

2023-2027 Capital Investment Plan (CIP) Summary of Public comments Received		
Subject	Comments	Response
MBTA Key Bus Routes	Please retain key important T Express bus routes (i.e. #558 near 700 Pleasant Street in Watertown for commuters	Thank you for your comment. The MBTA’s FY23-27 CIP was developed between November 2021 and May 2022 and included a public engagement process that was conducted separately from MassDOT’s public outreach. More information on the current CIP, a summary of public comments and responses, and recordings from the three public meetings held in the spring of 2022 can be found online here: <a href="https://www.mbta.com/financials/fy-2023-2027-capital-investment-plan-cip">https://www.mbta.com/financials/fy-2023-2027-capital-investment-plan-cip</a> .
South Street and Center Bridges in Montague (# 609427)	The South Street Bridge is one of two that span from Montague Center to Route 63 at the village’s northern and southern ends. Both the South Street and Center Street bridges are reduced to single lane traffic. These are the critical path routes for Montague Center Fire’s response to adjacent neighborhoods across Route 63. Both bridges are key routes for residents to access events and businesses located in Montague Center. Please prioritize the work needed to restore full traffic flow.	South Street bridge is included in the CIP and is scheduled to advertise in May 2024.
North Leverett Road Bridge in Montague (# 612164)	The North Leverett Road Bridge is the singular and essential link between Montague Center and Montague’s Chestnut Hill neighborhood, including the Montague Retreat Center. It also carries commuter traffic from the North Leverett area to employment centers that accessible via Route 63, including Amherst/Northampton, Brattleboro/Keene, and Montague/Greenfield. This is also the only practical and time efficient route for fire response. Please prioritize work to restore full traffic flow.	North Leverett Bridge over the Sawmill River project is included in the federal aid program (STIP) for funding in 2025; scheduled to advertise in December 2024.
Sixth Street Bridge in Turners Falls (# 612085)	Replacement of the Sixth Street Bridge, which presently is a single lane temporary bridge with no pedestrian way, is absolutely essential to revitalization of the Turners Falls Canal District and a critical second route to “The Path” neighborhood, which is only otherwise accessible via the 11th Street Bridge. Note that this project should include removal of two existing bridge structures at Sixth Street and a plan for utilities to service the Power Street area. The Power Street area could entertain a variety of manufacturing or commercial uses, and is also in the process of become a 40R Overlay zone that could facilitate development of affordable housing in close proximity to the Turners Falls business district.	Project is included in the federal aid program (STIP) for funding in 2026; scheduled to advertise in February 2026.
General Pierce Bridge in Montague (#601186)	It is noted and appreciated that the CIP continues to carry a line for the in-progress General Pierce Bridge rehabilitation. Montague continues to request restoration of the upper trusses as part of this project. The draft CIP includes \$2.62M for FY24-27, after the current project is expected to end. We hope that this additional funding is proposed with the intention of restoring the upper trusses. Ideally, this would occur after the bridge is re-opened and returned to service.	MassDOT conducted an assessment to restore the upper trusses as part of the current construction contract. Our analysis determined that due to the age and condition of the bridge, the scope of work would need to expand considerably beyond painting and would require additional extensive repair work to remove rusted structural elements that, although stable, are not suitable for painting. The additional work and painting was estimated to add an additional two or more years to the current construction contract schedule and would not appreciably extend the lifespan of the bridge commensurate with the level of investment. We considered several alternatives and determined that the approach that is the most resilient and least impactful to the community is to advance the full replacement of the bridge. We will be utilizing additional funds from the federal infrastructure bill to advance the project.

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11th Street Bridge in Montague	Once the Sixth Street Bridge over the Utility Canal project is realized please consider a substantial maintenance project for the 11th Street Bridge to ensure long term reliable access to the Patch neighborhood. This project is far beyond the financial means of our bridge-dependent community and we appreciate very much your consideration – past, present, and future – with regard to Montague’s essential infrastructure.	<p>MassDOT currently has a project in design (#612977), which includes replacement of TURNERS FALLS ROAD OVER CONNECTICUT RIVER (bridge G-12-002, 5TH STREET OVER CANAL (bridge M-28-015),and 6TH STREET OVER CANAL (bridge M-28-16A). The 11th street and 6th street bridges are both municipally owned bridges that provide access to the Patch neighborhood. MassDOT has undertaken the replacement of the 6th street project to ensure long term reliable access to the Patch neighborhood.</p> <p>MassDOT uses a ranking system to determine the priority of all bridge rehab/replacement projects based on available funding. Factors used for the ranking system include the following:</p> <ul style="list-style-type: none"><li>•Condition Loss: how far the condition is from a perfect bridge</li><li>•Health Index Change: how vulnerable a bridge is to further deterioration</li><li>•Highway Evaluation Factor: how critical of a link the bridge is</li></ul> <p>Many criteria go into determining these factors. The 11th street bridge (bridge M-28-017) ranks relatively low in our ranking with approx. 3210 bridges statewide that rank higher; This ranking is reevaluated on an annual basis.</p>
Commuter Rail line from Boston into New Bedford	Please consider building a commuter rail line from Boston into New Bedford. At the moment the options to commute to/from is a journey.	South Coast Rail (Phase 1) project is currently under construction to provide commuter rail service from Boston to New Bedford and Fall River. Service is scheduled to start in 2024.
Rail Service between Pittsfield and Boston	Please include sufficient funding in the 2023 - 2027 CIP to start regular rail service between Pittsfield and Boston.	2023-2027 CIP currently has funding for additional planning efforts related to future service.
Bike and pedestrian improvements	Massachusetts needs to shift from a car based infrastructure to a pedestrian based infrastructure. Please discuss how the CIP prioritizes pedestrians and cyclists.	2023-2027 CIP has approximately \$348 million in programmed spending for bicycle- and pedestrian-specific improvements along with \$75 million for complete streets funding to communities. Additionally, we incorporate improvements for people walking and biking as part of our non-interstate roadway reconstruction projects.

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Bourne Rail Trail (Phase IV)	The Town of Bourne and the wider community have been working diligently and steadfastly to extend the Shining Sea Bikeway from Falmouth, through Bourne in order to interconnect with the Cape Cod Canal trail network. The inclusion of Phase IV of the Rail Trail extension on the FY 23-27 CIP will provide additional certainty and momentum for the completion of this important transportation corridor. The project is approaching 25% design.	<p>The complete Bourne Rail Trail extension from the Cape Cod Canal in Bourne to the Shining Sea Path in Falmouth includes four distinct phases. MassDOT is working closely with the Town of Bourne on the design development for three of the four phases; These include 609262 (BOURNE- RAIL TRAIL CONSTRUCTION (PHASE 1), 610673 (BOURNE- BOURNE RAIL TRAIL (PHASE II)), and 611998 (BOURNE- FALMOUTH-SHINING SEA BIKEWAY EXTENSION/BOURNE RAIL TRAIL (PHASE 4)). At this time, no project has been initiated with MassDOT for Phase 3.</p> <p>The Town of Bourne is responsible for completing the design, right-of-way acquisition, and permitting for the various phases of the project. Currently, Phase I is advancing to the 75% design stage and is programmed for funding in the statewide trails program, with funding allocated in FFY2025. Phase 4 is being developed in partnership with the Town of Falmouth and input from MassDOT Rail and Transit Division and is currently in the pre-25% design stage; it is under consideration for funding in the upcoming capital planning process in collaboration with the Cape Cod Commission. Phase 2 is in the Pre-25% stage and is not funded for construction, at this time.</p> <p>Construction of phase I of the Bourne Rail Trail is included in the 2023-2027 CIP.</p>
Christian Lane Bridge in Whatley	In Whatley, the replacement of the Christian Lane Bridge over the Mill River is a priority. The bridge has been reduced to a single lane due to structural issues and the community is deeply concerned that the bridge replacement may not be funded for another 10-15 years.	This project could be considered for potential funding under the Federal formula PROTECT program. DOT will need to work with the Town to initiate a project in MaPIT.
South Maple Street Reconstruction in Hadley (# 602796)	In Hadley, the reconstruction of South Maple Street, from Route 9 (Russell Street) to Bay Road is a priority.	MassDOT Highway will consider a proposal if it is advanced by the municipality. District 2 will be glad to work with the Town to initiate the project with their consultant.
Route 47 in Hadley (#607886)	The resurfacing and related work on Route 47 from Comins Drive to Old River Drive is a priority for the town.	MassDOT Highway will consider a proposal if it is advanced by the municipality. District 2 will be glad to work with the Town to initiate the project with their consultant.
Intersection of Pine and Meadow Streets in Amherst	In Amherst, the intersection of Pine and Meadow Streets is known to be problematic because of the heavy traffic and a fork in the road just north of the intersection. Please consider the municipality's proposed a project that would engineer a solution to address both issues and improve the gateway to North Amherst.	MassDOT Highway will consider a proposal if it is advanced by the municipality. District 2 will be glad to work with the Town to initiate the project with their consultant.
Pedestrian scale lighting in Northampton	Northampton request MassDOT consider installation of pedestrian-scale lighting to support Northampton's Picture Main Street project.	This comment was raised in the Comment Resolution Meeting for the initial design submission for Project #609286 Northampton - Downtown Complete Streets Corridor and Intersection Improvements. The Design Engineer was instructed to consider this type of lighting.

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Connecticut River Trail in Northampton/Hatfield	Please consider funding for the Connecticut River Trail from Damon Road in Northampton to Elm Court in Hatfield which is a current priority for the city	MassDOT Highway is working with the City of Northampton to advance Project #612777 through the design process. Once the design achieves the 25% design milestone, the project schedule will be clearer to secure a combination of regional target and/or statewide Federal Funds. The project is not currently in the 2023-2027 CIP. MassDOT will continue to seek out funding opportunities to expand its existing trail network along the Connecticut River as well as from Northampton to adjacent communities.
Bicycle and Pedestrian Improvements along East Pleasant Street in Northampton	The sidewalk along East Pleasant Street from Pine Street to Olympia Drive is a priority since this stretch of road is heavily used by bicyclists and pedestrians who currently must travel on the shoulder of the road next to vehicles traveling over 40 miles per hour.	Thank you for your comment. It appears this comment refers to East Pleasant Street in Amherst, rather than Northampton. MassDOT will forwarded to the Town of Amherst for consideration. This Town-owned street is classified as a Local Road, and is therefore not eligible for federal funding. It may be more suitable for other sources of funding (for example, Chapter 90 Program). MassDOT will forwarded to the Town of Amherst for consideration.
Resurfacing of Route 2A in Athol	There is a need for resurfacing of Route 2A in Athol	Route 2A in Athol consists of three sections. The westerly section (from the Orange town line to the Millers River), and the easterly section (from the Route 32 intersection to the Phillipston town line) are under Commonwealth jurisdiction. The central section (Main Street from the Millers River to the Route 32 intersection) is under municipal jurisdiction. The westerly and easterly portions were resurfaced in the 2017-2018 timeframe, and appear to be in Good to Fair condition. If the Town of Athol believes the center section is in need of resurfacing, there are a number of funding sources in addition to Chapter 90 funds. There are two projects on Route 2A in Athol that are currently under development; #608415 Intersection Improvements at Route 2A and Brookside Road, and #612151 Bridge Replacement, Route 2A (Main Street) over B&M Railroad.

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Infrastructure projects in Western Mass. (609427, 612164, 612085, 606552, 608869,609515, 609286, 607502, 608236, 608413, 602319, 606309, 609398, 612088, 601186, 606548, 610921,608414, 608724, 609202, 608460, 605032, 609023, 608849,608084, 608719, 612151, 608723, 608415, 609244, 612159, 604189, 612179, 608634, 608056, 604959, 603371, 608850, 608785, 607474, 608473, 605983, 608548, 608418)	Some of the reasons that infrastructure projects matter in western Massachusetts are important: in these districts (Franklin, Hampshire, Worcester), there is a significant lack of public transportation compared with the eastern part of the state. Rural constituents rely on roadways and bridges to travel between home, work, school, shopping, and access to medical care. First responders travel on these roads to come to the aid of communities - and often to meet the needs of neighboring towns in a crisis. The municipalities in the district have lower population numbers and consequently lower tax bases. In many cases, they also proudly steward large tracts of public land and they simply cannot afford to maintain the many, many miles of roads within their towns that circumvent this land. Bottom line: these communities have long relied on the support from the state to maintain their infrastructure. Now, as communities are beginning to emerge from the COVID-19 crisis, and construction costs have risen significantly due to inflation, the already cash-strapped municipalities need the state’s intervention even more.	<p>Thank you for your support and comment.</p> <p>MassDOT has a strong working relationship with all Rural Transportation Planning Organizations (RTPOs) and Metropolitan Planning Organizations (MPOs) in Massachusetts and works collaboratively with them each year to develop five-year programs of federally-funded projects in each region known as the Transportation Improvement Programs (TIPs). As part of that collaborative effort, infrastructure projects are considered for programming and RTPO and MPO member feedback is critical in guiding this process. MassDOT staff regularly meets with RTPOs and MPOs to identify new projects, assess project readiness, and recommend projects for funding. Additionally, as a result of the Bipartisan Infrastructure Law (BIL), MassDOT was able to increase the amount of federal funding that each RTPO and MPO has at their discretion to program on projects in their respective regions, known as "regional target" funding by approximately 20%. A number of projects mentioned in the subject line of this comment have been funded, including 608056 (Erving-Gill Protective Screen Installation); 609398 (Erving Resurfacing and Related Work on Route 2); and 612179 (Colrain Bridge Replacement); among others.</p>
Culvert Replacement in Hadley (#607886)	Culvert replacement at Russellville Brook is a priority	Culvert replacement is included as part of the resurfacing & related work on Route 47
PTC for the Knowledge Corridor	Status of installation of Positive Train Control (PTC) for the Knowledge Corridor between Springfield and the Vermont Massachusetts state line.	MassDOT Rail and Transit Division is working on a conceptual design to install components for the future installation of PTC on the Knowledge Corridor.
Bridge abutments on Routes 5/10 in Hatfield	A project to replace the crumbling concrete abutments on the bridge at mile marker 26.658 in Hatfield over the Running Gutter on state routes 5/10. Temporary “Jersey” barriers were installed on this bridge between 2013 and 2017 to prevent motorists from driving into the concrete abutments on either side of the road, which are crumbling and falling apart, and they have stayed ever since. The bridge is in deplorable condition. Please prioritize funding for this project.	This is a state-owned bridge BRI which is not eligible for federal bridge funding since it is <20 feet in length. The bridge is not currently structurally deficient or posted; the proposed project is competing for statewide funding with other structural priorities.
Haydenville Road in Whatley (#605983)	This project remains vitally important to the region and the Town of Whately. Haydenville Road is a vital connector between Route 9 in Williamsburg and Interstate 91 in Whately. This roadway connects western Hampshire County and central Berkshire County to southern Franklin County and to points north and south along Interstate 91. The current and projected usage of this town road well exceeds its original design. Important upgrades are needed to ensure the suitability and safety for all users of this road for years to come.	Project #605983 to rehabilitate Haydenville Road from Conway Road to the Williamsburg town line is funded in the 2023-2027 CIP. Project is scheduled to advertise November 2024.
Logan Road/Fryeville Road Bridge in Athol	In Athol, there is a need for a replacement of the Logan Road/Fryeville Road Bridge, which is jointly owned by Athol and Orange.	Project #603727 Athol/Orange - Bridge Replacement, Logan Road Bridge over the East Branch of the Tully River was approved for development. This project is being scoped by the bridge section for a future project and selection of a design consultant



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Bicycle and Pedestrian improvements on Route 5 in Northampton	Please fund addition of sidewalks on Rt. 5 near Atwood Drive in Northampton (between Atwood Drive and the bridge replacements for I-91 over Rt. 5). The Atwood complex includes a Court, a behavioral health office, and several medical offices. Constituents regularly walk and bike this route from public housing on Conz St as well as other points in town and it requires crossing both the on and off ramp for I-91. This corridor is incredibly dangerous and needs a solution to make this safer for future pedestrian and cyclist traffic in the area.	Project #610657 to construct a Shared-Use Path (SUP) from East Street in Easthampton through I-91 interchange 23 (old exit 18) is funded in the 2023-2027 CIP. This project will connect with the current bridge replacement project and provide connection to the Manhan Rail Trail in Easthampton.
Bicycle and pedestrian improvements along Earl Street & Easthampton Road in Northampton	The addition of sidewalks along Earl Street & Easthampton Road in Northampton is needed. More affordable housing is being built in the area, and it would help if MassDOT could assist with building the sidewalks needed to make this area more friendly to pedestrians as it is already served by the PVTA.	Sidewalks along Earl Street were constructed as part of the Manhan Rail Trail project, completed in 2011. Plans for improvements to the Route 10/Earl Street intersection (to include crosswalks and sidewalks to bus stops on both sides) are under design, with construction expected in in Spring of 2023.
Southampton Greenway Rail Trail in Easthampton/Westfield	Support finishing the Southampton Greenway, a 3.5-mile rail trail, that will build over a long-inactive railway to finally link Easthampton's Manhan Trail and Westfield's Columbia Greenway. This project has considerable public support and it would not only add additional recreational activity but would also provide easy access to places like Conant Park, Labrie Field and the Manhan Meadows Sanctuary. Southampton is currently working to purchase the ROW and would appreciate any help MassDOT can provide in funding this important link in the state greenways.	Project #607823 to construct the Greenway Rail Trail in Southampton from Coleman Road to Route 10 (at Brickyard Road intersection) is funded in the 2023-2027 CIP. This is a critical section of trail that will connect to the existing Manhan Rail Trail in Easthampton and the Columbia Rail Trail Greenway in Westfield - ultimately forming an 80 mile cross-state trail network between Northampton and New Haven, CT.
Bourne Rail Trail Extension in Bourne	The Bourne Rail Trail extension, which will connect the canal to the Shining Sea Path in Falmouth, will transform the community of Bourne, providing recreation and alternate means of transportation. It will rejuvenate the health and well being of residents and visitors, and provide a needed boost to area businesses that don't see tourist traffic like many other cape cod communities. This rail trail extension will be the most beautiful stretch of coastal rail trail in Massachusetts.	<p>The complete Bourne Rail Trail extension from the Cape Cod Canal in Bourne to the Shining Sea Path in Falmouth includes four distinct phases. MassDOT is working closely with the Town of Bourne on the design development for three of the four phases; These include 609262 (BOURNE- RAIL TRAIL CONSTRUCTION (PHASE 1), 610673 (BOURNE- BOURNE RAIL TRAIL (PHASE II)), and 611998 (BOURNE- FALMOUTH-SHINING SEA BIKEWAY EXTENSION/BOURNE RAIL TRAIL (PHASE 4)). At this time, no project has been initiated with MassDOT for Phase 3.</p> <p>The Town of Bourne is responsible for completing the design, right-of-way acquisition, and permitting for the various phases of the project. Currently, Phase I is advancing to the 75% design stage and is programmed for funding in the statewide trails program, with funding allocated in FFY2025. Phase 4 is being developed in partnership with the Town of Falmouth and input from MassDOT Rail and Transit Division and is currently in the pre-25% design stage; it is under consideration for funding in the upcoming capital planning process in collaboration with the Cape Cod Commission. Phase 2 is in the Pre-25% stage and is not funded for construction, at this time.</p> <p>Construction of phase I of the Bourne Rail Trail is included in the 2023-2027 CIP.</p>
Reconstruction of Damon Road in Northampton (#608236)	Reconstruction of Damon Road from Route 9 to Route 5 including drainage system repairs & slope stabilization at the Norwottuck Rail. Thank you for including the project in the CIP.	Thank you for your support and comment.

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Northampton - Bridge Replacement Projects along I-91 (#606552)	Northampton – Bride Replacement, N-19-059, I-91 over US Route 5 and B&MRR, Bridge Replacement, N-19-060, I-91 over Hockanum Road and Improvement to I-91/Interchange 18. Thank you for including the project in the CIP	Thank you for your support and comment.
Northampton - Intersection Improvements at King, North Summer and Finn Streets (#607502)	Northampton - Intersection Improvements at King Street, North Street & Summer Street and at King Street & Finn Street. Thank you for including this project in the CIP	Thank you for your support and comment.
Knowledge Corridor Rail Stations (#CR22056000)	Greenfield and Northampton Rail Stations on the Connecticut River Line (Knowledge Corridor). Thank you for funding the project in the CIP. T	Thank you for your support and comment.
Pioneer Valley Transit Authority Northampton Maintenance Building Renovation (#RTDTBD18)	PVTA - 5339 Bus and Bus Facilities - Northampton Maintenance Building Renovation. Thank you for including the project in the CIP.	Thank you for your support and comment.
Bridge Replacement Kings Highway over N. Branch Manhan River in Westhampton (#608631)	Westhampton - Bridge Replacement, W-27-005, Kings Highway over N. Branch Manhan River. Thank you for including this project in the CIP.	Thank you for your support and comment.
Reconstruction of Route 143 in Worthington (#609287)	Worthington - Reconstruction & related work on Route 143 (Phase II), from Peru town line to Cold Street. Thank you for including the project in the CIP.	Thank you for your support and comment.
Bridge replacement for Storrow Drive over the Bowker Ramps (#606728)	Thank you for including the Boston bridge replacement project for the Storrow Drive over the Bowker Ramps in the CIP and the STIP. It is a project that has enormous community support. Salute to the MassDOT engineering team that has really thought through this project for the approach to rebuild those bridges in a way that day lights the muddy river and substantially increases the parkland along the esplanade in that region.	Thank you for your support and comment. The Project is scheduled to advertise in January 2027.
Bridge replacement for Storrow Drive over the Bowker Ramps (#606728)	The Esplanade Association supports the bridge replacement project for Storrow Driver over the Bowker Ramps. Please consider including additional elements to the project including getting all the remnants of the highway, especially the westbound exits from Storrow to Beacon out of the arch of the bridge that is closest to the River. Extending the length would gain 10 acres rather than only two acres against the river's edge.	Thank you for your support and comment. The Project is scheduled to advertise in January 2027.
Bridge Rehabilitation Bowker Overpass over the Mass Pike (#606496)	Support project #606496 - Boston Bridge Rehabilitation, B-16-052, Bowker Overpass over Mass Pike, MBTA/CSW & Ipswich Street and Ramps	Thank you for your support and comment. The project is scheduled to advertise in February 2024.
Westfield-Barnes Regional Airport Capital Investments	Thank you to MassDOT and the Aeronautics Division for the capital projects and funding included in the CIP for the Westfield-Barnes Regional Airport and leveraging all the available federal FAA grant funding.	Thank you for your support and comment.
Infrastructure improvements - Commonwealth Public Use Airports	Thank you for the significant investment in regards to statewide MassDOT aeronautics division programs, such as crack sealing, airfield payment markings, security cameras, and obstruction clearing. Projects such as these are very critical to the 41 public use airports across state, particularly the ones that are not eligible for FAA funding	Thank you for your support and comment.

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Aeronautics Division Capital Projects	Please identify where projects that are either not eligible for FAA federal grant funding or have a lower priority are captured in the CIP.	<p>Airports that are privately owned are not eligible for FAA funding. In FY23-27 CIP, only one airport project is listed for a privately-owned airport at Stow Minute Man (6B6) to reconstruct their aircraft ramp that has exceeded its useful service life (scheduled for FY26). Funding for privately owned airports is currently very constrained.</p> <p>Statewide projects have a \$0 federal share as reflected in the CIP in the funding column. Additionally, Aeronautics has established state-wide programs that include: <b>Airport Administration Buildings, fencing/gates</b> (FAA priority at airports with passenger service but not at General Aviation airports due to low FAA priority rating scores. However, funds are leveraged to the maximum extent possible), <b>security cameras, pavement management</b> (preventive maintenance /airfield markings), and <b>navigational aids</b> (state owned NAVAIDS). Additionally, the FAA only pays to cut trees in an area on an airport once. But as they grow back, they become a hazard to flight and they become eligible for funding through the state Vegetation Management Program (VMP) as funding is available through state bond cap.</p> <p>Lower priority projects include revenue generating projects such as aircraft ramps, fuel farms, hangars and airport operation vehicles. FAA will only pay for low scoring projects if there are no existing non-compliant issues at the airport.</p> <p>This federal funding is limited to available airport non-primary entitlement (NPE) dollars and ineligible for FAA discretionary funding.</p>
Chapter 90	Please consider substantially increasing the annual amount of Chapter 90 funds	<p>The Chapter 90 program has become an integral part of many municipal budgets across the state and shows MassDOT's commitment to all 351 cities and towns across the Commonwealth. MassDOT recognizes the importance of Chapter 90 funding for municipal projects that are key to economic development and quality of life, but authorizing more funding is at the discretion of the Legislature. While the State Legislature authorizes the total amount of Chapter 90 transportation funds available for municipalities, MassDOT will continue to support municipalities with access to funding for critical transportation improvements in their communities through our other municipal funding programs.</p>
Fitchburg Municipal Airport	On behalf of the Fitchburg Municipal Airport and the City of Fitchburg, thank you MassDOT and in particular, the Aeronautics Division for the continued support through the development of a robust 2023-2027 Capital Investment Plan. According to the most recent Massachusetts Statewide Economic Impact Study, the Fitchburg Municipal airport provides a Total Economic Output of \$17,619,000.00 to our community, whilst providing valuable public services, educational opportunities and a robust employment arena. The Capital improvements in this draft plan will help to ensure our Airport meets the highest levels of aviation safety - and will continue to perform as a community asset and a local economic driver.	Thank you for your support and comment.



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New Bedford Capital Investments	Thank you to folks from SRPEDD and from MassDOT for their continued support for New Bedford We've done a lot of work over the past couple years with funding from the TIP and MassDOT support, and we continue to plan and look forward to future projects.	Thank you for your support and comment.
Mass Central Rail Trail (Sudbury-Wayland) (#610660)	Sudbury-Wayland Mass Central Rail Trail (MCRT) project provides no public trail access in Sudbury. The proposed project terminates under a raised bridge (with no access) since at that point the right of way is depressed at least ten feet below ground level. If this project depends on a continuation of the trail, then it should be designed as a complete project when that continuation can be designed/constructed. MassDOT should remove this project from the CIP or defer it until there is somewhere for users to access the facility.	Thank you for your comment. Under a separate project, the Department of Conservation and Recreation (DCR) is constructing the MCRT from the Assabet River Rail Trail in Hudson to the Eversource substation, connecting directly with this project under the raised bridge mentioned at Landham Rd in Sudbury. Both projects will include several trail access points from local streets and other points of interest. The entire corridor is owned by the MBTA and is under a 99 year lease to DCR to construct and maintain a rail trail along this corridor.
Cape Cod Bridges	The replacement of the Cape Bridges in Bourne and Sagamore must be the major and priority investment in the CIP. The two bridges are the economic, social and public health connectors between the Cape and the mainland. The bridges connects tourists and workers to the Cape, and Cape Coders to work, family and medical care in other parts of the state. Currently, the bridges and approaches are inadequate, hold back economic growth, and the Bourne Bridge literally shakes under current traffic. The new bridges should have Complete Streets design and ensure safe passage for pedestrians and bicyclists.	Thank you for your comment. MassDOT Highway is partnering with the US Army Corps of Engineers on the design and permitting for the replacement of the Bourne and Sagamore Bridges. Our third round of public engagement and outreach is being conducted in Nov./Dec. to gather stakeholder input. Funding is being pursued through several discretionary grants as part of the Bipartisan Infrastructure Law.
Rail Service to Bourne and Hyannis	Public transit via commuter rail should be prioritized extending current rail service to Bourne and Hyannis.	<p>Thank you for your comment.</p> <p>The Cape Rail Study completed in 2021 evaluated potential year-round passenger rail to the Cape Cod region, approximately 50 miles south of Boston, providing data and information about projected ridership, auto usage, and emissions, and costs. The study, led by the Massachusetts Department of Transportation (MassDOT) with technical support and guidance from the Cape Cod Commission, considered the options for expanding passenger rail service to Cape Cod with connections to Middleborough, Wareham, and beyond.</p> <p>The Cape Rail Study considered two alternatives that were developed cooperatively with the Advisory Group, which consisted of elected officials and representatives from the Towns of Bourne, Wareham, and Middleborough; representatives of local interest groups; and representatives of regional agencies and organizations. Each alternative included a range of options that allowed MassDOT and the MBTA to test the benefits and tradeoffs of different service components.</p> <p>While this study provides a foundation for potential future rail service to the Cape Cod region, there are additional systemwide changes and other factors that could affect and inform potential future implementation. Developing a plan for the O&amp;M of a potential future Cape rail service and identifying funding sources and opportunities are critical next steps towards implementation.</p>

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General Comment	Thank you for all of the work that has put into preparing the latest update to the MassDOT Capital Investment Plan. The level of details provided is greatly appreciated.	Thank you for your support and comment.
RL23000233	This Springfield Area Track Reconfiguration Project (referenced above) is listed with a total project cost of \$3.5 million during the "out years" for the CIP in FY2024-2027, and \$0 in FY2023.The Federal Railroad Administration (FRA) recently awarded MassDOT up to \$1.75 million for this project as part of the FY2021 Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program. With all of the funding for this project now in place please allocate some of the cost to this project to FY2023 so that this project can get underway without delay in the next fiscal year.	The final CIP has been adjusted to reflect the award of the CRISI grant for the project and the project is anticipated to start in FY 2023.
Boston Extension (I-90) westbound access to Back Bay	An off-ramp for westbound I-90 travelers should be added near the Prudential Center exits providing easier access to Back Bay & South End as well as alleviating congestion through Sumner Tunnel and Storrow Drive.	Thank you for your comment.
Cape Cod Bridges	<p>The Bourne and Sagamore bridges require replacement, but Cape Cod Towns/Barnstable County government face other capital investments:</p> <ul style="list-style-type: none"> <li>* Funding for Town Comprehensive Wastewater Management Plans and associated sewerage/wastewater treatment plants for reducing “nitrogen loading” to coastal embayments to improve water quality in over 52 embayments and create habitat for wild things, wild places in our marine waters.</li> <li>* Funding for Granular Activated Carbon or Ion Exchange Resin filters to be placed on our public drinking water supplies to remove the PFAS 6 below 20 ng/l (state maximum contaminant level for the sum of 6 PFAS chemicals).</li> <li>* Development of more affordable housing to solve our social equity and environmental justice challenges for BIPOC and older residents on fixed incomes in the face of rising costs of living.</li> <li>* PFAS and methyl mercury contamination of finfish and shellfish in local kettle hole ponds &amp; embankments pose a health threat to sensitive populations (women of child bearing age and kids; saltwater anglers and Mashpee Wampanoag tribal members who hunt and fish to put food on the table; folks with pre-existing conditions; etc.)</li> </ul> <p>Since the Commonwealth of Massachusetts has fixed sources of revenue and the Barnstable County government is underfunded, not sure how the replacement of Bourne and Sagamore Bridges can occur without serious Federal grant money or increased resources for the US Army Corps of Engineers to support their operation. It is important to see a community dialog on the funding sources for these capital investments and how long it would take to make these investments come to fruition. A public dialog is needed beyond the Cape Cod Commission and outreach endeavors by the Barnstable County government to engage a majority of our permanent residents to discuss these capital investment options and their socioeconomic outcomes.</p>	Thank you for your comment. MassDOT Highway is partnering with the US Army Corps of Engineers on the design and permitting for the replacement of the Bourne and Sagamore Bridges. Our third round of public engagement and outreach is being conducted in Nov./Dec. to gather stakeholder input. Funding is being pursued through several discretionary grants as part of the Bipartisan Infrastructure Law.

2023-2027 Capital Investment Plan (CIP) Summary of Public comments Received		
Subject	Comments	Response
Mass Central Rail Trail (Sudbury-Wayland) (#610660)	<p>Thank you for providing the opportunity to comment on this project. Opposed to spending transportation dollars on this project at this time for the following reasons:</p> <p>(1) The segment of this rail trail in Wayland is minimally used by the public. Extending this rail trail for the very few people that currently use it, does not make financial sense given the other projects that MassDOT can fund that would have a much greater impact on the public welfare. (2) There is no public access to this trail in Sudbury. Likewise, there is no such public access on the Wayland segment. (3) The western terminus of this project at Landham Road is ten feet below the level of the surrounding surface, and there is no way down or up. (4) There is no identified budget/funding for extending the rail trail beyond the terminus point. (5) This section of the MBTA right of way is still considered an ACTIVE rail corridor by the Surface Transportation Board (STB). If ultimately abandoned by the MBTA there are properties along the right of way with reversionary rights since there was never a purchase of the property by the railroad. The MBTA only has a right of way across these properties. Certain property owners may be entitled to the return of their property to them. Until the ownership of this railroad right of way is resolved, it would be premature for Mass DOT to fund this project.</p>	<p>Thank you for your comment. Under a separate project, the Department of Conservation and Recreation (DCR) is constructing the MCRT from the Assabet River Rail Trail in Hudson to the Eversource substation, connecting directly with this project under the raised bridge mentioned at Landham Rd in Sudbury. Both projects will include several trail access points from local streets and other points of interest. The entire corridor is owned by the MBTA and is under a 99 year lease to DCR to construct and maintain a rail trail along this corridor.</p>
Mass Central Rail Trail (Sudbury-Wayland) (#610660)	<p>MassDOT inexplicably sold its property adjacent to Sudbury-Wayland section of MCRT off Route 20 to a car dealership. That property should otherwise have served as parking for regional bus service (which must be reestablished) and parking/access to the MCRT. This short section of MCRT from Wayland behind Russell's nursery to terminate at a culvert/tunnel under Landham Road in Sudbury thus becomes an inaccessible dead end. This project should be deferred in favor of reestablishing access to bus and/or rail transit with parking for the large number of commuters from Wayland and Sudbury.</p>	<p>Thank you for your comment. Under a separate project, the Department of Conservation and Recreation (DCR) is constructing the MCRT from the Assabet River Rail Trail in Hudson to the Eversource substation, connecting directly with this project under the raised bridge mentioned at Landham Rd in Sudbury. Both projects will include several trail access points from local streets and other points of interest. The entire corridor is owned by the MBTA and is under a 99 year lease to DCR to construct and maintain a rail trail along this corridor.</p>
Rail Trail Projects	<p>With all the capital needs in Massachusetts, I am extremely troubled by the millions of dollars diverted from true transportation projects, outlined in TIP, to recreational projects such as rail trails. These "feel good" projects are embraced by our legislators and by MassDOT and DCR and are often described as "free" since the majority of the funding comes from the federal government. The argument that rail trails provide "mobility" and environmental benefits is misleading at best. funding being diverted from core transportation needs to a recreational project.</p>	<p>Thank you for your comment.</p>

2023-2027 Capital Investment Plan (CIP) Summary of Public comments Received		
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South Coast Rail	<p>The return of South Coast Rail is certainly good news for residents of Fall River and New Bedford. However, the MBTA needs to explain how they plan on accommodating another 48 weekday trains into the already stressed Braintree to Boston single-track Old Colony mainline. Presently, this eleven-mile stretch hosts 72 weekday trains from the Greenbush, Kingston/Plymouth, and Middleboro lines, with only two places to pass.</p> <p>The recently released 2023-2027 MBTA Capital Improvement Projects (CIP) does not allocate a single penny for double-tracking the remaining six miles of the Old Colony mainline. Meanwhile, the Worcester and Fitchburg lines are busy double and triple-tracking their railroads, even though they have far fewer trains than the Old Colony. Soon, the Braintree-Boston segment will be saturated with 120 trains a day on a single track from five commuter rail lines. This simply will not work.</p>	<p>Thank you for your comment. South Coast Rail has a schedule that maximizes the number of trains it can provide for South Coast communities. Presently, the MBTA runs 82 trains per weekday on the entire Old Colony line and when SCR service is added the number of trains will increase to 90, adding 8 trains daily, not the 48 mentioned in your comment. The South Coast Trains service will originate in New Bedford or Fall River. Presently the opportunity to add a second or third track between Braintree to Boston is constrained by limited real estate available to expand. The 24-28 MBTA CIP plan requests funds to add tracks where they can be constructed now, which will add important resiliency to the system, but not add capacity. The capacity limits from Braintree to Boston are well recognized and when feasible solutions are determined and designed, they could be included in future capital programs.</p>
Shared Use Path in Sandwich (#608422)	Thank you for funding the Sandwich Road Shared Use Path project	Thank you for your support and comment. This shared use path project will continue to extend the Cape Cod Rail Trail network in both directions from Bourne to Provincetown.
Connection between Sandwich Shared Use Path and Canal Path	Please consider funding the connection between the Sandwich Road shared use path to statewide bike and pedestrian trail (Canal path)	Thank you for your comment. Long range plans for the rehabilitation of both Bourne and Sagamore bridges include shared use paths that will connect to existing paths on both sides of the canal.
Highway Safety Improvements Program	Safety Improvements Program is vital to ensure safe passage to all those use our transportation services and assets	Thank you for your comment.
National Electric Vehicle Charging Infrastructure Program	National Electric Vehicle Charging Infrastructure Program will lay a foundation for improved connectivity, access and transit options	Thank you for your comment.
Regional Transit Investments	Allocating funds to expand the Commonwealth's transit system and meet future demand and need will retain the state's competitiveness and set the region up for success	<p>Thank you for your comment.</p> <p>MassDOT is currently in the process of developing its 2050 Statewide Long Range Transportation Plan, entitled Beyond Mobility. As part of this planning process, policy recommendations will be included regarding future regional transit investments.</p>
Green Line Extension	Support for Green Line Extension to advance Massachusetts' commitment to carbon-neutral and environmentally friendly transportation modes and systems.	Thank you for your comment.
Bicycle and Pedestrian Modal Implementation Program	Support for Bicycle and Pedestrian Modal Implementation Program for advancing Massachusetts' commitment to carbon-neutral and environmentally friendly transportation modes and systems	Thank you for your comment.
Bipartisan Infrastructure Law Funding	MassDOT should take full advantage of federal funding available through the Bipartisan Infrastructure Law. The increase in federal infrastructure funds, primarily for statewide road and bridge projects, provides the opportunity for MassDOT to reallocate more budget capacity towards mass transit needs.	Thank you for your comment.

2023-2027 Capital Investment Plan (CIP) Summary of Public comments Received		
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MBTA CIP Investments	The MBTA capital plan should be adjusted to shift more funding toward the MBTA's budget to address safety, resiliency, systemwide decarbonization efforts and many of the others promised made by the Fiscal & Management Control Board.	Thank you for your comment. The MBTA's FY23-27 CIP was developed between November 2021 and May 2022 and included a public engagement process that was conducted separately from MassDOT's public outreach. More information on the current CIP, a summary of public comments and responses, and recordings from the three public meetings held in the spring of 2022 can be found online here: <a href="https://www.mbta.com/financials/fy-2023-2027-capital-investment-plan-cip">https://www.mbta.com/financials/fy-2023-2027-capital-investment-plan-cip</a>
Bipartisan Infrastructure Law Funding	MassDOT should use this unprecedented opportunity to accelerate projects that address statewide decarbonization goals and protect the system from climate change impacts. The timing of project implementation for these types of projects is paramount, and the region must take early action to realize the full benefit of its investments. Commuter Rail and Bus System Transformation are solid examples of a projects that should not and cannot be delayed including advancing Phase 1 of Regional Rail	<p>Thank you for your comment. The Commonwealth's strategy for reducing GHG emissions, including those from the transportation sector, is contained in the Clean Energy and Climate Plan for 2025 and 2030.</p> <p>This plan specifies the actions from all parts of government that will be taken to reduce GHG emissions. In the case of MassDOT and the MBTA these are: electrification of MBTA transit buses, implementing Complete Streets and Shared Streets programs, and building out fast charging along highway corridors.</p> <p>These represent only a small part of the Commonwealth's efforts to reduce transportation GHG emissions. The Clean Energy and Climate Plan contains many other actions including encouraging multifamily zoning near transit stations, an e-bike incentive program, standards that require increased sales of light and heavy duty electric vehicles as well as programs providing subsidies for these vehicles, and requirements for charging infrastructure in new building construction.</p>
MBTA Commuter Rail Electrification	Full or partial electrification of the Worcester/Framingham Line with completion dates prior to Q3 2025 when construction on the 1-90 Allston Multimodal Project estimated to begin must happen.	Thank you for your comment. The MBTA's FY23-27 CIP was developed between November 2021 and May 2022 and included a public engagement process that was conducted separately from MassDOT's public outreach. More information on the current CIP, a summary of public comments and responses, and recordings from the three public meetings held in the spring of 2022 can be found online here: <a href="https://www.mbta.com/financials/fy-2023-2027-capital-investment-plan-cip">https://www.mbta.com/financials/fy-2023-2027-capital-investment-plan-cip</a>
Allston Multimodal Project	Construction of West Station, with completion dates prior to Q3 2025 when construction on the 1-90 Allston Multimodal Project estimated to begin must happen.	Thank you for your comment.



2023-2027 Capital Investment Plan (CIP) Summary of Public comments Received		
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Aeronautics Division Capital Plan and Minute Main Air Field	<p>Thank you for the opportunity to comment on MassDOT - Aeronautics Division’s five year Capital Investment Plan, which acknowledges the importance of our Statewide Airport System to the Commonwealth. The \$323.3M allocation for the Aeronautics Division is a very small fraction of the total MassDOT budget, but it is critically important for the safe and effective operation of the Statewide Airport System. Here at Stow – Minute Man Air Field, we are very appreciative of the state and federal funds we have received over the past decades and for being included for funding in this draft plan.</p> <p>As defined in the 2019 Statewide Airport Impact Study Update, the 39 public use airports across the Commonwealth generated nearly \$24.7B dollars in annual economic impact! Of the 29 General Aviation airports included in the study, Stow - Minute Man Air Field ranked number one in impact per dollar of public investment and 6th overall in annual economic impact. In pursuit of our mission of ‘Boosting the Economy, Supporting the Community and Nurturing the Environment’, Stow - Minute Man exemplifies these clearly stated ‘soft’ benefits. We shine in the area of workforce development, high tech job creation, community support and environmental benefits. One of our rapidly growing tenants is developing a hydrogen fuel cell powered Urban Mobility Vehicle while another is training the next generation of aircraft maintenance technicians, supporting the needs of airlines, transit and general aviation. Meanwhile, the Air Field Café provides entry level jobs while fulfilling a critically important social hub and is frequently referred to as a ‘cornerstone’ of greater Stow.</p>	Thank you for your support and comment.
Minute Man Air Field Administration Building Project	<p>Since the inception of the Strategic Master Plan for Airport Administration Buildings in 2014, we have been waiting in line for our turn to get funded. Over this period of time, the state has created a ‘Roadmap to Net Zero 2050’ and our needs have evolved primarily due to the needs of our tenants, mentioned above. As a result, we are now calling our Administration Building Project our ‘Net-Zero Transportation Infrastructure Project’. Funding this ‘Net Zero Project’ is critically import to Stow – Minute Man!</p> <p>We are extremely grateful to have been included in the draft plan. We understand that the total budget is constrained and that there are many competing priorities but we hope the state will consider near-term funding to help us progress toward our mutual ‘Net-Zero’ future.</p>	Thank you for your comment.
Minute Man Airfield	Request funding for Design - Permit South Ramp at Minute Man Air Field	Thank you for your comment.
Minute Man Airfield	Request funding for Construction of South Ramp at Minute Man Air Field	Thank you for your comment.
Minute Man Airfield	Request funding for Design - Permit 9 unit T-Hanger at Minute Man Air Field	Thank you for your comment.
Minute Man Airfield	Request funding for Construct - Permit 9 unit T-Hanger at Minute Man Air Field	Thank you for your comment.

2023-2027 Capital Investment Plan (CIP) Summary of Public comments Received		
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Westover Metropolitan Airport	On behalf of Westover Metropolitan Airport, thank you MassDOT and in particular, the Aeronautics Division, for illustrating your continuing support through the development of the 2023-2027 Capital Investment Plan. According to the most recent Massachusetts Statewide Economic Impact Study, Westover Air Reserve Base/Metropolitan Airport provides a total economic output of \$245,257,000 to our community while providing valuable public service, educational opportunities and robust employment. Capital improvements in this draft plan are essential to Westover’s overall plan and will help to ensure our facilities continue to meet the highest levels of aviation safety and that the airport will continue to perform as a community asset.	Thank you for your comment.
Westover Metropolitan Airport's Hangar 13 Fire Suppression System project (#AE22000463)	An example of the economic impact from Westover’s CIP is the “Hangar 13 Fire Suppression System & Door Replacement” project. The completion will provide economic growth and a creation of jobs within the aviation industry. The pool of skilled Military personnel from Westover ARB is a great asset to Westover Airport when it comes to jobs. This project will create job opportunities in car rentals, catering, for flight and cabin crews, maintenance staff and engineers. The indirect jobs created involve in fuel suppliers, construction companies, suppliers of aircraft components and a variety of business support roles.	Thank you for your comment.
Falmouth Secondary Rail Projects	<p>Do not support funding for improvements for the Falmouth Secondary. The improvements to the rail line is not a wise decision. Presently this line is leased to a private contractor (Cavossa) to carry trash off Cape. The transfer station that connects to this Secondary line is owned by four towns is a very old transfer station.</p> <p>Rather than pay for improvements to the line, funding construction of a new, modern trash transfer facility for all Cape communities would be a wiser investment at the Bourne Integrated Facility which could be connected by a short new rail line directly to the main Cape rail line. This would mean the existing tracks from the rail bridge to North Falmouth could be pulled up and the Bourne Rail Trail could be constructed in the center line.</p>	Thank you for your comment.
Bourne Rail Trail (Phase I) (#609262)	Support of continued inclusion of the Phase 1 of the Bourne Rail Trail project in the Capital Investment Plan	Thank you for your support and comment.

2023-2027 Capital Investment Plan (CIP) Summary of Public comments Received		
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Green Line Extension to Mystic Valley Parkway	<p>We are writing today to advocate for the inclusion of the Green Line Extension to Mystic Valley Parkway in the capital plan for MassDOT. This is a critical transit expansion that has been long promised and an expansion to which the commonwealth has been obligated to complete for decades.</p> <p>The GLX is a highly successful expansion adding 10s of thousands of people to local transit access, a critical need for reducing our greenhouse gas emissions and sparking economic investment in local communities. The GLX to Mystic Valley Parkway represents the most significant regional investment that would benefit the communities of Medford, Arlington and Somerville with local light-rail service and unlock an underutilized parcel of land.</p> <p>The last leg of the GLX was set to be completed as part of the current expansion project. It was stripped from the project in 2016 and its funds reallocated to GLX Phase I. At the time, MassDOT committed to funding the full environmental review process for the additional stop and did file a notice of project change but has taken no further steps since 2017.</p> <p>The MBTA affirmed its commitment to completing the project in 2019 with inclusion of the project in its Focus40 report. The Green Line Extension, set to be completed in 2022, will go from Lechmere to College Avenue in Medford. However, the original project contemplated a terminus one mile north of the College Avenue Station at Mystic Valley Parkway. MassDOT/MBTA have committed to advancing this portion of the project with an updated environmental review.</p> <p>We request, with the strongest urgency, that the cost for environmental review be added to the CIP for FY2023 and that the cost for the project be added for future CIP years.</p>	Thank you for your comment.