CAPE COD
COMMISSION

Cape Cod
Transportation Improvement Program
Federal Fiscal Year 2027 – 2031

DRAFT For CCMPO Review – April 27, 2026



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

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

Title VI Notice of Nondiscrimination

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

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

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

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

Cape Cod Transportation Improvement Program (TIP) prepared by the

Cape Cod Metropolitan Planning Organization (MPO) Members:

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

MPO Ex-Officio Members:

- Robert 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
- Alex Kryska, 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

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

Cape Cod Commission TIP Staff Contact:

- Colleen Medeiros, Transportation Program Manager, Cape Cod Commission

Cape Cod Metropolitan Planning Organization

Endorsement of the Federal Fiscal Years 2027-2031 Cape Cod Transportation Improvement Program (TIP)

The signature below certifies that the Cape Cod Metropolitan Planning Organization (MPO), at their meeting on May 18, 2026, hereby endorses the Cape Cod Transportation Improvement Program (TIP) for Federal Fiscal Years 2027 -2031 in its entirety for the Cape Cod Region, in accordance with the certified 3C Transportation Planning Process.

_____

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

MPO Members:

- Phillip Eng, Interim Secretary and Chief Executive Officer, Massachusetts Department of Transportation (MassDOT)
- Jonathan Gulliver, Administrator, MassDOT Highway Division
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- Elizabeth Argo, Sub Region B Representative (Dennis and Yarmouth)
- Kevin Galligan, Sub Region C Representative (Brewster, Chatham, Harwich, and Orleans)
- Leslie Sandberg, Sub Region D Representative (Eastham, Provincetown, Truro, and Wellfleet)
- Brian Weeden, Chairman, Mashpee Wampanoag Tribal Council

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- Justin R. Pabis, US Army Corps of Engineers/Cape Cod Canal
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- Joi Singh, Federal Highway Administration
- Peter Butler, Federal Transit Administration

Cape Cod Metropolitan Planning Organization

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

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

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

The signature of the of the chair of the Cape Cod Metropolitan Planning Organization on the following page signifies that the Cape Cod Metropolitan Planning Organization took this action at their public meeting on May 18, 2026.

Cape Cod Metropolitan Planning Organization

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

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

MPO Members:

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- Jonathan Gulliver, Administrator, MassDOT Highway Division
- Robert Lawton, Chair, Cape Cod Regional Transit Authority
- Tom Wilson, Chair, Cape Cod Commission
- Craig Tamash, President, Barnstable Town Council
- Mark Forest, Barnstable County Commissioner
- Edwin P. Zylinski, Sub Region A Representative (Bourne, Falmouth, Mashpee, and Sandwich)
- Elizabeth Argo, Sub Region B Representative (Dennis and Yarmouth)
- Kevin Galligan, Sub Region C Representative (Brewster, Chatham, Harwich, and Orleans)
- Leslie Sandberg, Sub Region D Representative (Eastham, Provincetown, Truro, and Wellfleet)
- Brian Weeden, Chairman, Mashpee Wampanoag Tribal Council

MPO Ex-Officio Non-Voting Members:

- Robert Faley, Chair, Cape Cod Joint Transportation Committee
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- Justin R. Pabis, US Army Corps of Engineers/Cape Cod Canal
- Alex Kryska, Woods Hole, Martha's Vineyard, and Nantucket Steamship Authority
- Joi Singh, Federal Highway Administration
- Peter Butler, Federal Transit Administration

Cape Cod Metropolitan Planning Organization

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

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

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

The signature of the of the chair of the Cape Cod Metropolitan Planning Organization on the following page signifies that the Cape Cod Metropolitan Planning Organization took this action at their public meeting on May 18, 2026.

Cape Cod Metropolitan Planning Organization

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

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

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- Elizabeth Argo, Sub Region B Representative (Dennis and Yarmouth)
- Kevin Galligan, Sub Region C Representative (Brewster, Chatham, Harwich, and Orleans)
- Leslie Sandberg, Sub Region D Representative (Eastham, Provincetown, Truro, and Wellfleet)
- Brian Weeden, Chairman, Mashpee Wampanoag Tribal Council

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- Jennifer Flynn, National Park Service/Cape Cod National Seashore
- Lawrence T. Davis, US Army Corps of Engineers/Cape Cod Canal
- Alex Kryska, Woods Hole, Martha's Vineyard, and Nantucket Steamship Authority
- Joi Singh, Federal Highway Administration
- Peter Butler, Federal Transit Administration

Executive Summary

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

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

Contents of the Plan

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

How to Get Involved

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

Public comment opportunities were held throughout the development process this year, including pop-up tables, focus groups and open houses. A virtual public meeting is scheduled on Wednesday, April 29, 2026 to hear specific feedback on the draft document. Additional opportunities for public comments were gathered at outreach tables located along the region's bike path network. A virtual public meeting of the Cape Cod MPO is scheduled for Monday, May 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:

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

Sent by facsimile to the attention of Colleen Medeiros (FAX): 508-362-3136
Email—please put "TIP" in the subject line and sent to:
colleen.medeiros@capecodcommission.org

2027-2031 Projects

The following projects are included in the draft Cape Cod Transportation Improvement Program for Federal Fiscal Year 2027-2031:

- Dennis/Harwich, Route 28 Reconstruction (Upper County Rd to Herring River Bridge) (2025-2027)
- Bourne, Route 6 Scenic Highway Median Installation (2025-2027)
- Provincetown, Shank Painter Road Improvements (2026-2027)
- Cape Cod Bicycle Rack Program (2027)
- Cape Cod Safety Equipment Program (2027)
- Dennis, Route 28 Streetscape Improvements (Phase 2) (2028-2029)
- Chatham, Route 28 at Main St, Depot Rd, Queen Anne Rd and Crowell Rd (2028)
- Truro/Wellfleet, Resurfacing and Related Work on Route 6 (2028)
- Barnstable, Route 6 Resurfacing and Related Work (2028-2029)
- Barnstable, Culvert Replacement Route 6A over Boat Cove Creek (2029)
- Harwich, Old Colony Rail Trail Modernization (2029)
- Harwich/Orleans, Resurfacing and Related Work on Route 28 (2029)
- Yarmouth, Route 28 Corridor Improvements (2029-2031)
- Bourne, Resurfacing and Related Work on Route 28 (2030)
- Falmouth, Resurfacing and Related Work on Route 28 (2030)
- Harwich, Pavement Preservation on Route 28 (2030)
- Eastham/Wellfleet, Rehabilitation on Route 6 (2031)
- Barnstable, Corridor Improvements on Route 132 (2031)
- Various projects to allow the Cape Cod Regional Transit Authority (CCRTA) and partners to operate their year-round and seasonal fixed-route services, operate their demand response services, and maintain the vehicles and other infrastructure. (2027-2031)

In total, the FFY2027-2031 TIP includes over $425 million in funded projects. Additionally, approximately $403 million is programmed for the Canal Bridges Program in 2027-2031 as part of Discretionary Grants that have been awarded by FHWA for work related to the replacement of the Bourne and Sagamore Bridges under the Canal Bridges Program.

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Chapter 1: Transportation Planning Process

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

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

Cape Cod Metropolitan Planning Organization (MPO)

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

Table 1. Cape Cod MPO Membership

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

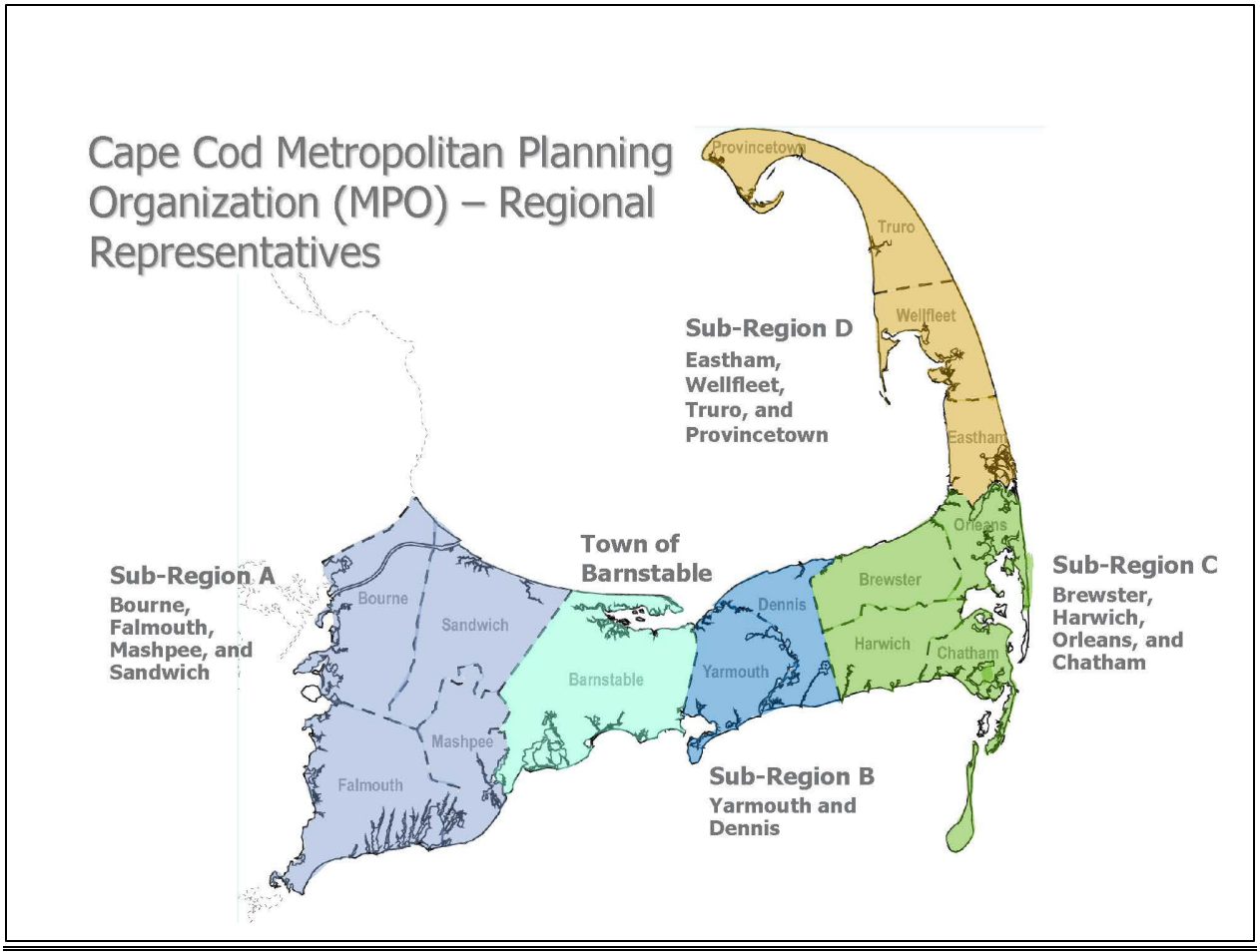


Figure 1. Map of Cape Cod Metropolitan Planning Organization Sub-regions

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

Cape Cod Joint Transportation Committee (CCJTC)

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

Federal Certification Documents

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

The RTP establishes a regional vision for the transportation system; the UPWP studies investigate deficiencies in that system and identify potential solutions, and the TIP details specific transportation projects that are implemented to improve the transportation system. Many UPWP projects progress into future TIP construction projects or future projects to be included in the RTP. One such examples is the Project #614231 Eastham/Wellfleet Rehabilitation on Route 6, which was a previous UPWP Study conducted by the Cape Cod MPO in 2021 and is now programmed on the TIP. The PPP provides a framework to ensure public involvement and cooperative decision making throughout the transportation planning process. A summary of the primary function, time horizon, and update timeline is presented in Table 2. The table also includes links to the Cape Cod MPO webpages that contain more detailed information on each of the documents.

Table 2. Federal Certification Documents

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

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

Transportation Legislation

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

Bipartisan Infrastructure Law (BIL)

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

Title VI Compliance

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

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

The Massachusetts Department of Transportation (MassDOT) is responsible for ensuring that the state's MPOs comply with federal program requirements. The Title VI plan provides information about beneficiaries' rights, how to file a complaint, regional demographic data, maps, a public participation plan, a language access plan, and

analyses of transportation spending in the region, project locations and potential impacts from projects.

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

Other Federal and State Legislative Requirements and Policies

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

Performance Measures

Performance-based planning as an integral part of the metropolitan planning process: states are to develop performance goals, guided by the national goals, and then MPOs will work with state departments of transportation to develop MPO performance targets. The TIP integrates the MPOs' performance measures and link transportation-investment decisions to progress toward achieving performance goals. The performance measures are evaluated as part of the project selection process for inclusion in the Cape Cod TIP as detailed in Appendix A.

National Goals

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

- **Safety**: To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- **Infrastructure condition**: To maintain the highway infrastructure asset system in a state of good repair
- **Congestion reduction**: To achieve a significant reduction in congestion on the National Highway System

- **System reliability**: To improve the efficiency of the surface transportation system
- **Freight movement and economic vitality**: To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
- **Environmental sustainability**: To enhance the performance of the transportation system while protecting and enhancing the natural environment, including mitigation strategies for stormwater management and nutrient loading.
- **Reduced project delivery delays**: To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

Cape Cod Regional Transportation Plan Goals

Endorsed July 24, 2023, the 2024 Cape Cod Regional Transportation Plan is built on a performance-based planning approach with a vision statement, goals, objectives, performance measures and targets, strategies, and policies.

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

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

The 2024 Regional Transportation Plan (RTP) is a community-driven, performance-based plan that considers the unique challenges and opportunities of the region and establishes spending priorities to allocate available surface transportation funding towards transportation infrastructure projects for Cape Cod through 2044.

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

- **Safety**: Improve safety for all travel modes
- **Environmental and Sustainability**: Maintain, protect, and enhance the natural environment and reduce greenhouse gas emissions
- **Livability and Economic Vitality**: Support livable communities and village centers that strengthen the long-term economic vitality of the region

- **Multimodal Options/Healthy Transportation**: Provide a variety of healthy transportation options to all users
- **Congestion Reduction**: Reduce congestion and improve travel time reliability
- **System Preservation**: Preserve, maintain, modernize and ensure resiliency of the existing transportation system
- **Freight Mobility**: Improve efficiency and reliability of freight movement

All of the 2027-2031 regional TIP target projects are referenced in the RTP. Additionally, many of the statewide TIP projects follow the RTP theme for maintenance and improvement projects on Route 6 and Route 28, which are the two corridors identified in the region's Congestion Management Plan (CMP). Additionally, the RTP identifies a long-term vision maintain and improve a complete off-roadway shared use path network, from Falmouth to Provincetown. Included in FFY 2029, is the first major rail trail maintenance and modernization project in our region. The Harwich Old Colony Rail Trail Modernization project will construct the first major pavement rehabilitation and modernization for this rail trail segment.

Federally Required Performance Measure Summary

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

Table 3. Federally Required Highway Performance Measures

NATIONAL GOAL	HIGHWAY PERFORMANCE AREA	PERFORMANCE MEASURE
Safety	Injuries and Fatalities	• Number of fatalities • Fatality rate per 100 million vehicle-miles traveled • Number of serious injuries • Serious injury rate per 100 million vehicle-miles traveled • Number of non-motorized fatalities and non-motorized serious injuries
Infrastructure Condition	Pavement Condition	• Percent of pavements on the Interstate System in good condition • Percent of pavements on the Interstate System in poor condition • Percent of pavements on the non-Interstate NHS in good condition • Percent of pavements on the non-Interstate NHS in poor condition
Infrastructure Condition	Bridge Condition	• Percent of NHS bridges by deck area classified as in good condition • Percent of NHS bridges by deck area classified as in poor condition
System Reliability	Performance of the National Highway System	• Percent of person-miles traveled on the Interstate System that are reliable • Percent of person-miles traveled on the non-Interstate NHS that are reliable
System Reliability, Freight Movement, and Economic Vitality	Freight Movement on the Interstate System	• Truck Travel Time Reliability Index
Congestion Reduction	Traffic Congestion	• Annual hours of peak hour excessive delay per capita (for travel on NHS roadways) • Percent of non-single-occupant vehicle travel
Environmental Sustainability	On-Road Mobile Source Emissions	• Total emissions reductions

Table 4. Federally Required Transit Performance Measures

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

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

MassDOT Annual Performance Management

MassDOT prepares an annual report called Tracker[5] which tracks performance measures across all MassDOT Divisions. Tracker includes two-year and four-year targets and is updated annually to reflect performance measurements. The six performance goals include: Safety, Budget & Capital Performance, Customer Experience, Heathy & Sustainable Transportation, and System Condition.

Safety Performance Measures (PM1)

The Cape Cod MPO has chosen to adopt the statewide safety performance measure targets set by MassDOT for Calendar Year (CY) 2026. Per Federal Highway Administration (FHWA) guidance, the calendar year (CY) 2026 5-year rolling average

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

(2022-2026) target setting process began with a trend line projection based on the most recent available data. The fatality and serious injury data contained here was developed to align with the data included in MassDOT's annual Highway Safety Improvement Program (HSIP) report. As such, historical data may be different from what was reported in prior years. The targets were developed in coordination with the Executive Office of Public Safety and Security (EOPSS), the Highway Safety Division (HSD), and other sections within MassDOT. Although MassDOT emphasizes that the state's goal is zero fatalities and serious injuries, the state targets presented here are not "goals" but realistic targets considering the events of the last 4+ years. The Secretary of Transportation and Highway Division Administrator for MassDOT approved the targets recognizing that MassDOT must demonstrate short term incremental steps in order to achieve the Commonwealth's goal. Due to the lingering impacts of pandemic-related driving conditions in 2021 and 2022, roadway fatalities were increasing relative to previous years. However, in Massachusetts this trend finally reversed in 2023, before a slight increase again in 2024.

To estimate 2025 fatalities, MassDOT compared 2015-2024 year-to-date fatalities the data available at the time of target setting in July 2025. On average, 46% of annual fatalities occurred between January 1 – July 1 of each year. Therefore, to estimate 2025 fatalities MassDOT divided the number of fatalities in 2025 to date by 46%. A 3% annual reduction in fatalities was then assumed to obtain an estimate for 2026, which brings the 2022-2026 5-year rolling average to 357, the target adopted by MassDOT. In addition, similar to last year, MassDOT also developed a 2024-2028 projection to forecast current trends further into the future. If this 3% decrease in annual fatalities continues, MassDOT projects the 2024-2028 5-year average to be 323.

As always, although numeric targets have been established following federal guidelines, MassDOT's overarching goal is zero deaths and this goal will be pursued by implementing strategies from the Strategic Highway Safety Plan (SHSP) and Vulnerable Road User Safety Assessment, both of which were updated and finalized in 2023. These strategies help provide details on how the state will drive down fatalities and serious injuries.

The fatality rate represents five-year average fatalities divided by five-year average VMTs. The COVID-19 pandemic greatly impacted VMT, causing fatality rates to spike in 2020 with significantly lower VMT and slightly higher fatalities. However, VMT in Massachusetts is returning to pre-pandemic levels and annual projections for 2025 are nearly in line with 2019. Consequently, the 5-year average fatality rate target is 0.56 fatalities per 100 million VMT for 2022-2026. If this trend continues, MassDOT projects a decrease to 0.50 fatalities per 100 million VMT for 2024-2028.

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

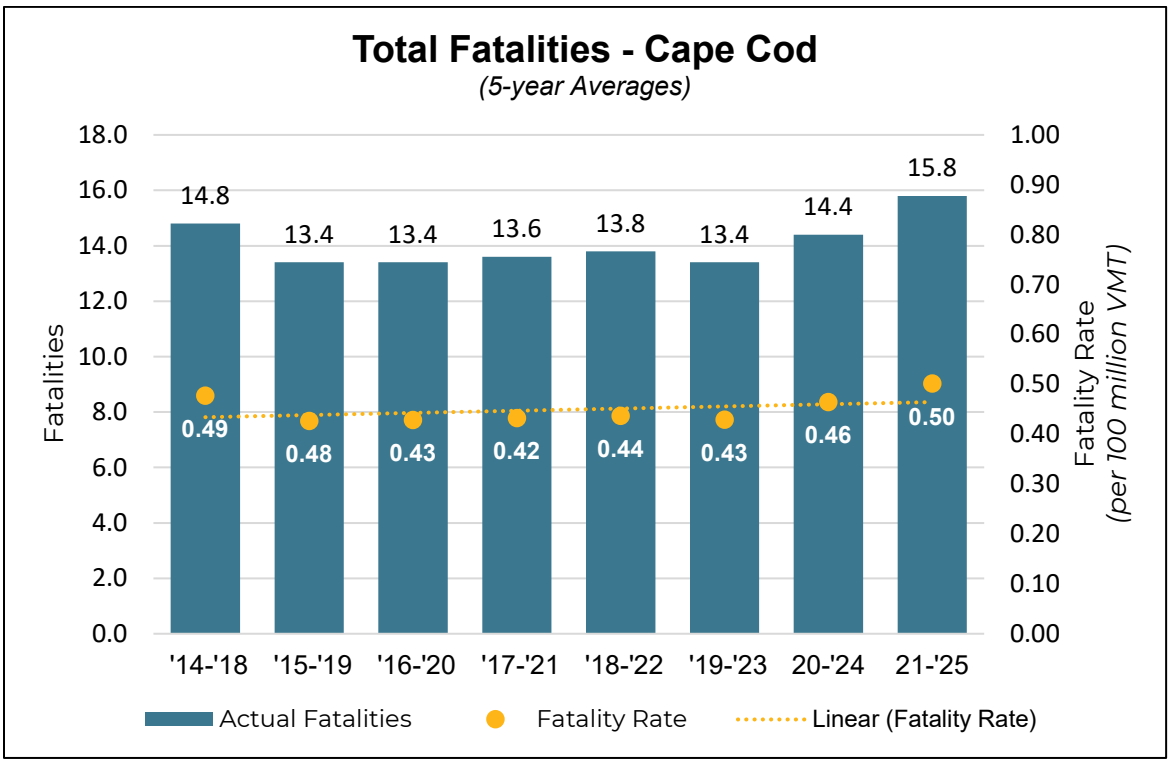


Figure 2. Cape Cod Fatalities Trend

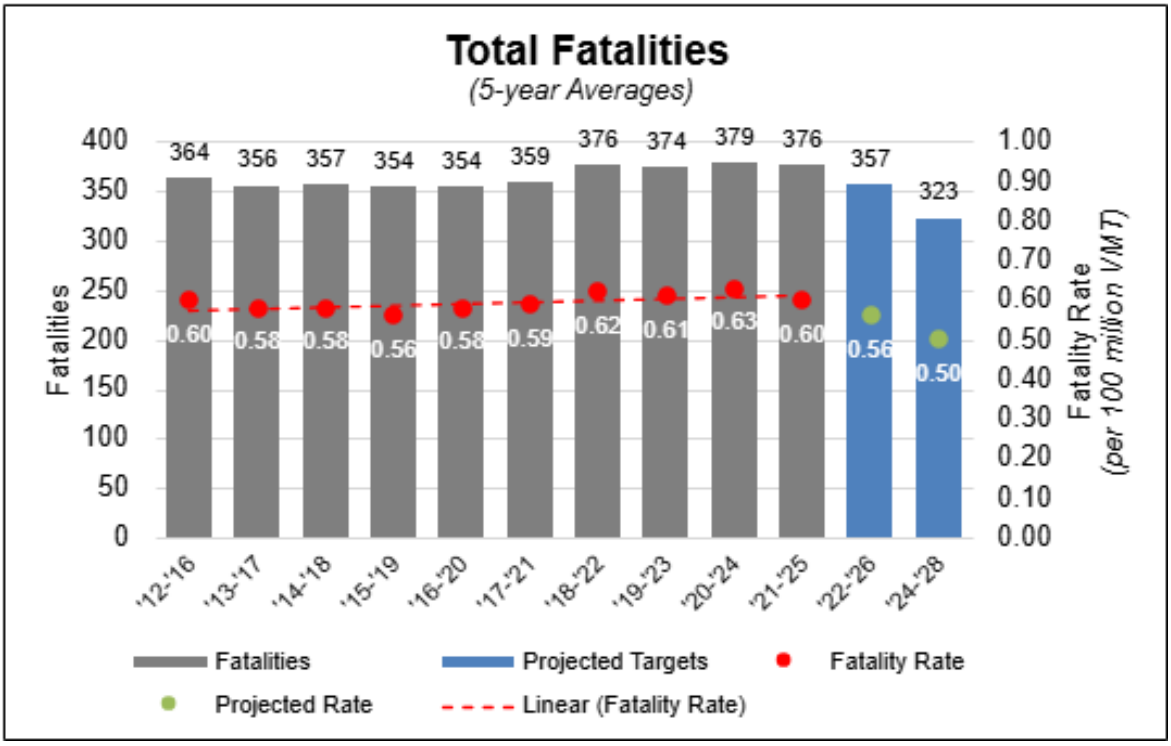


Figure 3. Statewide Fatalities Trend

The target setting process began with a trend line projection based on the most recent available data. The 2022-2024 serious injury data were not finalized in the statewide crash system during this process, so it is possible these figures will change once that data becomes final.

Due to the lingering impacts of pandemic-related driving conditions in 2021 and 2022, serious injuries increased relative to previous years. However, in Massachusetts this trend finally reversed in 2023, and in 2024, serious injuries continued to decrease, but not quite to pre-pandemic levels. To estimate 2025 serious injuries, MassDOT compared year-to-date serious injuries from 2015-2024 to the data available at the time of target setting in July 2025. 2025 serious injuries to date were divided by 46%, the average of serious injuries that occur between January 1 – July 1 each year. A 3% annual reduction in serious injuries was then assumed to obtain an estimate for 2026, which brings the 2022-2026 5-year rolling average to 2,562, the target adopted by MassDOT. If this 3% annual decrease continues, the 2024-2028 5-year average of serious injuries will be 2,184.

The serious injury rate represents five-year average serious injuries divided by five-year average VMTs. Similar to the fatality rate, the rate of serious injuries is trending toward pre-pandemic levels, with estimates for VMTs in 2025 approaching 2019 levels. Following the same methods to derive the 5-year average fatality rate, the 5-year average serious injuries rate is estimated to be 4.04 serious injuries per 100 million

VMT for 2022-2026. If this trend continues, MassDOT projects a decrease to 3.39 serious injuries per 100 million VMT for 2024-2028.

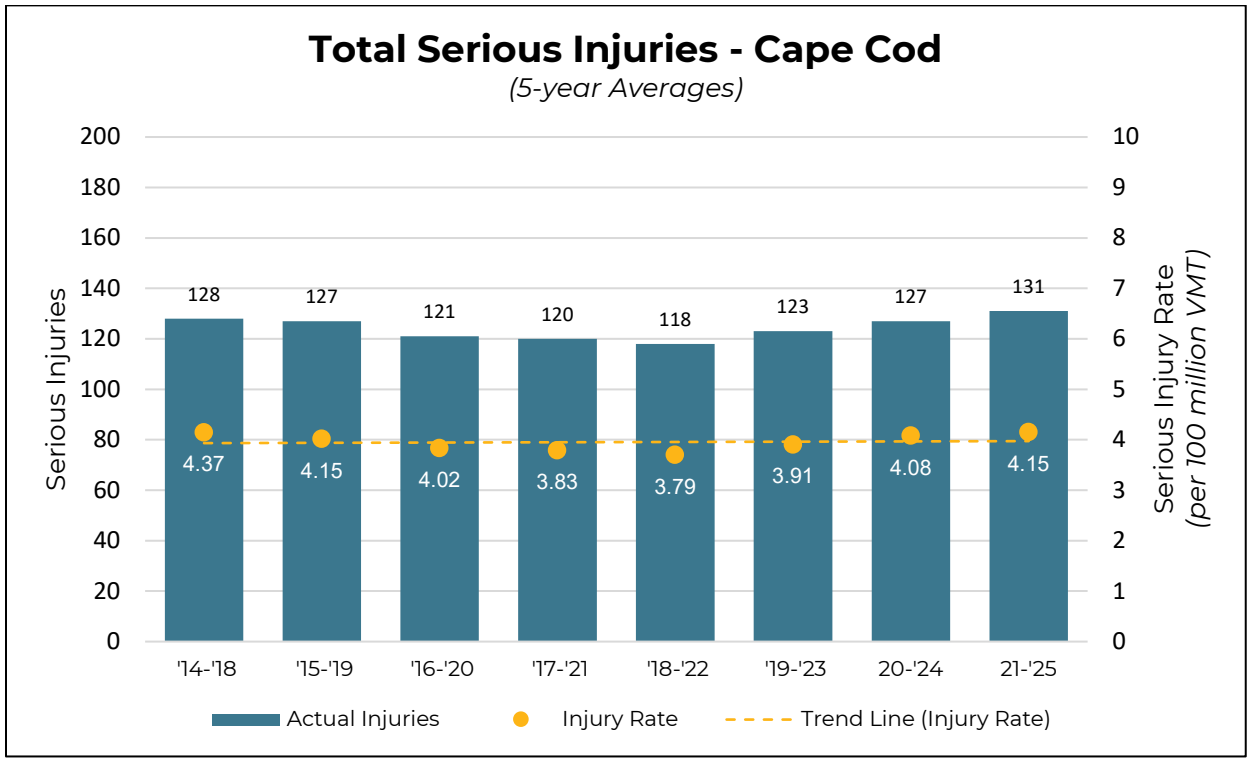


Figure 4. Cape Cod Serious Injury Trend

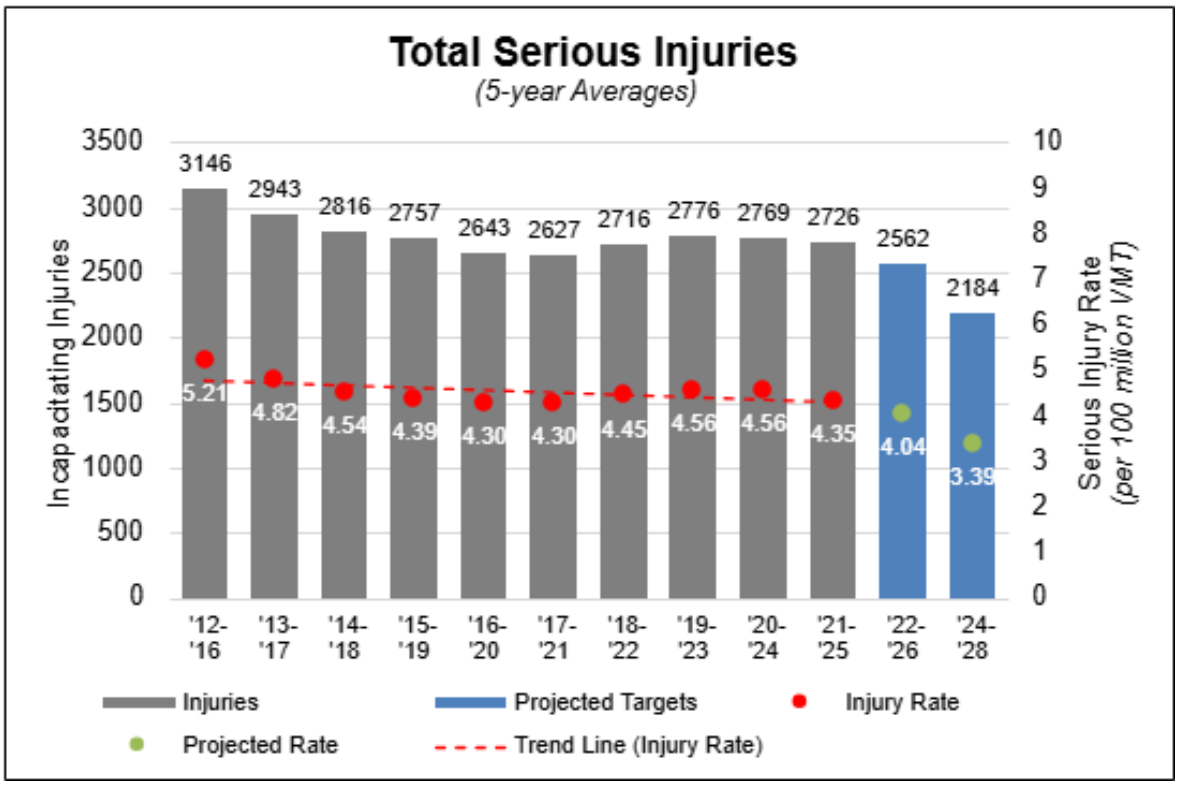


Figure 5. Statewide Serious Injury Trend

As with all the other target setting measures, FHWA's guidance is to start with a trend line forecast and then consider external factors and planned implementation in order to set targets. The number of non-motorized fatalities and serious injuries has fluctuated greatly in recent years. Non-motorist fatalities, specifically, increased through 2022 before decreasing in 2023, increasing in 2024, and decreasing in 2025. Non-motorist serious injuries appear to have peaked in 2023 and show signs of decreasing in 2024 and 2025. On average, 45% of annual non-motorist fatalities and serious injuries occur between January 1 and July 1. Therefore, to estimate 2025 non-motorist fatalities and serious injuries, MassDOT divided the number to date by 45%. Based on the state's increased work and emphasis to protect vulnerable road users, a 5% annual reduction in non-motorized fatalities and serious injuries was then estimated for 2026, which brings the 2022-2026 5-year rolling average to 512, the target adopted by MassDOT. If this 5% annual decrease continues, MassDOT projects the 2024-2028 5-year average to be 416.

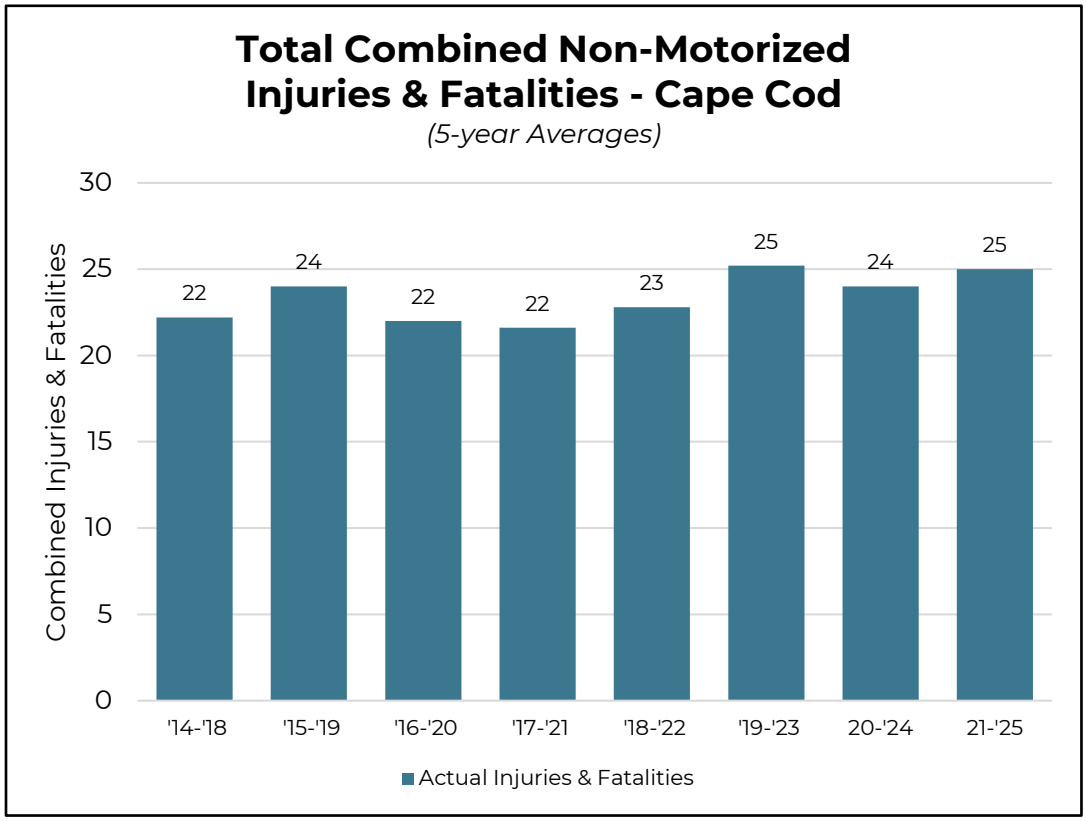


Figure 6. Cape Cod Non-Motorized Injury and Fatality Trend

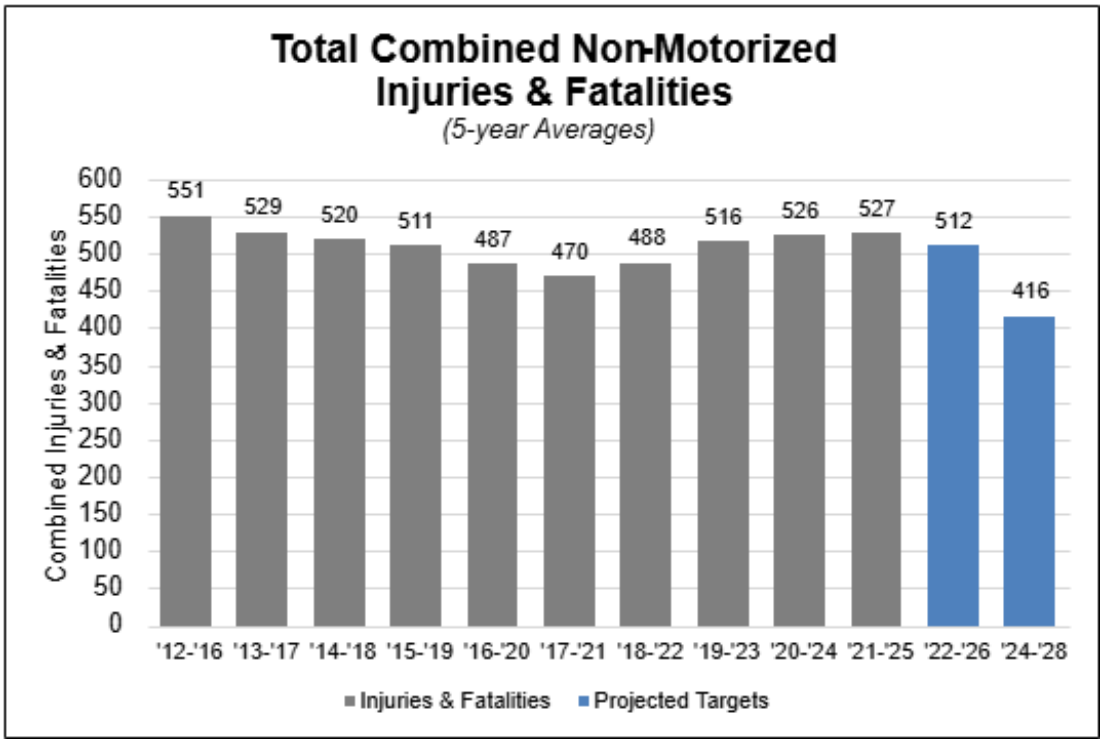


Figure 7. Statewide Non-Motorized Injury and Fatality Trend

Bridge & Pavement Performance Measures (PM2)

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

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

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

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

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

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

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

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

Reliability, Congestion, & Emissions Performance Measures (PM3)

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

MassDOT followed FHWA regulation in measuring Level of Travel Time Reliability (LOTTR) on both the Interstate and non-Interstate NHS as well as Truck Travel Time Reliability (TTTR) on the Interstate system using the National Performance Management Research Dataset (NPMRDS) provided by FHWA. These performance measures aim to identify the predictability of travel times on the roadway network by comparing the average travel time along a given segment against longer travel times. For LOTTR, the performance of all segments of the Interstate and of the non-Interstate NHS are defined as either reliable or unreliable based on a comparison between the 50th percentile travel time and the 80th percentile travel time, and the proportion of reliable segments is reported. For TTTR, the ratio between the 50th percentile travel time and the 90th percentile travel time for trucks only along the Interstate system is reported as a statewide measure.

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

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

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

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

Transit Asset Management Measures and Targets

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

networks in a state of Good Repair (SGR). Bus replacement projects are programmed every year to keep vehicle stock in good condition.

Federal legislation requires all recipients of FTA funding to develop a TAM Plan and update the plan every four years. The Cape Cod Regional Transit Authority (CCRTA) latest TAM plan was prepared in September 2024 and identified agency-specific TAM targets. The CCRTA's latest FY 2023 TAM targets for the Cape Cod region are presented in Table 7.

Table 7. Cape Cod Transit Asset Management Performance Targets

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

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

Transit Safety Performance Targets

The CCRTA prepared its Public Transportation Agency Safety Plan (PTASP) in December 2023 which outlines its safety training program, establishes safety performance targets, a safety management policy and safety performance monitoring. CCRTA has established the safety targets below by reviewing historic safety data, with the goal of operating to maximum safety, proactively addressing hazards as they are identified. The Cape Cod MPO adopted the transit safety performance targets for the Cape Cod region in March 2023. The PTASP was most recently revised in December 2025 to include the new performance target related to Assault Against Transit Workers.

Table 8. Cape Cod Transit Safety Performance Targets

	Fixed Route Bus	Para-transit	Human Service Transportation/ Demand Taxi
Fatalities (total)	0	0	0
Fatalities (per 100K VRM[1])	0	0	0
Injuries (total)	8	4	6
Injuries (per 100K VRM)	5	5	5
Safety Events (total)	16	8	12
Safety Events (per 100K VRM)	1.2	0.2	1.0
System Reliability (MMBF[2])	20,000	150,000	100,000
Assaults on Transit Workers (total)	12	12	12

[1] Vehicle Revenue Miles

[2] Mean Miles Between Failures

Chapter 2: TIP Development Process

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

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

The inclusion of a project in the TIP is one step on the path towards construction. Inclusion on this list does not guarantee funding; the project proponent is responsible for completing the steps toward implementation within the program. For a highway project, the obligation of the federal and state funds occurs when the project is advertised for construction by MassDOT. For a transit project, the obligation of the funding is through an electronic approval system by FTA.

Additionally, when there is available funding, the Cape Cod TIP periodically programs a non-traditional bicycle rack TIP project to utilize a minimal amount of remaining funds. The Cape Cod Bicycle Rack and Equipment Program allows municipalities to obtain bicycle racks and related equipment through a grant application process through the Cape Cod Commission. The Bicycle Rack and Equipment Program is currently programmed for FFY 2027 for $100,000. Additionally, the CCJTC and CCMPO have voted to program a similar grant program in FFY 2027 for $632,164 to allow municipalities to utilize TIP funds in support of installation of quick-build safety equipment, such as rectangular rapid flashing beacons (RRFB), flashing signs, speed feedback signs, etc. to support safer streets for all users.

Development Schedule

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

STIP being submitted for federal approvals prior to the beginning of the Federal Fiscal Year on October 1.

Cape Cod TIP Readiness Guidelines

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

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

Table 9. Cape Cod TIP Readiness Guidelines

In order to move into (TIP Year):	The Project Should:
Year 5	• Have completed MassDOT Pre-25% Design Submission (conceptual design level)
Year 4	• 25% Design has been submitted • Designer should be under contract through PS&E*
Year 3	• Be at 75% design level
Year 2	• Be at 100% design level
Year 1	• Be at PS&E design level with accepted right-of-way plans

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

Adjustment, Amendment and Administrative Modification Procedures

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

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

Amendment

A revision to the TIP that requires public review and demonstration of financial constraint. The public process for a TIP amendment requires a publicly advertised 21-day public comment period and for MassDOT to address any public commentary prior to sending to the FHWA and/ FTA for review and approval. Tables 8 and 9 summarizes the procedures related to when an amendment is triggered for highway and transit projects, respectively. Examples of when an amendment would be required include:

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

Adjustment

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

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

Administrative Modification

A revision to the TIP that is minor enough in nature to require neither a public process nor FHWA/FTA approval, but that does involve a notification to federal partners. Examples of when an administrative modification would be required include:

- Project description change
- Change in additional information

Table 10. Highway Project TIP Revision Definitions and Procedures Type

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

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

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

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

Change in Year of Programming	Moving a currently programmed project earlier or later than the originally programmed year.	Amendment or Adjustment	Note: Federal funds shall be programmed in the federal fiscal year in which the award will occur. Changes in year of programming are only treated as adjustments if they involve advancing federal funds to align with the year of the grant award.

Exceptions

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

Public Participation Process

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

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

Table 12. Transportation Improvement Program Development Meetings

DATE	MEETING TYPE	LOCATION
January 9, 2026	CCJTC	Virtual Meeting
January 26, 2026	Cape Cod MPO	Virtual Meeting
February 13, 2026	CCJTC	Virtual Meeting
March 13, 2026	CCJTC	Virtual Meeting
March 23 2026	Cape Cod MPO	Virtual Meeting
April 10, 2026	CCJTC	Virtual Meeting
April 27, 2026	Cape Cod MPO	Virtual Meeting
May 8, 2026	CCJTC	Virtual Meeting
May 18, 2026	Cape Cod MPO	Virtual Meeting

In addition to discussion at CCJTC and Cape MPO public meetings, CCC staff makes efforts to reach out directly to members of the public interested in development of the

TIP. Virtual public engagement was used in various formats, such as virtual meetings, media interviews, and web materials, to engage the public.

Website content was provided for members of the public to engage in the process. An executive summary of the plan were made available in English and Portuguese.

A virtual public meeting was held on Wednesday, April 29, 2026 which included a short presentation on the document followed by an opportunity for public comments. Portuguese translation was available at the virtual meeting and the recording was made available on the website. Additional opportunities for public comments were gathered at outreach tables located along the region's bike path network. Information on these meetings is available at www.capecodcommission.org/mpo.

The TIP is to be presented to the MPO as draft and released by vote for a reduced 14-calendar-day public comment period this year. At that time, Cape Cod MPO Staff distributes the draft document and announces the beginning of the public comment period. Comments received by staff are documented, presented to the MPO and may result in changes to the document. After this year's 14-calendar-day public comment period the MPO can endorse, reject or rerelease the draft for an additional comment period by vote. The comment period for these documents was abbreviated this year due to holiday conflicts in April and May in coordination with the MPO.

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

Chapter 3: TIP Funding

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

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

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

Table 13. Federal Highway Funding Administration Programs

PROGRAM	ELIGIBLE USES
Congestion Mitigation and Air Quality Improvement (CMAQ)	A wide range of projects in air quality nonattainment and maintenance areas for ozone, carbon monoxide, and small particulate matter, which reduce transportation-related emissions.
Highway Safety Improvement Program (HSIP)	Implementation of infrastructure-related highway safety improvements
National Highway Performance Program (NHPP)	Improvements to interstate routes, major urban and rural arterials, connectors to major intermodal facilities, and the national defense network. Also includes replacing or rehabilitating any public bridge, and resurfacing, restoring, and rehabilitating routes on the Interstate Highway System.
Surface Transportation Block Grant (STBG)	A broad range of surface transportation capital needs, including roads; transit, sea, and airport access; and vanpool, bicycle, and pedestrian facilities.
Transportation Alternatives Program (TAP)	Construction of infrastructure-related projects (for example, sidewalk, crossing, and on-road bicycle facility improvements).
Bridge Replacement and Rehabilitation Program (BR)	Replacement or repair of bridges on or off the federal aid system.
Ferry Boat Program (FBP)	Project to construct ferry boats and ferry terminal facilities.
National Highway Freight Program (NHFP)	Projects that improve the efficient movement of freight on the National Highway Freight Network
Non Federal Aid (NFA)	These projects are not funded with federal dollars. Typically, projects in this category are funded through state bonding, and are generally state maintenance projects.
Federal Lands Access Program (FLAP)	Improvements to transportation facilities that provide access to, are adjacent to, or located within Federal lands.
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program	Funding for resiliency improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.
Transportation Bond Bill Funding	The Massachusetts Legislature passes transportation bond bills to provide state resources for investments in transportation. The Commonwealth can issue bonds to support capital expenditures, including matching funds for federally-funded STIP investments, both highway and transit and Chapter 90 funds for local projects.
Carbon Reduction Program (CRP)	Projects that reduce transportation emissions or the development of carbon reduction strategies.

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

Safe Streets and Roads for All
Competitive grant program provides funding to local governments, MPOs and federally recognized tribes, to support efforts to advance comprehensive safety plans or "Vision Zero" plans to reduce crashes and fatalities. Barnstable County (Cape Cod Commission) was awarded a Safe Streets and Roads for All planning grant on January 31, 2023 to prepare a Safety Action Plan for the region. The Town of Barnstable was awarded a supplemental planning grant in 2024 to conduct 14 Road Safety Audits.

Strengthening Mobility and Revolutionizing Transportation (SMART)
Program provides grants to eligible public sector agencies to conduct demonstration projects focused on advanced smart community technologies and systems in order to improve transportation efficiency and safety. MassDOT was awarded a $1,950,000 FY2022 SMART grant to plan, permit, and design a smart microgrid system at the Cape Cod Gateway Airport in Barnstable, MA. MassDOT was also awarded a $1,979,615 FY2022 SMART grant to use drone technology for environmental sensing along existing railroad infrastructure to improve rail safety on Cape Cod.

National Infrastructure Project Assistance (MEGA)
Competitive grant program supports multi-modal, multi-jurisdictional projects of regional or national significance. MassDOT and the Army Corp of Engineers were awarded a $372 million grant under the MEGA program for the Sagamore Bridge replacement project. This award includes FY 2025 and FY 2026 MEGA funding.

Bridge Formula Program
The Bridge Formula Program authorizes funds related to bridge investments, such as replacement, rehabilitation, preservation, protection and construction. MassDOT and the Army Corp of Engineers were awarded a $993 million grant under the FY2024 BIP program for the Sagamore Bridge replacement project.

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

Better Utilizing Investments to Leverage Development (BUILD)
A discretionary grant program aimed to assist communities with projects with significant

local or regional impact. The Town of Yarmouth submitted a BUILD grant in January 2025 for the Route 28 Corridor Improvement project.

Table 14. Federal Transit Funding Administration Programs

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

For federal fiscal years 2027-2031 the anticipated available funding from the Federal Highway Administration with the state match is presented in Table 15.

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

YEAR	TOTAL
2026	$16,332,649
2027	$16,585,654
2028	$16,843,720
2029	$16,619,780
2030	$16,985,705
Total	$83,367,508

For federal fiscal years 2027-2031 the anticipated available funding from the Federal Transit Administration with the state match is presented in Table 16.

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

YEAR	TOTAL
2026	$44,013,335
2027	$97,745,054
2028	$35,462,190
2029	$35,543,666
2030	$31,901,496
Total	$244,665,741

Chapter 4: TIP Project Map and Descriptions

Map of Funded Highway Projects

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

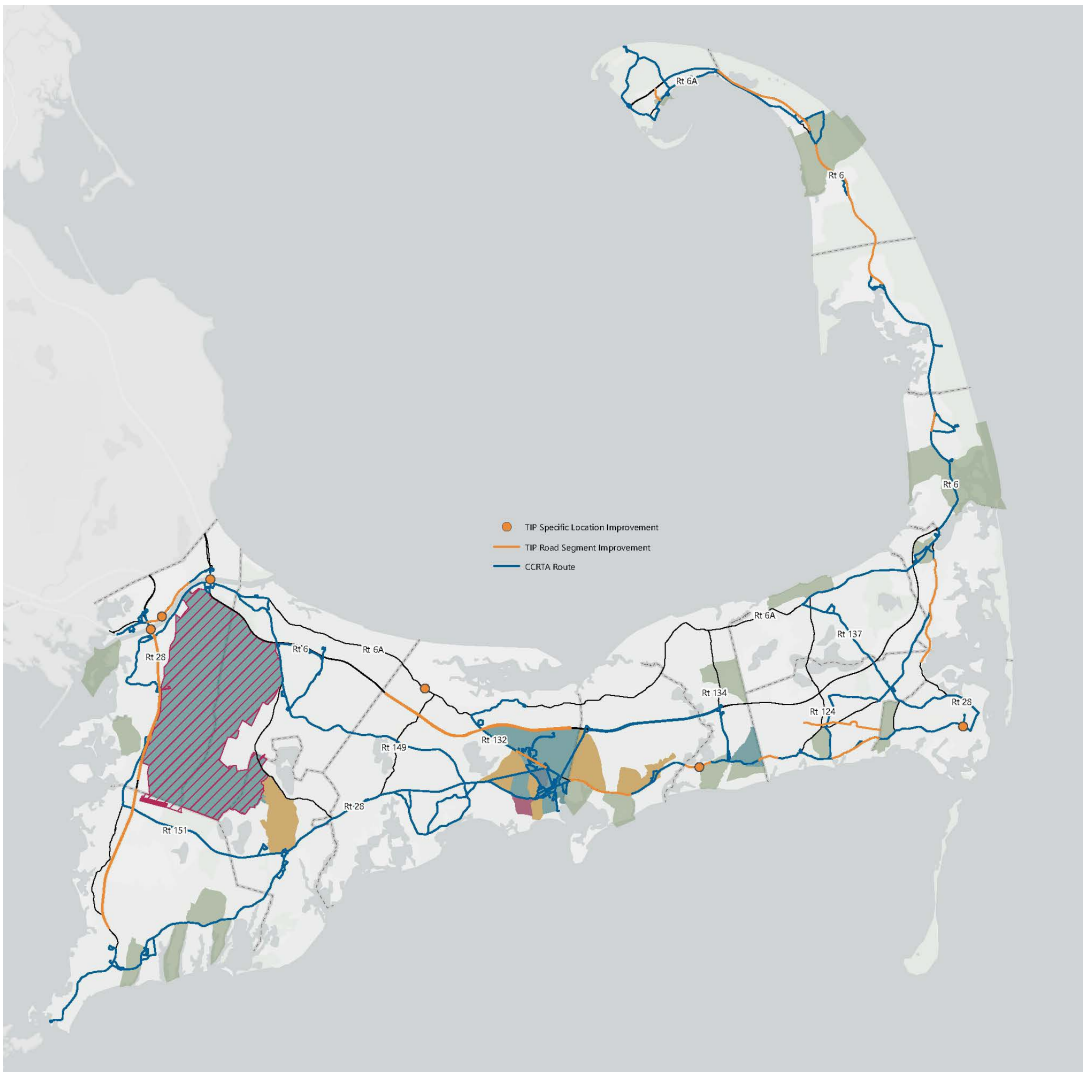


Figure 8. Map of Funded Highway Projects

Description of Funded Highway Projects

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

Cape Cod Bicycle Rack Program (S13462)

Reimbursement program for towns and other eligible public agencies to install bicycle racks and other bicycle parking equipment on public property in the region.

Cape Cod Safety Equipment Program (#S13478)

Reimbursement program for towns to install safety related equipment and signage on roadways to help support safety for all roadway users.

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

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

Bourne, Median Installation on Route 6 (#606082)

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

Provincetown, Shank Painter Road Improvements (#608744)

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

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

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

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

This project is at the 25% design phase. This resurfacing project will improve the pavement serviceability, condition and roadway safety. The project also includes striping of bicycle tolerant shoulders and may also include a road diet for one section.

Dennis, Route 28 Streetscape Improvements (#608196)

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

Harwich, Old Colony Rail Trail Modernization (#613278)

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

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

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

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

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

Yarmouth, Route 28 Corridor Improvements (#608196)

The project consists of corridor improvements on Route 28 in Yarmouth, as well as upgrading the sidewalks, crosswalks and the construction of a shared use path on the southern side of Route 28. The project limits run from the Yarmouth Road intersection in

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

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

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

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

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

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

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

Harwich, Pavement Preservation on Route 28 (#616339)

This project is in the preliminary design phase. This approximately two mile pavement preservation project will improve the pavement serviceability, condition and roadway safety on Route 28 from Freeman Street to the Chatham town line.

Barnstable, Corridor Improvements on Route 132 (#612960)

The Route 132 corridor project extends a distance of 1.2 miles from Bearses Way easterly to the Airport Rotary within the town-owned portion of this roadway. There is a general lack of existing multimodal accommodations on this corridor which will be addressed with this project. Intersection safety upgrades at three intersections will be proposed as well as improvements to the roadway surface and drainage.

Eastham/Wellfleet, Rehabilitation on Route 6 (#614231)

The Route 6 corridor project extends from Brackett Road northerly to Nauset Road and will include intersection reconstruction, installation of a median to improve safety on this four-lane roadway. Multimodal accommodations including sidewalks, crosswalks and a new shared use path are proposed.

Cape Cod Canal Bridges Program (#S13268)

The Bourne and Sagamore Bridges provide the only vehicle crossings of the Cape Cod Canal for motorists, pedestrians, bicyclists, and goods. The bridges have served as a vital economic link to Cape Cod since they were first opened to traffic in 1935. The

United States Army Corps of Engineers (USACE) owns and maintains the Cape Cod Canal, areas surrounding the canal, and the Bourne, Sagamore, and Railroad Bridges. The Massachusetts Department of Massachusetts (MassDOT) owns and maintains most of the roadway infrastructure approaching the Bourne and Sagamore Bridges.

At the time of adoption of this plan, MassDOT, in partnership with the Federal Highway Administration (FHWA) and the New England District of the USACE, is advancing the Cape Cod Bridges Program (Program) in the town of Bourne, Barnstable County, Massachusetts. The Program proposes replacement of the Bourne and Sagamore highway bridges and reconfiguration of the highway approach networks north and south of the Cape Cod Canal to align with the replacement highway bridges. The replacement bridges, and their interchange approaches will accommodate shared use pedestrian and bicycle paths that connect to the local roadway network on both sides of Cape Cod Canal in the town of Bourne. More information on the Program can be found at www.mass.gov/cape-bridges

The estimated construction costs—including replacement of the bridge and interchange improvements, rights-of-way, utilities, preliminary engineering, and escalation and contingencies— are $2.14 billion for Sagamore Bridge and $2.4 billion for Bourne Bridge. The Program's total estimated construction cost is $4.54 billion. The Sagamore Bridge Replacement is fully funded with $1.37 billion from federal grants, $350 million from the USACE, and approximately $430 million from the Commonwealth of Massachusetts.

MassDOT and the USACE are actively involved in identifying funding for the Bourne Bridge Replacement. Funding for the Bourne Bridge Replacement is reasonably expected to be available through a similar combination of state and federal sources.

A summary table in Chapter 5 presents funding schedule for the Sagamore Bridge Replacement including years outside of this TIP.

Description of Funded Transit Projects

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

The CCRTA offers many types of services that cater to many different customer types including provides year-round and seasonal fixed-route services and a variety of demand response services. There is emphasis on providing transportation to the transit dependent demographics on Cape Cod, including the elderly and individuals with disabilities. In June 2026, the CCRTA instituted fare free on all their fixed transit routes which has assisted to increase transit ridership. The fare free initiative is funded by the Massachusetts Fair Share Amendment.

Year-round fixed route service is offered on major roads. Stops are positioned to provide mobility and convenience for customers. Passengers may also flag down the bus between scheduled stops along the route. The FLEX route is a hybrid, which allows passengers to request a pick-up or drop off location up to ¾ of a mile from the designated route. The routes with the highest ridership are the H2O and Sealine, which travel on Route 28. Some of the fixed routes show ridership that changes seasonally, such as the FLEX route, but others show more steady year round use, including the Sandwich Line, Hyannis Crosstown and Barnstable Villager. The Sandwich Line and the Bourne Run have been meeting the fixed-route needs of previously unserved areas. The newest service is the Buzzards Bay Connector, which is a high frequency service area within Buzzards Bay/ Sagamore that was created from an overlap of existing services (Sandwich Line and Bourne Run). The high frequency service area exists between the Buzzards Bay Train Station and the Bourne Market Basket via Main St. and the Scenic Highway. Figure 9 shows the agencies year-round, fixed-route services.

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

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

and the Boston Hospital Transportation. As a result of an evolving transportation landscape, caused by the emergence of new technology and on-demand ride-hailing services such as Uber and Lyft, the Cape Cod Regional Transit Authority (CCRTA) developed a microtransit mobility option of their own called SmartDART. SmartDART is an on-demand, app-based service, that allows customers to request a maximum 10-mile trip in real-time using their smartphones. SmartDART is now currently available to all 15 Cape Cod communities.

Regional service is also supplemented by Peter Pan Bus Lines and Plymouth and Brockton Bus Lines who offer inter-city route connections to Boston, MA and Providence, RI. Additionally, the CCRTA works collaboratively with the Steamship Authority as a subrecipient of FTA funds. The Steamship Authority was established by the Massachusetts legislature to provide for “adequate transportation of persons and necessaries of life for the Islands of Nantucket and Martha's Vineyard.” The Steamship Authority provides the only ferry service for Martha’s Vineyard and Nantucket that carries both passengers and vehicles, including commercial freight trucks. The Steamship Authority uses FTA funding towards eligible expenses such as preventive maintenance on their ferry routes which are classified as commuter routes by FTA.



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

Chapter 5: TIP Project Listing/Financial Plan

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

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

Summary of Funding for Cape Cod Highway and Transit Projects

The Cape Cod federal aid target amounts, from Federal Highway Administration sources through the Commonwealth of Massachusetts, Massachusetts Department of Transportation, based on approximately 4.6% of the statewide amounts, are presented in Table 17, along with the current amount programmed and unprogrammed amounts. Projects programmed in years 2027-2031 reflect 2027 cost estimates. An inflation rate of 4% per year is added to project cost estimates in years 2027-2031, and therefore, the project cost estimates are by Year of Expenditure (YOE) for the target projects.

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

YEAR	TOTAL FEDERAL AID	AMOUNT PROGRAMMED	AMOUNT UNPROGRAMMED
2027	$16,332,649	$16,332,649	$0
2028	$16,585,654	$16,585,654	$0
2029	$16,843,720	$16,843,720	$0
2030	$16,619,780	$16,619,780	$0
2031	$16,985,705	$16,985,705	$0
Total	$83,367,508	$83,367,508	$0

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

In addition to funding highway projects, a significant amount of TIP funding is allocated for public transportation. Table 18 presents the Cape Cod federal aid target amounts, from Federal Transit Administration (FTA) sources, and the current programmed amounts. Transit revenues are forecast based on known allocations. If additional

funding becomes available, then the TIP is updated accordingly. As shown below, transit projects programmed in the TIP are financially constrained to available resources and they have been reviewed and approved for programming by MassDOT Rail & Transit, and the MassDOT Office of Transportation Planning.

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

YEAR	TOTAL FEDERAL AID	AMOUNT PROGRAMMED	AMOUNT UNPROGRAMMED
2027	$54,760,267	$54,760,267	$0
2028	$30,467,548	$30,467,548	$0
2029	$29,133,738	$29,133,738	$0
2030	$29,467,206	$29,467,206	$0
2031	$33,663,200	$33,663,200	$0
Total	$177,491,959	$177,491,959	$0

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

Table 19 shows the programming amounts for both highway and transit projects provided from the TIP excluding funding associated with the Cape Cod Bridges Program. The highway totals include statewide projects outside of the Cape Cod TIP Target such as specific bridge and resurfacing projects. Table 20 shows a summary of the funding categories of the 2027-2031 Cape Cod TIP projects.

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

YEAR	HIGHWAY	TRANSIT	TOTAL
2027		$44,013,335	
2028		$97,745,054	
2029		$35,462,190	
2030		$35,543,666	
2031		$31,901,496	
Total		$244,665,741	

Table 20. Summary of Cape Cod FFY 2027-2031 TIP Funding Categories

Funding Category	2027	2028	2029	2030	2031
NHPP	$28,345,089	$43,381,822	$6,642,277	$21,713,772	$9,409,725
HPP		$480,519			
CMAQ	$3,186,229	$3,200,000	$4,675,367	$4,500,000	
HSIP		$4,153,231	$3,000,000	$3,500,000	$1,500,000
STBG	$12,346,420	$12,385,654	$9,455,879	$8,063,153	$14,917,946
TAP	$800,000	$1,000,000	$1,000,000	$556,627	$567,759
HIP-BR					
PRCT		$8,849,985	$1,305,698		
NFA	$7,200,000	$22,100,000	$27,700,000	$29,100,000	$29,100,000
BIP	$3,200,000	$103,200,000	$131,000,000	$136,600,000	$136,600,000
MEGA	$25,500,000	$34,400,000	$47,200,000	$45,800,000	$45,800,000
Subtotal FHWA/State	**$80,577,738**	**$233,151,211**	**$231,979,221**	**$249,833,552**	**$237,895,430**
5307	$11,724,650	$55,769,600	$5,625,000	$11,617,850	$8,648,401
5337	$5,000,000	$5,000,000	$5,000,000	$5,000,000	$5,000,000
5339	$2,103,215				
State (SCA)	$7,823,774	$8,019,369	$8,219,853	$8,425,350	$8,635,901
VWSF	$1,244,800				
RTA Capital	$619,500	$400,216	$327,984	$1,080,466	$197,194
Local Funding (LF)	$1,550,000	$1,550,000	$1,450,000	$1,250,000	$1,250,000
TDC	$243,322	$12,387,000			
Other Funding (OF)	$14,948,874	$14,618,869	$14,839,353	$8,170,000	$8,170,000
Subtotal FTA/State	**$44,013,335**	**$97,745,054**	**$35,462,190**	**$35,543,666**	**$31,901,496**
Grand Total	**$124,591,073**	**$330,896,265**	**$267,441,411**	**$285,377,218**	**$269,796,926**

The list of specific regional TIP and statewide STIP projects to occur on Cape Cod over the next five years (2027-2031) is presented on the following pages. Additionally, a list

of interregional projects that are slated to occur between Cape Cod and adjacent regions are included in the project listing. Also, the BIL apportionment for Ferry Boat Program funds were not available during TIP development. CCMPO Staff and the Steamship Authority are working together and will initiate an amendment once FBP and FTA apportionment amounts are known.

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

Cape Cod Region Program

STIP: 2027 - 2031 (D)

Program	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Total Programmed Funds	Federal Funds	Non-Federal Funds	Other Information
Federal Fiscal Year 2027										
Section 1A / Regionally Prioritized Projects							$16,332,649	$13,066,119	$3,266,530	
Roadway Reconstruction	608742	Cape Cod	Multiple	DENNIS- HARWICH- RECONSTRUCTION & RELATED WORK ON MAIN STREET (ROUTE 28), FROM UPPER COUNTY ROAD TO THE HERRING RIVER BRIDGE	5	STBG	$4,186,748	$3,349,398	$837,350	AC 2025-2027; Municipality is TAP proponent; CMAQ approved; TFPC $15,508,829; CMAQ - $1,000,000; STBG - $14,208,829; TAP - $300,000
Roadway Reconstruction	608744	Cape Cod	Provincetown	PROVINCETOWN- CORRIDOR IMPROVEMENTS AND RELATED WORK ON SHANK PAINTER ROAD, FROM ROUTE 6 TO BRADFORD STREET	5	CMAQ	$2,500,000	$2,000,000	$500,000	Municipality is TAP Proponent; AC 2026-2027; CMAQ approved; TFPC $18,117,826; Funding CMAQ - $3,646,285; STBG - $12,701,541; TAP - $1,300,000; FLAP - $470k (Statewide, 100% FA)
Roadway Reconstruction	608744	Cape Cod	Provincetown	PROVINCETOWN- CORRIDOR IMPROVEMENTS AND RELATED WORK ON SHANK PAINTER ROAD, FROM ROUTE 6 TO BRADFORD STREET	5	STBG	$8,159,672	$6,527,738	$1,631,934	Municipality is TAP Proponent; AC 2026-2027; CMAQ approved; TFPC $18,117,826; Funding CMAQ - $3,646,285; STBG - $12,701,541; TAP - $1,300,000; FLAP - $470k (Statewide, 100% FA)
Roadway Reconstruction	608744	Cape Cod	Provincetown	PROVINCETOWN- CORRIDOR IMPROVEMENTS AND RELATED WORK ON SHANK PAINTER ROAD, FROM ROUTE 6 TO BRADFORD STREET	5	TAP	$800,000	$640,000	$160,000	Municipality is TAP Proponent; AC 2026-2027; CMAQ approved; TFPC $18,117,826; Funding CMAQ - $3,646,285; STBG - $12,701,541; TAP - $1,300,000; FLAP - $470k (Statewide, 100% FA)
Bicycle and Pedestrian	S13462	Cape Cod		Cape Cod Bicycle Rack Program		CMAQ	$100,000	$80,000	$20,000	$100,000 CMAQ
Bicycle and Pedestrian	S13478	Cape Cod		Cape Cod Safety Equipment Program		CMAQ	$586,229	$468,983	$117,246	$586,229 CMAQ
						CMAQ Programmed	$3,186,229	$2,548,983	$637,246	
						STBG Programmed	$12,346,420	$9,877,136	$2,469,284	
						TAP Programmed	$800,000	$640,000	$160,000	
						Total Programmed for Cape Cod Region Projects*	$16,332,649	$13,066,119	$3,266,530	
						Program Target for Cape Cod Region Projects	$16,332,649	$13,066,119	$3,266,530	
						Target Funds Available for Cape Cod Region Projects	$0	$0	$0	
Section 1B / Earmark or Discretionary Grant Funded Projects							$28,700,000	$28,700,000	$0	
Earmark Discretionary	S13268	Cape Cod	Bourne	BOURNE- THE CAPE COD BRIDGE PROGRAM COMPRISES THE REPLACEMENT OF THE SAGAMORE AND BOURNE BRIDGES. THE PHASE 1 CONSTRUCTION PROJECT INCLUDES BRIDGE REPLACEMENT, B-17005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)	5	BIP	$3,200,000	$3,200,000	$0	Reference Project 608020 in MassDOT Project Information for further Cape Cod Bridge Program detail. The total cost does not reflect contracts that are 100% state-funded that count as the match.

Only includes funds counting against obligation authority

Reported Date:



										STIP: 2027 - 2031 (D)
Earmark Discretionary	S13268	Cape Cod	Bourne	BOURNE- THE CAPE COD BRIDGE PROGRAM COMPRISES THE REPLACEMENT OF THE SAGAMORE AND BOURNE BRIDGES. THE PHASE 1 CONSTRUCTION PROJECT INCLUDES BRIDGE REPLACEMENT, B-17005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)	5	MEGA	$25,500,000	$25,500,000	$0	Reference Project 608020 in MassDOT Project Information for further Cape Cod Bridge Program detail. The total cost does not reflect contracts that are 100% state-funded that count as the match.
Section 2B / State Prioritized Modernization Projects								$28,345,089	$22,676,071	$5,669,018	
Roadway Reconstruction	606082	Cape Cod	Bourne	BOURNE- MEDIAN INSTALLATION ON ROUTE 6 (SCENIC HIGHWAY)	5	NHPP	$28,345,089	$22,676,071	$5,669,018	TFPC - $39,449,256; AC 2025-2037; CMAQ approved;
Section 3A / Non-Federal Aid Funded							$7,200,000	$0	$7,200,000	
NFA	S13268	Cape Cod	Bourne	BOURNE- THE CAPE COD BRIDGE PROGRAM COMPRISES THE REPLACEMENT OF THE SAGAMORE AND BOURNE BRIDGES. THE PHASE 1 CONSTRUCTION PROJECT INCLUDES BRIDGE REPLACEMENT, B-17005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)	5	NFA	$7,200,000	$0	$7,200,000	Reference Project 608020 in MassDOT Project Information for further Cape Cod Bridge Program detail. The total cost does not reflect contracts that are 100% state-funded that count as the match.

Cape Cod Region Program

STIP: 2027 - 2031 (D)

Program	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Total Programmed Funds	Federal Funds	Non-Federal Funds	Other Information
Federal Fiscal Year 2028										
Section 1A / Regionally Prioritized Projects							$16,585,654	$13,268,523	$3,317,131	
Roadway Reconstruction	607405	Cape Cod	Chatham	CHATHAM- INTERSECTION IMPROVEMENTS & RELATED WORK AT MAIN STREET (ROUTE 28), DEPOT ROAD, QUEEN ANNE ROAD AND CROWELL ROAD	5	CMAQ	$1,200,000	$960,000	$240,000	TFPC $4,940,511; CMAQ approved; STBG - $3,740,511; CMAQ - $1,200,000
Roadway Reconstruction	607405	Cape Cod	Chatham	CHATHAM- INTERSECTION IMPROVEMENTS & RELATED WORK AT MAIN STREET (ROUTE 28), DEPOT ROAD, QUEEN ANNE ROAD AND CROWELL ROAD	5	STBG	$3,740,511	$2,992,409	$748,102	TFPC $4,940,511; CMAQ approved; STBG - $3,740,511; CMAQ - $1,200,000
Roadway Reconstruction	608196	Cape Cod	Dennis	DENNIS- CORRIDOR AND STREETSCAPE IMPROVEMENTS ON MAIN STREET (ROUTE 28), FROM UNCLE BARNEYS ROAD TO OLD MAIN STREET (PHASE 2)	5	CMAQ	$2,000,000	$1,600,000	$400,000	AC 2028-2029; Municipality is TAP proponent; CMAQ approved; TFPC $23,313,496; STBG - $16,813,496; TAP - $2,000,000; CMAQ - $4,500,000
Roadway Reconstruction	608196	Cape Cod	Dennis	DENNIS- CORRIDOR AND STREETSCAPE IMPROVEMENTS ON MAIN STREET (ROUTE 28), FROM UNCLE BARNEYS ROAD TO OLD MAIN STREET (PHASE 2)	5	STBG	$8,645,143	$6,916,114	$1,729,029	AC 2028-2029; Municipality is TAP proponent; CMAQ approved; TFPC $23,313,496; STBG - $16,813,496; TAP - $2,000,000; CMAQ - $4,500,000
Roadway Reconstruction	608196	Cape Cod	Dennis	DENNIS- CORRIDOR AND STREETSCAPE IMPROVEMENTS ON MAIN STREET (ROUTE 28), FROM UNCLE BARNEYS ROAD TO OLD MAIN STREET (PHASE 2)	5	TAP	$1,000,000	$800,000	$200,000	AC 2028-2029; Municipality is TAP proponent; CMAQ approved; TFPC $23,313,496; STBG - $16,813,496; TAP - $2,000,000; CMAQ - $4,500,000
						CMAQ Programmed	$3,200,000	$2,560,000	$640,000	
						STBG Programmed	$12,385,654	$9,908,523	$2,477,131	
						TAP Programmed	$1,000,000	$800,000	$200,000	
						Total Programmed for Cape Cod Region Projects*	$16,585,654	$13,268,523	$3,317,131	
						Program Target for Cape Cod Region Projects	$16,585,654	$13,268,523	$3,317,131	
						Target Funds Available for Cape Cod Region Projects	$0	$0	$0	
Section 1B / Earmark or Discretionary Grant Funded Projects							$138,080,519	$137,984,415	$96,104	
Earmark Discretionary	608819	Cape Cod	Barnstable	BARNSTABLE- RESURFACING AND RELATED WORK ON ROUTE 6	5	HPP	$480,519	$384,415	$96,104	TFPC - $27,021,618; AC 2028-2029; Federal earmark MA140 repurposed as part of FY25 repurposing process
Earmark Discretionary	S13268	Cape Cod	Bourne	BOURNE- THE CAPE COD BRIDGE PROGRAM COMPRISES THE REPLACEMENT OF THE SAGAMORE AND BOURNE BRIDGES. THE PHASE 1 CONSTRUCTION PROJECT INCLUDES BRIDGE REPLACEMENT, B-17005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)	5	BIP	$5,000,000	$5,000,000	$0	Reference Project 608020 in MassDOT Project Information for further Cape Cod Bridge Program detail. The total cost does not reflect contracts that are 100% state-funded that count as the match.

Only includes funds counting against obligation authority
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										STIP: 2027 - 2031 (D)	
Earmark Discretionary	S13268	Cape Cod	Bourne	BOURNE- THE CAPE COD BRIDGE PROGRAM COMPRISES THE REPLACEMENT OF THE SAGAMORE AND BOURNE BRIDGES. THE PHASE 1 CONSTRUCTION PROJECT INCLUDES BRIDGE REPLACEMENT, B-17005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)	5	BIP	$98,200,000	$98,200,000	$0	Reference Project 608020 in MassDOT Project Information for further Cape Cod Bridge Program detail. The total cost does not reflect contracts that are 100% state-funded that count as the match.	$103,200,000
Earmark Discretionary	S13268	Cape Cod	Bourne	BOURNE- THE CAPE COD BRIDGE PROGRAM COMPRISES THE REPLACEMENT OF THE SAGAMORE AND BOURNE BRIDGES. THE PHASE 1 CONSTRUCTION PROJECT INCLUDES BRIDGE REPLACEMENT, B-17005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)	5	MEGA	$34,400,000	$34,400,000	$0	Reference Project 608020 in MassDOT Project Information for further Cape Cod Bridge Program detail. The total cost does not reflect contracts that are 100% state-funded that count as the match.	
Section 2A / State Prioritized Reliability Projects							$36,385,038	$29,523,354	$6,861,685		
Non-Interstate Pavement	608819	Cape Cod	Barnstable	BARNSTABLE- RESURFACING AND RELATED WORK ON ROUTE 6	5	NHPP	$23,381,822	$18,705,458	$4,676,364	TFPC - $27,021,618; AC 2028-2029; Federal earmark MA140 repurposed as part of FY25 repurposing process	
Safety Improvements	614273	Multiple		STATEWIDE- SYSTEMIC SAFETY IMPROVEMENTS WITH RRFBS AT MULTIPLE LOCATIONS	2	HSIP	$4,153,231	$3,737,908	$415,323	Installation of RRFBs at 34 locations statewide	
Highway Resiliency Improvement Program	612032	Cape Cod	Multiple	TRURO- WELLFLEET- RESURFACING AND RELATED WORK ON ROUTE 6	5	PRCT	$8,849,985	$7,079,988	$1,769,997	TFPC - $28,849,985	
Section 2B / State Prioritized Modernization Projects							$20,000,000	$16,000,000	$4,000,000		
Roadway Reconstruction	612032	Cape Cod	Multiple	TRURO- WELLFLEET- RESURFACING AND RELATED WORK ON ROUTE 6	5	NHPP	$20,000,000	$16,000,000	$4,000,000	TFPC - $28,849,985	
Section 3A / Non-Federal Aid Funded							$22,100,000	$0	$22,100,000		
NFA	S13268	Cape Cod	Bourne	BOURNE- THE CAPE COD BRIDGE PROGRAM COMPRISES THE REPLACEMENT OF THE SAGAMORE AND BOURNE BRIDGES. THE PHASE 1 CONSTRUCTION PROJECT INCLUDES BRIDGE REPLACEMENT, B-17005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)	5	NFA	$1,300,000	$0	$1,300,000	Reference Project 608020 in MassDOT Project Information for further Cape Cod Bridge Program detail. The total cost does not reflect contracts that are 100% state-funded that count as the match.	

**Only includes funds counting against obligation authority*
Reported Date:



STIP: 2027 - 2031 (D)

NFA	S13268	Cape Cod	Bourne	BOURNE- THE CAPE COD BRIDGE PROGRAM COMPRISES THE REPLACEMENT OF THE SAGAMORE AND BOURNE BRIDGES. THE PHASE 1 CONSTRUCTION PROJECT INCLUDES BRIDGE REPLACEMENT, B-17005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)	5	NFA	$20,800,000	$0	$20,800,000	Reference Project 608020 in MassDOT Project Information for further Cape Cod Bridge Program detail. The total cost does not reflect contracts that are 100% state-funded that count as the match.

Cape Cod Region Program

STIP: 2027 - 2031 (D)

Program	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Total Programmed Funds	Federal Funds	Non-Federal Funds	Other Information
Federal Fiscal Year 2029										
Section 1A / Regionally Prioritized Projects							$16,843,720	$13,774,976	$3,068,744	
Roadway Reconstruction	608196	Cape Cod	Dennis	DENNIS- CORRIDOR AND STREETSCAPE IMPROVEMENTS ON MAIN STREET (ROUTE 28), FROM UNCLE BARNEYS ROAD TO OLD MAIN STREET (PHASE 2)	5	CMAQ	$2,500,000	$2,000,000	$500,000	AC 2028-2029; Municipality is TAP proponent; CMAQ approved; TFPC $23,313,496; STBG - $16,813,496; TAP - $2,000,000; CMAQ - $4,500,000
Roadway Reconstruction	608196	Cape Cod	Dennis	DENNIS- CORRIDOR AND STREETSCAPE IMPROVEMENTS ON MAIN STREET (ROUTE 28), FROM UNCLE BARNEYS ROAD TO OLD MAIN STREET (PHASE 2)	5	STBG	$8,168,353	$6,534,682	$1,633,671	AC 2028-2029; Municipality is TAP proponent; CMAQ approved; TFPC $23,313,496; STBG - $16,813,496; TAP - $2,000,000; CMAQ - $4,500,000
Roadway Reconstruction	608196	Cape Cod	Dennis	DENNIS- CORRIDOR AND STREETSCAPE IMPROVEMENTS ON MAIN STREET (ROUTE 28), FROM UNCLE BARNEYS ROAD TO OLD MAIN STREET (PHASE 2)	5	TAP	$1,000,000	$800,000	$200,000	AC 2028-2029; Municipality is TAP proponent; CMAQ approved; TFPC $23,313,496; STBG - $16,813,496; TAP - $2,000,000; CMAQ - $4,500,000
Non-Interstate Pavement	608264	Cape Cod	Yarmouth	YARMOUTH- CORRIDOR IMPROVEMENTS ON ROUTE 28	5	CMAQ	$2,175,367	$1,740,294	$435,073	RSA completed; CMAQ approved; Project to be AC 2029-2031; TFPC $31,204,872; HSIP - $6,500,000; CMAQ - $6,675,367; STBG - $8,063,153; NHPP - $9,409,725; TAP - $556,627
Non-Interstate Pavement	608264	Cape Cod	Yarmouth	YARMOUTH- CORRIDOR IMPROVEMENTS ON ROUTE 28	5	HSIP	$3,000,000	$2,700,000	$300,000	RSA completed; CMAQ approved; Project to be AC 2029-2031; TFPC $31,204,872; HSIP - $6,500,000; CMAQ - $6,675,367; STBG - $8,063,153; NHPP - $9,409,725; TAP - $556,627
						CMAQ Programmed	$4,675,367	$3,740,294	$935,073	
						HSIP Programmed	$3,000,000	$2,700,000	$300,000	
						STBG Programmed	$8,168,353	$6,534,682	$1,633,671	
						TAP Programmed	$1,000,000	$800,000	$200,000	
						Total Programmed for Cape Cod Region Projects*	$16,843,720	$13,774,976	$3,068,744	
						Program Target for Cape Cod Region Projects	$16,843,720	$13,474,976	$3,368,744	
						Target Funds Available for Cape Cod Region Projects	$0	-$300,000	$300,000	
Section 1B / Earmark or Discretionary Grant Funded Projects							$183,800,000	$183,800,000	$0	
Earmark Discretionary	S13268	Cape Cod	Bourne	BOURNE- THE CAPE COD BRIDGE PROGRAM COMPRISES THE REPLACEMENT OF THE SAGAMORE AND BOURNE BRIDGES. THE PHASE 1 CONSTRUCTION PROJECT INCLUDES BRIDGE REPLACEMENT, B-17005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)	5	BIP	$5,600,000	$5,600,000	$0	Reference Project 608020 in MassDOT Project Information for further Cape Cod Bridge Program detail. The total cost does not reflect contracts that are 100% state-funded that count as the match.

Only includes funds counting against obligation authority

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										STIP: 2027 - 2031 (D)	
Earmark Discretionary	S13268	Cape Cod	Bourne	BOURNE- THE CAPE COD BRIDGE PROGRAM COMPRISES THE REPLACEMENT OF THE SAGAMORE AND BOURNE BRIDGES. THE PHASE 1 CONSTRUCTION PROJECT INCLUDES BRIDGE REPLACEMENT, B-17005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)	5	BIP	$131,000,000	$131,000,000	$0	Reference Project 608020 in MassDOT Project Information for further Cape Cod Bridge Program detail. The total cost does not reflect contracts that are 100% state-funded that count as the match.	$136,600,000
Earmark Discretionary	S13268	Cape Cod	Bourne	BOURNE- THE CAPE COD BRIDGE PROGRAM COMPRISES THE REPLACEMENT OF THE SAGAMORE AND BOURNE BRIDGES. THE PHASE 1 CONSTRUCTION PROJECT INCLUDES BRIDGE REPLACEMENT, B-17005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)	5	MEGA	$1,400,000	$1,400,000	$0	Reference Project 608020 in MassDOT Project Information for further Cape Cod Bridge Program detail. The total cost does not reflect contracts that are 100% state-funded that count as the match.	
Earmark Discretionary	S13268	Cape Cod	Bourne	BOURNE- THE CAPE COD BRIDGE PROGRAM COMPRISES THE REPLACEMENT OF THE SAGAMORE AND BOURNE BRIDGES. THE PHASE 1 CONSTRUCTION PROJECT INCLUDES BRIDGE REPLACEMENT, B-17005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)	5	MEGA	$45,800,000	$45,800,000	$0	Reference Project 608020 in MassDOT Project Information for further Cape Cod Bridge Program detail. The total cost does not reflect contracts that are 100% state-funded that count as the match.	
Section 2A / State Prioritized Reliability Projects							$7,947,975	$6,488,950	$1,459,025		
Non-Interstate Pavement	608819	Cape Cod	Barnstable	BARNSTABLE- RESURFACING AND RELATED WORK ON ROUTE 6	5	NHPP	$3,159,277	$2,527,422	$631,855	TFPC - $27,021,618; AC 2028-2029; Federal earmark MA140 repurposed as part of FY25 repurposing process	
Highway Resiliency Improvement Program	613156	Cape Cod	Barnstable	BARNSTABLE- CULVERT REPLACEMENT ON ROUTE 6A OVER BOAT COVE CREEK	5	PRCT90	$1,305,698	$1,175,128	$130,570	TFPC - $1,305,698	
Non-Interstate Pavement	612052	Cape Cod	Multiple	HARWICH- ORLEANS- RESURFACING AND RELATED WORK ON ROUTE 28	5	NHPP	$3,483,000	$2,786,400	$696,600	TFPC - $3,483,000	
Section 2C / State Prioritized Expansion Projects							$1,287,526	$1,030,021	$257,505		
Bicycle and Pedestrian	613278	Cape Cod	Harwich	HARWICH- SAFETY IMPROVEMENTS AND RELATED WORK ON OLD COLONY TRAIL MODERNIZATION	5	STBG	$1,287,526	$1,030,021	$257,505	TFPC - $1,287,526	
Section 3A / Non-Federal Aid Funded							$27,700,000	$0	$27,700,000		

**Only includes funds counting against obligation authority*
Reported Date:



STIP: 2027 - 2031 (D)

NFA	S13268	Cape Cod	Bourne	BOURNE- THE CAPE COD BRIDGE PROGRAM COMPRISES THE REPLACEMENT OF THE SAGAMORE AND BOURNE BRIDGES. THE PHASE 1 CONSTRUCTION PROJECT INCLUDES BRIDGE REPLACEMENT, B-17005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)	5	NFA	$27,700,000	$0	$27,700,000	Reference Project 608020 in MassDOT Project Information for further Cape Cod Bridge Program detail. The total cost does not reflect contracts that are 100% state-funded that count as the match.

*Only includes funds counting against obligation authority
Reported Date:

Cape Cod Region Program

STIP: 2027 - 2031 (D)

Program	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Total Programmed Funds	Federal Funds	Non-Federal Funds	Other Information
Federal Fiscal Year 2030										
Section 1A / Regionally Prioritized Projects							$16,619,780	$13,645,824	$2,973,956	
Non-Interstate Pavement	608264	Cape Cod	Yarmouth	YARMOUTH- CORRIDOR IMPROVEMENTS ON ROUTE 28	5	CMAQ	$4,500,000	$3,600,000	$900,000	RSA completed; CMAQ approved; Project to be AC 2029-2031; TFPC $31,204,872; HSIP - $6,500,000; CMAQ - $6,675,367; STBG - $8,063,153; NHPP - $9,409,725; TAP - $556,627
Non-Interstate Pavement	608264	Cape Cod	Yarmouth	YARMOUTH- CORRIDOR IMPROVEMENTS ON ROUTE 28	5	HSIP	$3,500,000	$3,150,000	$350,000	RSA completed; CMAQ approved; Project to be AC 2029-2031; TFPC $31,204,872; HSIP - $6,500,000; CMAQ - $6,675,367; STBG - $8,063,153; NHPP - $9,409,725; TAP - $556,627
Non-Interstate Pavement	608264	Cape Cod	Yarmouth	YARMOUTH- CORRIDOR IMPROVEMENTS ON ROUTE 28	5	STBG	$8,063,153	$6,450,522	$1,612,631	RSA completed; CMAQ approved; Project to be AC 2029-2031; TFPC $31,204,872; HSIP - $6,500,000; CMAQ - $6,675,367; STBG - $8,063,153; NHPP - $9,409,725; TAP - $556,627
Non-Interstate Pavement	608264	Cape Cod	Yarmouth	YARMOUTH- CORRIDOR IMPROVEMENTS ON ROUTE 28	5	TAP	$556,627	$445,302	$111,325	RSA completed; CMAQ approved; Project to be AC 2029-2031; TFPC $31,204,872; HSIP - $6,500,000; CMAQ - $6,675,367; STBG - $8,063,153; NHPP - $9,409,725; TAP - $556,627
						CMAQ Programmed	$4,500,000	$3,600,000	$900,000	
						HSIP Programmed	$3,500,000	$3,150,000	$350,000	
						STBG Programmed	$8,063,153	$6,450,522	$1,612,631	
						TAP Programmed	$556,627	$445,302	$111,325	
						Total Programmed for Cape Cod Region Projects*	$16,619,780	$13,645,824	$2,973,956	
						Program Target for Cape Cod Region Projects	$16,619,780	$13,295,824	$3,323,956	
						Target Funds Available for Cape Cod Region Projects	$0	-$350,000	$350,000	
Section 1B / Earmark or Discretionary Grant Funded Projects							$182,400,000	$182,400,000	$0	
Earmark Discretionary	S13268	Cape Cod	Bourne	BOURNE- THE CAPE COD BRIDGE PROGRAM COMPRISES THE REPLACEMENT OF THE SAGAMORE AND BOURNE BRIDGES. THE PHASE 1 CONSTRUCTION PROJECT INCLUDES BRIDGE REPLACEMENT, B-17005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)	5	BIP	$5,600,000	$5,600,000	$0	Reference Project 608020 in MassDOT Project Information for further Cape Cod Bridge Program detail. The total cost does not reflect contracts that are 100% state-funded that count as the match.

Only includes funds counting against obligation authority

Reported Date:



Earmark Discretionary	S13268	Cape Cod	Bourne	BOURNE- THE CAPE COD BRIDGE PROGRAM COMPRISES THE REPLACEMENT OF THE SAGAMORE AND BOURNE BRIDGES. THE PHASE 1 CONSTRUCTION PROJECT INCLUDES BRIDGE REPLACEMENT, B-17005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)	5	BIP	$131,000,000	$131,000,000	$0	Reference Project 608020 in MassDOT Project Information for further Cape Cod Bridge Program detail. The total cost does not reflect contracts that are 100% state-funded that count as the match.
Earmark Discretionary	S13268	Cape Cod	Bourne	BOURNE- THE CAPE COD BRIDGE PROGRAM COMPRISES THE REPLACEMENT OF THE SAGAMORE AND BOURNE BRIDGES. THE PHASE 1 CONSTRUCTION PROJECT INCLUDES BRIDGE REPLACEMENT, B-17005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)	5	MEGA	$45,800,000	$45,800,000	$0	Reference Project 608020 in MassDOT Project Information for further Cape Cod Bridge Program detail. The total cost does not reflect contracts that are 100% state-funded that count as the match.
Section 2A / State Prioritized Reliability Projects							$21,713,772	$17,371,018	$4,342,754	
Non-Interstate Pavement	616339	Cape Cod	Harwich	HARWICH- PAVEMENT PRESERVATION ON SR28 (MM 13.78-15.98)	5	NHPP	$2,142,805	$1,714,244	$428,561	TFPC - $2,142,805
Non-Interstate Pavement	612063	Cape Cod	Bourne	BOURNE- RESURFACING AND RELATED WORK ON ROUTE 28	5	NHPP	$11,727,047	$9,381,638	$2,345,409	TFPC - $11,727,047
Non-Interstate Pavement	612111	Cape Cod	Falmouth	FALMOUTH- RESURFACING AND RELATED WORK ON ROUTE 28	5	NHPP	$7,843,920	$6,275,136	$1,568,784	TFPC - $7,843,920
Section 3A / Non-Federal Aid Funded							$29,100,000	$0	$29,100,000	
NFA	S13268	Cape Cod	Bourne	BOURNE- THE CAPE COD BRIDGE PROGRAM COMPRISES THE REPLACEMENT OF THE SAGAMORE AND BOURNE BRIDGES. THE PHASE 1 CONSTRUCTION PROJECT INCLUDES BRIDGE REPLACEMENT, B-17005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)	5	NFA	$1,400,000	$0	$1,400,000	Reference Project 608020 in MassDOT Project Information for further Cape Cod Bridge Program detail. The total cost does not reflect contracts that are 100% state-funded that count as the match.



STIP: 2027 - 2031 (D)

NFA	S13268	Cape Cod	Bourne	BOURNE- THE CAPE COD BRIDGE PROGRAM COMPRISES THE REPLACEMENT OF THE SAGAMORE AND BOURNE BRIDGES. THE PHASE 1 CONSTRUCTION PROJECT INCLUDES BRIDGE REPLACEMENT, B-17005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)	5	NFA	$27,700,000	$0	$27,700,000	Reference Project 608020 in MassDOT Project Information for further Cape Cod Bridge Program detail. The total cost does not reflect contracts that are 100% state-funded that count as the match.

Only includes funds counting against obligation authority
Reported Date:

Cape Cod Region Program

STIP: 2027 - 2031 (D)

Program	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Total Programmed Funds	Federal Funds	Non-Federal Funds	Other Information
Federal Fiscal Year 2031										
Section 1A / Regionally Prioritized Projects							$16,985,705	$13,738,564	$3,247,141	
Roadway Reconstruction	612960	Cape Cod	Barnstable	BARNSTABLE- CORRIDOR IMPROVEMENTS ON ROUTE 132, FROM BEARSES WAY TO THE AIRPORT ROTARY	5	HSIP	$1,500,000	$1,350,000	$150,000	RSA completed; Municipality is TAP proponent; Project to be AC 2031-2033; CMAQ analysis to be completed when all required inputs are available; TFPC $30,435,297; HSIP - $1,500,000; TAP - $567,759; STBG - $4,917,947
Roadway Reconstruction	612960	Cape Cod	Barnstable	BARNSTABLE- CORRIDOR IMPROVEMENTS ON ROUTE 132, FROM BEARSES WAY TO THE AIRPORT ROTARY	5	STBG	$4,917,946	$3,934,357	$983,589	RSA completed; Municipality is TAP proponent; Project to be AC 2031-2033; CMAQ analysis to be completed when all required inputs are available; TFPC $30,435,297; HSIP - $1,500,000; TAP - $567,759; STBG - $4,917,947
Roadway Reconstruction	612960	Cape Cod	Barnstable	BARNSTABLE- CORRIDOR IMPROVEMENTS ON ROUTE 132, FROM BEARSES WAY TO THE AIRPORT ROTARY	5	TAP	$567,759	$454,207	$113,552	RSA completed; Municipality is TAP proponent; Project to be AC 2031-2033; CMAQ analysis to be completed when all required inputs are available; TFPC $30,435,297; HSIP - $1,500,000; TAP - $567,759; STBG - $4,917,947
Roadway Reconstruction	614231	Cape Cod	Eastham	EASTHAM- WELLFLEET- REHABILITATION ON ROUTE 6, FROM BRACKETT ROAD TO VILLAGE LANE	5	STBG	$10,000,000	$8,000,000	$2,000,000	Project to be AC 2031-2033. CMAQ analysis to be completed when all required inputs are available; TFPC $30,160,218; STBG - $10,000,000
						HSIP Programmed	$1,500,000	$1,350,000	$150,000	
						STBG Programmed	$14,917,946	$11,934,357	$2,983,589	
						TAP Programmed	$567,759	$454,207	$113,552	
						Total Programmed for Cape Cod Region Projects*	$16,985,705	$13,738,564	$3,247,141	
						Program Target for Cape Cod Region Projects	$16,985,705	$13,588,564	$3,397,141	
						Target Funds Available for Cape Cod Region Projects	$0	-$150,000	$150,000	
Section 1B / Earmark or Discretionary Grant Funded Projects							$182,400,000	$182,400,000	$0	
Earmark Discretionary	S13268	Cape Cod	Bourne	BOURNE- THE CAPE COD BRIDGE PROGRAM COMPRISES THE REPLACEMENT OF THE SAGAMORE AND BOURNE BRIDGES. THE PHASE 1 CONSTRUCTION PROJECT INCLUDES BRIDGE REPLACEMENT, B-17005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)	5	BIP	$5,600,000	$5,600,000	$0	Reference Project 608020 in MassDOT Project Information for further Cape Cod Bridge Program detail. The total cost does not reflect contracts that are 100% state-funded that count as the match.

Only includes funds counting against obligation authority

Reported Date:



										STIP: 2027 - 2031 (D)
Earmark Discretionary	S13268	Cape Cod	Bourne	BOURNE- THE CAPE COD BRIDGE PROGRAM COMPRISES THE REPLACEMENT OF THE SAGAMORE AND BOURNE BRIDGES. THE PHASE 1 CONSTRUCTION PROJECT INCLUDES BRIDGE REPLACEMENT, B-17005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)	5	BIP	$131,000,000	$131,000,000	$0	Reference Project 608020 in MassDOT Project Information for further Cape Cod Bridge Program detail. The total cost does not reflect contracts that are 100% state-funded that count as the match.
Earmark Discretionary	S13268	Cape Cod	Bourne	BOURNE- THE CAPE COD BRIDGE PROGRAM COMPRISES THE REPLACEMENT OF THE SAGAMORE AND BOURNE BRIDGES. THE PHASE 1 CONSTRUCTION PROJECT INCLUDES BRIDGE REPLACEMENT, B-17005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)	5	MEGA	$45,800,000	$45,800,000	$0	Reference Project 608020 in MassDOT Project Information for further Cape Cod Bridge Program detail. The total cost does not reflect contracts that are 100% state-funded that count as the match.
Section 2B / State Prioritized Modernization Projects							$9,409,725	$7,527,780	$1,881,945	
Roadway Reconstruction	608264	Cape Cod	Yarmouth	YARMOUTH- CORRIDOR IMPROVEMENTS ON ROUTE 28	5	NHPP	$9,409,725	$7,527,780	$1,881,945	RSA completed; CMAQ approved; Project to be AC 2029-2031; TFPC $31,204,872; HSIP - $6,500,000; CMAQ - $6,675,367; STBG - $8,063,153; NHPP - $9,409,725; TAP - $556,627
Section 3A / Non-Federal Aid Funded							$29,100,000	$0	$29,100,000	
NFA	S13268	Cape Cod	Bourne	BOURNE- THE CAPE COD BRIDGE PROGRAM COMPRISES THE REPLACEMENT OF THE SAGAMORE AND BOURNE BRIDGES. THE PHASE 1 CONSTRUCTION PROJECT INCLUDES BRIDGE REPLACEMENT, B-17005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)	5	NFA	$1,400,000	$0	$1,400,000	Reference Project 608020 in MassDOT Project Information for further Cape Cod Bridge Program detail. The total cost does not reflect contracts that are 100% state-funded that count as the match.

**Only includes funds counting against obligation authority*
Reported Date:



										STIP: 2027 - 2031 (D)
NFA	S13268	Cape Cod	Bourne	BOURNE- THE CAPE COD BRIDGE PROGRAM COMPRISES THE REPLACEMENT OF THE SAGAMORE AND BOURNE BRIDGES. THE PHASE 1 CONSTRUCTION PROJECT INCLUDES BRIDGE REPLACEMENT, B-17005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM PHASE I)	5	NFA	$27,700,000	$0	$27,700,000	Reference Project 608020 in MassDOT Project Information for further Cape Cod Bridge Program detail. The total cost does not reflect contracts that are 100% state-funded that count as the match.
				Cape Cod Region Total Program Summary			$1,039,037,152	$883,395,615	$155,641,538	

Only includes funds counting against obligation authority
Reported Date:

Funding Schedule for Project S132268

Project Description: BOURNE- THE CAPE COD BRIDGE PROGRAM COMPRISES THE REPLACEMENT OF THE SAGAMORE AND BOURNE BRIDGES. THE PHASE 1 CONSTRUCTION PROJECT INCLUDES BRIDGE REPLACEMENT, B-17005, (ARF) (SAGAMORE BRIDGE), US 6 OVER THE CAPE COD CANAL, SANDWICH ROAD (ROUTE 6A) AND MCR/MBTA RAILROAD, INCLUDES REPLACEMENT OF B-17-027 ROUTE 3 OVER US 6 (CAPE COD BRIDGES PROGRAM)

Funded By	Phase	Program	Fund	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
Statewide	CON	Earmark Discretionary	BIP	0	0	0	98,200,000	131,000,000	131,000,000	131,000,000	131,000,000	131,000,000	131,000,000	$884,200,000
Statewide	CON	Earmark Discretionary	MEGA	0	0	0	34,400,000	45,800,000	45,800,000	45,800,000	45,800,000	45,800,000	45,800,000	$309,200,000
Statewide	CON	NFA	NFA	0	0	0	20,800,000	27,700,000	27,700,000	27,700,000	27,700,000	27,700,000	27,700,000	$187,000,000
Statewide	DGN	Earmark Discretionary	BIP	12,000,000	16,000,000	0	0	0	0	0	0	0	0	$28,000,000
Statewide	DGN	NFA	NFA	3,000,000	4,000,000	0	0	0	0	0	0	0	0	$7,000,000
Statewide	OT	Earmark Discretionary	BIP	2,400,000	2,400,000	3,200,000	5,000,000	5,600,000	5,600,000	5,600,000	5,600,000	5,600,000	5,600,000	$46,600,000
Statewide	OT	Earmark Discretionary	MEGA	0	25,500,000	25,500,000	0	1,400,000	0	0	0	0	0	$52,400,000
Statewide	OT	NFA	NFA	600,000	7,000,000	7,200,000	1,300,000	0	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	$23,100,000
			Total:	**$18,000,000**	**$54,900,000**	**$35,900,000**	**$159,700,000**	**$211,500,000**	**$211,500,000**	**$211,500,000**	**$211,500,000**	**$211,500,000**	**$211,500,000**	**$1,537,500,000**

Note: The total cost does not reflect contracts that are 100% state-funded.

STIP Investments Report

Statewide Region

STIP: 2027 - 2031 (D)

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	Other Information
Federal Fiscal Year 2027								$193,368,741	$157,730,478	$35,638,263	
Section 1B / Earmark or Discretionary Grant Funded Projects								$35,650,540	$28,520,432	$7,130,108	
Bridge On-System (BFP)								$32,110,770	$25,688,616	$6,422,154	
2027	612506	Statewide	Multiple	HATFIELD- WHATELY- BRIDGE PRESERVATION, H-11-030, W-33-019, W-33-020, ROUTES 5 & 10 OVER I-91 (SEPARATE CROSSINGS)	2	HIP-BR	$31,006,867	$32,110,770	$25,688,616	$6,422,154	AC'd two years (FFY 27-28)
Ferry Boat Program								$2,414,770	$1,931,816	$482,954	
2027	S13273	Statewide		Ferry Boat Program Placeholder (FFY 2027-2031)		FBP	$12,566,558	$2,414,770	$1,931,816	$482,954	
Earmark Discretionary								$1,125,000	$900,000	$225,000	
2027	S13450	Statewide	Revere	Revere RCP Grant - Walking to Wonderland- Removing the transportation barriers of the MBTA commuter rail, RT 1A and RT 60	4	Other FA	$500,000	$500,000	$400,000	$100,000	$400k federal Reconnecting Communities Program (RCP) planning grant. $100k in non-federal match.
2027	S13453	Statewide	Quincy	Quincy - Reconstruction of Traffic Signals at Sea Street and Coddington Street Along Southern Artery (Design Earmark - MA295)	6	HPP	$625,000	$625,000	$500,000	$125,000	Federal earmark ($500k federal, $125k local match). Earmark Demo ID is MA295. Obligation deadline is 9/30/2027. This funding is supplementing a $10.4M RAISE/BUILD grant the City rec'd for construction (SOUTHERN ARTERY (ROUTE 3-A) MULTI-MODAL TRANSPORTATION PROJECT) (614261).
Section 2A / Federal Aid Funded State Prioritized Reliability Projects								$40,801,432	$34,247,473	$6,553,959	
Safety Improvements								$15,366,136	$13,829,522	$1,536,614	
2027	614026	Multiple		DISTRICT 2- WRONG-WAY COUNTERMEASURES AT OFF-RAMPS AT MULTIPLE LOCATIONS	2	HSIP	$3,106,722	$3,106,722	$2,796,050	$310,672	
2027	614237	Multiple		DISTRICT 6- VRU SAFETY IMPROVEMENTS AT STATE SIGNALS AT MULTIPLE LOCATIONS	6	VUS	$1,289,331	$2,501,000	$2,250,900	$250,100	
2027	616304	Multiple		DISTRICT 2- DISTRICT 3- VRU CROSSWALK INSTALLATION AT STATE SIGNALS AT MULTIPLE LOCATIONS	2	VUS	$3,265,823	$3,265,823	$2,939,241	$326,582	
2027	616305	Multiple		DISTRICT 4- VRU CROSSWALK INSTALLATION AT STATE SIGNALS AT MULTIPLE LOCATIONS	4	VUS	$2,254,382	$2,254,382	$2,028,944	$225,438	
2027	616306	Multiple		DISTRICT 5- VRU CROSSWALK INSTALLATION AT STATE SIGNALS AT MULTIPLE LOCATIONS	5	VUS	$1,238,209	$199,778	$179,800	$19,978	
2027	616306	Multiple		DISTRICT 5- VRU CROSSWALK INSTALLATION AT STATE SIGNALS AT MULTIPLE LOCATIONS	5	HSIP	$1,238,209	$1,038,431	$934,588	$103,843	
2027	S13426	Statewide		SHSP UPDATES		HSIP	$1,000,000	$1,000,000	$900,000	$100,000	
2027	S13427	Statewide		SHSP STRATEGIES IMPLEMENTATION TO ADDRESS EMPHASIS AREAS (SAFETY PROGRAM - 2027)		HSIP	$2,000,000	$2,000,000	$1,800,000	$200,000	
Highway Resiliency Improvement Program								$8,104,718	$6,553,488	$1,551,230	
2027	613940	Statewide		DISTRICT 4- SOIL RESTORATION TO PROMOTE POLLINATOR HABITAT AND STORMWATER INFILTRATION	4	PRCT90	$697,138	$697,138	$627,424	$69,714	
2027	S13214	Statewide		Statewide - Culvert and Drainage Inventory Mapping		PRCT	$7,407,580	$7,407,580	$5,926,064	$1,481,516	
Non-Interstate Pavement								$6,283,063	$5,026,450	$1,256,613	
2027	616323	Statewide	Multiple	AMHERST- SUNDERLAND- PAVEMENT PRESERVATION ON SR116 (MM 24.06-28.70)	2	NHPP	$6,283,063	$6,283,063	$5,026,450	$1,256,613	
Bridge Inspections								$11,047,515	$8,838,012	$2,209,503	
2027	S12633	Statewide		2026 Bridge Inspection & Data Control		NHPP	$28,947,515	$11,047,515	$8,838,012	$2,209,503	
Section 2B / Federal Aid Funded State Prioritized Modernization Projects								$22,416,601	$19,174,941	$3,241,660	
Freight								$12,416,601	$11,174,941	$1,241,660	



2027	613696	Statewide	Multiple	STATEWIDE- WEIGH IN MOTION STATION ENHANCEMENTS AND EXPANSION AT 15 LOCATIONS	3	NFP-I	$22,877,196	$12,416,601	$11,174,941	$1,241,660	NFP-I = $19,592,556 NFP-NI = $3,294,640
Intelligent Transportation Systems								$10,000,000	$8,000,000	$2,000,000	
2027	S12783	Statewide		STATEWIDE ITS Program - 2027-2031		NHPP	$50,000,000	$10,000,000	$8,000,000	$2,000,000	
Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs								$94,500,168	$75,787,632	$18,712,536	
State Planning & Research								$26,010,000	$20,808,000	$5,202,000	
2027	S13481	Statewide		State Planning & Research (SPR) 1 Work Program (FFY 2028)		PLS	$19,507,500	$15,366,230	$12,292,984	$3,073,246	
2027	S13481	Statewide		State Planning & Research (SPR) 1 Work Program (FFY 2028)		STBG	$19,507,500	$4,141,270	$3,313,016	$828,254	
2027	S13482	Statewide		State Planning & Research (SPR) 2 Work Program (FFY 2028)		PLS	$6,502,500	$6,502,500	$5,202,000	$1,300,500	
Recreational Trails								$1,468,578	$1,174,862	$293,716	
2027	S13502	Statewide		RECREATIONAL TRAILS PROGRAM (FFY2027)		REC	$1,468,578	$1,468,578	$1,174,862	$293,716	
SRTS Education								$2,439,183	$1,951,346	$487,837	
2027	S13508	Statewide		Safe Routes to School (SRTS) Education (FFY 2027)		TAP	$2,439,183	$2,439,183	$1,951,346	$487,837	
Metropolitan Planning								$14,729,209	$11,783,367	$2,945,842	
2027	S13513	Statewide		Metropolitan Planning (FFY 2028 UPWPs) - PL & SPR		PLM	$14,729,209	$14,729,209	$11,783,367	$2,945,842	
Award Adjustments, Change Orders, etc.								$27,500,000	$22,187,498	$5,312,502	
2027	S13515	Statewide		Awards, Adjustments, Change Orders, etc. (2027-2031)		STBG-BR-Off	$137,500,000	$1,600,222	$1,280,178	$320,044	
2027	S13515	Statewide		Awards, Adjustments, Change Orders, etc. (2027-2031)		CMAQ	$137,500,000	$2,971,470	$2,377,176	$594,294	
2027	S13515	Statewide		Awards, Adjustments, Change Orders, etc. (2027-2031)		HSIP	$137,500,000	$1,874,978	$1,687,480	$187,498	
2027	S13515	Statewide		Awards, Adjustments, Change Orders, etc. (2027-2031)		NHPP	$137,500,000	$17,368,600	$13,894,880	$3,473,720	
2027	S13515	Statewide		Awards, Adjustments, Change Orders, etc. (2027-2031)		STBG	$137,500,000	$1,969,306	$1,575,445	$393,861	
2027	S13515	Statewide		Awards, Adjustments, Change Orders, etc. (2027-2031)		TAP	$137,500,000	$817,025	$653,620	$163,405	
2027	S13515	Statewide		Awards, Adjustments, Change Orders, etc. (2027-2031)		PRCT	$137,500,000	$898,399	$718,719	$179,680	
Carbon Reduction								$22,353,198	$17,882,558	$4,470,640	
2027	S13517	Statewide		Carbon Reduction Program Placeholder (FFY 2027-2031) - Flex to FTA for use by MBTA		CRP	$51,504,427	$9,897,005	$7,917,604	$1,979,401	Placeholder TFPC based on sum of non-flex CRP apportionment for Boston UZA and proportionate flex CRP apportionment, with 20% match provided by MBTA.
2027	S13518	Statewide		Carbon Reduction Program Placeholder (FFY 2027-2031) - Flex to FTA for use by RTAs		CRP	$64,822,513	$12,456,193	$9,964,954	$2,491,239	Placeholder TFPC based on sum of non-flex CRP apportionment for non-Boston UZAs and proportionate flex CRP apportionment, with 20% match provided by State.

STIP Investments Report

Statewide Region

STIP: 2027 - 2031 (D)

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	Other Information
Federal Fiscal Year 2028								$167,411,101	$136,861,440	$30,549,661	
Section 1B / Earmark or Discretionary Grant Funded Projects								$5,893,033	$5,400,420	$492,613	
Bridge Off-system (BFP)								$3,429,968	$3,429,968	$0	
2028	613141	Statewide	Multiple	ATHOL- ORANGE- BRIDGE REPLACEMENT, A-15-017=O-03-001, LOGAN ROAD OVER THE EAST BRANCH OF THE TULLY RIVER	2	BROFF	$3,429,968	$3,429,968	$3,429,968	$0	
Ferry Boat Program								$2,463,065	$1,970,452	$492,613	
2028	S13273	Statewide		Ferry Boat Program Placeholder (FFY 2027-2031)		FBP	$12,566,558	$2,463,065	$1,970,452	$492,613	
Section 2A / Federal Aid Funded State Prioritized Reliability Projects								$49,825,641	$41,919,581	$7,906,060	
Safety Improvements								$20,590,680	$18,531,612	$2,059,068	
2028	614273	Multiple		STATEWIDE- SYSTEMIC SAFETY IMPROVEMENTS WITH RRFBS AT MULTIPLE LOCATIONS	2	HSIP	$4,153,231	$4,153,231	$3,737,908	$415,323	Installation of RRFBs at 34 locations statewide
2028	616281	Statewide		DISTRICT 3- SAFETY IMPROVEMENTS AT MULTIPLE LOCATIONS	3	HSIP	$2,537,449	$2,537,449	$2,283,704	$253,745	
2028	S13429	Statewide		SHSP STRATEGIES IMPLEMENTATION TO ADDRESS EMPHASIS AREAS (SAFETY PROGRAM - 2028)		VUS	$2,000,000	$1,000,000	$900,000	$100,000	
2028	S13429	Statewide		SHSP STRATEGIES IMPLEMENTATION TO ADDRESS EMPHASIS AREAS (SAFETY PROGRAM - 2028)		HSIP	$2,000,000	$1,000,000	$900,000	$100,000	
2028	S13430	Statewide		VRU SYSTEMIC SAFETY NEAR BUS STOPS - 2028		VUS	$3,600,000	$3,600,000	$3,240,000	$360,000	
2028	S13431	Statewide		GUIDE AND TRAFFIC SIGN REPLACEMENT PLACEHOLDER		HSIP	$6,300,000	$6,300,000	$5,670,000	$630,000	
2028	S13432	Statewide		IMPACT DEVELOPMENT/PORTAL UPDATE		HSIP	$2,000,000	$2,000,000	$1,800,000	$200,000	
Non-Interstate Pavement								$5,334,961	$4,267,969	$1,066,992	
2028	616350	Statewide	Multiple	DRACUT- METHUEN- PAVEMENT PRESERVATION ON SR113 (MM 21.3-26.4)	4	NHPP	$5,334,961	$5,334,961	$4,267,969	$1,066,992	
Bridge Inspections								$17,900,000	$14,320,000	$3,580,000	
2028	S12759	Statewide		2028 Bridge Inspection & Data Control		STBG-BR-Off	$29,381,728	$8,959,825	$7,167,860	$1,791,965	
2028	S12759	Statewide		2028 Bridge Inspection & Data Control		NHPP	$29,381,728	$8,940,175	$7,152,140	$1,788,035	
Highway Resiliency Improvement Program								$6,000,000	$4,800,000	$1,200,000	
2028	S13457	Statewide		Statewide High Risk Infrastructure Resiliency Improvements		PRCT	$7,000,000	$6,000,000	$4,800,000	$1,200,000	
Section 2B / Federal Aid Funded State Prioritized Modernization Projects								$15,930,411	$12,744,329	$3,186,082	
Accessibility Improvements								$5,930,411	$4,744,329	$1,186,082	
2028	613668	Statewide		DISTRICT 2- ACCESSIBILITY IMPROVEMENTS AT MULTIPLE LOCATIONS (NORTHERN PROJECT)	2	STBG	$1,058,768	$1,058,768	$847,014	$211,754	
2028	613669	Statewide		DISTRICT 2- ACCESSIBILITY IMPROVEMENTS AT MULTIPLE LOCATIONS (CENTRAL PROJECT)	2	STBG	$1,630,370	$1,630,370	$1,304,296	$326,074	
2028	613720	Statewide		DISTRICT 5- ACCESSIBILITY IMPROVEMENTS AT MULTIPLE LOCATIONS (CENTRAL PROJECT)	5	STBG	$1,539,286	$1,539,286	$1,231,429	$307,857	
2028	613880	Statewide	Multiple	DISTRICT 4- ACCESSIBILITY IMPROVEMENTS AT MULTIPLE LOCATIONS (CENTRAL PROJECT)	4	STBG	$1,701,987	$1,701,987	$1,361,590	$340,397	
Intelligent Transportation Systems								$10,000,000	$8,000,000	$2,000,000	
2028	S12783	Statewide		STATEWIDE ITS Program - 2027-2031		NHPP	$50,000,000	$10,000,000	$8,000,000	$2,000,000	
Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs								$95,762,016	$76,797,111	$18,964,905	
State Planning & Research								$26,530,200	$21,224,160	$5,306,040	
2028	S13483	Statewide		State Planning & Research (SPR) 1 Work Program (FFY 2029-2032)		PLS	$82,010,313	$15,673,554	$12,538,843	$3,134,711	
2028	S13483	Statewide		State Planning & Research (SPR) 1 Work Program (FFY 2029-2032)		STBG	$82,010,313	$4,224,096	$3,379,277	$844,819	
2028	S13484	Statewide		State Planning & Research (SPR) 2 Work Program (FFY 2029-2032)		PLS	$27,336,771	$6,632,550	$5,306,040	$1,326,510	



											STIP: 2027 - 2031 (D)
Recreational Trails								$1,468,578	$1,174,862	$293,716	
2028	S13503	Statewide		RECREATIONAL TRAILS PROGRAM (FFY2028)		REC	$1,468,578	$1,468,578	$1,174,862	$293,716	
SRTS Education								$2,439,183	$1,951,346	$487,837	
2028	S13509	Statewide		Safe Routes to School (SRTS) Education (FFY 2028)		TAP	$2,439,183	$2,439,183	$1,951,346	$487,837	
Metropolitan Planning								$15,023,794	$12,019,035	$3,004,759	
2028	S13514	Statewide		Metropolitan Planning (FFY 2029-32 UPWPs) - PL & SPR		PLM	$61,922,188	$15,023,794	$12,019,035	$3,004,759	
Award Adjustments, Change Orders, etc.								$27,500,000	$22,187,498	$5,312,502	
2028	S13515	Statewide		Awards, Adjustments, Change Orders, etc. (2027-2031)		STBG-BR-Off	$137,500,000	$1,600,222	$1,280,178	$320,044	
2028	S13515	Statewide		Awards, Adjustments, Change Orders, etc. (2027-2031)		CMAQ	$137,500,000	$2,971,470	$2,377,176	$594,294	
2028	S13515	Statewide		Awards, Adjustments, Change Orders, etc. (2027-2031)		HSIP	$137,500,000	$1,874,978	$1,687,480	$187,498	
2028	S13515	Statewide		Awards, Adjustments, Change Orders, etc. (2027-2031)		NHPP	$137,500,000	$17,368,600	$13,894,880	$3,473,720	
2028	S13515	Statewide		Awards, Adjustments, Change Orders, etc. (2027-2031)		STBG	$137,500,000	$1,969,306	$1,575,445	$393,861	
2028	S13515	Statewide		Awards, Adjustments, Change Orders, etc. (2027-2031)		TAP	$137,500,000	$817,025	$653,620	$163,405	
2028	S13515	Statewide		Awards, Adjustments, Change Orders, etc. (2027-2031)		PRCT	$137,500,000	$898,399	$718,719	$179,680	
Carbon Reduction								$22,800,261	$18,240,209	$4,560,052	
2028	S13517	Statewide		Carbon Reduction Program Placeholder (FFY 2027-2031) - Flex to FTA for use by MBTA		CRP	$51,504,427	$10,094,949	$8,075,959	$2,018,990	Placeholder TFPC based on sum of non-flex CRP apportionment for Boston UZA and proportionate flex CRP apportionment, with 20% match provided by MBTA.
2028	S13518	Statewide		Carbon Reduction Program Placeholder (FFY 2027-2031) - Flex to FTA for use by RTAs		CRP	$64,822,513	$12,705,312	$10,164,250	$2,541,062	Placeholder TFPC based on sum of non-flex CRP apportionment for non-Boston UZAs and proportionate flex CRP apportionment, with 20% match provided by State.

STIP Investments Report

Statewide Region

STIP: 2027 - 2031 (D)

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	Other Information
Federal Fiscal Year 2029								$157,761,258	$127,836,504	$29,924,754	
Section 1B / Earmark or Discretionary Grant Funded Projects								$2,512,326	$2,009,861	$502,465	
Ferry Boat Program								$2,512,326	$2,009,861	$502,465	
2029	S13273	Statewide		Ferry Boat Program Placeholder (FFY 2027-2031)		FBP	$12,566,558	$2,512,326	$2,009,861	$502,465	
Section 2A / Federal Aid Funded State Prioritized Reliability Projects								$42,997,974	$35,838,379	$7,159,595	
Bridge Inspections								$17,597,974	$14,078,379	$3,519,595	
2029	S12759	Statewide		2028 Bridge Inspection & Data Control		STBG-BR-Off	$29,381,728	$6,116,246	$4,892,997	$1,223,249	
2029	S12759	Statewide		2028 Bridge Inspection & Data Control		NHPP	$29,381,728	$11,481,728	$9,185,382	$2,296,346	
Bridge Off-system								$10,000,000	$8,000,000	$2,000,000	
2029	S13276	Statewide		Off System Bridge Projects (Additional)		STBG-BR-Off	$38,784,332	$10,000,000	$8,000,000	$2,000,000	
Safety Improvements								$14,400,000	$12,960,000	$1,440,000	
2029	S13433	Statewide		VRU SYSTEMIC SAFETY NEAR BUS STOPS - 2029		VUS	$3,600,000	$3,600,000	$3,240,000	$360,000	
2029	S13434	Statewide		GUIDE AND TRAFFIC SIGN REPLACEMENT PLACEHOLDER		HSIP	$6,300,000	$6,300,000	$5,670,000	$630,000	
2029	S13435	Statewide		SHSP STRATEGIES IMPLEMENTATION TO ADDRESS EMPHASIS AREAS (SAFETY PROGRAM - 2029)		VUS	$4,500,000	$1,000,000	$900,000	$100,000	
2029	S13435	Statewide		SHSP STRATEGIES IMPLEMENTATION TO ADDRESS EMPHASIS AREAS (SAFETY PROGRAM - 2029)		HSIP	$4,500,000	$3,500,000	$3,150,000	$350,000	
Highway Resiliency Improvement Program								$1,000,000	$800,000	$200,000	
2029	S13457	Statewide		Statewide High Risk Infrastructure Resiliency Improvements		PRCT	$7,000,000	$1,000,000	$800,000	$200,000	
Section 2B / Federal Aid Funded State Prioritized Modernization Projects								$15,201,856	$12,161,485	$3,040,371	
Accessibility Improvements								$5,201,856	$4,161,485	$1,040,371	
2029	613670	Statewide		DISTRICT 2- ACCESSIBILITY IMPROVEMENTS AT MULTIPLE LOCATIONS (SOUTHERN PROJECT)	2	STBG	$2,003,882	$2,003,882	$1,603,106	$400,776	
2029	613673	Statewide		DISTRICT 3- ACCESSIBILITY IMPROVEMENTS AT MULTIPLE LOCATIONS (CENTRAL PROJECT)	3	STBG	$1,488,540	$1,488,540	$1,190,832	$297,708	
2029	613722	Statewide		DISTRICT 6- ACCESSIBILITY IMPROVEMENTS AT MULTIPLE LOCATIONS (CENTRAL PROJECT)	6	STBG	$1,709,434	$1,709,434	$1,367,547	$341,887	
Intelligent Transportation Systems								$10,000,000	$8,000,000	$2,000,000	
2029	S12783	Statewide		STATEWIDE ITS Program - 2027-2031		NHPP	$50,000,000	$10,000,000	$8,000,000	$2,000,000	
Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs								$97,049,102	$77,826,779	$19,222,323	
State Planning & Research								$27,060,804	$21,648,643	$5,412,161	
2029	S13483	Statewide		State Planning & Research (SPR) 1 Work Program (FFY 2029-2032)		PLS	$82,010,313	$15,987,025	$12,789,620	$3,197,405	
2029	S13483	Statewide		State Planning & Research (SPR) 1 Work Program (FFY 2029-2032)		STBG	$82,010,313	$4,308,578	$3,446,862	$861,716	
2029	S13484	Statewide		State Planning & Research (SPR) 2 Work Program (FFY 2029-2032)		PLS	$27,336,771	$6,765,201	$5,412,161	$1,353,040	
Recreational Trails								$1,468,578	$1,174,862	$293,716	
2029	S13504	Statewide		RECREATIONAL TRAILS PROGRAM (FFY2029)		REC	$1,468,578	$1,468,578	$1,174,862	$293,716	
SRTS Education								$2,439,183	$1,951,346	$487,837	
2029	S13510	Statewide		Safe Routes to School (SRTS) Education (FFY 2029)		TAP	$2,439,183	$2,439,183	$1,951,346	$487,837	
Metropolitan Planning								$15,324,269	$12,259,415	$3,064,854	
2029	S13514	Statewide		Metropolitan Planning (FFY 2029-32 UPWPs) - PL & SPR		PLM	$61,922,188	$15,324,269	$12,259,415	$3,064,854	
Award Adjustments, Change Orders, etc.								$27,500,000	$22,187,498	$5,312,502	
2029	S13515	Statewide		Awards, Adjustments, Change Orders, etc. (2027-2031)		STBG-BR-Off	$137,500,000	$1,600,222	$1,280,178	$320,044	
2029	S13515	Statewide		Awards, Adjustments, Change Orders, etc. (2027-2031)		CMAQ	$137,500,000	$2,971,470	$2,377,176	$594,294	



											STIP: 2027 - 2031 (D)
2029	S13515	Statewide		Awards, Adjustments, Change Orders, etc. (2027-2031)		HSIP	$137,500,000	$1,874,978	$1,687,480	$187,498	
2029	S13515	Statewide		Awards, Adjustments, Change Orders, etc. (2027-2031)		NHPP	$137,500,000	$17,368,600	$13,894,880	$3,473,720	
2029	S13515	Statewide		Awards, Adjustments, Change Orders, etc. (2027-2031)		STBG	$137,500,000	$1,969,306	$1,575,445	$393,861	
2029	S13515	Statewide		Awards, Adjustments, Change Orders, etc. (2027-2031)		TAP	$137,500,000	$817,025	$653,620	$163,405	
2029	S13515	Statewide		Awards, Adjustments, Change Orders, etc. (2027-2031)		PRCT	$137,500,000	$898,399	$718,719	$179,680	
Carbon Reduction								$23,256,268	$18,605,014	$4,651,254	
2029	S13517	Statewide		Carbon Reduction Program Placeholder (FFY 2027-2031) - Flex to FTA for use by MBTA		CRP	$51,504,427	$10,296,848	$8,237,478	$2,059,370	Placeholder TFPC based on sum of non-flex CRP apportionment for Boston UZA and proportionate flex CRP apportionment, with 20% match provided by MBTA.
2029	S13518	Statewide		Carbon Reduction Program Placeholder (FFY 2027-2031) - Flex to FTA for use by RTAs		CRP	$64,822,513	$12,959,420	$10,367,536	$2,591,884	Placeholder TFPC based on sum of non-flex CRP apportionment for non-Boston UZAs and proportionate flex CRP apportionment, with 20% match provided by State.

STIP Investments Report

Statewide Region

STIP: 2027 - 2031 (D)

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	Other Information
Federal Fiscal Year 2030								$187,793,920	$158,290,874	$29,503,046	
Section 1B / Earmark or Discretionary Grant Funded Projects								$2,562,573	$2,050,058	$512,515	
Ferry Boat Program								$2,562,573	$2,050,058	$512,515	
2030	S13273	Statewide		Ferry Boat Program Placeholder (FFY 2027-2031)		FBP	$12,566,558	$2,562,573	$2,050,058	$512,515	
Section 2A / Federal Aid Funded State Prioritized Reliability Projects								$46,831,618	$40,333,535	$6,498,083	
Interstate Pavement								$14,282,404	$12,854,164	$1,428,240	
2030	614263	Statewide	Multiple	NORTHBOROUGH- MARLBOROUGH- PAVEMENT PRESERVATION ON I-290 (MILE 14.7-20.02)	3	NHPP-I	$14,282,404	$14,282,404	$12,854,164	$1,428,240	
Non-Interstate Pavement								$5,649,214	$4,519,371	$1,129,843	
2030	616358	Statewide		WESTMINSTER- GARDNER- PAVEMENT PRESERVATION ON SR140 NB (MM 97.8 TO MM 100.7)	3	NHPP	$5,649,214	$5,649,214	$4,519,371	$1,129,843	
Bridge Off-system								$10,000,000	$8,000,000	$2,000,000	
2030	S13276	Statewide		Off System Bridge Projects (Additional)		STBG-BR-Off	$38,784,332	$10,000,000	$8,000,000	$2,000,000	
Bridge Inspections								$2,500,000	$2,000,000	$500,000	
2030	S13277	Statewide		2030 Bridge Inspection & Data Control		NHPP	$35,800,000	$2,500,000	$2,000,000	$500,000	
Safety Improvements								$14,400,000	$12,960,000	$1,440,000	
2030	S13436	Statewide		GUIDE AND TRAFFIC SIGN REPLACEMENT PLACEHOLDER		HSIP	$6,300,000	$6,300,000	$5,670,000	$630,000	
2030	S13437	Statewide		SHSP STRATEGIES IMPLEMENTATION TO ADDRESS EMPHASIS AREAS (SAFETY PROGRAM - 2030)		VUS	$4,500,000	$1,000,000	$900,000	$100,000	
2030	S13437	Statewide		SHSP STRATEGIES IMPLEMENTATION TO ADDRESS EMPHASIS AREAS (SAFETY PROGRAM - 2030)		HSIP	$4,500,000	$3,500,000	$3,150,000	$350,000	
2030	S13438	Statewide		VRU SYSTEMIC SAFETY NEAR BUS STOPS - 2030		VUS	$3,600,000	$3,600,000	$3,240,000	$360,000	
Section 2B / Federal Aid Funded State Prioritized Modernization Projects								$15,037,800	$12,030,240	$3,007,560	
Accessibility Improvements								$5,037,800	$4,030,240	$1,007,560	
2030	613671	Statewide		DISTRICT 3- ACCESSIBILITY IMPROVEMENTS AT MULTIPLE LOCATIONS (SOUTHERN PROJECT)	3	STBG	$1,798,192	$1,798,192	$1,438,554	$359,638	
2030	613672	Statewide		DISTRICT 3- ACCESSIBILITY IMPROVEMENTS AT MULTIPLE LOCATIONS (NORTHERN PROJECT)	3	STBG	$1,967,833	$1,967,833	$1,574,266	$393,567	
2030	613723	Statewide		DISTRICT 5- ACCESSIBILITY IMPROVEMENTS AT MULTIPLE LOCATIONS (SOUTHERN PROJECT)	5	STBG	$1,271,775	$1,271,775	$1,017,420	$254,355	
Intelligent Transportation Systems								$10,000,000	$8,000,000	$2,000,000	
2030	S12783	Statewide		STATEWIDE ITS Program - 2027-2031		NHPP	$50,000,000	$10,000,000	$8,000,000	$2,000,000	
Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs								$123,361,929	$103,877,041	$19,484,888	
GANS Repayment								$25,000,000	$25,000,000	$0	
2030	S13423	Statewide		GANS Repayment (2030)		NHPP-G	$25,000,000	$25,000,000	$25,000,000	$0	
State Planning & Research								$27,602,020	$22,081,616	$5,520,404	
2030	S13483	Statewide		State Planning & Research (SPR) 1 Work Program (FFY 2029-2032)		PLS	$82,010,313	$16,306,766	$13,045,413	$3,261,353	
2030	S13483	Statewide		State Planning & Research (SPR) 1 Work Program (FFY 2029-2032)		STBG	$82,010,313	$4,394,749	$3,515,799	$878,950	
2030	S13484	Statewide		State Planning & Research (SPR) 2 Work Program (FFY 2029-2032)		PLS	$27,336,771	$6,900,505	$5,520,404	$1,380,101	
Recreational Trails								$1,468,578	$1,174,862	$293,716	
2030	S13505	Statewide		RECREATIONAL TRAILS PROGRAM (FFY2030)		REC	$1,468,578	$1,468,578	$1,174,862	$293,716	
SRTS Education								$2,439,183	$1,951,346	$487,837	
2030	S13511	Statewide		Safe Routes to School (SRTS) Education (FFY 2030)		TAP	$2,439,183	$2,439,183	$1,951,346	$487,837	
Metropolitan Planning								$15,630,755	$12,504,604	$3,126,151	



											STIP: 2027 - 2031 (D)
2030	S13514	Statewide		Metropolitan Planning (FFY 2029-32 UPWPs) - PL & SPR		PLM	$61,922,188	$15,630,755	$12,504,604	$3,126,151	
Award Adjustments, Change Orders, etc.								$27,500,000	$22,187,498	$5,312,502	
2030	S13515	Statewide		Awards, Adjustments, Change Orders, etc. (2027-2031)		STBG-BR-Off	$137,500,000	$1,600,222	$1,280,178	$320,044	
2030	S13515	Statewide		Awards, Adjustments, Change Orders, etc. (2027-2031)		CMAQ	$137,500,000	$2,971,470	$2,377,176	$594,294	
2030	S13515	Statewide		Awards, Adjustments, Change Orders, etc. (2027-2031)		HSIP	$137,500,000	$1,874,978	$1,687,480	$187,498	
2030	S13515	Statewide		Awards, Adjustments, Change Orders, etc. (2027-2031)		NHPP	$137,500,000	$17,368,600	$13,894,880	$3,473,720	
2030	S13515	Statewide		Awards, Adjustments, Change Orders, etc. (2027-2031)		STBG	$137,500,000	$1,969,306	$1,575,445	$393,861	
2030	S13515	Statewide		Awards, Adjustments, Change Orders, etc. (2027-2031)		TAP	$137,500,000	$817,025	$653,620	$163,405	
2030	S13515	Statewide		Awards, Adjustments, Change Orders, etc. (2027-2031)		PRCT	$137,500,000	$898,399	$718,719	$179,680	
Carbon Reduction								$23,721,393	$18,977,114	$4,744,279	
2030	S13517	Statewide		Carbon Reduction Program Placeholder (FFY 2027-2031) - Flex to FTA for use by MBTA		CRP	$51,504,427	$10,502,785	$8,402,228	$2,100,557	Placeholder TFPC based on sum of non-flex CRP apportionment for Boston UZA and proportionate flex CRP apportionment, with 20% match provided by MBTA.
2030	S13518	Statewide		Carbon Reduction Program Placeholder (FFY 2027-2031) - Flex to FTA for use by RTAs		CRP	$64,822,513	$13,218,608	$10,574,886	$2,643,722	Placeholder TFPC based on sum of non-flex CRP apportionment for non-Boston UZAs and proportionate flex CRP apportionment, with 20% match provided by State.

STIP Investments Report

Statewide Region

STIP: 2027 - 2031 (D)

Year	MassDOT Project ID	MPO	Municipality	MassDOT Project Description	District	Funding Source	Adjusted TFPC	Total Programmed Funds	Federal Funds	Non-Federal Funds	Other Information
Federal Fiscal Year 2031								$241,603,565	$200,432,121	$41,171,444	
Section 1B / Earmark or Discretionary Grant Funded Projects								$2,613,824	$2,091,059	$522,765	
Ferry Boat Program								$2,613,824	$2,091,059	$522,765	
2031	S13273	Statewide		Ferry Boat Program Placeholder (FFY 2027-2031)		FBP	$12,566,558	$2,613,824	$2,091,059	$522,765	
Section 2A / Federal Aid Funded State Prioritized Reliability Projects								$81,702,047	$68,323,409	$13,378,638	
Interstate Pavement								$15,217,715	$13,695,944	$1,521,772	
2031	609099	Statewide	Multiple	MILFORD- HOPKINTON- WESTBOROUGH- SOUTHBOROUGH- RESURFACING AND RELATED WORK ON I-495N	3	NHPP-I	$15,217,715	$15,217,715	$13,695,944	$1,521,772	
Bridge Off-system								$18,784,332	$15,027,466	$3,756,866	
2031	S13276	Statewide		Off System Bridge Projects (Additional)		STBG-BR-Off	$38,784,332	$18,784,332	$15,027,466	$3,756,866	
Bridge Inspections								$33,300,000	$26,640,000	$6,660,000	
2031	S13277	Statewide		2030 Bridge Inspection & Data Control		NHPP	$35,800,000	$33,300,000	$26,640,000	$6,660,000	
Safety Improvements								$14,400,000	$12,960,000	$1,440,000	
2031	S13439	Statewide		GUIDE AND TRAFFIC SIGN REPLACEMENT PLACEHOLDER		HSIP	$6,300,000	$6,300,000	$5,670,000	$630,000	
2031	S13440	Statewide		SHSP STRATEGIES IMPLEMENTATION TO ADDRESS EMPHASIS AREAS (SAFETY PROGRAM - 2031)		VUS	$4,500,000	$1,000,000	$900,000	$100,000	
2031	S13440	Statewide		SHSP STRATEGIES IMPLEMENTATION TO ADDRESS EMPHASIS AREAS (SAFETY PROGRAM - 2031)		HSIP	$4,500,000	$3,500,000	$3,150,000	$350,000	
2031	S13441	Statewide		VRU SYSTEMIC SAFETY NEAR BUS STOPS - 2031		VUS	$3,600,000	$3,600,000	$3,240,000	$360,000	
Section 2B / Federal Aid Funded State Prioritized Modernization Projects								$25,801,083	$20,640,866	$5,160,217	
Accessibility Improvements								$5,804,836	$4,643,869	$1,160,967	
2031	613719	Statewide		DISTRICT 5- ACCESSIBILITY IMPROVEMENTS AT MULTIPLE LOCATIONS (NORTHERN PROJECT)	5	STBG	$2,398,297	$2,398,297	$1,918,638	$479,659	
2031	613721	Statewide		DISTRICT 6- ACCESSIBILITY IMPROVEMENTS AT MULTIPLE LOCATIONS (SOUTHERN PROJECT)	6	STBG	$1,698,727	$1,698,727	$1,358,982	$339,745	
2031	613724	Statewide		DISTRICT 6- ACCESSIBILITY IMPROVEMENTS AT MULTIPLE LOCATIONS (NORTHERN PROJECT)	6	STBG	$1,707,812	$1,707,812	$1,366,250	$341,562	
Intelligent Transportation Systems								$10,000,000	$8,000,000	$2,000,000	
2031	S12783	Statewide		STATEWIDE ITS Program - 2027-2031		NHPP	$50,000,000	$10,000,000	$8,000,000	$2,000,000	
Safe Routes to School								$9,996,247	$7,996,998	$1,999,249	
2031	S13446	Statewide		STATEWIDE - SAFE ROUTES TO SCHOOL (SRTS) IMPROVEMENT PROJECTS (PLACEHOLDER FOR FY2031)		TAP	$9,996,247	$9,996,247	$7,996,998	$1,999,249	
Section 2C / Federal Aid Funded State Prioritized Expansion Projects								$11,785,600	$9,428,480	$2,357,120	
Bicycle and Pedestrian								$11,785,600	$9,428,480	$2,357,120	
2031	S13458	Statewide		WAKEFIELD- RAIL TRAIL CONSTRUCTION NORTHERN SEGMENT		CMAQ	$11,785,600	$11,785,600	$9,428,480	$2,357,120	Placeholder for rail trail segment in the Lynnfield Wakefield Rail Trail alignment to be initiated
Section 3A / Federal Aid Funded Planning/Adjustments/Pass-throughs								$119,701,011	$99,948,307	$19,752,704	
GANS Repayment								$20,000,000	$20,000,000	$0	
2031	S13424	Statewide		GANS Repayment (2031)		NHPP-G	$20,000,000	$20,000,000	$20,000,000	$0	
State Planning & Research								$28,154,060	$22,523,248	$5,630,812	
2031	S13483	Statewide		State Planning & Research (SPR) 1 Work Program (FFY 2029-2032)		PLS	$82,010,313	$16,632,901	$13,306,321	$3,326,580	
2031	S13483	Statewide		State Planning & Research (SPR) 1 Work Program (FFY 2029-2032)		STBG	$82,010,313	$4,482,644	$3,586,115	$896,529	
2031	S13484	Statewide		State Planning & Research (SPR) 2 Work Program (FFY 2029-2032)		PLS	$27,336,771	$7,038,515	$5,630,812	$1,407,703	
Recreational Trails								$1,468,578	$1,174,862	$293,716	



STIP: 2027 - 2031 (D)

2031	S13506	Statewide		RECREATIONAL TRAILS PROGRAM (FFY2031)		REC	$1,468,578	$1,468,578	$1,174,862	$293,716	
SRTS Education								$2,439,183	$1,951,346	$487,837	
2031	S13512	Statewide		Safe Routes to School (SRTS) Education (FFY 2031)		TAP	$2,439,183	$2,439,183	$1,951,346	$487,837	
Metropolitan Planning								$15,943,370	$12,754,696	$3,188,674	
2031	S13514	Statewide		Metropolitan Planning (FFY 2029-32 UPWPs) - PL & SPR		PLM	$61,922,188	$15,943,370	$12,754,696	$3,188,674	
Award Adjustments, Change Orders, etc.								$27,500,000	$22,187,498	$5,312,502	
2031	S13515	Statewide		Awards, Adjustments, Change Orders, etc. (2027-2031)		STBG-BR-Off	$137,500,000	$1,600,222	$1,280,178	$320,044	
2031	S13515	Statewide		Awards, Adjustments, Change Orders, etc. (2027-2031)		CMAQ	$137,500,000	$2,971,470	$2,377,176	$594,294	
2031	S13515	Statewide		Awards, Adjustments, Change Orders, etc. (2027-2031)		HSIP	$137,500,000	$1,874,978	$1,687,480	$187,498	
2031	S13515	Statewide		Awards, Adjustments, Change Orders, etc. (2027-2031)		NHPP	$137,500,000	$17,368,600	$13,894,880	$3,473,720	
2031	S13515	Statewide		Awards, Adjustments, Change Orders, etc. (2027-2031)		STBG	$137,500,000	$1,969,306	$1,575,445	$393,861	
2031	S13515	Statewide		Awards, Adjustments, Change Orders, etc. (2027-2031)		TAP	$137,500,000	$817,025	$653,620	$163,405	
2031	S13515	Statewide		Awards, Adjustments, Change Orders, etc. (2027-2031)		PRCT	$137,500,000	$898,399	$718,719	$179,680	
Carbon Reduction								$24,195,820	$19,356,656	$4,839,164	
2031	S13517	Statewide		Carbon Reduction Program Placeholder (FFY 2027-2031) - Flex to FTA for use by MBTA		CRP	$51,504,427	$10,712,840	$8,570,272	$2,142,568	Placeholder TFPC based on sum of non-flex CRP apportionment for Boston UZA and proportionate flex CRP apportionment, with 20% match provided by MBTA.
2031	S13518	Statewide		Carbon Reduction Program Placeholder (FFY 2027-2031) - Flex to FTA for use by RTAs		CRP	$64,822,513	$13,482,980	$10,786,384	$2,696,596	Placeholder TFPC based on sum of non-flex CRP apportionment for non-Boston UZAs and proportionate flex CRP apportionment, with 20% match provided by State.

Cape Cod Regional Transit Authority

Program Activity: Transit

STIP: 2027 - 2031 (D)

Program	MassDOT Project ID	RTA	Municipality	MassDOT Project Description	Funding Source	Total Programmed Funds	Federal Funds	State Funds	Other Funds
Federal Fiscal Year 2027									
Operating	RTD0010610	CCRTA		CCRTA - OPERATING ASSISTANCE-Fixed Route/Demand Response	OF	$5,721,274	$5,721,274		
Operating	RTD0010610	CCRTA		CCRTA - OPERATING ASSISTANCE-Fixed Route/Demand Response	SCA	$5,721,274		$5,721,274	
Operating	RTD0010611	CCRTA		CCRTA - MOBILITY MANAGEMENT	OF	$640,000	$640,000		
Operating	RTD0010611	CCRTA		CCRTA - MOBILITY MANAGEMENT	SCA	$160,000		$160,000	
Operating	RTD0010612	CCRTA		CCRTA - NON FIXED ROUTE ADA PARA SERV	OF	$240,000	$240,000		
Operating	RTD0010612	CCRTA		CCRTA - NON FIXED ROUTE ADA PARA SERV	SCA	$60,000		$60,000	
Operating	RTD0010613	CCRTA		CCRTA - PREVENTIVE MAINTENANCE	OF	$7,530,000	$7,530,000		
Operating	RTD0010613	CCRTA		CCRTA - PREVENTIVE MAINTENANCE	SCA	$1,882,500		$1,882,500	
RTA Facility & System Modernization	CCRTA012179	CCRTA		Renewal and expansion of CCRTA012005 Construction of Security Buildings	5307	$356,250	$356,250		
RTA Facility & System Modernization	CCRTA012179	CCRTA		Renewal and expansion of CCRTA012005 Construction of Security Buildings	RTACAP	$75,000		$75,000	
RTA Facility & System Modernization	CCRTA012275	CCRTA		CCRTA - Security System Replacements - Steamship Authority	LF	$300,000			$300,000
RTA Facility & System Modernization	RTD0010617	CCRTA		CCRTA - Hyannis Transportation Center/REHAB/RENOVATE - BUS TERMINAL	OF	$98,000	$98,000		
RTA Facility & System Modernization	RTD0010617	CCRTA		CCRTA - Hyannis Transportation Center/REHAB/RENOVATE - BUS TERMINAL	RTACAP	$200,000		$200,000	
RTA Facility & System Modernization	RTD0010618	CCRTA		CCRTA - CONSTRUCTION - BUS SHELTERS	RTACAP	$30,000		$30,000	
RTA Facility & System Modernization	T00147	CCRTA		CCRTA- CONSTRUCTION EV Infrastructure	5339D	$1,383,215	$1,383,215		
RTA Facility & System Modernization	T00147	CCRTA		CCRTA- CONSTRUCTION EV Infrastructure	TDC	$103,322		$103,322	
RTA Facility & Vehicle Maintenance	CCRTA011712	CCRTA		CCRTA - Preventive Maintenance - Steamship Authority	5337	$5,000,000	$5,000,000		
RTA Facility & Vehicle Maintenance	CCRTA011712	CCRTA		CCRTA - Preventive Maintenance - Steamship Authority	LF	$1,250,000			$1,250,000
RTA Facility & Vehicle Maintenance	CCRTA011713	CCRTA		Acquisition Support Vehicles	OF	$188,000	$188,000		
RTA Facility & Vehicle Maintenance	CCRTA011713	CCRTA		Acquisition Support Vehicles	RTACAP	$23,500		$23,500	
RTA Facility & Vehicle Maintenance	CCRTA012178	CCRTA		Renewal of CCRTA012006 for completion of FTA Grant funded activities	RTACAP	$6,000		$6,000	
RTA Facility & Vehicle Maintenance	RTD0011178	CCRTA		CCRTA-Acquire Misc. Support Equipment	OF	$531,600	$531,600		
RTA Facility & Vehicle Maintenance	RTD0011178	CCRTA		CCRTA-Acquire Misc. Support Equipment	RTACAP	$132,900		$132,900	
RTA Facility & Vehicle Maintenance	T00156	CCRTA		CCRTA -REHAB/RENOVATE - BUS TERMINAL	5307	$608,400	$608,400		
RTA Facility & Vehicle Maintenance	T00156	CCRTA		CCRTA -REHAB/RENOVATE - BUS TERMINAL	RTACAP	$152,100		$152,100	
RTA Replacement Facilities	CCRTA012191	CCRTA		RTA Facility System & Modernization. Land Acquisition in FFY26 with local funds for contiguous lot current operations/maintenance center to ensure viability. Seeking further land acquisition in FFY27 for relocation of Operational and/or Maintenance capacity.	5307	$10,000,000	$10,000,000		
RTA Replacement Facilities	CCRTA012191	CCRTA		RTA Facility System & Modernization. Land Acquisition in FFY26 with local funds for contiguous lot current operations/maintenance center to ensure viability. Seeking further land acquisition in FFY27 for relocation of Operational and/or Maintenance capacity.	RTACAP	$0		$0	

Cape Cod Regional Transit Authority

Program Activity: Transit



STIP: 2027 - 2031 (D)

RTA Replacement Facilities	CCRTA012192	CCRTA		RTA Facility System & Modernization. Construction supporting relocation of operations and/or maintenance facility.	5307	$760,000	$760,000		
RTA Replacement Facilities	CCRTA012192	CCRTA		RTA Facility System & Modernization. Construction supporting relocation of operations and/or maintenance facility.	RTACAP	$0		$0	
RTA Replacement Facilities	CCRTA012192	CCRTA		RTA Facility System & Modernization. Construction supporting relocation of operations and/or maintenance facility.	TDC	$140,000		$140,000	
RTA Vehicle Replacement	RTD0010619	CCRTA		CCRTA - BUY REPLACEMENT <30 FT BUS	5339	$720,000	$720,000		
					5307 Programmed	$11,724,650	$11,724,650		
					5337 Programmed	$5,000,000	$5,000,000		
					5339 Programmed	$720,000	$720,000		
					5339D Programmed	$1,383,215	$1,383,215		
					LF Programmed	$1,550,000			$1,550,000
					OF Programmed	$14,948,874	$14,948,874		
					RTACAP Programmed	$619,500		$619,500	
					SCA Programmed	$7,823,774		$7,823,774	
					TDC Programmed	$243,322		$243,322	
					Total Programmed for Cape Cod Regional Transit Authority Projects	$44,013,335	$33,776,739	$8,686,596	$1,550,000

Cape Cod Regional Transit Authority

Program Activity: Transit



STIP: 2027 - 2031 (D)

Program	MassDOT Project ID	RTA	Municipality	MassDOT Project Description	Funding Source	Total Programmed Funds	Federal Funds	State Funds	Other Funds
Federal Fiscal Year 2028									
Operating	RTD0010610	CCRTA		CCRTA - OPERATING ASSISTANCE-Fixed Route/Demand Response	OF	$5,916,869	$5,916,869		
Operating	RTD0010610	CCRTA		CCRTA - OPERATING ASSISTANCE-Fixed Route/Demand Response	SCA	$5,916,869		$5,916,869	
Operating	RTD0010611	CCRTA		CCRTA - MOBILITY MANAGEMENT	OF	$640,000	$640,000		
Operating	RTD0010611	CCRTA		CCRTA - MOBILITY MANAGEMENT	SCA	$160,000		$160,000	
Operating	RTD0010612	CCRTA		CCRTA - NON FIXED ROUTE ADA PARA SERV	OF	$240,000	$240,000		
Operating	RTD0010612	CCRTA		CCRTA - NON FIXED ROUTE ADA PARA SERV	SCA	$60,000		$60,000	
Operating	RTD0010613	CCRTA		CCRTA - PREVENTIVE MAINTENANCE	OF	$7,530,000	$7,530,000		
Operating	RTD0010613	CCRTA		CCRTA - PREVENTIVE MAINTENANCE	SCA	$1,882,500		$1,882,500	
RTA Facility & System Modernization	CCRTA012179	CCRTA		Renewal and expansion of CCRTA012005 Construction of Security Buildings	RTACAP	$43,750		$43,750	
RTA Facility & System Modernization	CCRTA012275	CCRTA		CCRTA - Security System Replacements - Steamship Authority	LF	$300,000			$300,000
RTA Facility & System Modernization	RTD0010617	CCRTA		CCRTA - Hyannis Transportation Center/REHAB/RENOVATE - BUS TERMINAL	5307	$3,127,600	$3,127,600		
RTA Facility & System Modernization	RTD0010617	CCRTA		CCRTA - Hyannis Transportation Center/REHAB/RENOVATE - BUS TERMINAL	OF	$32,000	$32,000		
RTA Facility & System Modernization	RTD0010617	CCRTA		CCRTA - Hyannis Transportation Center/REHAB/RENOVATE - BUS TERMINAL	RTACAP	$207,466		$207,466	
RTA Facility & System Modernization	RTD0010618	CCRTA		CCRTA - CONSTRUCTION - BUS SHELTERS	RTACAP	$35,000		$35,000	
RTA Facility & System Modernization	T00147	CCRTA		CCRTA- CONSTRUCTION EV Infrastructure	5307	$142,000	$142,000		
RTA Facility & System Modernization	T00147	CCRTA		CCRTA- CONSTRUCTION EV Infrastructure	RTACAP	$19,500		$19,500	
RTA Facility & Vehicle Maintenance	CCRTA011712	CCRTA		CCRTA - Preventive Maintenance - Steamship Authority	5337	$5,000,000	$5,000,000		
RTA Facility & Vehicle Maintenance	CCRTA011712	CCRTA		CCRTA - Preventive Maintenance - Steamship Authority	LF	$1,250,000			$1,250,000
RTA Facility & Vehicle Maintenance	CCRTA011713	CCRTA		Acquisition Support Vehicles	RTACAP	$23,500		$23,500	
RTA Facility & Vehicle Maintenance	CCRTA012178	CCRTA		Renewal of CCRTA012006 for completion of FTA Grant funded activities	RTACAP	$6,000		$6,000	
RTA Facility & Vehicle Maintenance	RTD0011178	CCRTA		CCRTA-Acquire Misc. Support Equipment	OF	$260,000	$260,000		
RTA Facility & Vehicle Maintenance	RTD0011178	CCRTA		CCRTA-Acquire Misc. Support Equipment	RTACAP	$65,000		$65,000	
RTA Replacement Facilities	CCRTA012192	CCRTA		RTA Facility System & Modernization. Construction supporting relocation of operations and/or maintenance facility.	5307	$52,500,000	$52,500,000		
RTA Replacement Facilities	CCRTA012192	CCRTA		RTA Facility System & Modernization. Construction supporting relocation of operations and/or maintenance facility.	RTACAP	$0		$0	
RTA Replacement Facilities	CCRTA012192	CCRTA		RTA Facility System & Modernization. Construction supporting relocation of operations and/or maintenance facility.	TDC	$12,387,000		$12,387,000	
					5307 Programmed	$55,769,600	$55,769,600		
					5337 Programmed	$5,000,000	$5,000,000		
					LF Programmed	$1,550,000			$1,550,000
					OF Programmed	$14,618,869	$14,618,869		
					RTACAP Programmed	$400,216		$400,216	

					STIP: 2027 - 2031 (D)
	SCA Programmed	$8,019,369		$8,019,369	
	TDC Programmed	$12,387,000		$12,387,000	
	Total Programmed for Cape Cod Regional Transit Authority Projects	$97,745,054	$75,388,469	$20,806,585	$1,550,000

Cape Cod Regional Transit Authority

Program Activity: Transit



STIP: 2027 - 2031 (D)

Program	MassDOT Project ID	RTA	Municipality	MassDOT Project Description	Funding Source	Total Programmed Funds	Federal Funds	State Funds	Other Funds
Federal Fiscal Year 2029									
Operating	RTD0010610	CCRTA		CCRTA - OPERATING ASSISTANCE-Fixed Route/Demand Response	OF	$6,117,353	$6,117,353		
Operating	RTD0010610	CCRTA		CCRTA - OPERATING ASSISTANCE-Fixed Route/Demand Response	SCA	$6,117,353		$6,117,353	
Operating	RTD0010611	CCRTA		CCRTA - MOBILITY MANAGEMENT	OF	$640,000	$640,000		
Operating	RTD0010611	CCRTA		CCRTA - MOBILITY MANAGEMENT	SCA	$160,000		$160,000	
Operating	RTD0010612	CCRTA		CCRTA - NON FIXED ROUTE ADA PARA SERV	OF	$240,000	$240,000		
Operating	RTD0010612	CCRTA		CCRTA - NON FIXED ROUTE ADA PARA SERV	SCA	$60,000		$60,000	
Operating	RTD0010613	CCRTA		CCRTA - PREVENTIVE MAINTENANCE	OF	$7,530,000	$7,530,000		
Operating	RTD0010613	CCRTA		CCRTA - PREVENTIVE MAINTENANCE	SCA	$1,882,500		$1,882,500	
RTA Facility & System Modernization	CCRTA012275	CCRTA		CCRTA - Security System Replacements - Steamship Authority	LF	$200,000			$200,000
RTA Facility & System Modernization	RTD0010617	CCRTA		CCRTA - Hyannis Transportation Center/REHAB/RENOVATE - BUS TERMINAL	OF	$32,000	$32,000		
RTA Facility & System Modernization	RTD0010617	CCRTA		CCRTA - Hyannis Transportation Center/REHAB/RENOVATE - BUS TERMINAL	RTACAP	$207,466		$207,466	
RTA Facility & System Modernization	RTD0010618	CCRTA		CCRTA - CONSTRUCTION - BUS SHELTERS	RTACAP	$40,000		$40,000	
RTA Facility & System Modernization	T00147	CCRTA		CCRTA- CONSTRUCTION EV Infrastructure	RTACAP	$8,000		$8,000	
RTA Facility & Vehicle Maintenance	CCRTA011712	CCRTA		CCRTA - Preventive Maintenance - Steamship Authority	5337	$5,000,000	$5,000,000		
RTA Facility & Vehicle Maintenance	CCRTA011712	CCRTA		CCRTA - Preventive Maintenance - Steamship Authority	LF	$1,250,000			$1,250,000
RTA Facility & Vehicle Maintenance	CCRTA012178	CCRTA		Renewal of CCRTA012006 for completion of FTA Grant funded activities	RTACAP	$2,518		$2,518	
RTA Facility & Vehicle Maintenance	RTD0011178	CCRTA		CCRTA-Acquire Misc. Support Equipment	OF	$280,000	$280,000		
RTA Facility & Vehicle Maintenance	RTD0011178	CCRTA		CCRTA-Acquire Misc. Support Equipment	RTACAP	$70,000		$70,000	
RTA Replacement Facilities	CCRTA012192	CCRTA		RTA Facility System & Modernization. Construction supporting relocation of operations and/or maintenance facility.	5307	$5,625,000	$5,625,000		
RTA Replacement Facilities	CCRTA012192	CCRTA		RTA Facility System & Modernization. Construction supporting relocation of operations and/or maintenance facility.	RTACAP	$0		$0	
					5307 Programmed	$5,625,000	$5,625,000		
					5337 Programmed	$5,000,000	$5,000,000		
					LF Programmed	$1,450,000			$1,450,000
					OF Programmed	$14,839,353	$14,839,353		
					RTACAP Programmed	$327,984		$327,984	
					SCA Programmed	$8,219,853		$8,219,853	
					Total Programmed for Cape Cod Regional Transit Authority Projects	$35,462,190	$25,464,353	$8,547,837	$1,450,000

Cape Cod Regional Transit Authority

Program Activity: Transit



STIP: 2027 - 2031 (D)

Program	MassDOT Project ID	RTA	Municipality	MassDOT Project Description	Funding Source	Total Programmed Funds	Federal Funds	State Funds	Other Funds
Federal Fiscal Year 2030									
Operating	RTD0010610	CCRTA		CCRTA - OPERATING ASSISTANCE-Fixed Route/Demand Response	5307	$6,322,850	$6,322,850		
Operating	RTD0010610	CCRTA		CCRTA - OPERATING ASSISTANCE-Fixed Route/Demand Response	SCA	$6,322,850		$6,322,850	
Operating	RTD0010611	CCRTA		CCRTA - MOBILITY MANAGEMENT	OF	$640,000	$640,000		
Operating	RTD0010611	CCRTA		CCRTA - MOBILITY MANAGEMENT	SCA	$160,000		$160,000	
Operating	RTD0010612	CCRTA		CCRTA - NON FIXED ROUTE ADA PARA SERV	5307	$240,000	$240,000		
Operating	RTD0010612	CCRTA		CCRTA - NON FIXED ROUTE ADA PARA SERV	SCA	$60,000		$60,000	
Operating	RTD0010613	CCRTA		CCRTA - PREVENTIVE MAINTENANCE	OF	$7,530,000	$7,530,000		
Operating	RTD0010613	CCRTA		CCRTA - PREVENTIVE MAINTENANCE	SCA	$1,882,500		$1,882,500	
RTA Facility & System Modernization	RTD0010617	CCRTA		CCRTA - Hyannis Transportation Center/REHAB/RENOVATE - BUS TERMINAL	RTACAP	$207,466		$207,466	
RTA Facility & System Modernization	RTD0010618	CCRTA		CCRTA - CONSTRUCTION - BUS SHELTERS	RTACAP	$40,000		$40,000	
RTA Facility & System Modernization	T00147	CCRTA		CCRTA- CONSTRUCTION EV Infrastructure	RTACAP	$8,000		$8,000	
RTA Facility & Vehicle Maintenance	CCRTA011712	CCRTA		CCRTA - Preventive Maintenance - Steamship Authority	5337	$5,000,000	$5,000,000		
RTA Facility & Vehicle Maintenance	CCRTA011712	CCRTA		CCRTA - Preventive Maintenance - Steamship Authority	LF	$1,250,000			$1,250,000
RTA Facility & Vehicle Maintenance	RTD0011178	CCRTA		CCRTA-Acquire Misc. Support Equipment	5307	$150,000	$150,000		
RTA Facility & Vehicle Maintenance	RTD0011178	CCRTA		CCRTA-Acquire Misc. Support Equipment	RTACAP	$37,500		$37,500	
RTA Facility & Vehicle Maintenance	T00156	CCRTA		CCRTA -REHAB/RENOVATE - BUS TERMINAL	5307	$30,000	$30,000		
RTA Facility & Vehicle Maintenance	T00156	CCRTA		CCRTA -REHAB/RENOVATE - BUS TERMINAL	RTACAP	$7,500		$7,500	
RTA Replacement Facilities	CCRTA012192	CCRTA		RTA Facility System & Modernization. Construction supporting relocation of operations and/or maintenance facility.	5307	$1,875,000	$1,875,000		
RTA Replacement Facilities	CCRTA012192	CCRTA		RTA Facility System & Modernization. Construction supporting relocation of operations and/or maintenance facility.	RTACAP	$0		$0	
RTA Vehicle Replacement	RTD0010619	CCRTA		CCRTA - BUY REPLACEMENT <30 FT BUS	RTACAP	$180,000		$180,000	
RTA Vehicle Replacement	T00173	CCRTA		CCRTA - BUY REPLACEMENT 35-FT BUS - GILLIG REPLACEMENT	5307	$3,000,000	$3,000,000		
RTA Vehicle Replacement	T00173	CCRTA		CCRTA - BUY REPLACEMENT 35-FT BUS - GILLIG REPLACEMENT	RTACAP	$600,000		$600,000	
					5307 Programmed	$11,617,850	$11,617,850		
					5337 Programmed	$5,000,000	$5,000,000		
					LF Programmed	$1,250,000			$1,250,000
					OF Programmed	$8,170,000	$8,170,000		
					RTACAP Programmed	$1,080,466		$1,080,466	
					SCA Programmed	$8,425,350		$8,425,350	
					Total Programmed for Cape Cod Regional Transit Authority Projects	$35,543,666	$24,787,850	$9,505,816	$1,250,000

STIP Investments Report

Program Activity: Transit, MassDOT

STIP: 2027 - 2031 (D)

Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds
Federal Fiscal Year 2027							$39,105,653	$17,649,029	$17,706,624	$3,750,000
MassDOT							$39,105,653	$17,649,029	$17,706,624	$3,750,000
2027	RTD0010035		RTA Facility & System Modernization	MASSDOT - STATEWIDE -RTA FACILITY AND SYSTEM MODERNIZATION	RTACAP	$10,000,000	$200,000		$200,000	
2027	RTD0010037		RTA Facility & System Modernization	MASSDOT - STATEWIDE - RTA PLANNING ASSISTANCE	RTACAP	$10,000,000	$100,000		$100,000	
2027	RTD0011143		Technical Assistance	MASSDOT - STATEWIDE -RTA TECHNICAL ASSISTANCE	TA	$10,000,000	$926,624		$926,624	
2027	RTD0011147		Operating	5311 RURAL OPERATING ASSISTANCE	5311	$37,490,290	$3,749,029	$3,749,029		
2027	RTD0011147		Operating	5311 RURAL OPERATING ASSISTANCE	LF	$37,490,290	$3,750,000			$3,750,000
2027	RTD0011148		RTA Vehicle Replacement	MASSDOT - STATEWIDE - BUS AND BUS FACILITIES	5339 Statewide	$40,000,000	$4,000,000	$4,000,000		
2027	RTD0011149		Mobility Assistance Program	MASSDOT - STATEWIDE -MOBILITY ASSISTANCE PROGRAM	5310	$55,000,000	$9,900,000	$9,900,000		
2027	RTD0011149		Mobility Assistance Program	MASSDOT - STATEWIDE -MOBILITY ASSISTANCE PROGRAM	GOBOND	$55,000,000	$13,480,000		$13,480,000	
2027	RTD012034		TMA Grant Program	TMA Grant Program	RTACAP	$17,000,000	$3,000,000		$3,000,000	

STIP Investments Report

Program Activity: Transit, MassDOT

STIP: 2027 - 2031 (D)

Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds
Federal Fiscal Year 2028							$42,399,029	$17,949,029	$20,700,000	$3,750,000
MassDOT							$42,399,029	$17,949,029	$20,700,000	$3,750,000
2028	RTD0010035		RTA Facility & System Modernization	MASSDOT - STATEWIDE -RTA FACILITY AND SYSTEM MODERNIZATION	RTACAP	$10,000,000	$900,000		$900,000	
2028	RTD0010037		RTA Facility & System Modernization	MASSDOT - STATEWIDE - RTA PLANNING ASSISTANCE	RTACAP	$10,000,000	$250,000		$250,000	
2028	RTD0011143		Technical Assistance	MASSDOT - STATEWIDE -RTA TECHNICAL ASSISTANCE	TA	$10,000,000	$1,000,000		$1,000,000	
2028	RTD0011147		Operating	5311 RURAL OPERATING ASSISTANCE	5311	$37,490,290	$3,749,029	$3,749,029		
2028	RTD0011147		Operating	5311 RURAL OPERATING ASSISTANCE	LF	$37,490,290	$3,750,000			$3,750,000
2028	RTD0011148		RTA Vehicle Replacement	MASSDOT - STATEWIDE - BUS AND BUS FACILITIES	5339 Statewide	$40,000,000	$4,000,000	$4,000,000		
2028	RTD0011148		RTA Vehicle Replacement	MASSDOT - STATEWIDE - BUS AND BUS FACILITIES	RTACAP	$40,000,000	$550,000		$550,000	
2028	RTD0011149		Mobility Assistance Program	MASSDOT - STATEWIDE -MOBILITY ASSISTANCE PROGRAM	5310	$55,000,000	$10,200,000	$10,200,000		
2028	RTD0011149		Mobility Assistance Program	MASSDOT - STATEWIDE -MOBILITY ASSISTANCE PROGRAM	GOBOND	$55,000,000	$15,000,000		$15,000,000	
2028	RTD012034		TMA Grant Program	TMA Grant Program	RTACAP	$17,000,000	$3,000,000		$3,000,000	

STIP Investments Report

Program Activity: Transit, MassDOT

STIP: 2027 - 2031 (D)

Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds
Federal Fiscal Year 2029							$43,817,700	$18,250,000	$21,817,700	$3,750,000
MassDOT							$43,817,700	$18,250,000	$21,817,700	$3,750,000
2029	RTD0010035		RTA Facility & System Modernization	MASSDOT - STATEWIDE -RTA FACILITY AND SYSTEM MODERNIZATION	RTACAP	$10,000,000	$500,000		$500,000	
2029	RTD0010037		RTA Facility & System Modernization	MASSDOT - STATEWIDE - RTA PLANNING ASSISTANCE	RTACAP	$10,000,000	$250,000		$250,000	
2029	RTD0011143		Technical Assistance	MASSDOT - STATEWIDE -RTA TECHNICAL ASSISTANCE	TA	$10,000,000	$1,000,000		$1,000,000	
2029	RTD0011147		Operating	5311 RURAL OPERATING ASSISTANCE	5311	$37,490,290	$3,750,000	$3,750,000		
2029	RTD0011147		Operating	5311 RURAL OPERATING ASSISTANCE	LF	$37,490,290	$3,750,000			$3,750,000
2029	RTD0011148		RTA Vehicle Replacement	MASSDOT - STATEWIDE - BUS AND BUS FACILITIES	5339 Statewide	$40,000,000	$4,000,000	$4,000,000		
2029	RTD0011148		RTA Vehicle Replacement	MASSDOT - STATEWIDE - BUS AND BUS FACILITIES	RTACAP	$40,000,000	$467,700		$467,700	
2029	RTD0011149		Mobility Assistance Program	MASSDOT - STATEWIDE -MOBILITY ASSISTANCE PROGRAM	5310	$55,000,000	$10,500,000	$10,500,000		
2029	RTD0011149		Mobility Assistance Program	MASSDOT - STATEWIDE -MOBILITY ASSISTANCE PROGRAM	GOBOND	$55,000,000	$15,600,000		$15,600,000	
2029	RTD012034		TMA Grant Program	TMA Grant Program	RTACAP	$17,000,000	$4,000,000		$4,000,000	

STIP Investments Report

Program Activity: Transit, MassDOT

STIP: 2027 - 2031 (D)

Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds
Federal Fiscal Year 2030							$40,371,773	$14,550,000	$22,071,773	$3,750,000
MassDOT							$40,371,773	$14,550,000	$22,071,773	$3,750,000
2030	RTD0010035		RTA Facility & System Modernization	MASSDOT - STATEWIDE -RTA FACILITY AND SYSTEM MODERNIZATION	RTACAP	$10,000,000	$370,000		$370,000	
2030	RTD0010037		RTA Facility & System Modernization	MASSDOT - STATEWIDE - RTA PLANNING ASSISTANCE	RTACAP	$10,000,000	$250,000		$250,000	
2030	RTD0011143		Technical Assistance	MASSDOT - STATEWIDE -RTA TECHNICAL ASSISTANCE	TA	$10,000,000	$1,000,000		$1,000,000	
2030	RTD0011147		Operating	5311 RURAL OPERATING ASSISTANCE	5311	$37,490,290	$3,750,000	$3,750,000		
2030	RTD0011147		Operating	5311 RURAL OPERATING ASSISTANCE	LF	$37,490,290	$3,750,000			$3,750,000
2030	RTD0011148		RTA Vehicle Replacement	MASSDOT - STATEWIDE - BUS AND BUS FACILITIES	RTACAP	$40,000,000	$251,773		$251,773	
2030	RTD0011149		Mobility Assistance Program	MASSDOT - STATEWIDE -MOBILITY ASSISTANCE PROGRAM	5310	$55,000,000	$10,800,000	$10,800,000		
2030	RTD0011149		Mobility Assistance Program	MASSDOT - STATEWIDE -MOBILITY ASSISTANCE PROGRAM	GOBOND	$55,000,000	$16,200,000		$16,200,000	
2030	RTD012034		TMA Grant Program	TMA Grant Program	RTACAP	$17,000,000	$4,000,000		$4,000,000	

STIP Investments Report

Program Activity: Transit, MassDOT

STIP: 2027 - 2031 (D)

Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds
Federal Fiscal Year 2031							$41,550,000	$14,750,000	$23,050,000	$3,750,000
MassDOT							$41,550,000	$14,750,000	$23,050,000	$3,750,000
2031	RTD0010035		RTA Facility & System Modernization	MASSDOT - STATEWIDE -RTA FACILITY AND SYSTEM MODERNIZATION	RTACAP	$10,000,000	$500,000		$500,000	
2031	RTD0010037		RTA Facility & System Modernization	MASSDOT - STATEWIDE - RTA PLANNING ASSISTANCE	RTACAP	$10,000,000	$250,000		$250,000	
2031	RTD0011143		Technical Assistance	MASSDOT - STATEWIDE -RTA TECHNICAL ASSISTANCE	TA	$10,000,000	$2,000,000		$2,000,000	
2031	RTD0011147		Operating	5311 RURAL OPERATING ASSISTANCE	5311	$37,490,290	$3,750,000	$3,750,000		
2031	RTD0011147		Operating	5311 RURAL OPERATING ASSISTANCE	LF	$37,490,290	$3,750,000			$3,750,000
2031	RTD0011148		RTA Vehicle Replacement	MASSDOT - STATEWIDE - BUS AND BUS FACILITIES	RTACAP	$40,000,000	$500,000		$500,000	
2031	RTD0011149		Mobility Assistance Program	MASSDOT - STATEWIDE -MOBILITY ASSISTANCE PROGRAM	5310	$55,000,000	$11,000,000	$11,000,000		
2031	RTD0011149		Mobility Assistance Program	MASSDOT - STATEWIDE -MOBILITY ASSISTANCE PROGRAM	GOBOND	$55,000,000	$16,800,000		$16,800,000	
2031	RTD012034		TMA Grant Program	TMA Grant Program	RTACAP	$17,000,000	$3,000,000		$3,000,000	

STIP Investments Report

Program Activity: Transit, Massachusetts Bay Transportation Authority

STIP: 2027 - 2031 (D)

Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds	Project Score	FTA Line Item	Other Information
Federal Fiscal Year 2027							$633,423,116	$539,238,493		$94,184,623			
Massachusetts Bay Transportation Authority							$633,423,116	$539,238,493		$94,184,623			
2027	MBTA053		Bridge & Tunnel Program	5307 Bridge & Tunnel Program	5307	$9,750,000	$7,800,000	$7,800,000				12.24.05	
2027	MBTA053		Bridge & Tunnel Program	5307 Bridge & Tunnel Program	LF	$9,750,000	$1,950,000			$1,950,000		12.24.05	
2027	MBTA054		Revenue Vehicle Program	Revenue Vehicle Program	5307	$61,136,786	$48,909,429	$48,909,429				12.12.01	
2027	MBTA054		Revenue Vehicle Program	Revenue Vehicle Program	LF	$61,136,786	$12,227,357			$12,227,357		12.12.01	
2027	MBTA055		Signals/Systems Upgrade Program	5307 Signals/Systems Upgrade Program	5307	$46,590,945	$37,272,756	$37,272,756				12.62.01	
2027	MBTA055		Signals/Systems Upgrade Program	5307 Signals/Systems Upgrade Program	LF	$46,590,945	$9,318,189			$9,318,189		12.62.01	
2027	MBTA056		Stations and Facilities Program (MBTA)	Stations and Facilities Program	5307	$64,908,765	$51,927,012	$51,927,012				12.34.03	
2027	MBTA056		Stations and Facilities Program (MBTA)	Stations and Facilities Program	LF	$64,908,765	$12,981,753			$12,981,753		12.34.03	
2027	MBTA057		Bridge & Tunnel Program	5337 Bridge & Tunnel Program	5337	$91,672,035	$73,337,628	$73,337,628				12.24.05	
2027	MBTA057		Bridge & Tunnel Program	5337 Bridge & Tunnel Program	LF	$91,672,035	$18,334,407			$18,334,407		12.24.05	
2027	MBTA058		Revenue Vehicle Program	Revenue Vehicle Program	5337	$103,599,882	$82,879,905	$82,879,905				12.12.01	
2027	MBTA058		Revenue Vehicle Program	Revenue Vehicle Program	LF	$103,599,882	$20,719,976			$20,719,976		12.12.01	
2027	MBTA059		Signals/Systems Upgrade Program	5337 Signals/Systems Upgrade Program	5337	$46,400,970	$37,120,776	$37,120,776				12.62.01	
2027	MBTA059		Signals/Systems Upgrade Program	5337 Signals/Systems Upgrade Program	LF	$46,400,970	$9,280,194			$9,280,194		12.62.01	
2027	MBTA060		Stations and Facilities Program (MBTA)	Stations and Facilities Program	5337	$38,960,481	$31,168,385	$31,168,385				12.34.03	
2027	MBTA060		Stations and Facilities Program (MBTA)	Stations and Facilities Program	LF	$38,960,481	$7,792,096			$7,792,096		12.34.03	
2027	MBTA061		Bus Program	5339 Bus Program	5339	$7,903,253	$6,322,602	$6,322,602				11.12.01	
2027	MBTA061		Bus Program	5339 Bus Program	LF	$7,903,253	$1,580,651			$1,580,651		11.12.01	
2027	MBTA063		RRIF/TIFIA Financing Program	RRIF/TIFIA Financing Program	OF	$162,500,000	$162,500,000	$162,500,000				12.24.05	

STIP Investments Report

Program Activity: Transit, Massachusetts Bay Transportation Authority

STIP: 2027 - 2031 (D)

Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds	Project Score	FTA Line Item	Other Information
Federal Fiscal Year 2028							$633,423,117	$539,238,493		$94,184,624			
Massachusetts Bay Transportation Authority							$633,423,117	$539,238,493		$94,184,624			
2028	MBTA011475		Bridge & Tunnel Program	5307 Bridge & Tunnel Program	5307	$9,750,000	$7,800,000	$7,800,000				12.24.05	
2028	MBTA011475		Bridge & Tunnel Program	5307 Bridge & Tunnel Program	LF	$9,750,000	$1,950,000			$1,950,000		12.24.05	
2028	MBTA011476		Revenue Vehicle Program	5307 Revenue Vehicle Program	5307	$61,136,786	$48,909,429	$48,909,429				12.12.01	
2028	MBTA011476		Revenue Vehicle Program	5307 Revenue Vehicle Program	LF	$61,136,786	$12,227,357			$12,227,357		12.12.01	
2028	MBTA011478		Signals/Systems Upgrade Program	5307 Signals/Systems Upgrade Program	5307	$46,590,945	$37,272,756	$37,272,756				12.62.01	
2028	MBTA011478		Signals/Systems Upgrade Program	5307 Signals/Systems Upgrade Program	LF	$46,590,945	$9,318,189			$9,318,189		12.62.01	
2028	MBTA011481		Bridge & Tunnel Program	5337 Bridge & Tunnel Program	5337	$91,672,035	$73,337,628	$73,337,628				12.24.05	
2028	MBTA011481		Bridge & Tunnel Program	5337 Bridge & Tunnel Program	LF	$91,672,035	$18,334,407			$18,334,407		12.24.05	
2028	MBTA011484		Stations and Facilities Program (MBTA)	5307 Stations and Facilities Program	5307	$64,908,765	$51,927,012	$51,927,012				12.34.03	
2028	MBTA011484		Stations and Facilities Program (MBTA)	5307 Stations and Facilities Program	LF	$64,908,765	$12,981,753			$12,981,753		12.34.03	
2028	MBTA011486		Revenue Vehicle Program	5337 Revenue Vehicle Program	5337	$103,599,882	$82,879,905	$82,879,905				12.12.01	
2028	MBTA011486		Revenue Vehicle Program	5337 Revenue Vehicle Program	LF	$103,599,882	$20,719,977			$20,719,977		12.12.01	
2028	MBTA011487		Signals/Systems Upgrade Program	5337 Signals/Systems Upgrade Program	5337	$46,400,970	$37,120,776	$37,120,776				11.62.01	
2028	MBTA011487		Signals/Systems Upgrade Program	5337 Signals/Systems Upgrade Program	LF	$46,400,970	$9,280,194			$9,280,194		11.62.01	
2028	MBTA011488		Stations and Facilities Program (MBTA)	5337 Stations and Facilities Program	5337	$38,960,481	$31,168,385	$31,168,385				12.34.03	
2028	MBTA011488		Stations and Facilities Program (MBTA)	5337 Stations and Facilities Program	LF	$38,960,481	$7,792,096			$7,792,096		12.34.03	
2028	MBTA011489		Bus Program	5339 Bus Program	5339	$7,903,253	$6,322,602	$6,322,602				11.12.01	
2028	MBTA011489		Bus Program	5339 Bus Program	LF	$7,903,253	$1,580,651			$1,580,651		11.12.01	
2028	MBTA011490		RRIF/TIFIA Financing Program	RRIF/TIFIA Financing Program	OF	$162,500,000	$162,500,000	$162,500,000				12.24.05	

STIP Investments Report

Program Activity: Transit, Massachusetts Bay Transportation Authority

STIP: 2027 - 2031 (D)

Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds	Project Score	FTA Line Item	Other Information
Federal Fiscal Year 2029							$633,423,117	$539,238,493		$94,184,624			
Massachusetts Bay Transportation Authority							$633,423,117	$539,238,493		$94,184,624			
2029	MBTA011826		Bridge & Tunnel Program	5307 Bridge & Tunnel Program	5307	$9,750,000	$7,800,000	$7,800,000				12.24.05	
2029	MBTA011826		Bridge & Tunnel Program	5307 Bridge & Tunnel Program	LF	$9,750,000	$1,950,000			$1,950,000		12.24.05	
2029	MBTA011827		Revenue Vehicle Program	5307 Revenue Vehicle Program	5307	$61,136,786	$48,909,429	$48,909,429				12.12.01	
2029	MBTA011827		Revenue Vehicle Program	5307 Revenue Vehicle Program	LF	$61,136,786	$12,227,357			$12,227,357		12.12.01	
2029	MBTA011828		Signals/Systems Upgrade Program	5307 Signals/Systems Upgrade Program	5307	$46,590,945	$37,272,756	$37,272,756				12.63.01	
2029	MBTA011828		Signals/Systems Upgrade Program	5307 Signals/Systems Upgrade Program	LF	$46,590,945	$9,318,189			$9,318,189		12.63.01	
2029	MBTA011829		Bridge & Tunnel Program	5307 Stations and Facilities Program	5307	$64,908,765	$51,927,012	$51,927,012				12.34.01	
2029	MBTA011829		Stations and Facilities Program (MBTA)	5307 Stations and Facilities Program	LF	$64,908,765	$12,981,753			$12,981,753		12.34.01	
2029	MBTA011830		Bridge & Tunnel Program	5337 Bridge & Tunnel Program	5337	$91,672,035	$73,337,628	$73,337,628				12.24.05	
2029	MBTA011830		Bridge & Tunnel Program	5337 Bridge & Tunnel Program	LF	$91,672,035	$18,334,407			$18,334,407		12.24.05	
2029	MBTA011831		Revenue Vehicle Program	5337 Revenue Vehicle Program	5337	$103,599,882	$82,879,905	$82,879,905				12.12.01	
2029	MBTA011831		Revenue Vehicle Program	5337 Revenue Vehicle Program	LF	$103,599,882	$20,719,977			$20,719,977		12.12.01	
2029	MBTA011832		Signals/Systems Upgrade Program	5337 Signals/Systems Upgrade Program	5337	$46,400,970	$37,120,776	$37,120,776				12.63.01	
2029	MBTA011832		Signals/Systems Upgrade Program	5337 Signals/Systems Upgrade Program	LF	$46,400,970	$9,280,194			$9,280,194		12.63.01	
2029	MBTA011834		Bus Program	5339 Bus Program	5339	$7,903,253	$6,322,602	$6,322,602				11.14.01	
2029	MBTA011834		Bus Program	5339 Bus Program	LF	$7,903,253	$1,580,651			$1,580,651		11.14.01	
2029	MBTA011836		Stations and Facilities Program (MBTA)	5337 Stations and Facilities Program	5337	$38,960,481	$31,168,385	$31,168,385				12.34.01	
2029	MBTA011836		Stations and Facilities Program (MBTA)	5337 Stations and Facilities Program	LF	$38,960,481	$7,792,096			$7,792,096		12.34.01	
2029	MBTA011837		RRIF/TIFIA Financing Program	RRIF/TIFIA Financing Program	OF	$162,500,000	$162,500,000	$162,500,000				12.24.05	

STIP Investments Report

Program Activity: Transit, Massachusetts Bay Transportation Authority

STIP: 2027 - 2031 (D)

Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds	Project Score	FTA Line Item	Other Information
Federal Fiscal Year 2030							$618,423,117	$524,238,493		$94,184,624			
Massachusetts Bay Transportation Authority							$618,423,117	$524,238,493		$94,184,624			
2030	MBTA012045		Bridge & Tunnel Program	5307 Bridge & Tunnel Program	5307	$9,750,000	$7,800,000	$7,800,000				12.24.05	
2030	MBTA012045		Bridge & Tunnel Program	5307 Bridge & Tunnel Program	LF	$9,750,000	$1,950,000			$1,950,000		12.24.05	
2030	MBTA012046		Revenue Vehicle Program	5307 Revenue Vehicle Program	5307	$61,136,786	$48,909,429	$48,909,429				12.12.01	
2030	MBTA012046		Revenue Vehicle Program	5307 Revenue Vehicle Program	LF	$61,136,786	$12,227,357			$12,227,357		12.12.01	
2030	MBTA012047		Signals/Systems Upgrade Program	5307 Signals/Systems Upgrade Program	5307	$46,590,945	$37,272,756	$37,272,756				12.63.01	
2030	MBTA012047		Signals/Systems Upgrade Program	5307 Signals/Systems Upgrade Program	LF	$46,590,945	$9,318,189			$9,318,189		12.63.01	
2030	MBTA012048		Stations and Facilities Program (MBTA)	5307 Stations and Facilities Program	5307	$64,908,765	$51,927,012	$51,927,012				12.34.01	
2030	MBTA012048		Stations and Facilities Program (MBTA)	5307 Stations and Facilities Program	LF	$64,908,765	$12,981,753			$12,981,753		12.34.01	
2030	MBTA012049		Bridge & Tunnel Program	5337 Bridge & Tunnel Program	5337	$91,672,035	$73,337,628	$73,337,628				12.24.05	
2030	MBTA012049		Bridge & Tunnel Program	5337 Bridge & Tunnel Program	LF	$91,672,035	$18,334,407			$18,334,407		12.24.05	
2030	MBTA012050		Revenue Vehicle Program	5337 Revenue Vehicle Program	5337	$103,599,882	$82,879,905	$82,879,905				12.12.01	
2030	MBTA012050		Revenue Vehicle Program	5337 Revenue Vehicle Program	LF	$103,599,882	$20,719,977			$20,719,977		12.12.01	
2030	MBTA012051		Signals/Systems Upgrade Program	5337 Signals/Systems Upgrade Program	5337	$46,400,970	$37,120,776	$37,120,776				12.63.01	
2030	MBTA012051		Signals/Systems Upgrade Program	5337 Signals/Systems Upgrade Program	LF	$46,400,970	$9,280,194			$9,280,194		12.63.01	
2030	MBTA012052		Stations and Facilities Program (MBTA)	5337 Stations and Facilities Program	5337	$38,960,481	$31,168,385	$31,168,385				12.34.01	
2030	MBTA012052		Stations and Facilities Program (MBTA)	5337 Stations and Facilities Program	LF	$38,960,481	$7,792,096			$7,792,096		12.34.01	
2030	MBTA012053		Bus Program	5339 Bus Program	5339	$7,903,253	$6,322,602	$6,322,602				11.14.01	
2030	MBTA012053		Bus Program	5339 Bus Program	LF	$7,903,253	$1,580,651			$1,580,651		11.14.01	
2030	MBTA012054		RRIF/TIFIA Financing Program	RRIF/TIFIA Financing Program (Potential)	OF	$147,500,000	$147,500,000	$147,500,000				12.24.05	

STIP Investments Report

Program Activity: Transit, Massachusetts Bay Transportation Authority

STIP: 2027 - 2031 (D)

Year	MassDOT Project ID	Municipality	Program	MassDOT Project Description	Funding Source	Total Project Cost	Total Programmed Funds	Federal Funds	State Funds	Other Funds	Project Score	FTA Line Item	Other Information
Federal Fiscal Year 2031							$661,592,927	$558,774,341		$102,818,586			
Massachusetts Bay Transportation Authority							$661,592,927	$558,774,341		$102,818,586			
2031	MBTA012281		Bridge & Tunnel Program	5307 Bridge & Tunnel Program	5307	$25,000,000	$20,000,000	$20,000,000				12.24.05	
2031	MBTA012281		Bridge & Tunnel Program	5307 Bridge & Tunnel Program	LF	$25,000,000	$5,000,000			$5,000,000		12.24.05	
2031	MBTA012282		Revenue Vehicle Program	5307 Revenue Vehicle Program	5307	$51,716,307	$41,373,046	$41,373,046				12.12.20	
2031	MBTA012282		Revenue Vehicle Program	5307 Revenue Vehicle Program	LF	$51,716,307	$10,343,261			$10,343,261		12.12.20	
2031	MBTA012283		Signals/Systems Upgrade Program	5307 Signals/Systems Upgrade Program	5307	$12,606,034	$10,084,827	$10,084,827				12.63.01	
2031	MBTA012283		Signals/Systems Upgrade Program	5307 Signals/Systems Upgrade Program	LF	$12,606,034	$2,521,207			$2,521,207		12.63.01	
2031	MBTA012284		Stations and Facilities Program (MBTA)	5307 Stations and Facilities Program	5307	$136,233,965	$108,987,172	$108,987,172				12.34.01	
2031	MBTA012284		Stations and Facilities Program (MBTA)	5307 Stations and Facilities Program	LF	$136,233,965	$27,246,793			$27,246,793		12.34.01	
2031	MBTA012285		Bridge & Tunnel Program	5337 Bridge & Tunnel Program	5337	$161,505,463	$129,204,370	$129,204,370				12.24.05	
2031	MBTA012285		Bridge & Tunnel Program	5337 Bridge & Tunnel Program	LF	$161,505,463	$32,301,093			$32,301,093		12.24.05	
2031	MBTA012286		Revenue Vehicle Program	5337 Revenue Vehicle Program	5337	$113,277,905	$90,622,324	$90,622,324				12.12.01	
2031	MBTA012286		Revenue Vehicle Program	5337 Revenue Vehicle Program	LF	$113,277,905	$22,655,581			$22,655,581		12.12.01	
2031	MBTA012287		Signals/Systems Upgrade Program	5337 Signals/Systems Upgrade Program	5337	$5,850,000	$4,680,000	$4,680,000				12.63.01	
2031	MBTA012287		Signals/Systems Upgrade Program	5337 Signals/Systems Upgrade Program	LF	$5,850,000	$1,170,000			$1,170,000		12.63.01	
2031	MBTA012288		Bus Program	5339 Bus Program	5339	$7,903,253	$6,322,602	$6,322,602				11.14.01	
2031	MBTA012288		Bus Program	5339 Bus Program	LF	$7,903,253	$1,580,651			$1,580,651		11.14.01	
2031	MBTA012289		RRIF/TIFIA Financing Program	RRIF/TIFIA Financing Program	OF	$147,500,000	$147,500,000	$147,500,000				12.24.05	

Glossary

Table 20. Definitions Used in Highway Project Listings

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

Table 21. Acronyms

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

Table 21. Acronyms (continued)

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

Appendices

Appendix A: Project Evaluation

Regional Transportation Plan Consistency

All projects included in the Transportation Improvement Program (TIP) are either specifically identified in the Regional Transportation Plan (RTP) or are consistent with programs in the RTP. Looking at the first RTP time band (2020-24) in the RTP, the Provincetown, Corridor Improvements on Shank Painter Road and Route 6 which is programmed in this TIP cycle in FFY2026-2027. Also, in the first RTP time band is "Route 28 Multimodal Improvements." This appears as a series of projects in the 2027-2031 TIP in the towns of Chatham and Dennis for instance. Other projects in the 2026-2030 TIP are consistent with programs in the RTP such as "Roadway Rehabilitation & Reconstruction" and "Bicycle/Pedestrian Projects."

Lastly, the RTP was amended in April 2026 to include the latest funding amounts that have been secured for the replacement of the Sagamore Bridge, which is included in the Cape Cod Canal Bridges Program. Over $1.5 billion will be funded in the time band between 2024 and 2038.

Furthermore, the goals, objectives, performance measures, and recommendations of the 2024 RTP were used in the development of the TIP Transportation Evaluation Criteria.

Consistency with Statewide Bicycle and Pedestrian Plans

The Statewide Bicycle and Statewide Pedestrian plans, both developed in 2019, seek to increase everyday walking and biking through project development while also increasing for safety vulnerable users. The TIP has long prioritized the expansion and development of the regional path network. The 2027-2031 TIP funds the construction of a segment of the region’s long term off-road bicycle path, known as “Vision 88”, in the town of Provincetown. The 2027-2031 TIP also includes the first maintenance and modernization project specifically for an existing Old Colony Rail Trail in the town of Harwich. Additionally, the roadway and intersection reconstruction projects all support healthy transportation alternatives and promote everyday walking and biking on regional roadways that are also served by transit.

Consistency with Regional Performance Targets

The TIP integrates the MPOs’ performance measures and link transportation-investment decisions to progress toward achieving performance goals. The performance measures are evaluated as part of the project selection process for

inclusion in the Cape Cod TIP. The regional performance targets of reduced crashes, healthy transportation, reduced congestion and system preservation are factors all considered as part of the TIP project evaluation process. Consistent with the 2024 RTP, specific evaluation criteria were developed to meet the regional performance targets on safety, mobility and system preservation. Projects that provide a substantial improvement in these categories are weighed heavily and prioritized by the MPO.

In addition, the 2024 Congestion Management Plan (CMP) prioritizes operational, safety and multi-modal improvements on the region's two main corridors, Route 6 and Route 28. Both corridors carry the region's highest traffic volumes and are often congested, especially during peak summer season. Additionally, safety issues exist on both corridors as there are numerous clusters of high crash locations. Transit service is generally provided along Route 28 and Route 6 in the Outer Cape, however, multi-modal accommodations on these roadways do not exist or are not consistent in most places.

The FFY 2027-2031 Highway TIP projects will reduce crashes at high crash locations, improve non-motorist mobility with the construction of shared use paths, provide a healthier transportation system and preserve the roadway system on the region's two key corridors of Route 28 and Route 6.

Project Evaluation Process

All highway projects under consideration for funding through the TIP are scored using the Cape Cod Metropolitan Planning Organization (MPO)'s TIP Transportation Evaluation Criteria. The TIP project evaluation criteria was most recently adopted by the Cape Cod MPO in December 2023 following a thorough review and recommendation from the Cape Cod Joint Transportation Committee. Projects are scored each spring based on the latest information available. Representatives from CCJTC, which includes each town's Department of Public Works (DPW) are invited to review project scores. The resulting project scores are one of the considerations in selecting projects for funding in the TIP. Other considerations include, but are not limited to:

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

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

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

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

DRAFT Cape Cod TIP Project Evaluation Scoring Summary (For FFY2027-2031 TIP)

		System Preservation and Modernization			Mobility			Safety			Economic Impact				Environmental and Health Effects						Cost	Policy Support							
		A1 Primary asset condition / effect on condition	A2 Enhancements to other assets	A3 Modern technology/regional ITS efforts	B1 Existing motorist congestion / effect on motorist congestion	B2 Effect on mobility / accommodation of non-motorists	B3 Effect on connectivity / access	C1 Motorist crash history and anticipated safety impact	C2 Non-motorist crash history and anticipated safety impact	C3 Systematic Safety Improvements/Proven Safety	D1 Effect on regionally-designated economic development area	D2 Effect on locally-designated business district	D3 Housing, job, cultural centers, & essential services connections	D4 Ability of the region's freight network to handle current and future freight	E1 Wetlands, wildlife, or other resources	E2 Stormwater management/treatment	E3 Air quality / GHG emission	E4 Coastal Resiliency/SLR Vulnerability	E5 Cultural resources or open space	E6 Healthy Transportation Options	F1 Average Cost Per User	G1 Local Plans/Community support (demonstrated	G2 Regional plans/policies	G3 Supports Federal/State policies/goals	G4 Impacted Population		FFY2026-30 TIP Year (Future = NOT funded)	Funded with statewide funds (outside of target)	Title VI Population Affected (I=Income; M = Minority; LEP = Limited English Proficiency)
#	Project																												
608264	Yarmouth, Rte 28 Corridor Improvements	15	10	5	4	3	3	7	9	7	3	2	3	2	0	2	2	0	1	1	3	3	2	2	3	92	2029		I, M
610928	Mashpee, Mashpee Rotary Improvements	15	10	5	4	3	3	7	7	7	3	2	3	2	0	2	2	0	0	1	5	2	2	1	3	89	Future		M
612960	Barnstable, Route 132 Corridor Improvements	12	10	5	3	3	3	7	9	7	3	2	3	2	0	2	2	0	1	1	5	3	2	1	3	89	Future		I, M, LEP
612767	Eastham/Orleans, Rotary Improvements on Route 6	15	10	5	4	3	3	7	7	7	3	2	3	2	2	2	2	2	1	1	1	3	2	1	1	89	Future		I
614274	Barnstable, Route 28 Corridor Improvements, from Mall to Rotary (Phase 1)	15	10	5	4	3	3	9	9	7	3	2	3	2	0	1	2	0	0	1	1	2	2	1	3	88	Future		I, M, LEP
609218	Falmouth, Corridor Improvements on Route 28	12	10	5	4	3	3	7	9	7	3	2	3	2	0	1	2	2	1	1	1	2	2	2	3	87	Future		I
613706	Yarmouth, Corridor Improvements on Route 28 from Mill Ln to Parker River	15	10	5	4	3	3	5	5	7	3	2	3	2	0	1	2	0	1	1	3	3	2	2	3	85	Future		M
614231	Eastham/Wellfleet, Route 6 Corridor Modernization	15	10	5	4	3	3	7	7	7	3	2	3	2	0	2	2	0	1	1	1	3	2	1	1	85	2031		None
613289	Provincetown/Truro - Corridor Modernization on Route 6	15	10	5	4	3	3	3	5	7	3	2	3	2	0	2	2	1	1	1	5	0	2	2	3	84	Future		I
608196	Dennis, Route 28 Streetscape Improvements (Phase 2)	12	10	5	4	3	3	7	7	7	3	2	3	2	0	2	2	0	1	1	0	3	2	2	3	84	2028		I
612776	Barnstable, Route 28 at Santuit-Newtown Rd	15	10	5	4	3	3	7	7	7	1	2	3	2	0	1	1	0	0	1	5	3	2	1	0	83	Future		None
615274	Barnstable, Route 28 Corridor Improvements (Phase 2)	15	10	5	4	3	3	7	5	7	3	2	3	2	0	1	2	0	0	1	1	2	2	1	3	82	Future		I, M, LEP
612768	Barnstable, Route 28 at Pitcher's Way & Lincoln Rd	12	10	5	4	2	2	9	9	7	3	2	3	2	0	1	1	0	0	1	1	0	2	2	3	81	Future		I, M, LEP
608744	Provincetown, Shank Painter Road Improvements	12	10	5	3	3	3	3	3	7	3	2	3	2	0	1	2	1	1	1	1	3	2	2	3	76	2027		I
612540	Truro/Wellfleet, Shared Use Path Along Route 6	15	7	5	4	3	3	0	5	7	3	2	3	0	0	1	2	2	1	1	5	0	2	2	3	76	Future		I
613271	Sandwich - Shared Use Path Construction, Route 130 to Canal Service Rd	15	10	5	2	3	2	3	5	3	3	2	3	0	0	1	2	1	1	1	5	3	2	2	1	75	Future		None
607405	Chatham, Rte 28 at Main St, Depot Rd, Queen Anne Rd and Crowell Rd	12	10	5	4	3	3	3	5	5	3	2	3	2	0	2	1	0	0	1	3	2	2	2	0	73	2028		None
607394	Bourne/Falmouth, Bourne Rail Trail Phase 4/Shining Sea Bikeway Extension	15	10	5	2	3	2	3	5	3	0	2	3	0	0	0	2	0	1	1	5	2	2	2	1	69	Future		None
608819	Barnstable, Route 6 Repaving and Related Work	15	10	2	4	0	3	7	0	7	2	0	3	2	0	1	0	1	0	0	5	0	2	1	3	68	2028	X	I, M, LEP
612980	Barnstable, Pedestrian Improvements on Route 6A	15	7	0	2	3	1	7	7	7	3	2	2	0	0	1	1	0	1	1	1	3	2	1	0	67	Future		None
612032	Wellfleet/Truro, Resurfacing and Related Work on Route 6	15	10	1	1	3	2	3	0	7	1	1	2	2	0	1	1	0	1	1	5	3	2	1	3	66	2028	X	I
613114	Wellfleet, Route 6 at School St, Lawrence Rd	8	10	5	4	3	2	5	5	5	1	1	2	2	0	1	1	0	1	1	3	2	2	1	0	65	Future		None
613864	Bourne Rail Trail Phase 3	15	10	2	2	3	2	3	5	3	0	2	3	0	0	0	2	2	0	1	0	3	2	2	3	65	Future		I
613933	Yarmouth, Corridor Improvements on Route 6A	12	10	5	1	3	2	5	5	7	0	2	3	1	0	2	1	0	0	1	0	2	1	1	0	64	Future		None
610673	Bourne, Bourne Rail Trail (Phase 2)	15	10	2	2	3	2	3	5	3	0	2	3	0	0	0	2	2	1	1	0	2	2	2	1	63	Future		None
610800	Barnstable, Park and Ride Expansion and Improvements at Route 132	15	10	5	3	3	0	0	3	3	2	0	3	0	0	1	2	1	0	1	3	0	2	1	3	61	Future		I, M, LEP
613156	Barnstable - Culvert Replacement Route 6A over Boat Cove Creek	15	7	0	1	2	3	3	3	5	0	2	3	2	2	2	1	2	1	1	3	0	1	1	0	60	2029	X	None
613278	Harwich - Old Colony Rail Trail Modernization	12	10	5	0	3	1	0	3	3	1	1	1	0	0	1	1	1	1	1	5	3	1	1	3	58	2029	X	I
613929	Sandwich - Park and Ride Facility on Route 130 with Shared Use Path	4	10	5	3	3	0	0	3	3	2	0	3	0	0	0	2	0	0	0	3	0	2	2	1	46	Future		None
CC2001	Cape Cod, Traffic Safety Equipment	15	0	0	1	3	3	3	3	3	1	1	1	0	0	0	1	0	1	1	0	3	2	1	3	46	2027		TBD
616339	Harwich - Route 28 Pavement Preservation	15	4	0	4	1	2	0	0	0	1	1	1	2	0	1	0	0	0	0	5	0	2	1	0	40	2030	X	I
612052	Harwich-Orleans Resurfacing and Related Work on Route 28	15	4	0	4	1	2	0	0	0	1	0	1	2	0	1	0	0	0	0	5	0	2	1	0	39	2029	X	None
612063	Bourne - Resurfacing and Related Work on Route 28	8	4	2	4	0	2	0	0	0	2	1	1	2	0	1	0	0	0	0	5	0	2	1	3	38	2030	X	I, M
CC2000	Cape Cod, Bicycle Rack Program	15	0	0	1	2	2	0	0	0	1	2	1	0	0	0	2	0	1	1	0	3	2	1	3	37	2027		TBD
612111	Falmouth - Resurfacing and Related Work on Route 28	8	4	2	4	0	2	0	0	0	1	0	1	2	0	1	0	0	0	0	5	0	2	1	0	33	2030	X	None
	Maximum Possible	**15**	**10**	**5**	**4**	**3**	**3**	**9**	**9**	**7**	**3**	**2**	**3**	**2**	**2**	**2**	**2**	**2**	**1**	**1**	**5**	**3**	**2**	**2**	**3**	**100**			

TIP Project Evaluation - Detailed Scoring Template - Revised December 2023

Category	TIP Evaluation Criteria	Points (out of 100)
System Preservation and Modernization	• Pavement and signal equipment improvement • Sidewalks and other infrastructure enhancement (transit elements) • Use of modern technology	30
Mobility	• Motorist congestion • Non-motorist congestion • Connectivity / access	10
Safety	• Motorist crash history and anticipated safety impact • Non-motorist crash history and anticipated safety impact • Systematic safety improvements/proven safety countermeasures	25
Economic Impact	• Access to or within a regionally-designated economic development area • Access to or within a locally-designated business district • Connections between housing, job, cultural centers, and essential services • Effect on the freight network	10
Environmental and Health Effects	• Wetlands, wildlife, or other resource protection • Water quality through stormwater management and treatment • Air quality / GHG emission / Climate Action Plan • Coastal Resiliency / Sea Level Rise Vulnerability / Low Lying Roads • Cultural resources or open space • Healthy Transportation Options	10
Cost Effectiveness	• Average project cost per user (based on comparisons among TIP projects)	5
Policy Support	• Community Support/Local Plans • Regional plans/policies • State or MassDOT Policies and goals • Equity	10

Notes on Project Scoring

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

A - System Preservation and Modernization Scoring

	Criterion	Factor	Points
1	**Primary asset condition / effect on condition**	Poor or failing / substantial improvement	15
		Fair / moderate improvement	8
		Good / minor improvement	4
		Excellent / no improvement	0
2	**Enhancements to other assets** (Projects elements included in the project, but not part of the primary project focus ie. Sidewalks with repaving project, bus shelter and pulloffs)	Poor or failing / substantial improvement	10
		Fair / moderate improvement	7
		Good / minor improvement	4
		Excellent / no improvement	0
3	**Use of modern technology to improve efficiency and support ITS regional efforts** (ie. continuous traffic counting equipment, adaptive signal control, emergency preemption systems, transit priority)	Use of innovative technology and/or incorporation of traffic counting technology	5
		Improvement in technology to current best practices	2
		Maintain/repair existing technology	1
		Not applicable	0
			Total Score = up to 30

B - Mobility Scoring

	Criterion	Factor	Points
1	**Existing motorist congestion / effect on motorist congestion** (Projects identified in Congestion Management Plan network are able to receive maximum points)	Location identified in the CMP network/ substantial improvement	4
		Significant existing / substantial improvement	3
		Significant existing / moderate or minor improvement	2
		Minimal existing / minor improvement	1
		No change	0
		Negative effect	-1
2	**Effect on mobility / accommodation of non-motorists**	Substantial improvement	3
		Moderate improvement	2
		Minimal improvement	1
		No effect for non-motorists	0
		Negative effect on mobility / accommodation	-1
3	**Effect on connectivity / access (emphasis placed on key emergency and evacuation routes)**	Substantial improvement to connectivity through the corridor	3
		Moderate improvement to connectivity	2
		Minimal effect on connectivity	1
		No effect on connectivity	0
		Negative effect on connectivity	-1
			Total Score = up to 10

C - Safety

	Criterion	Factor	Points
1	**Motorist crash history and anticipated safety impact** (Note: Highway Safety Improvement Program (HSIP) eligible locations are determined by MassDOT and includes the 5% percent of locations in the region based on a severity weighted crash rate)	Location is HSIP eligible and project is anticipated to improve motorist safety	9
		Location is listed as a Top 50 regional crash location or identified in a local or regional safety plan/study and project is anticipated to improve motorist safety	7
		Location has a demonstrated crash problem and project is anticipated to improve motorist safety	5
		No demonstrated crash problem, but project is anticipated to improve motorist safety	3
		No safety improvement anticipated	0
		The project many adversely affect motorist safety	-1
2	**Non-motorist crash history and anticipated safety impact**	Location identified as a HSIP Bicycle or Pedestrian Cluster and project is anticipated to improve non-motorist safety	9
		Location is listed as a Top 50 regional crash location or identified in a local or regional safety plan/study and project is anticipated to improve non-motorist safety	7
		Location has a demonstrated safety deficiencies for non-motorists and project is anticipated to improve non-motorist safety	5
		No demonstrated crash problem, but project is anticipated to improve non-motorist safety	3
		No safety improvement anticipated	0
		The project many adversely affect non-motorist safety	-1
3	**Systematic Safety Improvements/Proven Safety Countermeasures** (Note: where available MassDOT analysis will used to identify primary and secondary risk locations)	Characteristics of the location make it a primary risk location and the project will implement a proven safety countermeasure	7
		Characteristics of the location make it a secondary risk location and the project will implement a proven safety countermeasure	5
		While not a primary or secondary risk location, the location provides access to vulnearble roadway users, such as schools, transit stops and senior destinations and the project will implement a proven safety countermeasure	3
		No safety improvement anticipated	0
			Total Score = up to 25

D - Economic Impact Scoring

	Criterion	Factor	Points
1	**Effect on access to or within a regionally-designated economic development area** (ie. Economic Center, GIZ, etc.)	Substantial improvement	3
		Moderate improvement	2
		Minor improvement	1
		No effect	0
		Negative effect	-1
2	**Effect on access to or within a locally-designated business district**	Substantial or moderate improvement	2
		Minor improvement	1
		No effect	0
		Negative effect	-1
3	**Effect on connections between housing, job, cultural centers, and essential services within and beyond the region**	Substantial improvement	3
		Moderate improvement	2
		Minor improvement	1
		No effect	0
		Negative effect	-1
4	**Effect on the ability of the region's freight network to handle current and future freight needs**	Substantial or moderate improvement	2
		Minor improvement	1
		No effect	0
		Negative effect	-1
			Total Score = up to 10

E - Environmental and Health Effects Scoring

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

F - Cost

1	**Average Project cost per user** (based on comparisions among TIP projects)	Project cost is below average	5
		Project cost is near average	3
		Project cost is above average	1
		Project cost is well above average	0
			Total Score = up to 5

G - Policy Support Scoring

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

Fund Distribution by Community

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

Table 22. Distribution of TIP Funds by Community

Community	2027-2031 Total	2027-2031 Community Share	2017-2026 Total	2017-2026 Community Share
Barnstable	$34,832,502	17.1%	$42,516,988	15.4%
Bourne	$40,072,136	19.7%	$20,950,718	7.5%
Brewster	$0	0.0%	$3,899,426	1.4%
Chatham	$4,940,511	2.4%	$3,495,909	1.3%
Dennis	$24,360,183	12.0%	$44,620,583	16.1%
Eastham	$9,500,000	4.7%	$0	0.0%
Falmouth	$7,843,920	3.9%	$485,721	0.2%
Harwich	$6,744,542	3.3%	$24,749,331	8.9%
Mashpee	$0	0.0%	$32,269,820	11.7%
Orleans	$3,308,850	1.6%	$7,785,721	2.8%
Provincetown	$11,459,672	5.6%	$5,206,653	1.9%
Sandwich	$0	0.0%	$16,276,449	5.9%
Truro	$21,637,489	10.6%	$896,868	0.3%
Wellfleet	$7,712,496	3.8%	$29,572,165	10.7%
Yarmouth	$31,204,872	15.3%	$43,827,096	15.8%
Regional	$686,229	-	$300,000	-
CCRTA (including pass-throughs)	$244,665,741	-	$283,065,670	-
CCNS	$0	-	$337,500	-
SSA	$0	-	$8,501,309	-
Total	$448,969,143	100.0%	$568,757,927	100.0%

Notes:

1. Where projects spanned multiple communities, project costs where distributed based on the approximate project length within each community.
2. Does not include funding associated with the Canal Bridges Program

Geographic distribution is important to the region. The JTC, which included of representation from all 15 towns on Cape Cod, frequently discussed geographic distribution and strives to balance between all towns. As seen in Table 22, TIP projects have occurred or will occur in all 15 towns whether over the next five year cycle or in the past ten years. The CCJTC and the CCMPO voted to prioritize funding of the Town of Eastham's Route 6 Corridor Rehabilitation project in FFY 2031. This is the Town's first TIP project that is municipally led.

It should be noted that within the UPWP, technical assistance is provided by Cape Cod Commission staff to towns that are as familiar with the TIP process. Cape Cod Commission Transportation staff have also been actively involved with municipalities in submitting other transportation-related grant applications, as appropriate, such as Safe Streets for All and the BUILD grant. For example, Cape Cod Transportation staff assisted the Town of Eastham and the Town of Yarmouth in January 2026 with the submission of a BUILD grant application for their ongoing TIP projects to supplement additional funding that is needed.

It is also important to note that the distribution of projects summarized in Table 22, tends to be skewed by our larger towns which have large infrastructure projects (i.e. Route 6 in Bourne and Barnstable) or larger bridge projects, such as in the case with the Bass River Bridge project in Dennis and Yarmouth with a construction bid of nearly $65 million. Additionally, these figures do not take into account the MEGA and BIP Discretionary grant funding awarded for the Canal Bridges Program.

Analysis by Impacted Population

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

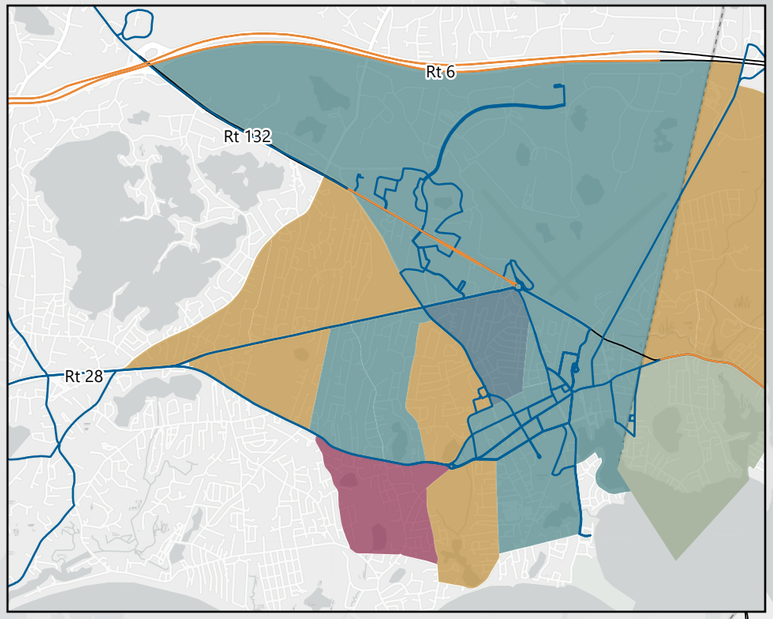
Overall, 73% of the FFY 2027-2031 regional TIP highway funding is allocated to projects that will positively impact low income populations, 54% to projects that will positively impact minority populations, and 16% to projects that will positively impact limited English proficiency populations. These estimates exclude transit-funded projects and the MEGA and BIP Discretionary grant funding awarded for the Canal Bridges Program. No projects are anticipated to negatively impact these identified populations. Specific projects and their anticipated impacts are presented in Table 23.

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

Project (#)	Year	Impacted Population	Anticipated Impact
Dennis/Harwich, Route 28 Reconstruction (#608742)	2025-2027	I, M	Improved bicycle/ pedestrian access, safety
Bourne, Route 6 Scenic Highway Median Installation (#606082)	2025-2027	I, M	Improved safety, traffic flow, bicycle/pedestrian access
Provincetown, Shank Painter Road Improvements (#608744)	2026-2027	I	Improved bicycle/ pedestrian access, safety, traffic flow
Truro/Wellfleet, Route 6 Resurfacing (#612032)	2028	I	Improved pavement condition and multi-modal access
Barnstable, Route 6 Resurfacing and Related Work (#608819)	2028-2029	I, M, LEP	Improved pavement condition, safety
Dennis, Route 28 Streetscape Improvements Phase 2 (#608196)	2028-2029	I	Improved bicycle/ pedestrian access, safety, traffic flow
Harwich, Old Colony Rail Trail Modernization (#613278)	2028	I	Improved pavement condition and safety
Yarmouth, Route 28 Corridor Improvements (#608264)	2029-2031	I, M	Improved bicycle/ pedestrian access, safety, traffic flow
Bourne, Route 28 Resurfacing and Related Work (#612063)	2030	I, M	Improved pavement condition
Harwich, Pavement Preservation on Route 28 (#616339)	2030	I	Improved pavement condition
Barnstable, Route 132 Corridor Improvements (#612960)	2031	I, M, LEP	Improved bicycle/ pedestrian access, safety, traffic flow

Notes:

1. Based on projects within 3 miles of the populations identified on the maps on the following page.
2. Does not include the Canal Bridges Program



Proposed 2027-2031
Transportation Improvement Program (TIP)

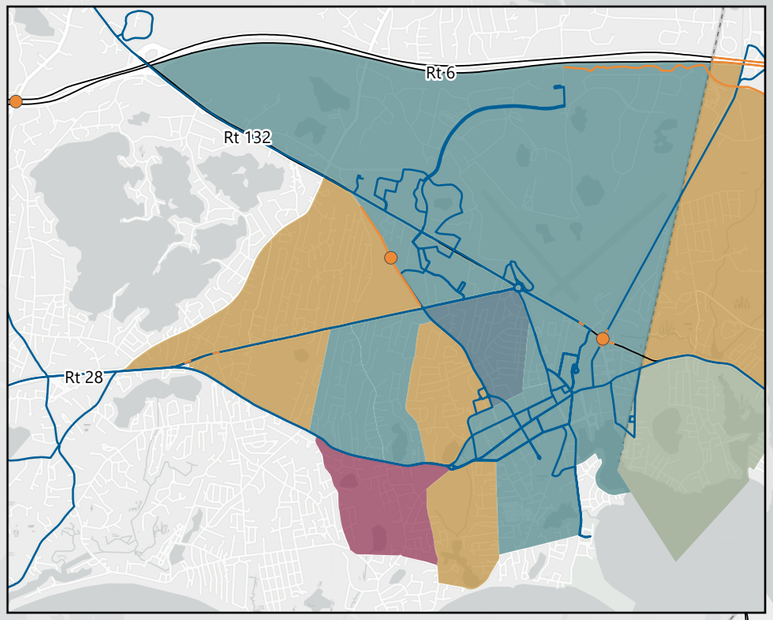
- TIP Specific Location Improvement
- TIP Road Segment Improvement
- CCRTA Route
- Major Road
- Town Line
- Joint Base Cape Cod

N

0 5

Miles

CAPE COD COMMISSION



Ten Year Review (2016-2026)
Transportation Improvement Program (TIP)

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

N
0
5
Miles

CAPE COD COMMISSION

Appendix B: Air Quality Conformity Determination

Air Quality Conformity Determination

Air Quality Conformity Determination

Cape Cod Metropolitan Planning Organization

FFY 2027-2031 Transportation Improvement Program

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

Introduction

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

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

Legislative and Regulatory Background

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

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

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

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

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

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

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

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

Current Conformity Determination

After 2/16/19, as a result of the court ruling and the subsequent federal guidance, transportation conformity for the 1997 NAAQS – intended as an "anti-backsliding" measure – now applies to both of Massachusetts' orphan areas. Therefore, a conformity determination was made for the 1997 ozone NAAQS on the 2020-2050 Regional Transportation Plans. This conformity determination was finalized in July 2019 following each MPO's previous endorsement of their regional transportation plan, and approved

by the Massachusetts Divisions of FHWA and FTA on October 13, 2023. This conformity determination continues to be valid for the FFY 2027 - 2031 State Transportation Improvement Program and each MPOs' FFY 2027 – 2031 Transportation Improvement Program, as each is developed from the conforming 2024-2050 Regional Transportation Plans.

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

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

Therefore, transportation conformity for the 1997 ozone NAAQS for the FFY 2027-2031 State Transportation Improvement Program, Transportation Improvement Programs, and 2024-2050 Regional Transportation Plans can be demonstrated by showing that remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA's guidance and addressed below, include:

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

Latest Planning Assumptions:

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

Consultation:

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

- Massachusetts' Air Pollution Control Regulations 310 CMR 60.03 "Conformity to the State Implementation Plan of Transportation Plans, Programs, and Projects Developed, Funded or Approved Under Title 23 USC or the Federal Transit Act"

- The Commonwealth of Massachusetts Memorandum of Understanding among the Massachusetts Department of Transportation, Massachusetts Department of Environmental Protection, Massachusetts Metropolitan Planning Organizations, and Regional Transit Authorities, titled The Conduct of Air Quality Planning and Coordination for Transportation Conformity (dated September 16, 2019)

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

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

Timely Implementation of Transportation Control Measures:

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

Fiscal Constraint:

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

metropolitan planning regulations at 23 CFR part 450. The 2027-2031 State Transportation Improvement Program and 2024-2050 Regional Transportation Plans are fiscally constrained, as demonstrated in this document.

In summary and based upon the entire process described above, the Commonwealth has prepared this conformity determination for the 1997 Ozone NAAQS in accordance with EPA's and Massachusetts' latest conformity regulations and guidance. This conformity determination process demonstrates that the FFY 2027-2031 State Transportation Improvement Program and the 2024-2050 Regional Transportation Plans meet the Clean Air Act and Transportation Conformity Rule requirements for the 1997 Ozone NAAQS, and have been prepared following all the guidelines and requirements of these rules during this time period.

Therefore, the implementation of the MPO's FFY 2027-2031 State Transportation Improvement Program and the 2024-2050 Regional Transportation Plans are consistent with the air quality goals of, and in conformity with, the Massachusetts State Implementation Plan.

Appendix C: Greenhouse Gas Analysis

This section summarizes the greenhouse gas (GHG) impacts anticipated to result from the projects that are included in this FFY 2027 – 2031 STIP. It includes a summary of the state laws and policies that call for reducing greenhouse gas.

State policy context

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

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

Regional Efforts

The 2025 Cape Cod Regional Policy Plan identifies key challenges facing the region, putting Cape Cod's natural, built, and community systems at risk. It includes a baseline of greenhouse gas emissions that will help communities better understand opportunities for mitigation. Additionally, a baseline GHG inventory was performed for the region and found the transportation sector as the major contributor to GHG emissions within the region. The proposed TIP projects within the Cape Cod region are consistent both of these plans by reducing GHGs by reducing bottlenecks and multimodal projects to reduce the carbon footprint.

The role of MPOs

The Commonwealth’s MPOs are integrally involved in supporting the GHG reductions mandated under the GWSA. The MPOs are most directly involved in helping to achieve the GHG emissions reductions through the promotion of healthy transportation modes through prioritizing and programming an appropriate balance of roadway, transit, bicycle and pedestrian investments – and assisting smart growth development patterns through the creation of a balanced multi-modal transportation system. This is realized through the transportation goals and policies espoused in the 2024 Regional Transportation Plans (RTPs); the major projects planned in those RTPs; and the mix of new transportation projects that are programmed and implemented through the TIPs. GHG

tracking and evaluation processes enable the MPOs to identify anticipated GHG impacts of planned and programmed projects, and also to use GHG impacts as a criterion in prioritizing transportation projects.

Project-level GHG tracking and evaluation in TIPs

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

Calculation of GHG Impacts for TIP Projects

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

Projects with quantified impacts

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

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

- **Quantified Decrease in Emissions from Traffic Operational Improvement** - An intersection reconstruction or signalization project that is projected to reduce delay and congestion.
- **Quantified Decrease in Emissions from Pedestrian and Bicycle Infrastructure** - A shared-use path that enables increased walking and biking and decreases vehicle-miles traveled (VMT).
- **Quantified Decrease in Emissions from New/Additional Transit Service** - A bus or shuttle service that enables increased transit ridership and decreased VMT

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

Quantified Increase in Emissions
Projects expected to produce a measurable increase in emissions.

Projects with no assumed impacts

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

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

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

Greenhouse gas impact tables for FFY 2027 – 2031 TIP

The tables summarizing the calculated quantitative and assumed qualitative impacts of the projects included in the FFY 2027 – 2031 TIP are included on the following pages.

GHG Spreadsheet to be inserted.

GHG Spreadsheet to be inserted.

GHG Spreadsheet to be inserted.

GHG Spreadsheet to be inserted.

GHG Spreadsheet to be inserted.

GHG Spreadsheet to be inserted.

GHG Spreadsheet to be inserted.

Appendix D: Projects in Need of Funding

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

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

Town(s)	Project	Estimated Cost
Barnstable	Improved access for Hyannis Transportation Center	$5,000,000
Barnstable	Cape Cod Rail Trail Extension (Phase 4)	$18,800,000
Barnstable	Parking garage and related improvements to the Hyannis Transportation Center	$5,000,000
Barnstable	Route 6A Sidewalk Improvements (#612980)	$4,584,650
Barnstable	Route 28 Corridor (Phase 1) (#614274)	$22,631,310
Barnstable	Route 28 Corridor (Phase 2) (#615274)	$3,601,610
Barnstable Bourne	Improvements to Real Time Traffic Information System	$3,000,000
Barnstable/ Yarmouth	Hyannis Access Preferred Alternative	$90,000,000
Barnstable	Intersection Improvements Route 28 at Pitcher's Way & Lincoln Rd (#612768)	$10,414,775
Barnstable	Route 28/Route 149 Mill Pond Culvert Replacement	$15,000,000
Barnstable	Route 28 and Santuit Newtown Rd (#612776)	$4,617,450
Bourne	Memorial Circle Intersection Improvement Project	$2,000,000
Bourne	Bourne Rail Trail (Phases 1-3)	$40,000,000
Bourne	Bourne Bridge (#608020)	$2 billion
Bourne/Falmouth	Shining Sea Bikeway Extension/Bourne Rail Trail Phase 4b (#611998)	$6,375,000
Brewster	Cape Cod Rail Trail to Cape Cod Bay Path Connection (Linnell Landing)	$1,000,000
Chatham	Route 28/Frost Fish Creek Culvert Replacement	$5,000,000
Chatham	Route 28/Ryders Cove Culvert Replacement	$2,295,500
Dennis	Route 6 over Bass River Bridge Replacement	$ TBD
Eastham	Route 6 Stormwater Improvements near Salt Pond Landing	$1,200,000
Eastham/Orleans	Rotary Improvements on Route 6 (#612767)	$7,439,125
Falmouth	Corridor Improvements on Route 28 (#609218)	$10,000,400
Harwich	Route 39 from Oak Street to Queen Anne Road	$4,500,000
Mashpee	Safety and Multimodal Improvements at the Route 28 Rotary (#610298)	$5,481,883
Mashpee	Route 28 over Mashpee River Culvert	$ TBD
Provincetown	Route 6A Corridor, Truro town line to Snail Road	$14,000,000
Provincetown/Truro	Corridor Modernization on Route 6 (#613289)	$11,614,400
Sandwich	Shared Use Path from Route 130 to Canal (#613271)	$20,476,000
Sandwich	Park and Ride Facility with Shared Use Path (#613929)	$7,688,705
Sandwich	Route 6A/Jones Road Culvert Replacement	$3,000,000
Steamship Authority	Electric Transit Buses and Charging Stations	$10,000,000
Truro	Route 6 over Pamet River Culvert Replacement	$28,000,000
Truro/Wellfleet	Shared Use Path Construction Along Route 6 (#612540)	$28,036,750
Wellfleet	Route 6 at School Street (#613114)	$6,027,800
Yarmouth	Route 28 Corridor (#613706)	$25,446,013
Yarmouth	Route 6A Corridor (#613933)	$2,614,352
TOTAL		**$2.5 Billion**

Appendix E: Status of Previous TIP Projects

Appendix E: Status of Previous TIP Projects

PROJIS or State Identification (SID) number	MUNICIPALITY of project location	DESCRIPTION	Completed?	Project Proponent	Construction Bid/Value	YEAR adver-tised (FFY)
606178	BOURNE	Resurfacing and related work	complete	state	$8,520,668	2014
604488	DENNIS-YARMOUTH	Cape Cod Rail Trail Extension	complete	towns	$7,563,943	2014
603690	CHATHAM	Mitchell River Bridge Replacement	complete	state	$15,298,631	2014
606016	BREWSTER	Route 6A resurfacing	complete	state	$6,714,952	2014
		Ouer Cape Bike Shuttle	transferred	CCNS	$84,240	2014
	2014	ADVERTISING PROGRAM		***TOTAL***	**$38,182,434**	
606394	BARNSTABLE	Route 28 at Bearses Way	complete	state	$6,522,364	2015
606179	DENNIS-HARWICH	Route 6 resurfacing	complete	state	$2,429,099	2015
		Ouer Cape Bike Shuttle	transferred	CCNS	$87,610	2015
	2015	ADVERTISING PROGRAM		***TOTAL***	**$9,039,073**	
	CAPE COD	Cape Cod Bicycle Rack Program	transferred	CCC	$80,000	2016
608033	BARNSTABLE	Rte 6 Exit 5 Lighting and Landscaping	complete	state	$459,906	2016
606461	ORLEANS	Main St at Rte 28 and Main St at Rte 6A	complete	town	$3,727,761	2016
607571	DENNIS-YARMOUTH	Cape Cod Rail Trail Extension - Bass River Bridge	complete	towns	$3,497,963	2016
608349	TRURO-WELLFLEET	Route 6 Bicycle Accommodations	complete	state	$290,030	2016
608409	Dennis	Route 6 Resurfacing and Related Work	complete	state	$2,278,746	2016
607753	Barnstable	Rte 28 at Strawberry Hill Rd	complete	state	$690,277	2016
	BARNSTABLE	Hyannis Loop Demonstration (Year 1 of 3)	transferred	CCRTA	$659,100	2016
	2016	ADVERTISING PROGRAM		***TOTAL***	**$11,683,782**	
606707	DENNIS	Rte 28 Corridor & Streetscape Improvements	complete	town	$5,129,122	2017
608544	BOURNE	Rte 6&28 Bypass Rd Resurfacing and Related Work	complete	state	$1,125,887	2017
608201	BREWSTER-ORLEANS	Route 6 Resurfacing	complete	State	$7,342,092	2017
608102	HARWICH	Improvements at Rte 124 Park and Ride	complete	state	$253,483	2017
	BARNSTABLE	Hyannis Loop Demonstration (Year 2 of 3)	transferred	CCRTA	$685,464	2017
	CAPE COD	Cape Cod Bicycle Rack Program	complete	CCC	$100,000	2017
	2017	ADVERTISING PROGRAM		***TOTAL***	**$14,636,048**	
606596	Chatham	Rte 28 - George Ryder Rd to Barn Hill Rd	complete	town	$3,495,909	2018
CC1000	Barnstable	CCRTA Hyannis Loop Demo (Year 3 of 3)	transferred	CCRTA	$711,828	2018
607435	Barnstable	Rte 28 at Osterville-West Barnstable Rd	complete	State	$3,366,213	2018
608588	Truro	Route 6 Bicycle Accommodations	complete	State	$896,868	2018
	CAPE COD	Cape Cod Bicycle Rack Program	complete	CCC	$100,000	2018
	2018	ADVERTISING PROGRAM		***TOTAL***	**$8,570,818**	
606272	Barnstable	Route 28 at Yarmouth Road (AC Year 1 of 3)	underway	State	$17,867,914	2019
CC1002	Falmouth	Steamship Authority - New Maintenance and Office Facility	transferred	SSA	$4,686,016	2019
608571	BOURNE-FALMOUTH	Guide and Traffic Sign Replacment on a Section of Route 28	complete	State	$647,629	2019
CC1001	Eastham	Pavement Overlay on Doane Road	transferred	CCNS	$337,500	2019
	2019	ADVERTISING PROGRAM		***TOTAL***	**$23,539,059**	
606272	Barnstable	Route 28 at Yarmouth Road (AC Year 2 of 3)	underway	State		2019
606900	Bourne	Traffic and Multi-Modal Improvements at Belmont Circle at R	complete	State	$4,395,731	2020
608598	ORLEANS-HARWICH-BREWSTER	Stormwater Improvements along Route 28 and Route 6	complete	State	$692,061	2020
	CAPE COD	Cape Cod Bicycle Rack Program	complete	CCC	$100,000	2020
CC1003	CAPE COD	Steamship Authority - Reservation System Updates	transferred	SSA	$2,790,293	2020
	2020	ADVERTISING PROGRAM		***TOTAL***	**$7,978,085**	
606272	Barnstable	Route 28 at Yarmouth Road (AC Year 3 of 3)	underway	town		2021
607319	Mashpee	Route 151 Corridor Improvements (Phase 1) (Year 1 of 2)	complete	town	$10,344,569	2021
	2021	ADVERTISING PROGRAM		***TOTAL***	**$10,344,569**	
607319	Mashpee	Route 151 Corridor Improvements (Phase 1) (Year 2 of 2)	complete	town		2022
608666	Orleans	Route 28 at Quanset Road/Route 39	complete	town	$5,714,898	2022
608617	Harwich	Bridge Replacement - Azalea Drive over Herring River	complete	State	$3,985,137	2022

609212	Dennis	Culvert Replacements on Route 6A over Sesuit Creek	complete	State	$4,296,971	2022
608422	Sandwich	Shared Use Path on Service Road (Route 130 to Chase Rd)	complete	town	$8,932,505	2022
S12123	CAPE COD	Steamship Authority - Hyannis Transfer Bridge	transferred	SSA	$1,025,000	2022
	2022	ADVERTISING PROGRAM		***TOTAL***	**$23,954,511**	
609067	Barnstable	Bearses Way Shared Use Path	underway	town	$4,034,933	2023
607397	Wellfleet	Route 6 at Main Street	underway	town	$14,390,934	2023
609098	Wellfleet	Pavement Preservation and Related Work on Route 6	underway	State	$15,181,231	2023
610542	Bourne	Bourne Rotary Improvements	complete	State	$1,769,623	2023
	2023	ADVERTISING PROGRAM		***TOTAL***	**$35,376,720**	
611986	Mashpee	Route 151 Corridor Improvements (Phase 2) (Year 1 of 3)	underway	town	$11,379,754	2024
611985	Harwich	Sidewalk Installation on Route 28	underway	town	$2,572,850	2024
612574	Dennis/Yarmouth	Bass River Bridge Replacement	underway	State	$64,706,363	2024
613195	Sandwich	Quaker Meetinghouse Rd bridge over Route 6	underway	State	$1,994,274	2024
607398	Barnstable/Yarmouth	Cape Cod Rail Trail Extension Phase III	underway	State	$16,391,306	2024
	2024	ADVERTISING PROGRAM		***TOTAL***	**$97,044,547**	
611986	Mashpee	Route 151 Corridor Improvements (Phase 2) (Year 2 of 3)	underway	town	$6,156,706	2024
608742	Dennis/Harwich	Reconstruction & Related Work on Route 28 (Year 1 of 3)	underway	town	$7,591,206	2025
606082	Bourne	Route 6 Scenic Highway Median Installation (Year 1 of 3)	underway	State	$6,500,000	2025
613202	Barnstable	Bridge Preservation Oak St over Route 6	underway	State	$3,077,777	2025
612053	Bourne-Sandwich	Resurfacing and Related Work on Route 6	underway	State	$7,642,386	2025
	2025	ADVERTISING PROGRAM			**$30,968,075**	
611986	Mashpee	Route 151 Corridor Improvements (Phase 2) (Year 3 of 3)	underway	town	$4,388,791	2024
608742	Dennis/Harwich	Reconstruction & Related Work on Route 28 (Year 1 of 3)	underway	town	$3,774,027	2025
606082	Bourne	Route 6 Scenic Highway Median Installation (Year 2 of 3)	underway	State	$4,704,854	2025
608744	Provincetown	Route 6 and Shank Painter Road Improvements (Year 1 of 2)	programmed	town	$5,206,653	2026
609436	Harwich	Bridge Preservations on Route 6	programmed	State	$3,811,800	2026
610800	Barnstable	Route 132 Park and Ride Expansion	programmed	State	$9,252,759	2026
610670	Harwich	Harwich Elementary School Safe Routes to School	programmed	State	$3,538,233	2026
	2026	ADVERTISING PROGRAM			**$34,677,117**	
				TOTAL amount advertised or obligated	**$557,300,026**	

Appendix F: Operation and Maintenance Charts

Operating and Maintenance Expenditures as of April 2026

Statewide and District Contracts plus Expenditures within MPO boundaries

Program Group/Sub Group	Est SFY 2026 Spending	Est SFY 2027 Spending	Est SFY 2028 Spending	Est SFY 2029 Spending	Est SFY 2030 Spending
Part 1: Non-Federal Aid					
Section I - Non Federal Aid Maintenance Projects					
01 - Accessibility Improvements					
Accessibility Improvements	$ -	$ -	$ -	$ -	$ -
Sidewalk Construction	$ 1,433,535	$ 1,077,728	$ -	$ -	$ -
Sidewalk Maintenance	$ -	$ -	$ -	$ -	$ -
02 - Bicycles and pedestrians program					
Shared Use Path Construction	$ -	$ -	$ -	$ -	$ -
Shared Use Path Modernization	$ -	$ -	$ -	$ -	$ -
03 - Bridge					
Bridge Deck Replacement	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance	$ 75,264,489	$ 39,702,890	$ 18,759,005	$ 3,102,331	$ -
Bridge Maintenance - Deck Repairs	$ 14,520,991	$ 5,999,040	$ 3,644,683	$ 552,943	$ -
Bridge Maintenance - Joints	$ 1,713,204	$ 1,214,289	$ 1,821,433	$ 455,358	$ -
Bridge Preservation	$ 7,713,958	$ 8,773,627	$ 3,994,370	$ 684,665	$ -
Bridge Rehabilitation	$ -	$ -	$ -	$ -	$ -
Bridge Replacement	$ 636,309	$ 1,385,000	$ 625,000	$ -	$ -
Drawbridge Maintenance	$ 12,539,092	$ 5,195,663	$ 3,225,600	$ 2,150,400	$ -
Painting - Structural	$ 725,862	$ -	$ -	$ -	$ -
Structures Maintenance	$ -	$ -	$ -	$ -	$ -
04 - Capacity					
Hwy Reconstr - Major Widening	$ -	$ -	$ -	$ -	$ -
Roadway Additional Capacity	$ -	$ -	$ -	$ -	$ -
05 - Facilities					
Vertical Construction (Ch 149)	$ 8,081,915	$ 4,185,977	$ 1,555,693	$ 494,820	$ -
07 - Intersection Improvements					
Intersection Reconstruction	$ -	$ -	$ -	$ -	$ -
Traffic Signal Upgrades	$ 7,501,886	$ 3,742,107	$ 1,883,402	$ -	$ -
08 - Interstate Pavement					
Resurfacing Interstate	$ -	$ -	$ -	$ -	$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation Sys	$ -	$ -	$ -	$ -	$ -
10 - Non-Interstate DOT Pavement Program					
Pavement Maintenance	$ 7,302,000	$ 5,367,662	$ 4,164,464	$ -	$ -
Pavement Preservation	$ 1,125,996	$ 8,112,362	$ 6,834,508	$ -	$ -
Pavement Rehabilitation	$ 1,759,255	$ 13,088,037	$ 13,674,923	$ 941,504	$ -
Resurfacing	$ 25,530,694	$ 6,956,869	$ -	$ -	$ -
Resurfacing DOT Owned Non-Interstate	$ 5,994,737	$ 281,961	$ -	$ -	$ -
11 - Roadway Improvements					
Catch Basin Cleaning	$ 5,514,110	$ 4,506,954	$ 992,511	$ 116,618	$ -
Contract Highway Maintenance	$ 34,126,449	$ 20,078,186	$ 10,031,688	$ 766,748	$ -
Crack Sealing	$ 2,562,709	$ 1,267,170	$ 661,429	$ -	$ -
Culvert Replacement	$ -	$ -	$ -	$ -	$ -
Drainage	$ 8,629,875	$ 4,485,713	$ 2,243,415	$ 500,652	$ -
Embankment and Ledge Stabilization	$ 454,828	$ 488,828	$ 10,000	$ -	$ -
Guard Rail & Fencing	$ 9,017,698	$ 5,572,172	$ 2,062,863	$ -	$ -
Highway Sweeping	$ 1,803,207	$ 801,648	$ 83,064	$ -	$ -
Landscaping	$ 1,546,619	$ 633,030	$ 416,200	$ -	$ -
Mowing and Spraying	$ 2,781,271	$ 2,620,784	$ 453,890	$ -	$ -
Tree Trimming	$ 5,278,541	$ 4,339,273	$ 2,083,035	$ -	$ -
12 - Roadway Reconstruction					
Hwy Reconstr - Restr and Rehab	$ 455	$ -	$ -	$ -	$ -
Reclamation	$ -	$ -	$ -	$ -	$ -
Roadway - Reconstr - Sidewalks and Curbing	$ -	$ -	$ -	$ -	$ -
Roadway Minor Widening	$ -	$ -	$ -	$ -	$ -
Roadway Modernization	$ -	$ -	$ -	$ -	$ -
Tunnels	$ -	$ -	$ -	$ -	$ -
13 - Safety Improvements					
Impact Attenuators	$ 954,691	$ 1,150,400	$ 571,535	$ 41,089	$ -
Lighting	$ 5,400,364	$ 1,924,000	$ 1,277,265	$ -	$ -
Pavement Marking	$ 8,400,447	$ 3,017,400	$ 1,310,717	$ -	$ -
Safety Improvements	$ -	$ -	$ -	$ -	$ -
Sign Installation/Upgrading	$ 2,310,314	$ 1,266,678	$ 462,838	$ -	$ -
Structural Signing	$ -	$ -	$ -	$ -	$ -
Section I Total:	**$ 260,625,499**	**$ 157,235,448**	**$ 82,843,530**	**$ 9,807,129**	**$ -**
Section II - Non Federal Aid Highway Operations - State Operating Budget					
Snow and Ice Operations & Materials					
	$ 175,000,000	$ 85,000,000	$ 85,000,000	$ 85,000,000	$ 85,000,000
District Maintenance Payroll					
Mowing, Litter Mgmt, Sight Distance Clearing, Etc.	$ 38,040,000	$ 39,561,600	$ 41,381,600	$ 42,629,600	$ 43,908,800
Section II Total:	**$ 213,040,000**	**$ 124,561,600**	**$ 126,381,600**	**$ 127,629,600**	**$ 128,908,800**
Grand Total NFA:	**$ 473,665,499**	**$ 281,797,048**	**$ 209,225,130**	**$ 137,436,729**	**$ 128,908,800**

Operating and Maintenance Expenditures as of April 2026

Statewide and District Contracts plus Expenditures within MPO boundaries

Program Group/Sub Group	Est SFY 2026 Spending	Est SFY 2027 Spending	Est SFY 2028 Spending	Est SFY 2029 Spending	Est SFY 2030 Spending
Part 2: Federal Aid					
Section I - Non Federal Aid Maintenance Projects					
01 - Accessibility Improvements					
Accessibility Improvements	$ -	$ -	$ -	$ -	$ -
Sidewalk Construction	$ -	$ -	$ -	$ -	$ -
Sidewalk Maintenance	$ -	$ -	$ -	$ -	$ -
02 - Bicycles and pedestrians program					
Shared Use Path Construction	$ -	$ -	$ -	$ -	$ -
Shared Use Path Modernization	$ -	$ -	$ -	$ -	$ -
03 - Bridge					
Bridge Deck Replacement	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Deck Repairs	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Joints	$ -	$ -	$ -	$ -	$ -
Bridge Preservation	$ 74,702,925	$ 54,228,868	$ 24,452,973	$ 27,146,770	$ 32,134,144
Bridge Rehabilitation	$ -	$ -	$ -	$ -	$ -
Bridge Replacement	$ -	$ -	$ -	$ -	$ -
Drawbridge Maintenance	$ -	$ -	$ -	$ -	$ -
Painting - Structural	$ -	$ -	$ -	$ -	$ -
Structures Maintenance	$ -	$ -	$ -	$ -	$ -
04 - Capacity					
Hwy Reconstr - Major Widening	$ -	$ -	$ -	$ -	$ -
Roadway Additional Capacity	$ -	$ -	$ -	$ -	$ -
05 - Facilities					
Vertical Construction (Ch 149)	$ -	$ -	$ -	$ -	$ -
07 - Intersection Improvements					
Intersection Reconstruction	$ -	$ -	$ -	$ -	$ -
Traffic Signal Upgrades	$ -	$ -	$ -	$ -	$ -
08 - Interstate Pavement					
Resurfacing Interstate	$ -	$ -	$ -	$ -	$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation Sys	$ -	$ -	$ -	$ -	$ -
10 - Non-interstate DOT Pavement Program					
Pavement Maintenance	$ -	$ -	$ -	$ -	$ -
Pavement Preservation	$ -	$ -	$ -	$ -	$ -
Pavement Rehabilitation	$ -	$ -	$ -	$ -	$ -
Resurfacing	$ -	$ -	$ -	$ -	$ -
Resurfacing DOT Owned Non-Interstate	$ -	$ -	$ -	$ -	$ -
11 - Roadway Improvements					
Catch Basin Cleaning	$ -	$ -	$ -	$ -	$ -
Contract Highway Maintenance	$ -	$ -	$ -	$ -	$ -
Crack Sealing	$ -	$ -	$ -	$ -	$ -
Culvert Replacement	$ -	$ -	$ -	$ -	$ -
Drainage	$ -	$ -	$ -	$ -	$ -
Embankment and Ledge Stabilization	$ -	$ -	$ -	$ -	$ -
Guard Rail & Fencing	$ -	$ -	$ -	$ -	$ -
Highway Sweeping	$ -	$ -	$ -	$ -	$ -
Landscaping	$ -	$ -	$ -	$ -	$ -
Mowing and Spraying	$ -	$ -	$ -	$ -	$ -
Tree Trimming	$ -	$ -	$ -	$ -	$ -
12 - Roadway Reconstruction					
Hwy Reconstr - Restr and Rehab	$ -	$ -	$ -	$ -	$ -
Reclamation	$ -	$ -	$ -	$ -	$ -
Roadway - Reconstr - Sidewalks and Curbing	$ -	$ -	$ -	$ -	$ -
Roadway Minor Widening	$ -	$ -	$ -	$ -	$ -
Roadway Modernization	$ -	$ -	$ -	$ -	$ -
Tunnels	$ -	$ -	$ -	$ -	$ -
13 - Safety Improvements					
Impact Attenuators	$ -	$ -	$ -	$ -	$ -
Lighting	$ 313,546	$ -	$ -	$ -	$ -
Pavement Marking	$ -	$ -	$ -	$ -	$ -
Safety Improvements	$ -	$ -	$ -	$ -	$ -
Sign Installation/Upgrading	$ -	$ -	$ 1,519,444	$ 1,657,576	$ -
Structural Signing	$ -	$ -	$ -	$ -	$ -
Section I Total:	**$ 75,016,471**	**$ 54,228,868**	**$ 25,972,417**	**$ 28,804,345**	**$ 32,134,144**
Grand Total Federal Aid:	**$ 75,016,471**	**$ 54,228,868**	**$ 25,972,417**	**$ 28,804,345**	**$ 32,134,144**

Operating and Maintenance Expenditures as of April 2026

Statewide and District Contracts

Program Group/Sub Group	Est SFY 2026 Spending	Est SFY 2027 Spending	Est SFY 2028 Spending	Est SFY 2029 Spending	Est SFY 2030 Spending
Part 1: Non-Federal Aid					
Section I - Non Federal Aid Maintenance Projects					
01 - Accessibility Improvements					
Accessibility Improvements	$ -	$ -	$ -	$ -	$ -
Sidewalk Construction	$ 1,433,535	$ 1,077,728	$ -	$ -	$ -
Sidewalk Maintenance	$ -	$ -	$ -	$ -	$ -
02 - Bicycles and pedestrians program					
Shared Use Path Construction	$ -	$ -	$ -	$ -	$ -
Shared Use Path Modernization	$ -	$ -	$ -	$ -	$ -
03 - Bridge					
Bridge Deck Replacement	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance	$ 66,500,296	$ 33,944,349	$ 13,531,505	$ 1,527,165	$ -
Bridge Maintenance - Deck Repairs	$ 14,520,991	$ 5,999,040	$ 3,644,683	$ 552,943	$ -
Bridge Maintenance - Joints	$ 1,713,204	$ 1,214,289	$ 1,821,433	$ 455,358	$ -
Bridge Preservation	$ 2,783,058	$ 2,962,961	$ -	$ -	$ -
Bridge Rehabilitation	$ -	$ -	$ -	$ -	$ -
Bridge Replacement	$ -	$ -	$ -	$ -	$ -
Drawbridge Maintenance	$ 12,539,092	$ 5,195,663	$ 3,225,600	$ 2,150,400	$ -
Painting - Structural	$ -	$ -	$ -	$ -	$ -
Structures Maintenance	$ -	$ -	$ -	$ -	$ -
04 - Capacity					
Hwy Reconstr - Major Widening	$ -	$ -	$ -	$ -	$ -
Roadway Additional Capacity	$ -	$ -	$ -	$ -	$ -
05 - Facilities					
Vertical Construction (Ch 149)	$ 8,063,800	$ 4,185,977	$ 1,555,693	$ 494,820	$ -
07 - Intersection Improvements					
Intersection Reconstruction	$ -	$ -	$ -	$ -	$ -
Traffic Signal Upgrades	$ 7,501,886	$ 3,742,107	$ 1,883,402	$ -	$ -
08 - Interstate Pavement					
Resurfacing Interstate	$ -	$ -	$ -	$ -	$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation Sys	$ -	$ -	$ -	$ -	$ -
10 - Non-Interstate DOT Pavement Program					
Pavement Maintenance	$ 7,302,000	$ 5,367,662	$ 4,164,464	$ -	$ -
Pavement Preservation	$ 1,125,996	$ 8,112,362	$ 6,834,508	$ -	$ -
Pavement Rehabilitation	$ 1,759,255	$ 13,088,037	$ 13,674,923	$ 941,504	$ -
Resurfacing	$ 25,530,694	$ 6,956,869	$ -	$ -	$ -
Resurfacing DOT Owned Non-Interstate	$ 5,994,737	$ 281,961	$ -	$ -	$ -
11 - Roadway Improvements					
Catch Basin Cleaning	$ 5,514,110	$ 4,195,973	$ 526,040	$ -	$ -
Contract Highway Maintenance	$ 34,126,449	$ 20,078,186	$ 10,031,688	$ 766,748	$ -
Crack Sealing	$ 2,562,709	$ 1,267,170	$ 661,429	$ -	$ -
Culvert Replacement	$ -	$ -	$ -	$ -	$ -
Drainage	$ 8,629,875	$ 4,485,713	$ 2,243,415	$ 500,652	$ -
Embankment and Ledge Stabilization	$ 454,828	$ 488,828	$ 10,000	$ -	$ -
Guard Rail & Fencing	$ 9,017,698	$ 5,572,172	$ 2,062,863	$ -	$ -
Highway Sweeping	$ 1,803,207	$ 801,648	$ 83,064	$ -	$ -
Landscaping	$ 1,546,619	$ 633,030	$ 416,200	$ -	$ -
Mowing and Spraying	$ 2,379,983	$ 2,256,548	$ 453,890	$ -	$ -
Tree Trimming	$ 5,278,541	$ 4,339,273	$ 2,083,035	$ -	$ -
12 - Roadway Reconstruction					
Hwy Reconstr - Restr and Rehab	$ 455	$ -	$ -	$ -	$ -
Reclamation	$ -	$ -	$ -	$ -	$ -
Roadway - Reconstr - Sidewalks and Curbing	$ -	$ -	$ -	$ -	$ -
Roadway Minor Widening	$ -	$ -	$ -	$ -	$ -
Roadway Modernization	$ -	$ -	$ -	$ -	$ -
Tunnels	$ -	$ -	$ -	$ -	$ -
13 - Safety Improvements					
Impact Attenuators	$ 954,691	$ 1,150,400	$ 571,535	$ 41,089	$ -
Lighting	$ 5,400,364	$ 1,924,000	$ 1,277,265	$ -	$ -
Pavement Marking	$ 8,400,447	$ 3,017,400	$ 1,310,717	$ -	$ -
Safety Improvements	$ -	$ -	$ -	$ -	$ -
Sign Installation/Upgrading	$ 2,310,314	$ 1,266,678	$ 462,838	$ -	$ -
Structural Signing	$ -	$ -	$ -	$ -	$ -
Section I Total:	**$ 245,148,832**	**$ 143,606,024**	**$ 72,530,189**	**$ 7,430,679**	**$ -**
Section II - Non Federal Aid Highway Operations - State Operating Budget					
Snow and Ice Operations & Materials					
	$ 175,000,000	$ 85,000,000	$ 85,000,000	$ 85,000,000	$ 85,000,000
District Maintenance Payroll					
Mowing, Litter Mgmt, Sight Distance Clearing, Etc.	$ 38,040,000	$ 39,561,600	$ 41,381,600	$ 42,629,600	$ 43,908,800
Section II Total:	**$ 213,040,000**	**$ 124,561,600**	**$ 126,381,600**	**$ 127,629,600**	**$ 128,908,800**
Grand Total NFA:	**$ 458,188,832**	**$ 268,167,624**	**$ 198,911,789**	**$ 135,060,279**	**$ 128,908,800**

Operating and Maintenance Expenditures as of April 2026

Statewide and District Contracts

Program Group/Sub Group	Est SFY 2026 Spending	Est SFY 2027 Spending	Est SFY 2028 Spending	Est SFY 2029 Spending	Est SFY 2030 Spending
Part 2: Federal Aid					
Section I - Non Federal Aid Maintenance Projects					
01 - Accessibility Improvements					
Accessibility Improvements	$ -	$ -	$ -	$ -	$ -
Sidewalk Construction	$ -	$ -	$ -	$ -	$ -
Sidewalk Maintenance	$ -	$ -	$ -	$ -	$ -
02 - Bicycles and pedestrians program					
Shared Use Path Construction	$ -	$ -	$ -	$ -	$ -
Shared Use Path Modernization	$ -	$ -	$ -	$ -	$ -
03 - Bridge					
Bridge Deck Replacement	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Deck Repairs	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Joints	$ -	$ -	$ -	$ -	$ -
Bridge Preservation	$ 28,413,261	$ 15,769,133	$ 1,212,369	$ 1,779,130	$ 1,334,348
Bridge Rehabilitation	$ -	$ -	$ -	$ -	$ -
Bridge Replacement	$ -	$ -	$ -	$ -	$ -
Drawbridge Maintenance	$ -	$ -	$ -	$ -	$ -
Painting - Structural	$ -	$ -	$ -	$ -	$ -
Structures Maintenance	$ -	$ -	$ -	$ -	$ -
04 - Capacity					
Hwy Reconstr - Major Widening	$ -	$ -	$ -	$ -	$ -
Roadway Additional Capacity	$ -	$ -	$ -	$ -	$ -
05 - Facilities					
Vertical Construction (Ch 149)	$ -	$ -	$ -	$ -	$ -
07 - Intersection Improvements					
Intersection Reconstruction	$ -	$ -	$ -	$ -	$ -
Traffic Signal Upgrades	$ -	$ -	$ -	$ -	$ -
08 - Interstate Pavement					
Resurfacing Interstate	$ -	$ -	$ -	$ -	$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation Sys	$ -	$ -	$ -	$ -	$ -
10 - Non-interstate DOT Pavement Program					
Pavement Maintenance	$ -	$ -	$ -	$ -	$ -
Pavement Preservation	$ -	$ -	$ -	$ -	$ -
Pavement Rehabilitation	$ -	$ -	$ -	$ -	$ -
Resurfacing	$ -	$ -	$ -	$ -	$ -
Resurfacing DOT Owned Non-Interstate	$ -	$ -	$ -	$ -	$ -
11 - Roadway Improvements					
Catch Basin Cleaning	$ -	$ -	$ -	$ -	$ -
Contract Highway Maintenance	$ -	$ -	$ -	$ -	$ -
Crack Sealing	$ -	$ -	$ -	$ -	$ -
Culvert Replacement	$ -	$ -	$ -	$ -	$ -
Drainage	$ -	$ -	$ -	$ -	$ -
Embankment and Ledge Stabilization	$ -	$ -	$ -	$ -	$ -
Guard Rail & Fencing	$ -	$ -	$ -	$ -	$ -
Highway Sweeping	$ -	$ -	$ -	$ -	$ -
Landscaping	$ -	$ -	$ -	$ -	$ -
Mowing and Spraying	$ -	$ -	$ -	$ -	$ -
Tree Trimming	$ -	$ -	$ -	$ -	$ -
12 - Roadway Reconstruction					
Hwy Reconstr - Restr and Rehab	$ -	$ -	$ -	$ -	$ -
Reclamation	$ -	$ -	$ -	$ -	$ -
Roadway - Reconstr - Sidewalks and Curbing	$ -	$ -	$ -	$ -	$ -
Roadway Minor Widening	$ -	$ -	$ -	$ -	$ -
Roadway Modernization	$ -	$ -	$ -	$ -	$ -
Tunnels	$ -	$ -	$ -	$ -	$ -
13 - Safety Improvements					
Impact Attenuators	$ -	$ -	$ -	$ -	$ -
Lighting	$ -	$ -	$ -	$ -	$ -
Pavement Marking	$ -	$ -	$ -	$ -	$ -
Safety Improvements	$ -	$ -	$ -	$ -	$ -
Sign Installation/Upgrading	$ -	$ -	$ 1,519,444	$ 1,657,576	$ -
Structural Signing	$ -	$ -	$ -	$ -	$ -
Section I Total:	**$ 28,413,261**	**$ 15,769,133**	**$ 2,731,813**	**$ 3,436,706**	**$ 1,334,348**
Grand Total Federal Aid:	**$ 28,413,261**	**$ 15,769,133**	**$ 2,731,813**	**$ 3,436,706**	**$ 1,334,348**

Operating and Maintenance Expenditures as of April 2026

Cape Cod

Program Group/Sub Group	Est SFY 2026 Spending	Est SFY 2027 Spending	Est SFY 2028 Spending	Est SFY 2029 Spending	Est SFY 2030 Spending
Part 1: Non-Federal Aid					
Section I - Non Federal Aid Maintenance Projects					
01 - Accessibility Improvements					
Accessibility Improvements	$ -	$ -	$ -	$ -	$ -
Sidewalk Construction	$ -	$ -	$ -	$ -	$ -
Sidewalk Maintenance	$ -	$ -	$ -	$ -	$ -
02 - Bicycles and pedestrians program					
Shared Use Path Construction	$ -	$ -	$ -	$ -	$ -
Shared Use Path Modernization	$ -	$ -	$ -	$ -	$ -
03 - Bridge					
Bridge Deck Replacement	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Deck Repairs	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Joints	$ -	$ -	$ -	$ -	$ -
Bridge Preservation	$ -	$ -	$ -	$ -	$ -
Bridge Rehabilitation	$ -	$ -	$ -	$ -	$ -
Bridge Replacement	$ -	$ -	$ -	$ -	$ -
Drawbridge Maintenance	$ -	$ -	$ -	$ -	$ -
Painting - Structural	$ -	$ -	$ -	$ -	$ -
Structures Maintenance	$ -	$ -	$ -	$ -	$ -
04 - Capacity					
Hwy Reconstr - Major Widening	$ -	$ -	$ -	$ -	$ -
Roadway Additional Capacity	$ -	$ -	$ -	$ -	$ -
05 - Facilities					
Vertical Construction (Ch 149)	$ -	$ -	$ -	$ -	$ -
07 - Intersection Improvements					
Intersection Reconstruction	$ -	$ -	$ -	$ -	$ -
Traffic Signal Upgrades	$ -	$ -	$ -	$ -	$ -
08 - Interstate Pavement					
Resurfacing Interstate	$ -	$ -	$ -	$ -	$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation Sys	$ -	$ -	$ -	$ -	$ -
10 - Non-Interstate DOT Pavement Program					
Pavement Maintenance	$ -	$ -	$ -	$ -	$ -
Pavement Preservation	$ -	$ -	$ -	$ -	$ -
Pavement Rehabilitation	$ -	$ -	$ -	$ -	$ -
Resurfacing	$ -	$ -	$ -	$ -	$ -
Resurfacing DOT Owned Non-Interstate	$ -	$ -	$ -	$ -	$ -
11 - Roadway Improvements					
Catch Basin Cleaning	$ -	$ -	$ -	$ -	$ -
Contract Highway Maintenance	$ -	$ -	$ -	$ -	$ -
Crack Sealing	$ -	$ -	$ -	$ -	$ -
Culvert Replacement	$ -	$ -	$ -	$ -	$ -
Drainage	$ -	$ -	$ -	$ -	$ -
Embankment and Ledge Stabilization	$ -	$ -	$ -	$ -	$ -
Guard Rail & Fencing	$ -	$ -	$ -	$ -	$ -
Highway Sweeping	$ -	$ -	$ -	$ -	$ -
Landscaping	$ -	$ -	$ -	$ -	$ -
Mowing and Spraying	$ -	$ -	$ -	$ -	$ -
Tree Trimming	$ -	$ -	$ -	$ -	$ -
12 - Roadway Reconstruction					
Hwy Reconstr - Restr and Rehab	$ -	$ -	$ -	$ -	$ -
Reclamation	$ -	$ -	$ -	$ -	$ -
Roadway - Reconstr - Sidewalks and Curbing	$ -	$ -	$ -	$ -	$ -
Roadway Minor Widening	$ -	$ -	$ -	$ -	$ -
Roadway Modernization	$ -	$ -	$ -	$ -	$ -
Tunnels	$ -	$ -	$ -	$ -	$ -
13 - Safety Improvements					
Impact Attenuators	$ -	$ -	$ -	$ -	$ -
Lighting	$ -	$ -	$ -	$ -	$ -
Pavement Marking	$ -	$ -	$ -	$ -	$ -
Safety Improvements	$ -	$ -	$ -	$ -	$ -
Sign Installation/Upgrading	$ -	$ -	$ -	$ -	$ -
Structural Signing	$ -	$ -	$ -	$ -	$ -
Section I Total:	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Section II - Non Federal Aid Highway Operations - State Operating Budget Funding					
Snow and Ice Operations & Materials					
	$ -	$ -	$ -	$ -	$ -
District Maintenance Payroll					
Mowing, Litter Mgmt, Sight Distance Clearing, Etc.	$ -	$ -	$ -	$ -	$ -
Section II Total:	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**
Grand Total NFA:	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Operating and Maintenance Expenditures as of April 2026

Cape Cod

Program Group/Sub Group	Est SFY 2026 Spending	Est SFY 2027 Spending	Est SFY 2028 Spending	Est SFY 2029 Spending	Est SFY 2030 Spending
Part 2: Federal Aid					
Section I - Non Federal Aid Maintenance Projects					
01 - Accessibility Improvements					
Accessibility Improvements	$ -	$ -	$ -	$ -	$ -
Sidewalk Construction	$ -	$ -	$ -	$ -	$ -
Sidewalk Maintenance	$ -	$ -	$ -	$ -	$ -
02 - Bicycles and pedestrians program					
Shared Use Path Construction	$ -	$ -	$ -	$ -	$ -
Shared Use Path Modernization	$ -	$ -	$ -	$ -	$ -
03 - Bridge					
Bridge Deck Replacement	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Deck Repairs	$ -	$ -	$ -	$ -	$ -
Bridge Maintenance - Joints	$ -	$ -	$ -	$ -	$ -
Bridge Preservation	$ 1,104,489	$ 1,450,671	$ 2,176,006	$ 544,002	$ -
Bridge Rehabilitation	$ -	$ -	$ -	$ -	$ -
Bridge Replacement	$ -	$ -	$ -	$ -	$ -
Drawbridge Maintenance	$ -	$ -	$ -	$ -	$ -
Painting - Structural	$ -	$ -	$ -	$ -	$ -
Structures Maintenance	$ -	$ -	$ -	$ -	$ -
04 - Capacity					
Hwy Reconstr - Major Widening	$ -	$ -	$ -	$ -	$ -
Roadway Additional Capacity	$ -	$ -	$ -	$ -	$ -
05 - Facilities					
Vertical Construction (Ch 149)	$ -	$ -	$ -	$ -	$ -
07 - Intersection Improvements					
Intersection Reconstruction	$ -	$ -	$ -	$ -	$ -
Traffic Signal Upgrades	$ -	$ -	$ -	$ -	$ -
08 - Interstate Pavement					
Resurfacing Interstate	$ -	$ -	$ -	$ -	$ -
09 - Intelligent Transportation Systems Program					
Intelligent Transportation Sys	$ -	$ -	$ -	$ -	$ -
10 - Non-interstate DOT Pavement Program					
Pavement Maintenance	$ -	$ -	$ -	$ -	$ -
Pavement Preservation	$ -	$ -	$ -	$ -	$ -
Pavement Rehabilitation	$ -	$ -	$ -	$ -	$ -
Resurfacing	$ -	$ -	$ -	$ -	$ -
Resurfacing DOT Owned Non-Interstate	$ -	$ -	$ -	$ -	$ -
11 - Roadway Improvements					
Catch Basin Cleaning	$ -	$ -	$ -	$ -	$ -
Contract Highway Maintenance	$ -	$ -	$ -	$ -	$ -
Crack Sealing	$ -	$ -	$ -	$ -	$ -
Culvert Replacement	$ -	$ -	$ -	$ -	$ -
Drainage	$ -	$ -	$ -	$ -	$ -
Embankment and Ledge Stabilization	$ -	$ -	$ -	$ -	$ -
Guard Rail & Fencing	$ -	$ -	$ -	$ -	$ -
Highway Sweeping	$ -	$ -	$ -	$ -	$ -
Landscaping	$ -	$ -	$ -	$ -	$ -
Mowing and Spraying	$ -	$ -	$ -	$ -	$ -
Tree Trimming	$ -	$ -	$ -	$ -	$ -
12 - Roadway Reconstruction					
Hwy Reconstr - Restr and Rehab	$ -	$ -	$ -	$ -	$ -
Reclamation	$ -	$ -	$ -	$ -	$ -
Roadway - Reconstr - Sidewalks and Curbing	$ -	$ -	$ -	$ -	$ -
Roadway Minor Widening	$ -	$ -	$ -	$ -	$ -
Roadway Modernization	$ -	$ -	$ -	$ -	$ -
Tunnels	$ -	$ -	$ -	$ -	$ -
13 - Safety Improvements					
Impact Attenuators	$ -	$ -	$ -	$ -	$ -
Lighting	$ -	$ -	$ -	$ -	$ -
Pavement Marking	$ -	$ -	$ -	$ -	$ -
Safety Improvements	$ -	$ -	$ -	$ -	$ -
Sign Installation/Upgrading	$ -	$ -	$ -	$ -	$ -
Structural Signing	$ -	$ -	$ -	$ -	$ -
Section I Total:	**$ 1,104,489**	**$ 1,450,671**	**$ 2,176,006**	**$ 544,002**	**$ -**
Grand Total NFA:	**$ 1,104,489**	**$ 1,450,671**	**$ 2,176,006**	**$ 544,002**	**$ -**

Operation and Maintenance Charts to be inserted in when available.

Appendix G: Comments on Public Draft

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

Public comment opportunities were held throughout the development process this year, including pop-up tables, focus groups and open houses. A virtual public meeting is scheduled on Wednesday, April 29, 2026 to hear specific feedback on the draft document. Additional opportunities for public comments were gathered at outreach tables located along the region's bike path network. A virtual public meeting of the Cape Cod MPO is scheduled for Monday, May 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
Colleen Medeiros, Transportation Program Manager
3225 Main Street (Route 6A)
PO Box 226
Barnstable MA 02630-0226

Sent by facsimile to the attention of Colleen Medeiros (FAX): 508-362-3136
Email - please put "TIP" in the subject line and sent to:

colleen.medeiros@capecodcommission.org

Comments / Questions received on this TIP:

Public Comment Summary Grid is attached that presents a summary of the comments received during the 14-day public comment period. The comments will be presented in their entirety to the Cape Cod MPO during their May 18, 2026 meeting where the body will consider the comments. Consideration of the comments will be detailed in the meeting minutes for that meeting. The response and any action taken by the MPO will be summarized in this table. Discussion of TIP activities is also included in the previous MPO and CCJTC meetings listed in Chapter 2 of this document.

TIP Public Comments to be inserted

TIP Public Comments to be inserted

TIP Public Comments to be inserted

Appendix H: Amendments/Adjustments/Administrative Modifications

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

Programmed totals and project analyses presented in the body of the document and the preceding appendices reflect the projects and funding amounts as of May 19, 2026, the endorsement date of the plan.