CAPE COD
COMMISSION

Cape Cod Unified Planning Work Program
Federal Fiscal Year 2027

Endorsed: May 18, 2026
Administrative Modification: October 19, 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 jwielgus@capecodcommission.org.

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

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

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

Cape Cod Unified Planning Work Program (UPWP) prepared by the

Cape Cod Metropolitan Planning Organization (MPO) Members:

- Phillip Eng, Chair, Interim Transportation Secretary and Chief Executive Officer, Massachusetts Department of Transportation (MassDOT)
- Jonathan Gulliver, Undersecretary of Transportation & State Highway Administrator, MassDOT
- Robert Lawton, Chair, Cape Cod Regional Transit Authority
- Tom Wilson, Cape Cod Commission
- Craig Tamash, President, Barnstable Town Council
- Mark Forest, Barnstable County Commissioners
- Edwin P. Zylinski, Falmouth Select Board member, Sub Region A Representative (Bourne, Falmouth, Mashpee, and Sandwich)
- Elizabeth Argo, Yarmouth Select Board member, Sub Region B Representative (Dennis and Yarmouth)
- Kevin Galligan, Orleans Select Board Chair, 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:

- Rob Faley, Chairman, Cape Cod Joint Transportation Committee
- Jennifer Flynn, National Park Service/Cape Cod National Seashore
- Justin R. Pabis, 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

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

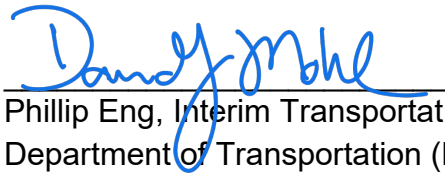
Cape Cod Commission UPWP Staff Contact:

- David Nolan, Senior Transportation Planner, Cape Cod Commission

Cape Cod Metropolitan Planning Organization

Endorsement of the Federal Fiscal Years 2027 Cape Cod Unified Planning Work Program (UPWP)

The signature below certifies that the Cape Cod Metropolitan Planning Organization (MPO), at their meeting on May 18, 2026, hereby approved the following action in accordance with the Comprehensive, Cooperative and Continuous transportation planning process. In accordance with the requirements of 23 CFR Part 450 Section 308(c) of Federal Regulations, the MPO for Cape Cod has completed its review and hereby endorses the Cape Cod Unified Planning Work Program for Transportation Planning Activities for October 1, 2026, through September 30, 2027.



for

Phillip Eng, Interim Transportation Secretary/Chief Executive Officer – Massachusetts Department of Transportation (MassDOT)

MPO Members:

- Phillip Eng, Chair, Interim Transportation Secretary and Chief Executive Officer, Massachusetts Department of Transportation (MassDOT)
- Jonathan Gulliver, Undersecretary of Transportation & State Highway Administrator, MassDOT
- Robert Lawton, Chair, Cape Cod Regional Transit Authority
- Tom Wilson, Cape Cod Commission
- Craig Tamash, President, Barnstable Town Council
- Mark Forest, Barnstable County Commissioners
- Edwin P. Zylinski, Falmouth Select Board member, Sub Region A Representative (Bourne, Falmouth, Mashpee, and Sandwich)
- Elizabeth Argo, Yarmouth Select Board member, Sub Region B Representative (Dennis and Yarmouth)
- Kevin Galligan, Orleans Select Board Chair, Sub Region C Representative (Brewster, Chatham, Harwich, and Orleans)
- Leslie Sandberg, Provincetown Select Board, Sub Region D Representative (Eastham, Provincetown, Truro, and Wellfleet)
- Brain Weeden, Chairman, Mashpee Wampanoag Tribal Council

MPO Ex-Officio Non-Voting Members:

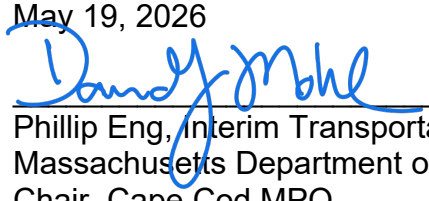
- Rob Faley, Chair, Cape Cod Joint Transportation Committee
- Jennifer Flynn, National Park Service/Cape Cod National Seashore
- Justin R. Pabis, US Army Corps of Engineers/Cape Cod Canal
- Robert B. Davis, Woods Hole, Martha's Vineyard, and Nantucket Steamship Authority
- Joi Singh, Federal Highway Administration
- Peter Butler, Federal Transit Administration

Certification of the Cape Cod MPO Transportation Planning Process

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 CFR 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.

May 19, 2026



for _____

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

310 CMR 60.05: Global Warming Solutions Act Requirements for Transportation

This will certify that the Transportation Improvement Program and Air Quality Conformity Determination for the Cape Cod Long Range 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.

for

Phillip Eng, Interim Transportation Secretary/Chief Executive Officer
Massachusetts Department of Transportation (MassDOT);
Chair, Cape Cod Metropolitan Planning Organization (CCMPO)

May 18, 2026

Date

Executive Summary

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

The MPO is made up of eleven voting members with representatives of state agencies, regional organizations, and Cape Cod towns. Discussions at MPO meetings help select planning studies to be included in the UPWP. Members of the public are welcome and encouraged to attend these meetings and voice opinions.

Contents of the Plan

The Unified Planning Work Program discusses coordination with the federal Infrastructure Investment and Jobs Act (IIJA) and is organized by a series of tasks and corresponding sub-tasks. Each sub-task includes a scope of work with the following components: objectives, previous work, procedures, products, beneficiary communities, schedule, and funding breakdown.

FY 2027 Tasks

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

- Task #1 – Management and Support of the Planning Process and Certification Activities ($250,000 – 24.3%)
    - Task 1.1 - Unified Planning Work Program (Certification Activity)
    - Task 1.2 - Transportation Improvement Program (Certification Activity) /Canal Bridges Program
    - Task 1.3 - CCJTC and MPO Activities
    - Task 1.4 –Title VI Compliance
    - Task 1.5 – Public Participation Plan
    - Task 1.6 – Regional Transportation Plan Coordination (Certification Activity)
- Task #2 – Data Collection and Analysis Activities ($248,750 – 24.2%)
    - Task 2.1 – Cape Cod Transportation Data Collection Program
    - Task 2.2 – Performance Standards
    - Task 2.3 – Transportation Database Management
    - Task 2.4 – Pavement Management/Stormwater Management
    - Task 2.5 – Healthy Transportation
    - Task 2.6 – Geographic Information System
- Task #3 – Short- And Long-Range Transportation Planning ($333,000 – 32.4%)
    - Task 3.1 – Corridor Planning (Various Locations: Intersections)

    - Task 3.2 – Transportation Safety (Roadway Safety Audits & Route 6 Safety and Crash Analysis – Dennis to Orleans)
    - Task 3.3 – Vision 88 Support Towards Implementation
    - Task 3.4 – Action Plan Implementation Support and Tracking
    - Task 3.5 – Follow-Up on Previous Transportation Planning Studies
- Task #4 – Technical Assistance Activities ($196,049.09 – 19.1%)
    - Task 4.1 – Transit Planning
    - Task 4.2 – Road Work Notifications, Bridge Restrictions Memo and Transportation Management Association (TMA) Research
    - Task 4.3 – Transit Data Collection and Analysis (Transit Ridership Dashboard)
    - Task 4.4 – Other Technical Assistance Requests

The Unified Planning Work Program also includes regionally significant transportation planning activities such as those directly funded by the Cape Cod Commission and other sources. Additionally, the UPWP includes a detailed breakdown of funding source and dollar amount for each task.

How to get involved

The Cape Cod MPO voted to release the draft UPWP for the public review/comment period at their 1:00 PM virtual meeting on April 27, 2026, officially beginning the 14-calendar-day public comment period.

A meeting featuring a short presentation on the document, followed by an opportunity for public comments, will be held virtually on Wednesday, April 29, 2026, at 5:00 PM.

Additionally, a number of additional in-person opportunities for public comment will be scheduled across the region and staff will be available in-person, while in-person public comment opportunities will be held on the following dates and locations:

Public comment opportunity:

- April 28, 2026, at 3:00 PM (Cape Cod Rail Trail at Station Avenue)
- April 29, 2026, at 5:00 PM (Virtual)
- May 1, 2026, at 3:00 PM (Old Colony Rail Trail at Brooks Park)
- A virtual public meeting of the Cape Cod MPO is scheduled for Monday, May 18, 2026, 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 11, 2026, via mail, by facsimile, or via e-mail, as follows:

Mailed:

Cape Cod Commission Transportation Program
David Nolan, Senior Transportation Planner
3225 Main Street (Route 6A) | PO Box 226
Barnstable MA 02630-0226

Sent by facsimile to the attention of David Nolan, Senior Transportation Planner:

FAX: 508-362-3136

Electronic mail “email”—please put “UPWP” in the subject line and send to:

david.nolan@capecodcommission.org

Table of Contents

Cape Cod Unified Planning Work Program Federal Fiscal Year 2027...1

Executive Summary....6

Table of Contents....9

Introduction....11

Coordination with Federal Transportation Planning Factors....12

Staff Development....15

UPWP Amendment/Adjustment Procedures....16

Task #1 – Management and Support of the Planning Process and Certification Activities....17

Task 1.1 - Unified Planning Work Program....17

Task 1.2 - Transportation Improvement Program/Canal Bridges Program....18

Task 1.3 - CCJTC and MPO Activities....21

Task 1.4 – Title VI Compliance....23

Task 1.5 – Public Participation Plan....25

Task 1.6 – Regional Transportation Plan....26

Task #2 – Data Collection and Analysis Activities....28

Task 2.1 – Cape Cod Transportation Data Collection Program....28

Task 2.2 – Performance Measures....30

Task 2.3 – Transportation Database Management/Modeling....36

Task 2.4 – Pavement Management....38

Task 2.5 – Healthy Transportation/Complete Streets Support....39

Task 2.6 – Geographic Information Systems....41

Task #3 – Short- and Long-range Transportation Planning....42

Task 3.1 – Corridor Planning (Various Locations: Intersections)....42

Task 3.2 – Transportation Safety/Road Safety Audits....45

Task 3.3 – Vision 88: Support Towards Implementation....47

Task 3.4 – Action Plan Implementation....49

Task 3.5 – Follow-Up On Previous Transportation Planning Studies 50
Task #4 – Technical Assistance Activities 51
Task 4.1 – Transit Planning 51
Task 4.2 – Road Work Notifications, Bridge Restrictions Memo and Transportation Management Association (TMA) Research 53
Task 4.3 – Transit Data Collection and Analysis (Ridership Dashboard) 54
Task 4.4 – Other Technical Assistance Requests 55
Distribution of UPWP Efforts 56
Planning Efforts by Community 56
Analysis by Impacted Population 57
Glossary 61
Appendices 63
Appendix A: Regionally Significant Transportation Planning Studies Funded By Other Sources 63
Cape Cod Bridges Program 63
Low Lying Roads 63
Complete Streets Prioritization Plans 63
Cape Cod Commission Regulatory 64
Cape Cod Commission Transportation Planning 65
Other Cape Cod Commission Transportation Activities 65
Appendix B: Federal Fiscal Year 2027 PL Formula Allocation 66
Appendix C: Comments On Public Draft 67
Comments / Questions received on this UPWP: 68
UPWP Public Comments 69
Appendix D: List of Staff and Estimated Percentage of Time Allocated to MassDOT Funded (PL) Tasks in the FY 2027 UPWP 71
Narrative Overhead Rate Summary 71
Appendix E: FFY 2027 Funding Summary 72
Appendix F: Amendments/Adjustments 75

Introduction

The Unified Planning Work Program (UPWP) is developed annually by the Cape Cod Commission transportation staff on behalf of the Cape Cod Metropolitan Planning Organization, in accordance with the requirements in the federal Infrastructure Investment and Jobs Act.

Planning activities of the Metropolitan Planning Organization (MPO) are detailed in the Memorandum of Understanding (MOU) available at capecodcommission.org/mpo. The MOU was updated May 23, 2022.

The UPWP describes all significant transportation planning activities for Cape Cod over the twelve (12) month period of October 2026 through September 2027, regardless of lead organization and funding source. The following are the major transportation planning areas:

1. Management and Support of the Planning Process and Certification Activities – the efforts required for coordinating transportation planning activities between CCC and Metropolitan Planning Organization (MPO) member communities, local, regional, state and federal agencies; efforts required to maintain the public participation process;; efforts required for the administration of the CCC contract with the Massachusetts Department of Transportation (MassDOT); development and approval of the UPWP and the Transportation Improvement Program (TIP); and enhancement of the technical capacity of the planning process.

2. Data Collection and Analysis Activities – to continually gather and update traffic, crash, and road data necessary for transportation planning and analysis; to maintain databases; to develop and update Cape Cod's travel demand forecasting model; and to review safety data, goals, objectives, and strategies to promote safety.

3. Short- and Long-Range Transportation Planning – includes efforts to perform special planning studies of corridor safety/traffic flow and transit and integration of special studies into the regional transportation plan. Emphasis areas include identification of strategies to support the economic vitality of the metropolitan area, transportation security, emergency planning, strategies to promote smart growth and economic development patterns, environmental protection and energy conservation, and preservation of the existing transportation system.

4. Other Technical Activities – to provide other technical assistance to the region, including assistance in the design and implementation of projects, participating in special studies, coordination with transit agencies and assistance in the planning, design, and development of the Intelligent Transportation System for Cape Cod.

Special emphasis areas include 1.) Enhancing the integration and connectivity of the transportation system, across and between modes, for people and freight; and 2.) Promotion of Operation and Management Strategies.

All tasks detailed in the UPWP will be conducted by Cape Cod Commission staff unless otherwise indicated.

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

Federal and state guidance recommend that at least 1/3 of PL funds are used on tasks that result in tangible products. Every task in the UPWP results in a report or includes documentation available to stakeholders, including the public. The subtasks of the UPWP most directly leading to transportation improvement projects are those included in Task 3 (Short- and Long-Range Transportation Planning), corresponding to a 32.4% ($333,000/$1,027,799.09) level of effort.

Coordination with Federal Transportation Planning Factors

All tasks of the UPWP will be implemented with consideration of federal transportation planning factors. This discussion relates to the general topic of Cape Cod MPO transportation planning and is intended to provide an overview to the public. Each planning factor may apply to a varying degree to each specific UPWP task. Cape Cod MPO transportation planning goals are manifested in the Cape Cod Regional Transportation Plan (RTP) referenced in the discussion below. The UPWP is developed in coordination with the ten federal transportation planning factors, identified in 23 CFR 450.306, as follows:

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

The Cape Cod MPO staff shall apply specific criteria in the review of transportation strategies. These criteria are applied to changes of delay and emissions. Reduction in traffic delay has a direct consequence on economic vitality both through the timely arrival of commuters and goods, and the reduction in fuel expenses and other losses caused by air pollution. The RTP, which guides the UPWP, directly supports these efforts through the goal: “Maintain, protect, and enhance the natural environment while strengthening the economy.” The CCC also supports regional productivity through its economic development mission manifested in the Regional Policy Plan and support of the Cape Cod Economic Development Council’s initiatives, including support of the federally approved Cape Cod Comprehensive Economic Development Strategy priority projects.

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

The Cape Cod MPO staff shall apply specific criteria in the review of transportation strategies. This focus on safety is echoed in the RTP; indeed, the primary goal of the RTP is to provide safe travel options for all users." All UPWP tasks seek to improve safety for all roadway users.

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

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

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

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

5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

The RTP directly supports this planning factor through two goals: "Maintain, protect, and enhance the natural environment while strengthening the economy" and "Support livable communities and village centers that strengthen the long-term sustainability of the region." Where appropriate, UPWP tasks will also develop adaptation strategies that will enable the Cape Cod region to implement improvements appropriately. The reduction of greenhouse gas emissions (GHG) remains an important goal in addressing climate change. UPWP tasks that reduce VMT and congestion are encouraged.

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

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

7. Promote efficient system management and operation.

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

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

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

8. Emphasize the preservation of the existing transportation system.

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

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

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

- Identify critical transportation infrastructure on Cape Cod.
- Identify transportation infrastructure vulnerable to the impacts of sea level rise.
- Improve vulnerability and risk assessment practices for planners and town officials.
- Formulate effective adaptation strategies for Cape Cod.

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

10. Enhance travel and tourism.

For many years, tourism has been a major component of the Cape's economy. As such, an RTP section on scenario planning includes a discussion of tourism and its impacts on the Cape's future transportation needs.

Staff Development

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

Direct expenses that are necessary and reasonable for proper and efficient performance and administration of this work program, not to exceed $100,000, may be incurred, and reimbursement sought for travel, training, consulting, traffic counting equipment, supplies and software purchases.

UPWP Amendment/Adjustment Procedures

Due to unforeseen circumstances, the UPWP may need to be modified from its original MPO endorsed form. There are different actions that may be taken in order to modify the endorsed UPWP. These actions vary, depending on the extent of the modification, and have different impacts on the UPWP. All proposed Amendments and Adjustments are presented to the MPO for consultation prior to endorsement. The procedures for modifying the UPWP are as follows:

UPWP Amendment

A UPWP Amendment is the most extensive change procedure that a UPWP may undergo. A UPWP Amendment requires the proposed change to undergo a 21-day public review period, endorsement by the MPO, and approval by FHWA. The Cape Cod MPO, at their discretion, may vote to abbreviate the public comment period under what they consider extraordinary circumstances beyond the MPO's control. Examples of UPWP Amendments include:

- The addition or removal of UPWP sub-tasks
- Major changes to UPWP task descriptions, activities, and other information
- Funding increase above the originally approved UPWP overall budget
- Funding transfers between tasks equal to or greater than 25% of the UPWP task budget
- Funding increase or decrease equal to or greater than 25% of the UPWP task budget

UPWP Administrative Modification (Adjustment)

A UPWP Administrative Modification (Adjustment) is a minor Amendment. The Adjustment procedure requires an administrative action, consultation with the MPO, and MassDOT-OTP approval through the utilization of a Budget Reallocation Request Form. Examples of UPWP Adjustments include:

- Minor changes to UPWP task descriptions, activities, and other information
- Funding transfers between tasks less than 25% of the UPWP task budget
- Funding increase or decrease less than 25% of the UPWP task budget

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

Task 1.1 - Unified Planning Work Program

(Certification Activity)

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

Previous Work: Previous UPWPs (most recent MPO-endorsed FY 2026 UPWP; endorsement of FY 2027 UPWP expected May 2026)

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

Products: Unified Planning Work Program for Transportation Planning Activities for the period October 1, 2026, to September 30, 2027. Amendments to the current UPWP will be submitted as necessary. Monthly progress reports on PL activities performed under the UPWP and an annual report of transportation planning activities.

Schedule:

- Draft FFY 2027 UPWP anticipated submission to MPO and CCJTC [April 2027]
- Final FFY 2027 UPWP anticipated submission to MPO [May 2027]
- Monthly and quarterly progress reports
- Annual Report

Beneficiary Communities: All

Funding Source and Funding Amount:

- FHWA Metropolitan Planning (PL) Funds – 80% of total: $25,000
- MassDOT Matching Funds – 20% of total: $6,250
- Total Funding: $31,250

Task 1.2 - Transportation Improvement Program/Canal Bridges Program
(Certification Activity)

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

The recent success of the Cape Cod Bicycle Infrastructure Program has demonstrated that strategic use of a small amount of the annual TIP regional allocation can have significant benefits to the region. Commission staff will begin to investigate the creation of another such program(s) to implement specific regional priorities, performance metrics, or goals. This will be accomplished by developing a draft framework including: 1) identification of a regional goal to accomplish or priority to address through the RTP; 2) defining a budget; 3) identifying eligible project types; 4) setting project selection criteria; 5) selection of projects; and 6) process evaluation. The program will likely address project types that have historically been challenging to program in the TIP potentially including, but not limited to:

- Small bicycle/pedestrian projects that improve conditions and/or level of accommodation.
- Small bicycle/pedestrian projects that close gaps in the multi-modal network
- Small transit projects to improve connections to transit stops.
- Technology updates for traffic signals
- Projects consistent with the funding share identified in the 2024 Cape Cod RTP.

Commission staff will continue to support the Cape Cod Canal Bridges program. Staff will continue to provide updates to MPO and JTC as needed.

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

- Latest endorsed TIP FFY 2026-2029 [endorsed May 2024]
- FFY 2027-2030 TIP [endorsement expected May 2026]

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

TIP Development Process: The Cape Cod Transportation Improvement Program (TIP) is a listing of federal aid eligible transportation projects for Cape Cod prepared under the direction of the Cape Cod Metropolitan Planning Organization (MPO). The plan is prepared by the Cape Cod Commission (CCC) transportation staff, the Cape Cod Regional Transit Authority (CCRTA) staff, Massachusetts Department of Transportation (MassDOT) staff (Boston and District 5), and the Cape Cod Joint Transportation Committee (CCJTC), with input from the public and in cooperation with multiple state and federal agencies.

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

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.

TIP 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 450.326. 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.

TIP 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) following the process detailed in the Public Participation Plan (PPP).

Products:

- TIP consistent with the State Implementation Plan and the Regional Transportation Plan
- Modifications/amendments to the TIP as required.
- Provide updates on the Canal Bridges Program to the CCMPO and CCJTC

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

- Presentations of potential new projects to the CCJTC/CCMPO [Fall 2026]
- Scoring of potential projects; development of potential program of projects [Winter/Spring 2026-2027]
- Release of public comment draft TIP [April 2027]
- Final draft TIP [May 2027]
- Administrative Adjustments/Amendments [as needed]

Beneficiary Communities: All

Funding Source and Funding Amount:

- FHWA Metropolitan Planning (PL) Funds – 80% of total: $47,000
- MassDOT Matching Funds – 20% of total: $11,750
- Total Funding: $58,750

Task 1.3 - CCJTC and MPO Activities

Objectives: To maintain an open comprehensive, cooperative and continuous (3C) transportation planning and programming process involving the local, regional, state, and federal levels of government in conformance with applicable federal and state requirements and guidelines.

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

Procedures:

1. Provide administrative and technical support to the 3C regional planning process, such as:
    a. Community liaison and assistance on transportation planning matters
    b. Review of federal and state transportation programs and related documents as required.
2. Provide for and support the public participation process in transportation planning for Cape Cod
    a. Support Cape Cod Joint Transportation Committee (CCJTC)
    b. Develop, support and participate in local parking, traffic, bikeway, and environmental committee meetings.
    c. Preliminary and follow-up work for meetings as required.
3. Present transportation plans and programs (e.g., UPWP, Regional Transportation Plan, and TIP) developed through the public participation process to the Cape Cod Joint Transportation Committee and the Metropolitan Planning Organization (MPO) for appropriate action.
4. Conduct efforts in conformance with federal, state, and local requirements.
5. Review and address recommendations and corrective actions from the most recent MPO recertification review.

Products:

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

Schedule: JTC and MPO meetings typically held monthly.

Beneficiary Communities: All

Funding Source and Funding Amount:

- FHWA Metropolitan Planning (PL) Funds – 80% of total: $38,000
- MassDOT Matching Funds – 20% of total: $9,500
- Total Funding: $47,500

Task 1.4 – Title VI Compliance

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

Previous Work:

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

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

Products:

- Application of Title VI Civil Rights program for the Cape Cod MPO
- Update demographic maps showing impacted populations.
- Update maps with housing affordability indicators and affordable housing developments.
- Update contacts in the MassDOT Community Contacts Database.
- Enhanced outreach procedures to engage Title VI communities and other impacted populations to ensure awareness and participation in the MassDOT 3C planning process on current and proposed projects.

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

Schedule:

- Update maps [Fall 2026]
- Update contacts [Winter 2026/as needed]
- Engage impacted communities (during MPO outreach – TIP & UPWP) [Spring 2026]

Beneficiary Communities: All

Funding Source and Funding Amount:

- FHWA Metropolitan Planning (PL) Funds – 80% of total: $24,000
- MassDOT Matching Funds – 20% of total: $6,000
- Total Funding: $30,000

Task 1.5 – Public Participation Plan

Objectives: To ensure that all segments of the population can fully participate in transportation planning processes and have access to transportation facilities. To engage the Mashpee Wampanoag Tribe in transportation planning.

Continuation of the update to the Public Participation Plan (PPP) to address virtual public engagement, new guidance and, as necessary, ensure conformity with the latest MassDOT Public Participation Plan.

Previous Work:

- Preparation of updates to the Cape Cod Regional Transportation Plan including information and strategies to ensure a viable public outreach process.
- Public Participation Plan (2022, 2015, 2009, 2007)

Procedures:

- Continue update to the PPP.
- Coordination with the Cape Cod Regional Transit Authority and MassDOT.
- Research/discover additional tools to enhance public outreach.
- Research best practices on virtual public meetings and virtual public engagement.

Products/Activities:

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

Schedule:

- Updates to the PPP as needed.

Beneficiary Communities: All

Funding Source and Funding Amount:

- FHWA Metropolitan Planning (PL) Funds – 80% of total: $24,000
- MassDOT Matching Funds – 20% of total: $6,000
- Total Funding: $30,000

Task 1.6 – Regional Transportation Plan
(Certification Activity)

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

Previous Work:

- Cape Cod 2024 Regional Transportation Plan
- Updates on the CC Canal Bridges Program to the CCMPO, CCJTC, etc.
- Cape Cod 2020 Regional Transportation Plan

Procedures:

- Better integrate housing and economic development in transportation planning efforts in accordance with the IIJA.
- Updates to the Regional Transportation Plan as needed.
- Work closely with MassDOT's Environmental Services section to ensure that any proposed projects have support and approval of MPO. Continue to develop partnerships and conduct outreach with community groups and the Mashpee Wampanoag Tribe.
- Continue to work with communities to identify Growth Incentive Zones and areas for higher Development of Regional Impact (DRI) thresholds designated through Chapter H of the Commission's regulations to promote research and development/light manufacturing and identify appropriate transportation infrastructure to support these areas.
- Strengthen procedures to incorporate stormwater and nutrient management from transportation rights-of-way.
- Staff will work with regional and statewide organizations and stakeholders, including other MPOs and MassDOT, to identify strategies to incorporate analytic tools to monitor congestion in the region and inform transportation planning process. MPO staff will apply these strategies to the development of the next CMP (as part of the 2024 RTP) and the development of TIP following the 2024 RTP.
- Continue to integrate Performance Standards into the RTP.

Products:

- Interim updates and amendments as necessary
- Presentation materials, maps, website downloads for meetings and workshops
- Public engagement tools

Schedule:

- Updates as necessary [Ongoing]

Beneficiary Communities: All

Funding Source and Funding Amount:

- FHWA Metropolitan Planning (PL) Funds – 80% of total: $42,000
- MassDOT Matching Funds – 20% of total: $10,500
- Total Funding: $52,500

Task #2 – Data Collection and Analysis Activities

Task 2.1 – Cape Cod Transportation Data Collection Program

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

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

Previous Work: Annual traffic counting programs, 1984–2025. Traffic counting reports and appendices:

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

Procedures: For the summer of 2027, roughly 200 automated traffic recorder (ATR) counts will be scheduled across Cape Cod's 15 towns. Additional counts, in coordination with or at the request of the towns and MassDOT, will be taken as schedule and weather permits. Where possible, FHWA traffic monitoring guide procedures will be followed. Police details, if required for the additional count locations, shall be the responsibility of the towns for local roads and MassDOT for state roads and locations requested by MassDOT. Turning movement counts will also be taken at selected intersections. Bicycle and pedestrian counts will also be performed on selected paths throughout Cape Cod, including (but not limited to) the Cape Cod Canal Bike Path, the Shining Sea Bikeway, the Cape Cod Rail Trail, and the Old Colony Rail Trail. Commission staff will do manual bicycle and pedestrian counts as well as deploy bicycle and pedestrian counters to collect data across the region.

Work activities under this task include:

- Placement of counters
- Retrieval of counters
- Routine checks of counters
- Equipment inventory and maintenance

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

Products:

- Cape Cod Traffic Counting Report for 2026. The report will contain information on count location, date/time of peak-hour volume, average daily traffic, and factored average daily traffic. The most recent 10 years of counts conducted by CCC will be included in this report.
- Online database that includes date of counts, general weather and traffic conditions, average daily traffic, factored average daily traffic, peak hour traffic volume. Breakdown of traffic by hour over period studied kept on file. Information provided via a map-based search tool for ease of use by the public and other stakeholders.
- Expanded seasonal traffic counting data.
- Turning movement counts at intersections, including bicycle and pedestrian counts.
- An analysis of traffic growth trends over the past 10-year period for Cape Cod, subregions, and major routes
- Counts accessible at website: http://www.capecodcommission.org/counts

Schedule: Report on counts taken in 2026, submitted Spring 2027

Beneficiary Communities: All

Funding Source and Funding Amount:

- FHWA Metropolitan Planning (PL) Funds – 80% of total: $57,000
- MassDOT Matching Funds – 20% of total: $14,250
- Total Funding: $71,250

Task 2.2 – Performance Measures

Background: The previous FAST Act emphasized performance-based planning as an integral part of the metropolitan planning process: states were to develop performance goals, guided by the national goals, and then MPOs would work with state departments of transportation to develop MPO performance targets. The TIP integrates the MPOs' performance measures and links transportation-investment decisions to progress toward achieving performance goals. The following FAST Act planning factors are still current in U.S. DOT:

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

(2) Increase the safety of the transportation system for motorized and non-motorized users;

(3) Increase the security of the transportation system for motorized and non-motorized users;

(4) Increase accessibility and mobility of people and freight;

(5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;

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

(7) Promote efficient system management and operation;

(8) Emphasize the preservation of the existing transportation system;

(9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and

(10) Enhance travel and tourism

The 2024 Regional Transportation Plan (RTP), adopted July 24, 2023, 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.

The 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 transportation system that supports the environmental and economic vitality of the region through infrastructure investment that focuses on livability, sustainability, equity, and preservation of the character that makes our special place special.

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 planning factors. Table 1 lists federally required performance measures for the highway system and Table 2 lists federally required performance measures for the transit system.

Table 1. Federally Required Highway Performance Measures

NATIONAL GOAL	HIGHWAY PERFORMANCE AREA	PERFORMANCE MEASURE
Safety	Injuries and Fatalities	• 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 2. Federally Required Transit Performance Measures

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

Targets for federally required performance measures must be set according to timelines established in the current federal transportation legislation. Regarding federally required performance measures, to date the Cape Cod MPO has chosen to adopt:

- The statewide safety performance measure targets set by MassDOT for Calendar Year (CY) 2026),

- the 2-year (2020) and 4-year (2022) statewide bridge and pavement performance measure targets set by MassDOT,
- the 2-year (2020) and 4-year (2022) statewide reliability, congestion, and emissions performance measure targets set by MassDOT, and the
- Cape Cod Regional Transit Authority's Transit Asset Management (TAM) targets at the target for the Cape Cod region.
- Cape Cod Regional Transit Authority's Public Transportation Agency Safety Plan (PTASP) targets.

Objectives: To work with MassDOT to support the above federal transportation goals at the state level. To work with MassDOT and the CCRTA on tracking progress on federally required performance measures and updating targets as required. Track performance on regional performance measures established in the Cape Cod Regional Transportation Plan. To integrate performance management activities with other regional plans and initiatives. To leverage available tools and data sets, including the MassDOT Tracker and the RITIS platform, to expand the breath of performance management activities. To continue to identify potential multimodal freight corridors in prep of the 2027 Massachusetts Freight Plan.

Previous Work:

- Development of transportation databases for vehicle counts, bicycle and pedestrian counts, and crash records
- Online mapping of traffic counting data
- Online tool for reviewing and analyzing crash trends (Cape Cod Crash Dashboard)
- Transportation models developed in 1999/2000 for base year of 1997
- Transportation model updated in 2010

Procedures: Collect, compile, and analyses data to support performance measure tracking. Update the Cape Cod Joint Transportation Committee and the Cape Cod Metropolitan Planning Organization on regional progress towards meeting performance targets. Develop an online dashboard to report on regional progress towards meeting performance targets. Integrate performance measures and targets into other planning efforts.

Products: Staff will continue to develop a performance measure dashboard to report on progress towards achieving regional and federal targets. The dashboard will be updated at a regular interval which will vary based on data availability, but no less than once every four years.

Schedule:

- Summary of performance standards will be presented to the MPO [Winter 2027]
- Updated presentation on updated FHWA performance measures [Spring 2027]
- Continue work on a performance-based dashboard [Ongoing]

Beneficiary Communities: All

Funding Source and Funding Amount:

- FHWA Metropolitan Planning (PL) Funds – 80% of total: $30,000
- MassDOT Matching Funds – 20% of total: $7,500
- Total Funding: $37,500

Task 2.3 – Transportation Database Management/Modeling

Objectives: To maintain and improve databases of Cape Cod transportation information including roadway geometry, traffic volumes (motor vehicles, bicycles, pedestrian), and other issues. To provide transportation information for Cape Cod to local and state officials, transportation professionals, and the public. To perform highway capacity analyses as needed. To continue to develop and calibrate computerized travel demand forecasting databases and models for Cape Cod. To continue integration with Geographic Information System (GIS) data to provide a platform for GIS-based traffic counts, congested link summaries, and crash summaries.

Previous Work:

- Transportation databases for vehicle counts, bicycle and pedestrian counts, and crash records.
- Online mapping of traffic counting data
- With the support of a consultant, converted the previous traffic count database to a Microsoft SQL platform while maintaining and improving its functionality and increasing its accessibility (2020-2022).

Procedures:

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

walkability and bikeability indicators and consider refinements to the analysis to incorporate new datasets such as of Accessibility Observatory (AO) data provided by MassDOT and other new datasets in future analysis refinements.
- Funding may be allocated to consultants for follow-up tasks on the new transportation databases that were implemented in previous years.
- Upload traffic counts to MS2.

Products:

- Crash, roadway geometry, roadway traffic volumes, intersection turning movements data, and planimetric information database.
- Reports, letters, and memoranda as required.
- Updated regional transportation model based on latest available demographic information, reports of results, and summaries.
- Models will be used to support Task 3 and other regional planning and TIP activities.
- Updates to the Microsoft SQL database platform for storing and importing traffic count data.
- Revisions to regional walkability and bikeability indicators, as appropriate.

Schedule:

- Integrating data into databases [year-round]
- Year-end traffic counting data entry [Winter 2026/2027]

Beneficiary Communities: All

Funding Source and Funding Amount:

- FHWA Metropolitan Planning (PL) Funds – 80% of total: $30,000
- MassDOT Matching Funds – 20% of total: $7,500
- Total Funding: $37,500

Task 2.4 – Pavement Management

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

Previous Work:

- Pavement Management Status Reports (2011 - 2025). Corridor-based pavement assessments for 33% of the municipally-owned federal-aid roadway network – outputs include updated databases and mapping.

Procedures:

- Existing roadway conditions will be identified through observations made from motor vehicles. Approximately 33% of the municipally owned federal-aid eligible roadways will be surveyed and results will be used to update databases and produce pavement condition maps and reports. Additional information on pavement management activities may be provided by individual towns; some towns maintain pavement management databases. Existing data will be requested from individual towns. The proposed pavement rating system will be determined in coordination with the towns and MassDOT based on the Office of Transportation Planning research task on pavement management.

Products: Assessment of pavement management needs and inventory of other roadway attributes such as pavement distresses and condition.

Schedule:

- Evaluation of existing data, coordination with communities, review of methodologies [January-March 2027]
- Schedule & coordination of data collection [March-April 2027]
- Data Collection [May-August 2027]
- Status Report [Fall 2027]

Beneficiary Communities: All

Funding Source and Funding Amount:

- FHWA Metropolitan Planning (PL) Funds – 80% of total: $18,000
- MassDOT Matching Funds – 20% of total: $4,500
- Total Funding: $22,500

Task 2.5 – Healthy Transportation/Complete Streets Support

Background: The goal of this task is to support the MassDOT Complete Streets and Safe Routes to School programs. Nine Cape Cod towns have had Complete Streets prioritization plans approved to date: Eastham; Sandwich; Mashpee; Orleans; Bourne; Falmouth; Barnstable; Dennis and Provincetown. Additionally, Harwich was approved for a Safe Routes to School project in 2022 with construction breaking in summer 2026. The Cape Cod Commission works closely with the towns and programs to ensure Cape Cod communities are competitive for available funds. The Commission recently finished working with Barnstable to finalize the Towns prioritization plan.

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

Procedures: Provide assistance to municipalities that have not yet registered to be a part of the Complete Street program. Continue to support the existing prioritization plans of Sandwich, Eastham, Mashpee, Orleans, Bourne, Falmouth, and Barnstable. Coordinate with towns to retrieve MAPIT credentials and assist them with Project Information Forms and Project Need Forms to secure Safe Routes to School projects. Provide outreach opportunities and coordination for regional bicycle planning projects including 'Vision 88', a continuous separated shared use path from Woods Hole to Provincetown. Recently MassDOT has been working on a Vulnerable Roadway Users initiative that the Cape Cod Commission has been involved with and continued work on this project going forward will be captured under this task.

Previous Studies/Work:

- Monthly updates to bicycle advocates on ongoing Commission work, meeting opportunities, and more - Ongoing.
- Barnstable Complete Streets Prioritization Plan
- Bourne Complete Streets Prioritization Plan
- Falmouth Complete Streets Prioritization Plan
- Orleans Complete Streets Prioritization Plan
- Eastham Complete Streets Prioritization Plan
- Town centers bicycle and pedestrian connections study
- Pedestrian and Bicycling sections of Regional Transportation Plan
- 2012 bicycle route/transit route connectivity report
- Technical support for town-based bicycle routing
- Cape Cod National Seashore Integrated Bicycle Plan, 2010
- Outer Cape Bicycle and Pedestrian Master Plan

Products: Draft and final reports

Schedule:

- Assistance to towns and MassDOT as requested [Oct. 2026-Sept 2027]
- Updates to bicycle advocate groups as need [Oct. 2026-Sept 2027]

Beneficiary Communities: All

Funding Source and Funding Amount:

- FHWA Metropolitan Planning (PL) Funds – 80% of total: $24,000
- MassDOT Matching Funds – 20% of total: $6,000
- Total Funding: $30,000

**$19,238.29 Derived from federal apportionment – 2.5% for Complete Streets Planning*

Task 2.6 – Geographic Information Systems

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

Ongoing Work:

- Integration of Massachusetts DOT Roadway Inventory Files
- Development of geographic land use information for transportation planning
- Updates to Cape Cod Crash Dashboard

Procedures: Importing of transportation-related geographic information from state, federal, local and other sources into Cape Cod's Geographic Information System; editing as needed; provide database, digital, and graphic outputs of geographic information as required. Staff will also continue to expand and support virtual public engagement tools to ensure ease for users and to keep the public involved in the planning process.

Previous Studies/Work

- Cape Cod Crash Dashboard
- Cape Cod Census Data Viewer
- Preparation and analysis of pavement data
- Study area maps for RSAs, corridor studies, and other technical assistance projects

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

Schedule:

- Study area maps and online mapping tools [as needed]

Beneficiary Communities: All

Funding Source and Funding Amount:

- FHWA Metropolitan Planning (PL) Funds – 80% of total: $40,000
- MassDOT Matching Funds – 20% of total: $10,000
- Total Funding: $50,000

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

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

Livability Statement

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

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

Task 3.1 – Corridor Planning (Various Locations: Intersections)

Background: Commission staff have historically undertaken a corridor planning study each year. This year, staff will include the same elements from a corridor study, but will study various intersections across Cape Cod. Staff will select five to six intersections across Cape Cod and examine the existing conditions, solicit public feedback, and provide a list of recommendations to improve safety at these locations.

The locations that will be selected for this analysis will be locations that were identified in one of the following reports: Cape Cod Vision Zero Action Plan, Barnstable County High Crash Locations, Overhead Intersection Control Beacon Flashing Signal Inventory. Staff will also review the MassDOT Impact tool for crash data and to review top crash locations.

Objectives: The Cape Cod Commission, under the Unified Planning Work Program, will work with several towns on Cape Cod to address safety, multimodal and other concerns at locally owned intersections. Staff will review existing conditions at these locations, solicit public feedback and work with Town staff to come up with a list of short- and long-term improvements at these intersections. Staff will produce planning level conceptual graphics to help display the recommended improvements to assist the public with visualizing how these intersections can be improved.

Task A: Project Initiation

Commission staff will gather any past studies and develop a plan for analysis of the chosen intersections. This task will include a meeting with Commission staff and a consultation meeting with Town staff.

Task B: Data Collection/Mapping

Commission staff will gather data including traffic counts, vehicle speeds, speed limits existing multi-modal infrastructure, crash information and more.

Commission staff will visit the study intersections to evaluate and photograph conditions.

Task C: Public Outreach Events

Commission staff will host outreach events to solicit feedback on the project. Events may include in-person public meetings, virtual public meetings, online comment tools/surveys, etc.

Task D: Concept Development and Refinement

Commission staff will develop a set of potential recommendations to improve safety and multi-modal accommodations at all the study intersections.

Task E: Public Review of Concepts

After reviewing the preliminary concepts by Commission and Town staff, the preliminary concepts will be presented at a public outreach event(s). Events may include in-person public meetings, virtual public meetings, online comment tools/surveys, etc. Feedback on preliminary concepts will be used to refine those concepts.

Task F: Draft and Final Report

Concepts will be refined based on public comments and feedback from Town and Commission staff.

Refined concepts will be prepared as part of a draft report.

Product: All the information and comments received will be compiled into a final report document and delivered to MassDOT and Town Staff. Staff will also provide an update to the JTC and MPO upon completion of the final report. All recommendations made for each intersection location will utilize FHWA Safe System Approach countermeasures. Barnstable County, through the Vision Zero Action Plan, has a goal of zero fatalities or serious injury crashes by 2050; all recommendations will seek to improve safety for all transportation users at these intersections.

Schedule: The schedule for this effort allows for completion by October 2027. Milestones include coordination meetings with Town staff.

- Data collection [Summer 2026-Spring 2027 as needed]
- Review of methodology/project initiation [Fall 2026]
- Existing Conditions/Public Outreach [Winter 2027-Spring 2027]
- Problem identification and concept development [Winter/Spring 2027]
- Analysis of Alternatives [Spring/Summer 2027]
- Draft and Final report [Fall 2027]

Beneficiary Community: To be determined once final list of intersection locations is finalized.

Previous Corridor Studies:

- Downtown Chatham Parking and Circulation Study
- Station Avenue Corridor Study
- East Hyannis Route 28 Corridor Study
- Mashpee Rotary Corridor Study
- Route 6 Eastham Corridor Study
- Route 6 Safety Study: Ramp and Shoulder Design
- Route 28 Cotuit Corridor Study
- Route 28 Eastern Mashpee Corridor Study

Funding Source and Funding Amount:

- FHWA Metropolitan Planning (PL) Funds – 80% of total: $60,000
- MassDOT Matching Funds – 20% of total: $15,000
- Total Funding: $75,000

Task 3.2 – Transportation Safety/Road Safety Audits

Objectives: To conduct and assist with Roadway Safety Audits (RSA) at identified high crash locations across Cape Cod, as well as assisting municipalities with any other small technical assistance needs that arise. Additionally, to conduct a safety review of the two-lane section of Route 6 from Dennis to Orleans. The analysis will include a review of crash history and traffic volumes at a minimum.

Previous Work: Commission staff conduct several RSAs every year, while also participating in RSAs hosted by other agencies. A full list of completed RSAs with report links can be found here: https://www.capecodcommission.org/our-work/transportation-safety/

The 2019, 2022 and 2025 Barnstable County High Crash Locations Reports (top fifty crash location report) provided analysis based on frequency, crash rate, Equivalent Property-Damage Only (EPDO), and EPDO rate using geo-located crash data to the extent available. The creation of the report also included an interactive portal, Cape Cod Crash Dashboard, which will help identify high crash intersections across Cape Cod and help inform future Roadway Safety Audits.

In 2024, Commission staff conducted a study of intersections at entrance and exit ramps at the interchanges in the region. The purpose of the study was to identify crash history at these locations and review the existing conditions (stop control, pedestrian accommodations, etc.) and prepare a report with the findings and recommendations.

Procedures: With town and state staff members present, RSAs will be conducted. A review of the crash history and a collision diagram will be prepared. RSA team members will visit the roadway locations and strategize solutions for making the roadway safer for all users.

Commission staff will also conduct a safety review of the two-lane section of Route 6 from Dennis to Orleans. Staff will review crash history, including analyzing manner of collisions, to understand the totality of run-off-the-road crashes and head-on crashes on this section of highway. Staff will also review existing traffic volumes, shoulder accommodations, and other factors as applicable. Staff will prepare a GIS-Based mapping tool to assist with data analysis of the highway. Staff will prepare a report outlining the existing data conditions of this section of Route 6. Commission staff may solicit feedback from MassDOT (the roadway owner) for conversations regarding potential solutions for this section of Route 6 in the future. Staff will also conduct outreach to emergency response personnel who regularly navigate this stretch of highway to access Cape Cod Hospital or respond to emergencies on the highway.

Both the RSA and Route 6 safety tasks will incorporate strategies from MassDOT's 2023 Strategic Highway Safety Plan (SHSP), including the FHWA Safe System Approach.

Products:

- Recommendations will be published in a written report to be made available online. Other study materials will be produced and made available via the internet including maps and charts, handouts, and crash diagrams.
  Reports and memoranda published to include analyses and recommendations for improvements at other safety problem locations as appropriate.
- A report highlighting the crash history and other pertinent crash details along the two-lane section of Route 6 from Dennis to Orleans.

Schedule:

- Attend Roadway Safety Audits as needed.
- Conduct Roadway Safety Audits when applicable.
- Research crash history on Route 6 [Winter 2027]
- Final report outlining findings [Summer 2027]

Beneficiary Communities: All communities

Funding Source and Funding Amount:

- FHWA Metropolitan Planning (PL) Funds – 80% of total: $60,700
- MassDOT Matching Funds – 20% of total: $15,175
- Total Funding: $75,875

Task 3.3 – Vision 88: Support Towards Implementation

Background: Vision 88 is a goal to achieve a continuous off-road shared use path from Woods Hole to Provincetown, equaling 88-miles of trail. In recent years investments have been made to expand the existing trail network through TIP projects, and future sections of rail trails are current in design across the region. Commission transportation staff has assisted towns across the Cape with advancing these projects through data collection efforts, preparation of Project Need Forms, attending scoping meetings, and more.

This task discreetly provides Commission staff with funding to spend a more focused effort on the Vision 88 goal through more data collection, a summary report on Vision 88 and other bicycle related projects across Cape Cod, a public comment tool specific to bicycle related challenges, opportunities and needs, and public outreach for Vision 88 projects in the region. Staff will also build an online bicycle route map, similar to the Mass Trail Tracker, that will be updated as new sections of rail trail is completed across Cape Cod.

Objectives: The goal of the project is to provide more support towards implementation of the Vision 88 goal for the region. Through this project, staff will continue to collect data along the existing and future trail network, create an online comment tool specific to cycling needs across Cape Cod, prepare an online map highlighting the trail network with detailed information about projects, prepare a report outlining the existing and future bicycle infrastructure on Cape Cod, and host public outreach events (meetings, pop-up event, social media campaigns, etc.). Staff will also create a Vision 88 website for information sharing regarding the progress of the plan. The website will host the maps and comments tools as well as the final report.

Procedures:

- Commission staff will begin data collection activities in the summer of 2026 and may continue into the winter, spring and summer of 2027 as necessary.
- Staff will create an online comment tool (Fall 2026)
- Staff will create an interactive map highlighting bicycle infrastructure on Cape Cod (Fall 2026)
- Staff will prepare a draft report highlighting the Vision 88 goals, recently completed bicycle projects and future bicycle projects in the region (Spring 2027)
- Staff will host outreach events centered around Vision 88 and other bicycle infrastructure around Cape Cod (Spring-Summer 2027)
- Staff will finalize the draft report with the inclusion of public comments/feedback (Fall 2027)

Products: Vision 88 website, online comment tool and bicycle infrastructure map, and a final report

Beneficiary Communities: All

Schedule:

- Data collection [Summer-Summer 2026-2027]
- Reporting [Spring-Fall 2027]
- Outreach [Spring-Summer 2027}

Funding Source and Funding Amount:

- FHWA Metropolitan Planning (PL) Funds – 80% of total: $60,700
- MassDOT Matching Funds – 20% of total: $15,175
- Total Funding: $75,875

Task 3.4 – Action Plan Implementation

Background: The Cape Cod Commission has recently completed a Vision Zero Action Plan for Barnstable County. The Plan identified numerous follow-up items for staff including safety campaigns, assisting municipalities with grant applications, trend tracking (crashes), targeted safety outreach, and more. CCC was also awarded an SS4A supplemental planning grant and will begin oversight of that project in the upcoming year. The grant will be used to conduct RSAs, gather traffic counts, and create safety campaigns for the region.

The Cape Cod Commission has completed a regional Low Lying Roads analysis for all 15 towns to identify critical segments of low-lying roads that are subject to coastal storm flooding. The Low-Lying Roads project also identified a range of solutions to address these critical segments. Building off this effort, Commission staff will continue to provide guidance to municipalities as they look to design and fund the range of conceptual alternatives that were identified through the Low-Lying Roads project. Commission staff will also support potential grant applications related to low lying roads.

Products:

- Data and Information
    - Updating crash data as it becomes available

- Technical Support and Engagement
    - Host Vision Zero events and/or campaigns as documented in the final Action Plan report
    - Provide technical support and guidance for interested businesses (i.e. Hotels)

- Low Lying Roads data set
    - To assist in seeking funding opportunities to address priority locations.
    - Support municipal efforts to implement Low-Lying Road projects.

Schedule:

- Ongoing technical support and engagement to support the implementation of the Vision Zero Action Plan and Low-Lying Roads planning.
- SS4A supplemental planning grant support and oversight

Beneficiary Communities: All

Funding Source and Funding Amount:

- FHWA Metropolitan Planning (PL) Funds – 80% of total: $50,000
- MassDOT Matching Funds – 20% of total: $12,500
- Total Funding: $62,500

Task 3.5 – Follow-Up On Previous Transportation Planning Studies

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

Objectives: To allow for completion of and/or follow-up work on special transportation studies of prior UPWPs. It is anticipated funding from this task will be needed for the current UPWP project, Route 6A Visioning Study.

Procedures:

- Incorporate additional public review into UPWP study, produce final reports.
    - Task 2.1 (Cape Cod Traffic Data Collection Program)
    - Task 3.1 (Route 6A Visioning Study)
    - Task 3.2 (Before & After Analysis)
    - Task 3.3 (Trip Generation Output)
    - Task 4 (Transit Projects)
- Participate in study implementation efforts with state and local agencies.

Products: Technical analysis (memorandums and emails) to Town staff/committees on implementation of past studies.

Schedule: As needed, October 2026-September 2027

Beneficiary Communities: Towns comprising follow-up studies.

Funding Source and Funding Amount:

- FHWA Metropolitan Planning (PL) Funds – 80% of total: $35,000
- MassDOT Matching Funds – 20% of total: $8,750
- Total Funding: $43,750

Task #4 – Technical Assistance Activities

Task 4.1 – Transit Planning

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

Procedures:

- Assist the CCRTA with implementing their Strategic Plan
- Identify opportunities to implement Transit Priority Treatments and improvements identified in the eliminating Transit Barriers, Closing the Gaps Report, and the recent bus stop inventory.
- Coordinated Public Transit - Human Services Transportation Plan

Additional tasks may be identified by the Cape Cod Commission, CCRTA and Cape Cod Towns follows:

- Evaluate and develop proposed transit services.
- Integrate transit planning into corridor studies.
- Evaluate existing routes for demographic coverage as presented in the Comprehensive Service Assessment
- Provide guidance on regulatory compliance and other federal or local requirements.
- Assist in making digital and paper maps or schedules.
- Assist in coordinating marketing and outreach efforts.
- Assist in Transit Oriented Development planning of the Hyannis Transportation Center
- Support for the MassDOT Vulnerable Roadway User (VRU) project
- Support for transit improvements as part of TIP projects

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

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

- 2025 & 2026 Transit Needs Assessment
- 2023 Bus Stop Inventory Report
- 2023 Coordinated Public Transit – Human Service Transportation Plan
- 2016 Eliminating Transit Barriers
- 2015 Comprehensive Service Assessment
- 2015 Buzzards Bay Commuter Rail Local Impacts Report

Proposed Products:

- Updated GIS transit route planned application.
- Emails/memorandums on opportunities to implement Transit Priority Treatments and improvements identified in the eliminating Transit Barriers, Closing the Gaps Report, and the recent bus stop inventory.
- Recommendations for a TMA on Cape Cod.

Schedule:

- Emails/memorandums on opportunities [Winter 2024/25]
- Monthly coordination meetings between CCC and CCRTA staff [October 2026-September 2027]
- Other coordination efforts ongoing

Beneficiary Communities: All

Funding Source and Funding Amount:

- FTA Planning Funds (Sec 5303) – 80% of total: $45,000
- MassDOT Matching Funds – 20% of total: $11,250
- Total Funding: 56,250

Task 4.2 – Road Work Notifications, Bridge Restrictions Memo and Transportation Management Association (TMA) Research

Objective: To support and assist in the evaluation of transit and transportation demand management needs in conjunction with previous transportation management association (TMA) research recommendations for the region. Staff will also conduct research local roadwork notification procedures to better understand the success and shortfalls of how municipalities are notifying the public, other communities, the State and others about upcoming roadwork projects. Staff will prepare a short report highlighting these procedures and offer feedback based on national research on the best practices. Staff will also prepare a memorandum highlighting the bridge height and weight restrictions in the region. Similar to the technical memorandum the Boston Region MPO prepared in 2017, Commission staff will prepare a similar memo specific to Cape Cod.

Procedure: Commission staff will use this task to follow-up on additional implementation strategies needed for the implementation of a regional TMA. Staff will conduct the research needed to identify best practices for roadwork notification procedures. Staff will prepare a technical memo regarding height and weight restrictions across Cape Cod. Funding for this task may be used for a consultant to assist with the implementation of a regional TMA.

Proposed Products:

- Memo outlining the existing height and weight restrictions on Cape Cod Bridges
- Report outlining the existing roadwork notifications for the 15 Cape Cod communities and MassDOT
- TMA documentation (i.e., draft bylaws, etc.)
- Email communications and presentations

Schedule: October 2026 to September 2027

Beneficiary Community: All

Funding Source and Funding Amount:

- FTA Planning Funds (Sec 5303) – 80% of total: $45,000
- MassDOT Matching Funds – 20% of total: $11,250
- Total Funding: 56,250

Task 4.3 – Transit Data Collection and Analysis (Ridership Dashboard)
Objective: Building off of the 2022 CCRTA Ridership dashboard created by the Commission, staff will seek to add more recent years (2023-2026) to the dashboard based on the availability of data from the CCRTA. Staff will also look into other modes of transit for inclusion in the dashboard (i.e. Cape Flyer, Steamship Authority, intercity bus operators).

Procedures: Commission staff will improve the CCRTA Ridership dashboard with the latest data and set up a process for adding the new year of data each UPWP cycle.

Products:

- Online web viewer [Summer 2026]

Schedule:

- Coordination with the CCRTA [Fall/Winter 2026/2027]
- Final Ridership Dashboard [Fall 2027]

Beneficiary Communities: All

Funding Source and Funding Amount:

- FTA Planning Funds (Sec 5303) – 80% of total: $37,434
- MassDOT Matching Funds – 20% of total: $9,358.50
- Total Funding: $46,792.50

Task 4.4 – Other Technical Assistance Requests

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

Previous Work:

- Parking Study in Town of Sandwich (2021)
- Support communities in preparation of grant requests (i.e, MassTrails, Shared Spaces, and Bottleneck grants)
- Supported MVP and EDA grant funded project to work with 9 Cape towns to identify low-lying roads, develop criticality of road segments, and identify potential solutions to improve resiliency for selected low-lying roads.
- Queen Anne Road Speed Study (2019) and follow up letter and analysis for Town of Harwich

Procedures: Assist towns with infrastructure improvements including pedestrian, bicycle, transit rider shelter locations, roadway reconfigurations, corridor studies, etc. Commission staff will assist towns applying for grants and offer support on smaller technical requests.

Products: Letters, reports, memoranda, and analyses

Schedule: Continuous throughout the year as requested; October 2026 to September 2027

Beneficiary Communities: All

Funding Source and Funding Amount:

- FHWA Metropolitan Planning (PL) Funds – 80% of total: $33,252.93
- MassDOT Matching Funds – 20% of total: $3,503.66
- Total Funding: $36,756.59

Distribution of UPWP Efforts

Planning Efforts by Community

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

Table 3 - Geographic Distribution of UPWP Efforts

Town	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total FY2022-27
Barnstable	1	1	1	1	1	2	7
Bourne	1	0	1	1	1	1	5
Brewster	0	1	1	1	1	2	6
Chatham	0	0	1	0	0	2	3
Dennis	0	0	1	1	1	2	5
Eastham	0	0	0	0	0	1	1
Falmouth	1	0	1	0	0	2	4
Harwich	0	0	1	0	0	3	4
Mashpee	0	0	0	0	0	1	1
Orleans	0	0	1	1	1	2	5
Provincetown	0	0	0	1	1	1	3
Sandwich	0	0	1	1	1	1	4
Truro	0	0	1	1	1	1	4
Wellfleet	0	0	0	0	0	1	1
Yarmouth	1	1	1	1	1	1	6
All Towns	*23*	*25*	*23*	*21*	*20*	*17*	*129*

The regional nature of many of the UPWP efforts encompasses all fifteen communities at an average of over twenty studies per year. The table above cites regional (“All Towns”) and the smaller-scale efforts for the individual towns or groups of towns (e.g., an Outer Cape study may be counted in two or more Outer Cape towns). Commission staff acknowledge that improving safety in all Cape communities is a priority and will continue to assist and follow up with municipalities that have yet to see TIP funding in their town. For example, the Commission conducted a corridor study along Route 6 in Eastham, staff will continue to aid the town in seeking funding opportunities for improvements for this crucial, regional corridor.

These efforts are tailored to problem identification and are scaled accordingly. For example, a single effort in Barnstable (e.g., Hyannis Access Study Implementation) may

lead to a $50 million-dollar transportation improvement while three studies in a smaller community may reflect small-scale intersection improvements costing much less.

Analysis by Impacted Population

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

In the figure below, all geographically specific UPWP studies are outlined to identify the impacted populations they benefit. Most geographically specific locations do benefit from these impacted locations. These estimates exclude regional projects that have the potential to benefit all transportation users on Cape Cod.

Table 4 - Geographic Distribution of UPWP Efforts

Project	Year	Impacted Population
Route 6 Crash Analysis	FFY 2027	I
Trip Generation Output	FFY 2026	I, M, LEP
Route 6A Visioning Study	FFY 2025/2026	LEP
Transit Needs Assessment	FFY 2025/2026	I, M, LEP
Sidewalk Inventory near Bus Stops & Multi-Family Housing	FFY 2024	I, M, LEP
Station Ave. Corridor Study	FFY 2023	I, M
Bicycle Wayfinding Analysis	FFY 2022	I, M, LEP

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

Figure 2 - Locations of UPWP Studies FFY 2022 - FFY 2026

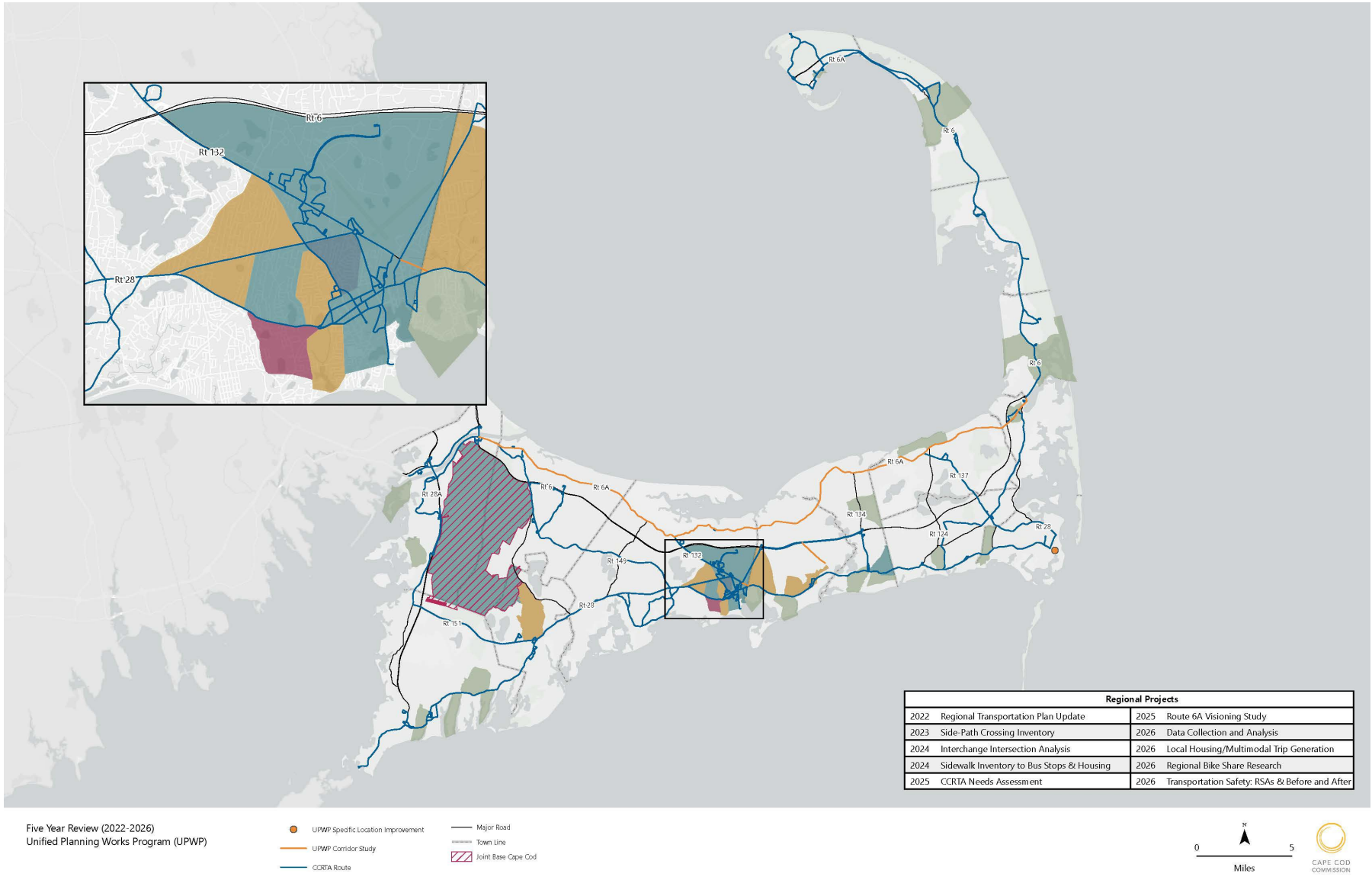


Figure 3 - Locations of UPWP Studies FFY 2027

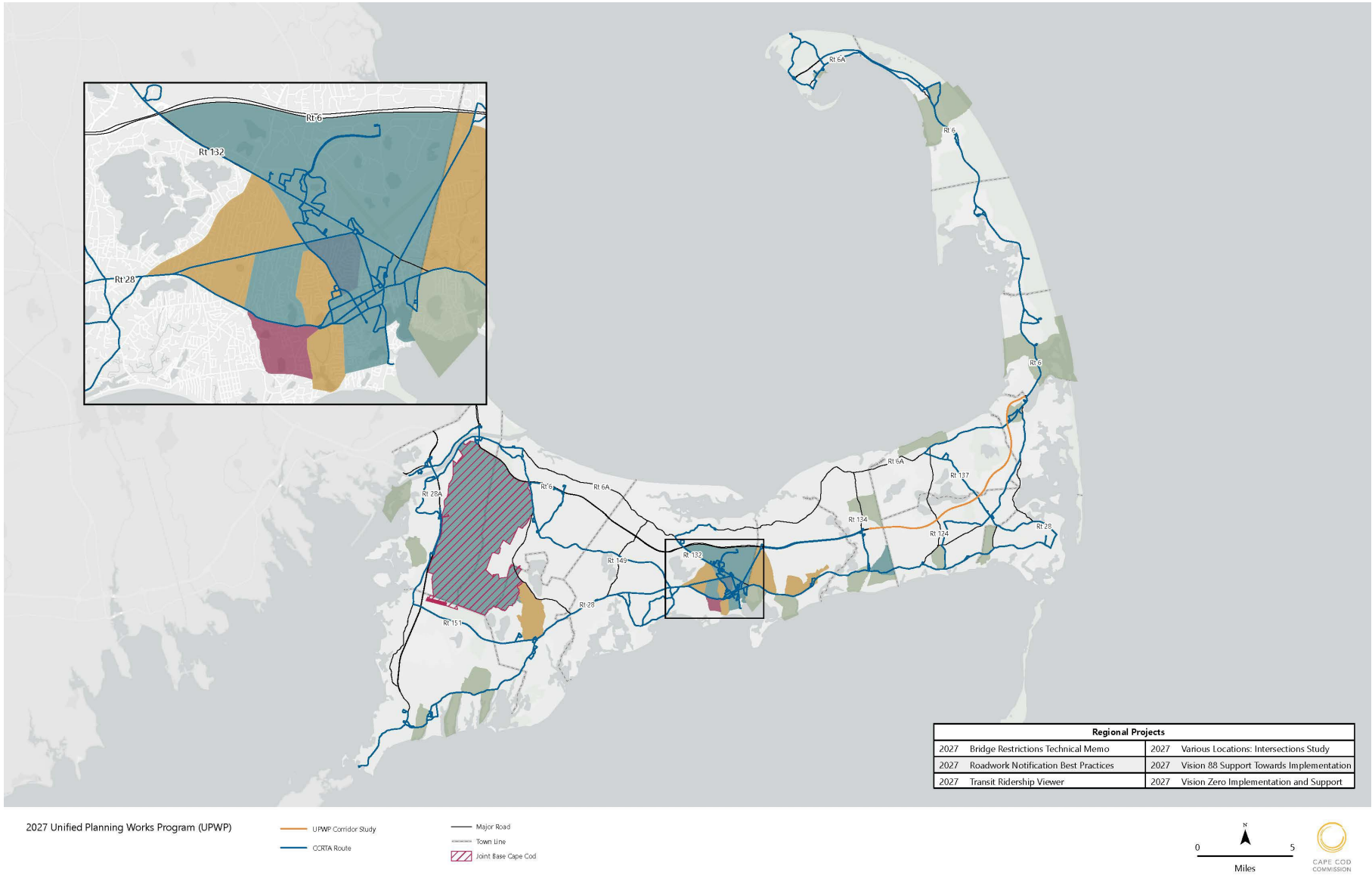


Table 5 - Complete Streets Funding Efforts

Task	UPWP Task Budget (Total)	% assigned to Complete Streets	Complete Streets Budget
2.5 – Healthy Transportation	$30,000	100%	$30,000

** Other tasks such as Task 3.1 & Task 4.1 will all include Complete Streets elements throughout their project development*

Glossary

Table 1. Acronyms

ACRONYM	MEANING
AADT	Annual Average Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
CAAA	Clean Air Act Amendments of 1990
CCC	Cape Cod Commission
CCJTC	Cape Cod Joint Transportation Committee
CCMPO	Cape Cod Metropolitan Planning Organization
CCRTA	Cape Cod Regional Transit Authority
CIP	(MassDOT) Capital Investment Plan
CFR	Code of Federal Regulations
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CMP	Congestions Management Plan/Process
CMR	Code of Massachusetts Regulations
CO	Carbon Monoxide
CO_2	Carbon Dioxide
CTPS	Central Transportation Planning Staff
CZM	(Massachusetts) Coastal Zone Management
DEP	Department of Environmental Protection
DOT	United States Department of Transportation
DRI	Development of Regional Impact
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EOEA	(Massachusetts) Executive Office of Environmental Affairs
EPA	Environmental Protection Agency
FA	Federal Aid
FAST	Fixing America's Surface Transportation
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY, FFY	Fiscal Year, Federal Fiscal Year
GPS	Global Positioning System
HSIP	Highway Safety Improvement Program
IIJA	Infrastructure Investment and Jobs Act
ITE	Institute of Transportation Engineers
ITS	Intelligent Transportation System(s)
LOS	Level of Service
LRTP	Long Range Transportation Plan (see RTP)
MAP	Mobility Assistance Program
MAP-21	Moving Ahead for Progress in the 21st Century
MassDOT	Massachusetts Department of Transportation

ACRONYM	MEANING
MEPA	Massachusetts Environmental Protection Act
MHD	Massachusetts Highway Department or MassHighway (now MassDOT/Highway Division)
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization (see CCMPO)
NAAQS	National Ambient Air Quality Standards
NFA	Non-Federal Aid
NHPP	National Highway Performance Program
NHS	National Highway System
NHTSA	National Highway Traffic Safety Administration
NOx	Nitrogen Oxides
PEA	Planning Emphasis Area
PPP	Public Participation Plan
PTASP	Public Transportation Agency Safety Plan
RPA	Regional Planning Agency
RPP	Regional Policy Plan
RSA	Roadway Safety Audit
RTA	Regional Transit Authority (see CCRTA)
RTP	Regional Transportation Plan
SIP	State Implementation Plan
SOV	Single Occupancy Vehicle
SS4A	Safe Streets for All
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program
TAM	Transit Asset Management
TAP	Transportation Alternatives Program
TDM	Transportation Demand Management
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TSM	Transportation Systems Management
UPWP	Unified Planning Work Program
USGS	United States Geographical Survey
UZA	Urbanized Area
v/c	Volume to Capacity
VMT	Vehicle Miles Traveled
VPD	Vehicles Per Day
VPH	Vehicles Per Hour
VRU	Vulnerable Roadway User
VZ	Vision Zero

Appendices

Appendix A: Regionally Significant Transportation Planning Studies Funded By Other Sources

Cape Cod Bridges Program

MassDOT Highway Division and the Army Corp of Engineers are working on one of the most important transportation programs in the region: addressing the aging Sagamore and Bourne bridges and making improvements to the surrounding roadway networks. The project is currently at the environmental permitting and design phase. The project will be soliciting bids from a design-build contractor to commence the formal 25% design process in 2026. Construction of the Sagamore Bridge replacement is expected to begin at the end of 2027.

Low Lying Roads

Low lying roads are areas prone to flooding from the combined effects of hazards such as sea level rise, storm surge, and erosion. Upstream freshwater flooding events that have no ocean-based component are not included in the low-lying roads project. Cape Cod is especially vulnerable to coastal storms because of its unique geography and roadways that travel through ever-changing environments. Flooding is currently a regular event on several road segments during extreme high tides and storm events. As seas rise and storms intensify the impact to our coastlines and flooding occurrences will increase in frequency and depth.

Cape Cod Commission staff has worked with all 15 Cape Cod towns to examine vulnerabilities in the roadway network and identify adaptation alternatives. With funding support from the U.S. Economic Development Administration and the Massachusetts Municipal Vulnerability Preparedness program, the Commission has contracted with the Woods Hole Group to conduct a vulnerability assessment of roadway segments, bridges, and culverts due to flooding from the combined effects of sea level rise and storm surge. The project employs state of the art modeling and community engagement to identify and prioritize low lying roads to target for coastal resiliency action.

Project details can be found here: https://www.capecodcommission.org/our-work/low-lying-roads-project/

Complete Streets Prioritization Plans

Several communities on Cape Cod have recently completed Complete Streets Prioritization Plans and other towns may consider one in the future. Commission staff most recently assisted the Towns of Barnstable, Bourne and Falmouth with their Prioritization Plans which were approved by MassDOT. In the coming year Commission staff may assist the Town of Brewster and/or Yarmouth with Prioritization Plans. Outreach and online tools will be provided throughout the projects with the goal of having an approved Prioritization Plan for both towns to seek construction funding.

Cape Cod Commission Regulatory

Objectives: The primary purpose of the CCC regulatory program is mitigation of transportation impacts in a manner consistent with Barnstable County's Regional Policy Plan. Additional goals are as follows:

- Ensure proper review and analysis of traffic impacts of major residential and commercial developments throughout the region.
- Provide such information to the CCC, MassDOT, EOEA-MEPA Unit, town officials, and other interested parties, as required.
- Recommend mitigation measures and work with interested parties in applying conditions to projects.
  Assist the Cape Cod Commission regulatory staff in the review of developments of regional impact.
- Review and comment on Environmental Notification Forms (ENFs), Environmental Impact Reports (EIRs), and Developments of Regional Impact (DRI).

Previous Work: Previous work includes analysis, review, and comment on ENFs, EIRs, and Cape Cod Commission regulatory review.

Procedures:

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

Products:

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

- Analysis and recommendation on transportation improvements necessary to mitigate impacts

Cape Cod Commission Transportation Planning
Objectives: To assist communities and the region in the development and implementation of Local Comprehensive Plans (LCPs), Districts of Critical Planning Concern (DCPCs), and economic development in designated growth centers.

Previous work:

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

Procedures: Advisory and analytical assistance

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

Other Cape Cod Commission Transportation Activities
Objectives: To perform other transportation activities and transportation program management.

Previous Work: Past transportation program management

Procedures:

- Commission staff will assist towns in local transportation planning efforts including intersection safety analysis, trip generation calculations for small scale development, and TIP guidance.
- Commission staff will also direct town in the appropriate MassDOT official/MassDOT department to address local concerns.

Products: Technical memoranda, email responses, telephone responses to member communities and stakeholders.

Appendix B: Federal Fiscal Year 2027 PL Formula Allocation

massDOT
Massachusetts Department of Transportation

2027
Unified Planning Work Program Funding

	FFY 27 (PL)	FFY 26 (PL)	Δ
apportionment	$ 12,835,912	$ 12,584,228	2.0%
obligation authority	90.0%	90.0%	
federal PL funds only	$ 11,552,320.8	$ 11,325,805	
matching funds added	$ 14,440,401	$ 14,157,257	
Total funds (PL funds+ 5303)*	$ 19,896,805	$ 19,613,660	1.4%

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

Notes
PL funds are provided to the MPOs from the previous year's federal-aid ("forward funded"). All number are using 2020 population and 2020 UZA numbers. Funding below is not inclusive of any approved de-obligated PL requests for FFY 2025 or FFY 2026.
5303 funding will be transferred from FTA to FHWA and be administered as a Combined Planning Grant. Revised spreadsheet will be shared when new 5303 apportionments are available.

	40% of total funds / ten MPOs	30% of funding for relative size of population			30% of funding for relative size of urbanized population			§5303 Full Amount w/ Match (FFY 26)	§5303 Full Amount w/ Match (FFY 27)**	Total FFY 26 funding by MPO***	Total FFY 27 funding by MPO	ΔFFY26-27
MPOs PL funded	$ 5,776,160	2020 Population	2020 Population (%)	2020 Population ($)	2020 UZA Population	2020 UZA Population (%)	2020 UZA ($)					
				$4,332,120			$4,332,120					
Berkshire	$ 577,616	129,026	1.86%	$ 80,577	97,344	1.46%	$ 63,115	$ 98,441	$ 100,944	$ 805,607	$ 822,252	$ 16,646
Boston	$ 577,616	3,357,194	48.49%	$ 2,100,645	3,348,144	50.11%	$ 2,170,855	$ 2,928,776	$ 3,003,231	$ 7,682,811	$ 7,852,347	$ 169,536
*CTPS**	$ 467,869			$ 1,701,523			$ 1,758,392	$ 2,415,947	$ 2,477,366	$ 6,266,716	$ 6,405,150	$ 138,433
MAPC	$ 109,747			$ 399,123			$ 412,462	$ 512,829	$ 525,866	$ 1,416,095	$ 1,447,198	$ 31,102
Cape Cod	$ 577,616	228,996	3.31%	$ 143,393	227,487	3.40%	$ 147,497	$ 155,344	$ 159,293	$ 1,006,820	$ 1,027,799	$ 20,979
Central Mass	$ 577,616	604,631	8.73%	$ 378,194	547,718	8.20%	$ 355,127	$ 384,653	$ 394,432	$ 1,669,886	$ 1,705,369	$ 35,483
Merrimack Valley	$ 577,616	369,889	5.34%	$ 231,335	360,773	5.40%	$ 233,916	$ 239,063	$ 245,141	$ 1,261,482	$ 1,288,008	$ 26,526
Montachusett	$ 577,616	250,531	3.62%	$ 156,823	215,592	3.23%	$ 139,785	$ 167,601	$ 171,862	$ 1,024,683	$ 1,046,085	$ 21,402
Northern Middlesex	$ 577,616	310,009	4.48%	$ 194,079	295,603	4.42%	$ 191,662	$ 201,308	$ 206,426	$ 1,145,776	$ 1,169,783	$ 24,007
Old Colony	$ 577,616	393,249	5.68%	$ 246,064	379,293	5.68%	$ 245,925	$ 251,461	$ 257,853	$ 1,300,093	$ 1,327,458	$ 27,365
Pioneer Valley	$ 577,616	628,133	9.07%	$ 392,923	572,595	8.57%	$ 371,257	$ 432,976	$ 443,983	$ 1,748,462	$ 1,785,779	$ 37,317
Southeastern Mass	$ 577,616	652,375	9.42%	$ 408,086	636,950	9.53%	$ 412,983	$ 461,507	$ 473,239	$ 1,832,766	$ 1,871,923	$ 39,158
	$ 5,776,160	6,924,033	100.00%	$ 4,332,120	6,681,499	100.00%	$ 4,332,120	$ 5,321,130	$ 5,456,404	$ 19,478,386	$ 19,896,805	

RPAs SPR funded	Δ	FFY 26 total funding by RPA	FFY 27 total funding by RPA	Δ
Franklin**	2.0%	$691,221	$ 704,774	$ 13,553
Martha's Vineyard**	2.0%	$396,398	$ 404,171	$ 7,772
Nantucket**	2.0%	$337,187	$ 343,799	$ 6,612

Figure 1 – Unified Planning Work Program Funding (Source: MassDOT)

Appendix C: Comments On Public Draft

The Cape Cod MPO voted to release the draft UPWP for the public review/comment period at their 1:00 PM virtual meeting on April 28, 2026, officially beginning the 14-calendar-day public comment period.

A meeting featuring a short presentation on the document, followed by an opportunity for public comments, will be held virtually on Wednesday, April 29, 2026, at 5:00 PM.

Additionally, several additional in-person opportunities for public comments will be scheduled across the region. and staff will be available in-person, while in-person public comment opportunities will be held on the following dates and locations:

Presentation and public comment opportunity:

- Wednesday, April 29, 2026, at 5:00 PM (virtual)

Public comment opportunity:

- April 28, 2026, at 3:00 PM (at the Cape Cod Rail Trail Parking Lot on Station Avenue in Yarmouth)
- May 4, 2026, at 3:00 PM (at Brooks Park along the Old Colony Rail Trail)
- A virtual public meeting of the Cape Cod MPO is scheduled for Monday, May 18, 2026, 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 11, 2026, via mail, by facsimile, or via e-mail, as follows:
Mailed:

Cape Cod Commission Transportation Program
David Nolan, Senior Transportation Planner
3225 Main Street (Route 6A)
PO Box 226
Barnstable MA 02630-0226

Sent by facsimile to the attention of David Nolan, Senior Transportation Planner:

FAX: 508-362-3136

Electronic mail “email”—please put “UPWP” in the subject line and send to:

david.nolan@capecodcommission.org

Comments / Questions received on this UPWP:

A Public Comment Summary Grid will be 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 18, 2026, meeting where the body considered the comments. Consideration of the comments will be detailed in the meeting minutes for that meeting. The response and any action taken by the MPO will be summarized in this table. Discussion of UPWP activities was also included in the previous MPO and CCJTC meetings.

UPWP Public Comments

Date Received/Format	Comment From	Summary of Comment
1/26/2026 (MPO Meeting)	Mark Forest	Mark Forest shared he regularly attends meetings of the Yarmouth Water Resources Advisory Committee, and they have expressed interest in limiting traffic on Higgins Crowell Road that goes through a significant portion of the aquifer. Mr. Forest shared the limitation would be concerning limiting hazardous cargo on this Street to reduce or eliminate the chance of a fuel spill into the aquifer. Mr. Forest asked if such limitations have been considered and implemented in the past. Mr. Forest shared this may be a potential for a UPWP task.
2/13/2026 (JTC Meeting)	Griffin Ryder	Griffin Ryder highlighted the ongoing Route 28 sidewalk project in Harwich Port and suggested several towns could benefit from installation of short sidewalk legs to provide a meaningful difference for pedestrians and transportation networks. Mr. Ryder also highlighted residential developments and specifically a newer residential development on the border of Orleans and Brewster that could use an improved sidewalk connection.
2/13/2026 (JTC Meeting)	John York	John York suggested if a website is created for implementing action plans such as Vision Zero, Vision 88, or Climate action that it would include a public comment map that serves as a public comment tool on the webpages.
2/24/2026 (Email)	Donald Emerson	I am following up on the February 13 CCJTC zoom call, where there was discussion of the TIP and UPWP. I understand that there is some $632K in FY27 money that has not yet been programmed. You noted that the MPO might program these dollars for implementing the Vision Zero plan - perhaps for additional speed feedback signs - which strikes me as a wonderful idea. I also wonder if some of this money - or perhaps planning money programmed through the UPWP - might be used for advancing a Cape-wide driver safety education campaign. The first step might be to do research on effective campaigns conducted elsewhere and to then develop a plan for conducting a campaign suitable for the Cape covering strategy questions like who, what, where, when and how.
3/13/2026 (JTC Meeting)	John York	John York expressed his support for the safety equipment program as it helps keep cars at reasonable speeds for other roadway users that are not in cars. Mr. York also shared his support for the UPWP intersection task particularly the location in Falmouth, Sandwich Road at Brick Kiln Road. York thanked Commission staff for including Vision 88 so prominently in the UPWP. He suggested when the public comment tool is available to the public not to forget that Barnstable County extends north of the canal and that he would like to see an explicit statement about connecting across the canal. Mr. York shared having Vision 88 include the fact that connectivity to the rest of Barnstable County off of Cape Cod and the rest of the world is important. He shared he would like to see the EV vehicle portion of the UPWP extend to include electric ferries and electric waterborne transportation.

4/29/2026 (Virtual TIP / UPWP Outreach)	John York	John York expressed support for the Bridges and stressed that the Bridges Program needs stronger, real-time public outreach, especially as construction activities like the Sagamore Bridge test borings begin. He said recent notices, such as the Bourne Bridge closure, were insufficient, particularly for pedestrians and bicyclists. He proposed a dedicated dial-in phone line with same-day bridge status updates, noting that UPWP task 1.2 supports this idea. He added that MassDOT's 5-1-1 system lacks the bridge-specific detail needed. Implementing the phone line would require coordination between MassDOT and the Army Corps of Engineers but would significantly benefit the public until both bridge replacements are complete. Mr. York also voiced support for using greenhouse gas emissions as a TIP evaluation criterion but noted the complexity of accurately estimating reductions, especially when factors like tree clearing, vegetation removal, and multimodal improvements are involved. Mr. York shared the Commission does a decent job with public outreach and the Commission does a good job with explaining topics, so the general public has a better understanding of the subject material.
5/2/2026 (Yarmouth Resiliency Fair)	Anonymous	Likes using smartDART to go to Sandwich (user lives in Yarmouth). Believes that if you have a doctor's appointment that the smartDART should be able to go anywhere on Cape not just within the zones. User says to give more money to a smartDART expansion
5/2/2026 (Yarmouth Resiliency Fair)	Anonymous	E-bike concern etiquette - safety concerns, user rides a pedal bike and notices no one uses bells, etc. and fly's by him. Kids on bikes are riding erratically.
5/2/2026 (Yarmouth Resiliency Fair)	Anonymous	Support for SmartDART expansion, support for Chatham TIP project
5/4/2026 (Brooks Park outreach)	Anonymous	Chatham municipal fish pier would benefit from a FLEX bus stop. Harwich port / Chatham downtown circulation bus would be nice.
5/5/2026 (Falmouth Bike Breakfast)	Anonymous	There should be Vision 88 pamphlets including small maps and details
5/5/2026 (Falmouth Bike Breakfast)	Anonymous	Improve signage at OCRT terminus in Chatham
5/5/2026 (Falmouth Bike Breakfast	Anonymous	Need for bike connections along Rt 28 from Falmouth to Barnstable
5/5/2026 (Falmouth Bike Breakfast	Anonymous	Vision 88 and canal bridges support
5/12/2026 (Email)	MassDOT Staff	UPWP Comments: Suggested improved formatting for task funding sources, requested staff include narrative on direct costs, update planning factors, make reference to Infrastructure Investment and Jobs Act (IIJA) where applicable. Other technical updates suggested.

Appendix D: List of Staff and Estimated Percentage of Time Allocated to MassDOT Funded (PL) Tasks in the FY 2027 UPWP

Staff Name and Position	Percentage of Time
Steven Tupper, Deputy Director/Transportation Director	50%
Colleen Medeiros, Transportation Program Manager	70%
David Nolan, Senior Transportation Planner	72%
Evan Costa, Transportation Planner	72%
Joyia Smikle, Transportation Planner	72%
Martha Hevenor, Planner II	8%
Sarah Colvin, Communications Manager	8%
Philip Detjens, Applications Manager	8%
Anne Reynolds, GIS Director	15%
Gary Prahm, GIS Analyst	8%
Deb Ricotta, GIS Analyst	15%
Clarke Doody, Special Projects Coordinator	8%
Jessica Wielgus, Commission Counsel	12%
Seasonal Traffic Technicians	100%

Narrative Overhead Rate Summary

The Cape Cod Commission calculates its overhead rate at the end of each fiscal year based on actual direct and indirect expenses incurred during the fiscal year. The overhead rate calculation is audited by Barnstable County's independent auditors and included in Barnstable County's Annual Comprehensive Financial Report.

Once the financial audit is completed (by March 31st of each year), the Cape Cod Commission submits it along with a UPWP Overhead Rate Adjustment request to MassDOT for approval. After receiving approval from MassDOT, the Commission begins using that rate, applying it to Commission staff direct labor cost.

Appendix E: FFY 2027 Funding Summary

Commission staff has updated budget allocations based off a review of previous funding lines from past UPWP years and incorporating increased funding.

Task	Task Number	Project	FHWA PL funds	MDOT (match)	FTA Sec 5303	Task Total	Percent
Task 1: Management & Support of the Planning Process & Certification Activities	1.1	Unified Planning Work Program	$25,000	$6,250		$31,250	3.0%
	1.2	Transportation Improvement Program/Canal Bridges Coordination	$47,000	$11,750		$58,750	5.7%
	1.3	CCJTC and MPO Activities	$38,000	$9,500		$47,500	4.6%
	1.4	Title VI Compliance	$24,000	$6,000		$30,000	2.9%
	1.5	Public Participation Plan	$24,000	$6,000		$30,000	2.9%
	1.6	Regional Transportation Plan	$42,000	$10,500		$52,500	5.1%
		Total for Task 1	**$200,000**	**$50,000**		**$250,000**	**24.3%**
Task 2: Data Collection & Analysis Activities	2.1	Transportation Data Collection Program	$57,000	$14,250		$71,250	6.9%
	2.2	Performance Measures	$30,000	$7,500		$37,500	3.6%
	2.3	Transportation Database Management/Modeling	$30,000	$7,500		$37,500	3.6%
	2.4	Pavement Management/Stormwater	$18,000	$4,500		$22,500	2.2%
	2.5	Healthy Transportation/Complete Streets Support	$24,000	$6,000		$30,000	2.9%
	2.6	Geographic Information Systems	$40,000	$10,000		$50,000	4.9%
		Total for Task 2	**$199,000**	**$49,750**		**$248,750**	**24.2%**
Task 3: Short- and Long-Range Planning	3.1	Corridor Planning (Various Locations: Intersections)	$60,000	$15,000		$75,000	7.3%
	3.2	Transportation Safety: RSAs/Route 6 Safety & Crash Analysis	$60,700	$15,175		$75,875	7.4%
	3.3	Vision 88 Support Towards Implementation	$60,700	$15,175		$75,875	7.4%
	3.4	Action Plan Implementation (Climate & Vision Zero)	$50,000	$12,500		$62,500	6.1%
	3.5	Follow up on Previous Studies	$35,000	$8,750		$43,750	4.3%
		Total for Task 3	**$266,400**	**$66,600**		**$333,000**	**32.4%**
Task 4: Technical Assistance Activities	4.1	Transit Planning		$11,250	$45,000	$56,250	5.5%
	4.2	Road Work Notifications, Bridge Restrictions Memo, TMA Research		$11,250	$45,000	$56,250	5.5%
	4.3	Transit Data Collection and Analysis		$9,358.50	$37,434	$46,792.50	4.6%
	4.4	Other Technical Assistance Requests	$33,252.93	$3,503.66		$36,756.59	3.6%
		Total for Task 4	**$33,252.93**	**$35,362.16**	**$127,434**	**$196,049.09**	**19.1%**
Task Totals		**Totals**	**$698,652.93**	**$201,712.16**	**$127,434**	**$1,027,799.09**	**100%**

Table Key:

MDOT = Massachusetts Department of Transportation

FHWA = Federal Highway Administration *consolidated planning grant - includes FTA Section 5303

CCC = Cape Cod Commission

CCJTC = Cape Cod Joint Transportation Committee

MPO = Metropolitan Planning Organization

PL = Planning funds

RSAs = Road Safety Audits

Sec 5303 = Federal Transit Administration Planning Funds

Appendix F: Amendments/Adjustments

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

Analyses presented in the body of the document and the preceding appendices reflect the projects and funding amounts as May 18, 2026, the endorsement date of the plan.

CAPE COD COMMISSION

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