment Matrix							Total Public Engagement : 69 individuals, 23 comments	
#	Date Received / Format	Comment From	Summary of Comment	TIP	UPWP	Potential Response / Action for Consideration	Themes	Stakeholders
Public Comments received during UPWP and TIP public comment period (April 28, 2025 - May 12,2025)								
1	5/8/2025 (TIP/UPWP via email)	Miranda E. Briseno (MassDOT)	MassDOT provided recommendations on completeness (acronymn addition suggested) and acessibility of the UPWP and TIP documents.	X	X	Updates made as suggested along with additional edits to ensure alignment with federal and state policies and directives.		MassDOT
2	5/1/2025 (TIP/UPWP via Orleans CCRT)	Richard Mazza	There needs to be bike monitors or an enforcement group (volunteers) on the rail trails to monitor situations / check people's speeds and they can write trip reports. People on E-bikes / scooters are speeding and the presence of a bike monitor could help suppress that. Nickerson State Park is against an enforcement group on the trail. There could be laminated cards with bike rules available at the trailhead, people need to announce when passing, and there should be lane designation. When the trail is resurfaced, the tree roots need removal.	X		Thank you for your comment as part of the 2026 TIP / UPWP development outreach. All were presented to the MPO for consideration at their meeting on May 18, 2025 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 maintenace	Rail Trail Towns, DCR
3	5/1/2025 (TIP/UPWP via Orleans CCRT)	Anonymous	More drivers should know "4 ft to pass". E-bike batteries can be an issue that causes people to not get it			Thank you for your comment as part of the 2026 TIP / UPWP development outreach. All were presented to the MPO for consideration at their meeting on May 18, 2025 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	DPW
4	5/1/2025 (TIP/UPWP via Orleans CCRT)	Ronald Suffers	In support of more bike paths and bikeshares. Glad that the trail has been fixed, but certain places are uneven and need better quality / smoothing of repairs.	X		Thank you for your comment as part of the 2026 TIP / UPWP development outreach. All were presented to the MPO for consideration at their meeting on May 18, 2025 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, DCR
5	5/1/2025 (TIP/UPWP via Orleans CCRT)	Anonymous	E-bike voucher is good. More transit routes / buses are needed. When developing housing there needs to be transit / bus stops. More buses to Boston are needed as well.	X	X	Thank you for your comment as part of the 2026 TIP / UPWP development outreach. All were presented to the MPO for consideration at their meeting on May 18, 2025 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.	Transit	CCRTA, Peter Pan, PB Bus
6	5/1/2025 (TIP/UPWP via Orleans CCRT)	Anonymous	People drive fast down Old Colony - not the speed limit. Possible need for a raised crosswalk and / or a RRFB.	X		Thank you for your comment as part of the 2026 TIP / UPWP development outreach. All were presented to the MPO for consideration at their meeting on May 18, 2025 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	Town of Orleans
7	5/5/2025 (via Email)	Lynne Pleffner	Roadway Reconstruction #607405 - Cape Cod - Chatham: This project has the potential to change the entrance to Chatham's main commerce thoroughfare. The reality of this intersection is that the Fire Department needs to get through when there is an emergency. This can easily be addressed by a new traffic signal system being installed and worked with cooperation between the Firs Department and the Police Department. There is no need for the addition of a turning lane on Route 28 when the two organizations repsonsible for our safety can work together to ensure this intersection stays safe. Crosswalks exist for pedestrians and bicycle riders. Therefore I am not in support of spending nor obtaining funding for this project outside of a new traffic signal system. The balance of this money can be spent wisely elsewhere	X		Thank you for your comment as part of the 2026 TIP / UPWP development outreach. All were presented to the MPO for consideration at their meeting on May 18, 2025 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.	Chatham Roadway Reconstruction #607405	Town of Chatham, MassDOT
8	5/6/2025 (via Form)	Anonymous	Chatham Route 28 at Main Street, Depot Road, Queene Anne Road, and Crowell Road 2028 TIP Project. I am a full time Chatham resident and a senior citizen. I live on Crowell Road, so I use that intersection every day. Both as a pedestrian and as a driver. This intersection is very dangerous. There have been multiple accidents over the years. Some minor and some major. It seems that no one understands who has the right of way. Cars making left hand turns cut off drivers all the time. This problem is going to get worse as there is a new restaurant that is very busy. There is also a constant flow in and out of the shopping center that incudes Chatham Village Market and CVS. Add that to the summer traffic and its a real concern. I would feel much safer if there was something done to improve the traffic pattern. This project should really be a priority.	X		Thank you for your comment as part of the 2026 TIP / UPWP development outreach. All were presented to the MPO for consideration at their meeting on May 18, 2025 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.	Chatham Roadway Reconstruction #607405	Town of Chatham, MassDOT
9	5/7/2025 (via Email)	Mitchell Flaherty	Reading over the TIP for 2026-2030 I'm glad to see the highlighting of bicycle and pedestrian accommodations, this is great and very important to prioritize active mode share. For Falmouth's Route 28 work it looks like it's only the N-S from Falmouth to Bourne, is there any plan in the works to address Route 28 E-W from Falmouth to Mashpee? It would be great if there was a bike path on 28 to connect East Falmouth to the Shining Sea Bike path and towards the town of Mashpee.	X		Thank you for your comment as part of the 2026 TIP / UPWP development outreach. All were presented to the MPO for consideration at their meeting on May 18, 2025 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	MassDOT, Town of Falmouth
10	5/8/2025 (TIP/UPWP via Yarmouth CCRT)	Anonymous	West Yarmouth Rd area - Dana's Path / Betty's Path and White's Path, sidewalks are needed. Station Ave is dangerous to ride on. There are bicycle / pedestrian conflicts on the rail trail. Bicycles are being intimidated by drivers.	X		Thank you for your comment as part of the 2026 TIP / UPWP development outreach. All were presented to the MPO for consideration at their meeting on May 18, 2025 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	Town of Yarmouth
11	5/8/2025 (TIP/UPWP via Yarmouth CCRT)	Anonymous	Bass River (Yarmouth) area - unable to pass bicycle and give 4 ft to pass while staying within the double yellow line. People coming from behind on the rail trails don't warn others they are going to pass, advanced warning would be good, signs that say that would help on the trail.	X		Thank you for your comment as part of the 2026 TIP / UPWP development outreach. All were presented to the MPO for consideration at their meeting on May 18, 2025 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	Town of Yarmouth

FFY 2026 - 2030 TIP and UPWP Public Comment Matrix							Total Public Engagement : 69 individuals, 23 comments	
#	Date Received / Format	Comment From	Summary of Comment	TIP	UPWP	Potential Response / Action for Consideration	Themes	Stakeholders
12	5/8/2025 (TIP/UPWP via Yarmouth CCRT)	Pete Cormier	Rail Trail (Sandwich) - the trail ends nowhere, what are the plans for connection? Higgins Crowell has no parking.	X		Thank you for your comment as part of the 2026 TIP / UPWP development outreach. All were presented to the MPO for consideration at their meeting on May 18, 2025 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	Town of Yarmouth
13	5/8/2025 (TIP/UPWP via Yarmouth CCRT)	Anonymous	A lot of road shocks on the trail due to tree roots. Grinding the bumps on the trail has helped a lot with riding. Lack of enforcement for truck drivers going in the left lane on highways causes safety issues for passenger vehicles.	X		Thank you for your comment as part of the 2026 TIP / UPWP development outreach. All were presented to the MPO for consideration at their meeting on May 18, 2025 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, Highway enforcement	DCR, MassDOT, State Police
14	5/10/2025 (TIP/UPWP via Brewster Bike Fest)	Anonymous	More rail service – it would be great to have a real connection to Boston	X		Thank you for your comment as part of the 2026 TIP / UPWP development outreach. All were presented to the MPO for consideration at their meeting on May 18, 2025 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.	Rail Service	Cape Flyer-CCRTA
15	5/10/2025 (TIP/UPWP via Brewster Bike Fest)	Anonymous	Context sensitivity remains important for sidewalk and bike path projects	X		Thank you for your comment as part of the 2026 TIP / UPWP development outreach. All were presented to the MPO for consideration at their meeting on May 18, 2025 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 Towns
16	5/10/2025 (TIP/UPWP via Brewster Bike Fest)	Anonymous	Route 6A sidewalk needed on the east end of Brewster to connect from it's current terminus into Orleans	X	X	Thank you for your comment as part of the 2026 TIP / UPWP development outreach. All were presented to the MPO for consideration at their meeting on May 18, 2025 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	Town of Brewster, MassDOT
17	5/10/2025 (TIP/UPWP via Brewster Bike Fest)	Anonymous	Need for more attention on bike path etiquette/enforcement as it is leading to safety issues with people going too fast and running people (in particular kids) off of the trail	X	X	Thank you for your comment as part of the 2026 TIP / UPWP development outreach. All were presented to the MPO for consideration at their meeting on May 18, 2025 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, DCR
18	5/10/2025 (TIP/UPWP via Brewster Bike Fest)	Anonymous	Love the trails on the Cape	X		Thank you for your comment as part of the 2026 TIP / UPWP development outreach. All were presented to the MPO for consideration at their meeting on May 18, 2025 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
19	5/10/2025 (TIP/UPWP via Brewster Bike Fest)	Anonymous	Love the CCRT – need more connection to it	X		Thank you for your comment as part of the 2026 TIP / UPWP development outreach. All were presented to the MPO for consideration at their meeting on May 18, 2025 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, MassDOT
20	5/10/2025 (TIP/UPWP via Brewster Bike Fest)	Anonymous	Support for improvements to the Route 6A Crobsy Lane Crossing	X	X	Thank you for your comment as part of the 2026 TIP / UPWP development outreach. All were presented to the MPO for consideration at their meeting on May 18, 2025 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.	6A Improvements	Town of Brewster, MassDOT
21	5/10/2025 (TIP/UPWP via Brewster Bike Fest)	Anonymous	Review speed limit on Route 6A – particularly in Brewster – why does it go up to 40 mph in the center of town?	X	X	Thank you for your comment as part of the 2026 TIP / UPWP development outreach. All were presented to the MPO for consideration at their meeting on May 18, 2025 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.	6A Improvements	Town of Brewster, MassDOT
22	5/10/2025 (TIP/UPWP via Brewster Bike Fest)	Anonymous	Consider e-bike charging at local businesses – potentially where bike racks are located – something for planning boards to consider?		X	Thank you for your comment as part of the 2026 TIP / UPWP development outreach. All were presented to the MPO for consideration at their meeting on May 18, 2025 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	All Cape Towns

2026-30 TIP and 2026 UPWP Comment Matrix (5-13-2025)

FFY 2026 - 2030 TIP and UPWP Public Comment Matrix							Total Public Engagement : 69 individuals, 23 comments	
#	Date Received / Format	Comment From	Summary of Comment	TIP	UPWP	Potential Response / Action for Consideration	Themes	Stakeholders
23	5/10/2025 (TIP/UPWP via Brewster Bike Fest)	Anonymous	Support for the Millstone Road project – precenting challenges during construction but looking forward to the connection to the CCRT	X		Thank you for your comment as part of the 2026 TIP / UPWP development outreach. All were presented to the MPO for consideration at their meeting on May 18, 2025 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.	Millstone Road Project ; CCRT Support	Town of Brewster
24	5/10/2025 (TIP/UPWP via Brewster Bike Fest)	Anonymous	Need to connect the CCRT with the Brewster beaches – focus on Crosby/Linnell/in-between – challenging/unsafe crossings today, need to address those and bring back the DCR connection project	X		Thank you for your comment as part of the 2026 TIP / UPWP development outreach. All were presented to the MPO for consideration at their meeting on May 18, 2025 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	Town of Brewster
25	5/10/2025 (TIP/UPWP via Brewster Bike Fest)	Anonymous	Need to identify major demand generators and high-demand routes in Brewster (and elsewhere) and plan infrastructure for provide connectivity – ex. ballfields on Freeman's Way a generator not too far from large residential developments but unsafe to ride on Freeman's Way today	X	X	Thank you for your comment as part of the 2026 TIP / UPWP development outreach. All were presented to the MPO for consideration at their meeting on May 18, 2025 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	Town of Brewster
			Public Comments received after the UPWP and TIP public comment period (May 13, 2025)					
26	5/14/2025 (TIP/UPWP via conversation)	Anonymous	There needs to be more sidewalks from Orleans to Brewster. People walking and crossing over near the old exit 12 interchange (exit 89) in Orleans to get to Brewster in unsafe conditions.	X		Thank you for your comment as part of the 2026 TIP / UPWP development outreach. All were presented to the MPO for consideration at their meeting on May 18, 2025 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	Town of Orleans, MassDOT
27	5/14/2025 (TIP/UPWP via Harwich Bike Safety event)	Anonymous	Would like the CCRTA to either implement a loadable card to tap to pay on DART or to just have tap to pay from phone/card as an option.	X		Thank you for your comment as part of the 2026 TIP / UPWP development outreach. All were presented to the MPO for consideration at their meeting on May 18, 2025 and will be included in the TIP / UPWP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.	Transit	CCRTA

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 19, 2025, the endorsement date of the plan.

3225 MAIN STREET • P.O. BOX 226
BARNSTABLE, MASSACHUSETTS 02630

(508) 362-3828 • Fax (508) 362-3136 • www.capecodcommission.org

CAPE COD COMMISSION

Cape Cod Metropolitan Planning Organization Endorsement of Amendment #1 to the FFY 2026-2030 Transportation Improvement Program

The Cape Cod Metropolitan Planning Organization (CCMPO) has completed its review of Amendment #1 of the FFY 2026-2030 Transportation Improvement Program (TIP) in accordance with 23 CFR Part 450 Section 324 (Transportation Improvement Program: General) of the October 28, 1993 Final Rules for Statewide and Metropolitan Planning.

This Amendment to the FFY 2026-2030 TIP is financially constrained and conforms to the Cape Cod 2024 Regional Transportation Plan.

Based on the results of the review and analyses, the Cape Cod 2024 Regional Transportation Plan and FFY 2026-2030 TIP are consistent with the air quality goals of, and in conformity with, the Massachusetts State Implementation Plan. This Amendment and TIP do not add or delete any regionally significant, non-exempt projects, nor reprogram any existing regionally significant, non-exempt projects across analysis years.

Therefore, the Committee of Signatories representing the Cape Cod Metropolitan Planning Organization (CCMPO) by a majority vote hereby endorses Amendment #1 to the FFY 2026 of the Cape Cod Region FFY 2026-2030 Transportation Improvement Program (TIP).

This endorsement is signed by the MassDOT Secretary and CEO, or their appointed designee, on behalf of the entire Cape Cod MPO. This action is taken after an official vote of the MPO.

for

Phillip Eng, Interim Secretary and CEO
Massachusetts Department of Transportation
Chair, Cape Cod MPO

November 17, 2025
Date

TIP Revisions Report

Cape Cod

FFY 2026-2030 TIP Amendment #1

STIP: 2026 - 2030 (A)

Type	Value Changed	Date of Change	Former Value	New Value	Variance	Comments
Federal Fiscal Year 2026						
Section 2B / State Prioritized Modernization Projects						
Safe Routes to School						
610670 Harwich: HARWICH- HARWICH ELEMENTARY SCHOOL IMPROVEMENTS (SRTS)						
Amendment	2026: Statewide-CON-Safe Routes to	10/3/2025	$2,437,431	$3,538,233	$1,100,802	

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CAPE COD COMMISSION

Cape Cod Metropolitan Planning Organization Endorsement of Adjustment #1 to the FFY 2026-2030 Transportation Improvement Program

The Cape Cod Metropolitan Planning Organization (CCMPO) has completed its review of Adjustment #1 of the FFY 2026-2030 Transportation Improvement Program (TIP) in accordance with 23 CFR Part 450 Section 324 (Transportation Improvement Program: General) of the October 28, 1993 Final Rules for Statewide and Metropolitan Planning.

This Adjustment to the FFY 2026-2030 TIP is financially constrained and conforms to the Cape Cod 2024 Regional Transportation Plan.

Based on the results of the review and analyses, the Cape Cod 2024 Regional Transportation Plan and FFY 2026-2030 TIP are consistent with the air quality goals of, and in conformity with, the Massachusetts State Implementation Plan. This Adjustment and TIP do not add or delete any regionally significant, non-exempt projects, nor reprogram any existing regionally significant, non-exempt projects across analysis years.

Therefore, the Committee of Signatories representing the Cape Cod Metropolitan Planning Organization (CCMPO) by a majority vote hereby endorses Adjustment #1 of the Cape Cod Region FFY 2026-2030 Transportation Improvement Program (TIP).

This endorsement is signed by the MassDOT Secretary and CEO, or their appointed designee, on behalf of the entire Cape Cod MPO. This action is taken after an official vote of the MPO.

Phillip Eng, Interim Secretary and CEO
Massachusetts Department of Transportation
Chair, Cape Cod MPO

December 15, 2025
Date

TIP Revisions Report

Cape Cod

FFY 2026-2030 TIP Adjustment #1

STIP: 2026 - 2030 (A)

Type	Value Changed	Date of Change	Former Value	New Value	Variance	Comments
Federal Fiscal Year 2026						
Section 1A / Regionally Prioritized Projects						
Roadway Reconstruction						
611986 Multiple: MASHPEE- CORRIDOR IMPROVEMENTS & RELATED WORK ON ROUTE 151, FROM THE FALMOUTH T.L. TO OLD BARNSTABLE ROAD (PHASE 2)						
Adjustment	2026: Cape Cod-CON-Roadway	11/5/2025	$1,500,000	$518,499	-$981,501	
Section 1B / Earmark or Discretionary Grant Funded Projects						
Earmark Discretionary						
S13338 Barnstable: Barnstable SS4A - Road Safety Audits						
Adjustment	2026: Statewide-OT-Earmark	10/7/2025	$0	$315,000	$315,000	
Adjustment	Fund: Statewide-OT-Earmark	10/13/2025	Other FA	SS4A		
S13351 Barnstable: Barnstable - SMART Microgrid at Cape Cod Airport						
Adjustment	2026: Cape Cod-CON-Earmark	10/8/2025	$0	$1,950,000	$1,950,000	

STIP: 2026 - 2030 (A)

Type	Value Changed	Date of Change	Former Value	New Value	Variance	Comments
Federal Fiscal Year 2028						
Section 1B / Earmark or Discretionary Grant Funded Projects						
Earmark Discretionary						
608819 Barnstable: BARNSTABLE- RESURFACING AND RELATED WORK ON ROUTE 6						
Adjustment	2028: Statewide-CON-Earmark	10/9/2025	$0	$384,415	$384,415	
Section 2A / State Prioritized Reliability Projects						
Non-Interstate Pavement						
608819 Barnstable: BARNSTABLE- RESURFACING AND RELATED WORK ON ROUTE 6						
Adjustment	2028: Statewide-CON-Non-Interstate	10/9/2025	$16,658,015	$16,273,600	-$384,415	

STIP: 2026 - 2030 (A)

Type	Value Changed	Date of Change	Former Value	New Value	Variance	Comments
Federal Fiscal Year 2029						
Section 2B / State Prioritized Modernization Projects						
Roadway Reconstruction						
606082 Bourne: BOURNE- MEDIAN INSTALLATION ON ROUTE 6 (SCENIC HIGHWAY)						
Adjustment	2029: Statewide-CON-Roadway	11/5/2025	$6,895,688	$1,005,313	-$5,890,375	

TIP Revisions Report

Cape Cod

FFY 2026-2030 TIP Administrative Modificaiton (4-9-26)

STIP: 2026 - 2030 (A)

Type	Value Changed	Date of Change	Former Value	New Value	Variance	Comments
Federal Fiscal Year 2026						
Section 1B / Earmark or Discretionary Grant Funded Projects						
Roadway Reconstruction						
608744 Provincetown: PROVINCETOWN- CORRIDOR IMPROVEMENTS AND RELATED WORK ON SHANK PAINTER ROAD, FROM ROUTE 6 TO BRADFORD STREET						
Administrative Modification	2026: Cape Cod-CON-Roadway Reconstruction-FLAP	4/9/2026	$0	$470,000	$470,000	Administrative modification updates programmed year of FLAP funding to FFY2026 (no change in category or amount) to match the anticpated oblication year

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CAPE COD COMMISSION

Cape Cod Metropolitan Planning Organization Endorsement of Amendment #2 and Adjustment #2 to the FFY 2026-2030 Transportation Improvement Program

The Cape Cod Metropolitan Planning Organization (CCMPO) has completed its review of Amendment #2 and Adjustment #2 of the FFY 2026-2030 Transportation Improvement Program (TIP) in accordance with 23 CFR Part 450 Section 324 (Transportation Improvement Program: General) of the October 28, 1993 Final Rules for Statewide and Metropolitan Planning.

This Amendment to the FFY 2026-2030 TIP is financially constrained and conforms to the Cape Cod 2024 Regional Transportation Plan.

Based on the results of the review and analyses, the Cape Cod 2024 Regional Transportation Plan and FFY 2026-2030 TIP are consistent with the air quality goals of, and in conformity with, the Massachusetts State Implementation Plan. This Amendment and TIP do not add or delete any regionally significant, non-exempt projects, nor reprogram any existing regionally significant, non-exempt projects across analysis years.

Therefore, the Committee of Signatories representing the Cape Cod Metropolitan Planning Organization (CCMPO) by a majority vote hereby endorses Amendment #2 and Adjustment #2 to the FFY 2026 of the Cape Cod Region FFY 2026-2030 Transportation Improvement Program (TIP).

This endorsement is signed by the MassDOT Secretary and CEO, or their appointed designee, on behalf of the entire Cape Cod MPO. This action is taken after an official vote of the MPO.

for

Phillip Eng, Interim Secretary and CEO
Massachusetts Department of Transportation
Chair, Cape Cod MPO

April 27, 2026
Date

TIP Revisions Report

Cape Cod

FFY 2026-2030 TIP Adjustment #2

STIP: 2026 - 2030 (A)

Type	Value Changed	Date of Change	Former Value	New Value	Variance	Comments
Federal Fiscal Year 2026						
Section 1A / Regionally Prioritized Projects						
Roadway Reconstruction						
608744 Provincetown: PROVINCETOWN- CORRIDOR IMPROVEMENTS AND RELATED WORK ON SHANK PAINTER ROAD, FROM ROUTE 6 TO BRADFORD STREET						
Adjustment	2026: Cape Cod-CON-Roadway	4/9/2026	$3,560,368	$4,541,869	$981,501	

STIP: 2026 - 2030 (A)

Type	Value Changed	Date of Change	Former Value	New Value	Variance	Comments
Federal Fiscal Year 2026						
Section 1B / Earmark or Discretionary Grant Funded Projects						
Earmark Discretionary						
S13268 Bourne: BOURNE- THE CAPE COD BRIDGE PROGRAM COMPRISES THE REPLACEMENT OF THE SAGAMORE AND BOURNE BRIDGES. THE PHASE 1 CONSTRUCTION PROJECT INCLUDES BRIDGE REPLACEMENT, B-17005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)						
Amendment	Description	3/24/2026	BOURNE- BRIDGE REPLACEMENTS, B-17-005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6; BOURNE BRIDGE (CAPE COD BRIDGES PROGRAM PHASES I & II)	BOURNE- THE CAPE COD BRIDGE PROGRAM COMPRISES THE REPLACEMENT OF THE SAGAMORE AND BOURNE BRIDGES. THE PHASE 1 CONSTRUCTION PROJECT INCLUDES BRIDGE REPLACEMENT, B-17005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)		
Section 3B / Non-Federal Aid Funded						
NFA						
S13268 Bourne: BOURNE- THE CAPE COD BRIDGE PROGRAM COMPRISES THE REPLACEMENT OF THE SAGAMORE AND BOURNE BRIDGES. THE PHASE 1 CONSTRUCTION PROJECT INCLUDES BRIDGE REPLACEMENT, B-17005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)						
Amendment	Description	3/24/2026	BOURNE- BRIDGE REPLACEMENTS, B-17-005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6; BOURNE BRIDGE (CAPE COD BRIDGES PROGRAM PHASES I & II)	BOURNE- THE CAPE COD BRIDGE PROGRAM COMPRISES THE REPLACEMENT OF THE SAGAMORE AND BOURNE BRIDGES. THE PHASE 1 CONSTRUCTION PROJECT INCLUDES BRIDGE REPLACEMENT, B-17005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)		

STIP: 2026 - 2030 (A)

Type	Value Changed	Date of Change	Former Value	New Value	Variance	Comments
Federal Fiscal Year 2027						
Section 1B / Earmark or Discretionary Grant Funded Projects						
Earmark Discretionary						
S13268 Bourne: BOURNE- THE CAPE COD BRIDGE PROGRAM COMPRISES THE REPLACEMENT OF THE SAGAMORE AND BOURNE BRIDGES. THE PHASE 1 CONSTRUCTION PROJECT INCLUDES BRIDGE REPLACEMENT, B-17005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)						
Amendment	Description	3/24/2026	BOURNE- BRIDGE REPLACEMENTS, B-17-005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6; BOURNE BRIDGE (CAPE COD BRIDGES PROGRAM PHASES I & II)	BOURNE- THE CAPE COD BRIDGE PROGRAM COMPRISES THE REPLACEMENT OF THE SAGAMORE AND BOURNE BRIDGES. THE PHASE 1 CONSTRUCTION PROJECT INCLUDES BRIDGE REPLACEMENT, B-17005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)		
Section 3B / Non-Federal Aid Funded						
NFA						
S13268 Bourne: BOURNE- THE CAPE COD BRIDGE PROGRAM COMPRISES THE REPLACEMENT OF THE SAGAMORE AND BOURNE BRIDGES. THE PHASE 1 CONSTRUCTION PROJECT INCLUDES BRIDGE REPLACEMENT, B-17005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)						
Amendment	Description	3/24/2026	BOURNE- BRIDGE REPLACEMENTS, B-17-005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6; BOURNE BRIDGE (CAPE COD BRIDGES PROGRAM PHASES I & II)	BOURNE- THE CAPE COD BRIDGE PROGRAM COMPRISES THE REPLACEMENT OF THE SAGAMORE AND BOURNE BRIDGES. THE PHASE 1 CONSTRUCTION PROJECT INCLUDES BRIDGE REPLACEMENT, B-17005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)		

STIP: 2026 - 2030 (A)

Type	Value Changed	Date of Change	Former Value	New Value	Variance	Comments
Federal Fiscal Year 2028						
Section 1B / Earmark or Discretionary Grant Funded Projects						
Earmark Discretionary						
S13268 Bourne: BOURNE- THE CAPE COD BRIDGE PROGRAM COMPRISES THE REPLACEMENT OF THE SAGAMORE AND BOURNE BRIDGES. THE PHASE 1 CONSTRUCTION PROJECT INCLUDES BRIDGE REPLACEMENT, B-17005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)						
Amendment	Description	3/24/2026	BOURNE- BRIDGE REPLACEMENTS, B-17-005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6; BOURNE BRIDGE (CAPE COD BRIDGES PROGRAM PHASES I & II)	BOURNE- THE CAPE COD BRIDGE PROGRAM COMPRISES THE REPLACEMENT OF THE SAGAMORE AND BOURNE BRIDGES. THE PHASE 1 CONSTRUCTION PROJECT INCLUDES BRIDGE REPLACEMENT, B-17005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)		
Section 3B / Non-Federal Aid Funded						
NFA						
S13268 Bourne: BOURNE- THE CAPE COD BRIDGE PROGRAM COMPRISES THE REPLACEMENT OF THE SAGAMORE AND BOURNE BRIDGES. THE PHASE 1 CONSTRUCTION PROJECT INCLUDES BRIDGE REPLACEMENT, B-17005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)						
Amendment	Description	3/24/2026	BOURNE- BRIDGE REPLACEMENTS, B-17-005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6; BOURNE BRIDGE (CAPE COD BRIDGES PROGRAM PHASES I & II)	BOURNE- THE CAPE COD BRIDGE PROGRAM COMPRISES THE REPLACEMENT OF THE SAGAMORE AND BOURNE BRIDGES. THE PHASE 1 CONSTRUCTION PROJECT INCLUDES BRIDGE REPLACEMENT, B-17005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)		

STIP: 2026 - 2030 (A)

Type	Value Changed	Date of Change	Former Value	New Value	Variance	Comments
Federal Fiscal Year 2029						
Section 1B / Earmark or Discretionary Grant Funded Projects						
Earmark Discretionary						
S13268 Bourne: BOURNE- THE CAPE COD BRIDGE PROGRAM COMPRISES THE REPLACEMENT OF THE SAGAMORE AND BOURNE BRIDGES. THE PHASE 1 CONSTRUCTION PROJECT INCLUDES BRIDGE REPLACEMENT, B-17005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)						
Amendment	Description	3/24/2026	BOURNE- BRIDGE REPLACEMENTS, B-17-005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6; BOURNE BRIDGE (CAPE COD BRIDGES PROGRAM PHASES I & II)	BOURNE- THE CAPE COD BRIDGE PROGRAM COMPRISES THE REPLACEMENT OF THE SAGAMORE AND BOURNE BRIDGES. THE PHASE 1 CONSTRUCTION PROJECT INCLUDES BRIDGE REPLACEMENT, B-17005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)		
Section 3B / Non-Federal Aid Funded						
NFA						
S13268 Bourne: BOURNE- THE CAPE COD BRIDGE PROGRAM COMPRISES THE REPLACEMENT OF THE SAGAMORE AND BOURNE BRIDGES. THE PHASE 1 CONSTRUCTION PROJECT INCLUDES BRIDGE REPLACEMENT, B-17005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)						
Amendment	Description	3/24/2026	BOURNE- BRIDGE REPLACEMENTS, B-17-005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6; BOURNE BRIDGE (CAPE COD BRIDGES PROGRAM PHASES I & II)	BOURNE- THE CAPE COD BRIDGE PROGRAM COMPRISES THE REPLACEMENT OF THE SAGAMORE AND BOURNE BRIDGES. THE PHASE 1 CONSTRUCTION PROJECT INCLUDES BRIDGE REPLACEMENT, B-17005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)		

STIP: 2026 - 2030 (A)

Type	Value Changed	Date of Change	Former Value	New Value	Variance	Comments
Federal Fiscal Year 2030						
Section 1B / Earmark or Discretionary Grant Funded Projects						
Earmark Discretionary						
S13268 Bourne: BOURNE- THE CAPE COD BRIDGE PROGRAM COMPRISES THE REPLACEMENT OF THE SAGAMORE AND BOURNE BRIDGES. THE PHASE 1 CONSTRUCTION PROJECT INCLUDES BRIDGE REPLACEMENT, B-17005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)						
Amendment	Description	3/24/2026	BOURNE- BRIDGE REPLACEMENTS, B-17-005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6; BOURNE BRIDGE (CAPE COD BRIDGES PROGRAM PHASES I & II)	BOURNE- THE CAPE COD BRIDGE PROGRAM COMPRISES THE REPLACEMENT OF THE SAGAMORE AND BOURNE BRIDGES. THE PHASE 1 CONSTRUCTION PROJECT INCLUDES BRIDGE REPLACEMENT, B-17005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)		
Section 3B / Non-Federal Aid Funded						
NFA						
S13268 Bourne: BOURNE- THE CAPE COD BRIDGE PROGRAM COMPRISES THE REPLACEMENT OF THE SAGAMORE AND BOURNE BRIDGES. THE PHASE 1 CONSTRUCTION PROJECT INCLUDES BRIDGE REPLACEMENT, B-17005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)						
Amendment	Description	3/24/2026	BOURNE- BRIDGE REPLACEMENTS, B-17-005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6; BOURNE BRIDGE (CAPE COD BRIDGES PROGRAM PHASES I & II)	BOURNE- THE CAPE COD BRIDGE PROGRAM COMPRISES THE REPLACEMENT OF THE SAGAMORE AND BOURNE BRIDGES. THE PHASE 1 CONSTRUCTION PROJECT INCLUDES BRIDGE REPLACEMENT, B-17005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)		

3225 MAIN STREET • P.O. BOX 226
BARNSTABLE, MASSACHUSETTS 02630

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CAPE COD COMMISSION

Cape Cod Metropolitan Planning Organization Endorsement of Amendment #3 to the FFY 2026-2030 Transportation Improvement Program

The Cape Cod Metropolitan Planning Organization (CCMPO) has completed its review of Amendment #3 of the FFY 2026-2030 Transportation Improvement Program (TIP) in accordance with 23 CFR Part 450 Section 324 (Transportation Improvement Program: General) of the October 28, 1993 Final Rules for Statewide and Metropolitan Planning.

This Amendment to the FFY 2026-2030 TIP is financially constrained and conforms to the Cape Cod 2024 Regional Transportation Plan.

Based on the results of the review and analyses, the Cape Cod 2024 Regional Transportation Plan and FFY 2026-2030 TIP are consistent with the air quality goals of, and in conformity with, the Massachusetts State Implementation Plan. This Amendment and TIP do not add or delete any regionally significant, non-exempt projects, nor reprogram any existing regionally significant, non-exempt projects across analysis years.

Therefore, the Committee of Signatories representing the Cape Cod Metropolitan Planning Organization (CCMPO) by a majority vote hereby endorses Amendment #3 to the FFY 2026 of the Cape Cod Region FFY 2026-2030 Transportation Improvement Program (TIP).

This endorsement is signed by the MassDOT Secretary and CEO, or their appointed designee, on behalf of the entire Cape Cod MPO. This action is taken after an official vote of the MPO.

for

Phillip Eng, Interim Secretary and CEO
Massachusetts Department of Transportation
Chair, Cape Cod MPO

May 18, 2026
Date

TIP Revisions Report

Cape Cod

FFY 2026-2030 TIP Amendment #3

STIP: 2026 - 2030 (A)

Type	Value Changed	Date of Change	Former Value	New Value	Variance	Comments
Federal Fiscal Year 2026						
Section 1B / Earmark or Discretionary Grant Funded Projects						
Ferry Boat Program						
S13526 Falmouth: Steamship Authority - Woods Hole Terminal Amenities Project						
Amendment	2026: Statewide-DGN-Ferry Boat Program-	4/16/2026	$0	$14,192,648	$14,192,648	
Section 2B / State Prioritized Modernization Projects						
Roadway Reconstruction						
610800 Barnstable: BARNSTABLE- PARK AND RIDE EXPANSION AND IMPROVEMENTS AT ROUTE 132						
Amendment	2026: Statewide-CON-Roadway	4/9/2026	$0	$9,252,759	$9,252,759	
Bridge & Tunnel Program						
CCRTA012214 : CCRTA - Procurement of 4 rescue boats - Steamship Authority						
Amendment	2026: CCRTA-OT-Bridge & Tunnel	3/12/2026	$0	$160,000	$160,000	
Adjustment	2026: CCRTA-OT-Bridge & Tunnel	3/12/2026	$0	$40,000	$40,000	
RTA Facility & Vehicle Maintenance						
CCRTA012212 : CCRTA - Parking Lot/Terminal Traffic Booths - Steamship Authority						
Amendment	2026: CCRTA-OT-RTA Facility & Vehicle	3/6/2026	$0	$400,000	$400,000	
Amendment	2026: CCRTA-OT-RTA Facility & Vehicle	3/6/2026	$0	$100,000	$100,000	

STIP: 2026 - 2030 (A)

Type	Value Changed	Date of Change	Former Value	New Value	Variance	Comments
Federal Fiscal Year 2027						
RTA Facility & Vehicle Maintenance						
CCRTA012213 : CCRTA - Parking Lot Revenue & Access Control System Modernization Project - Steamship Authority						
Amendment	2027: CCRTA-OT-RTA Facility & Vehicle	3/6/2026	$0	$200,000	$200,000	
RTA Vehicle Replacement						
CCRTA012211 : CCRTA - BUY REPLACEMENT 35' ALTERNATIVE FUEL BUS - Steamship Authority						
Amendment	2027: CCRTA-OT-RTA Vehicle	3/6/2026	$0	$2,000,000	$2,000,000	
Adjustment	Description	3/6/2026	CCRTA - 35'	CCRTA - BUY		
Amendment	2027: CCRTA-OT-RTA Vehicle	3/6/2026	$0	$700,000	$700,000	
Stations and Facilities Program						
CCRTA012210 : CCRTA - Hyannis Terminal Wastewater Pump-Out Replacement Project - Steamship Authority						
Adjustment	Description	3/4/2026	Replacement of	CCRTA - Hyannis		
Amendment	2027: CCRTA-OT-Stations and Facilities	3/4/2026	$0	$374,000	$374,000	

TIP Revisions Report

Cape Cod

FFY 2026-2030 TIP Amendment #3

STIP: 2026 - 2030 (A)

Type	Value Changed	Date of Change	Former Value	New Value	Variance	Comments
Federal Fiscal Year 2028						
RTA Facility & Vehicle Maintenance						
CCRTA012213 : CCRTA - Parking Lot Revenue & Access Control System Modernization Project - Steamship Authority						
Amendment	2028: CCRTA-OT-RTA Facility & Vehicle	3/6/2026	$0	$400,000	$400,000	

Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

Ferry Boat Formula Funding Program Application

1. **Project Proponent:**

Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

The Steamship Authority is a public instrumentality created by the Commonwealth of Massachusetts, pursuant to Chapter 701 of the Acts of 1960, as amended, for the purpose of providing adequate transportation of persons and the necessaries of life for the islands of Martha's Vineyard and Nantucket.

2. **Project Description**:

The Solar Power and Amenities project supports the larger Woods Hole terminal replacement project and consists of reconfiguring the existing entrances, exits and on lot drive lanes to allow for better traffic flow for pedestrian bikes and vehicles. To accommodate these changes, two soldier pile-retaining walls will be constructed along the perimeter of the facility in order to create a secure bike parking area. The north canopy over the bike parking area, along with the south canopy over the employee parking lot will be fitted with solar panels. EV charging stations will be installed for the Authority's shuttle buses. These EV charging stations will also be accessible for use by the regional transit authority as well as for the inter-city bus lines.

The project is a follow-on project to the construction of a new Woods Hole terminal facility. As part of long-term sustainability by reducing green-house emissions and mitigating climate change, the project incorporates solar panels to supplement the energy needs of the Woods Hole terminal and introduces EV charging stations. The use of solar panels with reduce the overall carbon footprint of the agency and reduce local energy demands. The use of solar at the terminal will help the agency save money on energy costs, allowing the agency to invest more money into the transit system. Solar is also one of the key strategies identified by the local government agencies and communities for improving air quality. When completed, the Woods Hole facility is expected to be a Net Zero Energy project.

3. **Project Timing**:

The engineering and design phase is 90% complete pending the Town of Falmouth's review and approval of the Steamship Authority's proposed curb cuts. With the Town's approval, the Authority anticipates going out to bid and beginning work in the fall/winter of 2026. Due to the Authority's operating schedule, the work will pause for the summer season and resume in the fall. The Steamship Authority anticipates the need for two full off-seasons (fall through the following spring) for the completion of work.

4. **Project Funding**:

   The Steamship Authority project is expected to be funded by the U.S. Department of Transportation's Ferry Boat Formula Grant Program and by the Authority through available special-purpose funds designated for capital projects. Approximately eighty percent (80%) of the project's cost, or $11,354,118, is expected to be spent with allocated FWHA FBP awards. The other 20% match, $2,838,530, would come from the Steamship Authority's operating budget.

5. **Other Relevant Facts**:

   The Steamship Authority has operated without deficit assessments against its port communities since 1962 and without any operating subsidies typically provided to similar ferry systems in other states. In 2025, the Authority transported more than 2.95 million passengers, and over 674,400 vehicles of all sizes to or from the islands.

Organization	MPO	Project ID	Total Cost	E2a	Replacement or expansion
Cape Cod Regional Transit Authority	Cape Cod	CCRTA012226	$ 134,002	1	Replacement
Cape Cod Regional Transit Authority	Cape Cod	CCRTA012226	$ 134,002	1	Replacement
Cape Cod Regional Transit Authority	Cape Cod	CCRTA012226	$ 134,002	1	Replacement
Cape Cod Regional Transit Authority	Cape Cod	CCRTA012226	$ 134,002	1	Replacement
Cape Cod Regional Transit Authority	Cape Cod	CCRTA012226	$ 134,002	1	Replacement
Cape Cod Regional Transit Authority	Cape Cod	CCRTA012226	$ 134,002	1	Replacement
Cape Cod Regional Transit Authority	Cape Cod	CCRTA012226	$ 134,002	1	Replacement
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Cape Cod Regional Transit Authority	Cape Cod	CCRTA012226	$ 134,002	1	Replacement
Cape Cod Regional Transit Authority	Cape Cod	CCRTA012226	$ 134,002	1	Replacement
Cape Cod Regional Transit Authority	Cape Cod	CCRTA012226	$ 134,002	1	Replacement
Cape Cod Regional Transit Authority	Cape Cod	CCRTA012226	$ 134,002	1	Replacement
Cape Cod Regional Transit Authority	Cape Cod	CCRTA012226	$ 134,002	1	Replacement
Cape Cod Regional Transit Authority	Cape Cod	CCRTA012226	$ 134,002	1	Replacement

3225 MAIN STREET • P.O. BOX 226
BARNSTABLE, MASSACHUSETTS 02630

(508) 362-3828 • Fax (508) 362-3136 • www.capecodcommission.org

CAPE COD COMMISSION

Cape Cod Metropolitan Planning Organization Endorsement of Amendment #4 and Adjustment #3 to the FFY 2026-2030 Transportation Improvement Program

The Cape Cod Metropolitan Planning Organization (CCMPO) has completed its review of Amendment #4 and Adjustment #3 of the FFY 2026-2030 Transportation Improvement Program (TIP) in accordance with 23 CFR Part 450 Section 324 (Transportation Improvement Program: General) of the October 28, 1993 Final Rules for Statewide and Metropolitan Planning.

This Amendment to the FFY 2026-2030 TIP is financially constrained and conforms to the Cape Cod 2024 Regional Transportation Plan.

Based on the results of the review and analyses, the Cape Cod 2024 Regional Transportation Plan and FFY 2026-2030 TIP are consistent with the air quality goals of, and in conformity with, the Massachusetts State Implementation Plan. This Amendment and TIP do not add or delete any regionally significant, non-exempt projects, nor reprogram any existing regionally significant, non-exempt projects across analysis years.

Therefore, the Committee of Signatories representing the Cape Cod Metropolitan Planning Organization (CCMPO) by a majority vote hereby endorses Amendment #4 and Adjustment #3 to the FFY 2026 of the Cape Cod Region FFY 2026-2030 Transportation Improvement Program (TIP).

This endorsement is signed by the MassDOT Secretary and CEO, or their appointed designee, on behalf of the entire Cape Cod MPO. This action is taken after an official vote of the MPO.

for

Phillip Eng, Interim Secretary and CEO
Massachusetts Department of Transportation
Chair, Cape Cod MPO

June 15, 2026
Date

TIP Revisions Report

Cape Cod

FFY 2026-2030 TIP Amendment #4

STIP: 2026 - 2030 (A)

Type	Value Changed	Date of Change	Former Value	New Value	Variance	Comments
Federal Fiscal Year 2026						
Section 2A / Federal Aid Funded State Prioritized Reliability Projects						
Roadway Reconstruction						
6142434 Statewide: DISTRICT 5- VRU MISSING CROSSWALKS AT STATE SIGNALS AT MULTIPLE LOCATIONS						
Amendment	2026:Statewided-CON-Safety	5/8/2026	$0	$1,186,624	$1,186,624	

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 community of Falmouth has been selected for systemic safety measures in the subject project.

TIP Revisions Report

Cape Cod

FFY 2026-2030 TIP Adjustment #3

STIP: 2026 - 2030 (A)

Type	Value Changed	Date of Change	Former Value	New Value	Variance	Comments
Federal Fiscal Year 2026						
Section 2A / State Prioritized Reliability Projects						
Highway Resiliency Improvement Program						
608744 Provincetown: PROVINCETOWN- CORRIDOR IMPROVEMENTS AND RELATED WORK ON SHANK PAINTER ROAD, FROM ROUTE 6 TO BRADFORD STREET						
Adjustment	2026: Statewide-CON-Highway Resiliency	6/9/2026	$0	$6,395,035	$6,395,035	
Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs						
Carbon Reduction						
610800 Barnstable: BARNSTABLE- PARK AND RIDE EXPANSION AND IMPROVEMENTS AT ROUTE 132						
Amendment	2026: Statewide-CON-Carbon Reduction-CRP	6/9/2026	$0	$9,252,759	$9,252,759	Public comments received during MPO 5/18 meeting asking for smart technology boards to be installed to alert public users if the park and ride lot is full or not.

TIP Revisions Report

Cape Cod

DRAFT FFY 2026-2030 TIP Adjustment #3

STIP: 2026 - 2030 (A)

Type	Value Changed	Date of Change	Former Value	New Value	Variance	Comments
Federal Fiscal Year 2027						
Section 1A / Regionally Prioritized Projects						
Roadway Reconstruction						
608744 Provincetown: PROVINCETOWN- CORRIDOR IMPROVEMENTS AND RELATED WORK ON SHANK PAINTER ROAD, FROM ROUTE 6 TO BRADFORD STREET						
Adjustment	2027: Cape Cod-CON-Roadway	6/9/2026	$8,452,571	$2,101,143	-$6,351,428	