

Draft MassDOT FY26-30 Capital Investment Plan (CIP) Comments

This table includes comments gathered during the public comment period for the MassDOT's Draft FY26-30 Capital Investment Plan (CIP) (May 23 through June 12), along with several comments received prior to the start of the formal comment period. It also includes comments MPOs received as part of their Transportation Improvement Program (TIP) development, as these pertain to the federal fiscal year (FFY) 26-30 State Transportation Improvement Program (STIP), which informs the federal-aid roadway and transit content in the FY26-30 CIP.

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First Name	Last Name	Person Type	Affiliation	Source	Position of Comment	Division	Project/Topic	Project ID	Comment
Tom	Ryan	Advocacy Group	A Better City	Letter	Support	Multiple	Additional funding to Address Climate Resiliency Needs of the Transportation System		A Better City feels any new borrowing capacity should be used on the following projects and programs: • Additional funding to Address Climate Resiliency Needs of the Transportation System The Task Force report said “MassDOT and MBTA continue to prioritize resilience measures, but these efforts demand considerable. Beyond Boston, other regions across the Commonwealth feature distinct infrastructure needs, all of which promote effective and efficient movement of people and goods statewide”. This next update to the CIP should increase funding for implementing MBTA Climate Change vulnerability assessments and improving resilience needs in our statewide road and bridge infrastructure.
Alexis	Hosea-Abbott	Advocacy Group	Massachusetts Bicycle Coalition	Letter	Request	Multiple	Aligning MassDOT projects and Chapter 90 funding with the MassDOT speed management toolkit and requiring metrics for slowing speeding		Safety: We are pleased that MassDOT has adopted Vision Zero initiatives and the Safe Systems Approach, but we are still losing nearly one person a day on our roadways. The goal of eliminating all serious crashes should be the guiding principle over all the other work, especially related to investment programs that have the potential to increase driver speeds such as through improved pavement conditions and bottleneck reduction. There is a tradeoff with slowing speeds, which may increase travel times for drivers, and the reduction in harm from traffic crashes, but we feel the priority of public safety is paramount and faster vehicle speeds exponentially increases the danger of crashes and probability of serious and fatal injuries. Thus, we feel that any project put forth by MassDOT, or increase to Chapter 90 program dollars to municipalities, should pair with the MassDOT speed management toolkit, and to require metrics related to slowing speeds while also improving roadway conditions.
Alexis	Hosea-Abbott	Advocacy Group	Massachusetts Bicycle Coalition	Letter	Request	Multiple	Clearly measure and track the impact of each project funded in the CIP, and determine their impact on reducing VMT		Climate and Congestion Concern: In the Reliability Section it states: “MassDOT is committed to ensuring that travelers can...reduce car travel and reliance on single-occupancy vehicles.” And through their guiding principles in Beyond Mobility, MassDOT states that reduction of vehicle miles traveled (VMT) is a core principle. However we are unsure how MassDOT is actively promoting mode shift and how it is measured. In order to meet our State’s climate goals, and acknowledging that transportation is the single largest contributing sector to airborne pollution, we need to clearly measure and track the impact of each project funded in the CIP, and ascertain if these projects will increase, decrease, or have no impact on reducing VMT. Once impact is identified, we ask MassDOT to prioritize projects and programs that will significantly reduce emissions and harmful pollutants that are driving the climate crisis. Examples of projects and programs can be immediately identified related to VMT reduction, such as increasing RTA and transit service and capacity, building out robust bicycle and pedestrian networks, and decarbonizing transit fleets. But without measurements, we do not know if our long term investments will put us on track to meet the very real needs identified by the State’s Climate Plan.
Alexis	Hosea-Abbott	Advocacy Group	Massachusetts Bicycle Coalition	Letter	Support	Multiple	Connectivity to facilitate access to and from these new rail projects by biking, walking, and micro-transit.		However, we would like to see MassDOT focus on connectivity with these projects to facilitate access to and from these projects by biking, walking, and micro-transit. MassBike encourages MassDOT to prioritize secure, long-term bicycle parking at transit hubs, safe routes to connect to transit centers and key destinations, and an overall focus to create truly accessible transit centers that do not require driving. Individual projects alone do not provide an effortless transition to travel with multi-modal trips, so the projects in this CIP should be evaluated on how they impact multimodal connections in an expansive network, with a goal of expanding options to increase mode shift and reduction in VMT.
Alexis	Hosea-Abbott	Advocacy Group	Massachusetts Bicycle Coalition	Letter	Support	Multiple	Evaluated projects on how they impact multimodal connections, with a goal of expanding options to increase mode shift and reduction in VMT		However, we would like to see MassDOT focus on connectivity with these projects to facilitate access to and from these projects by biking, walking, and micro-transit. MassBike encourages MassDOT to prioritize secure, long-term bicycle parking at transit hubs, safe routes to connect to transit centers and key destinations, and an overall focus to create truly accessible transit centers that do not require driving. Individual projects alone do not provide an effortless transition to travel with multi-modal trips, so the projects in this CIP should be evaluated on how they impact multimodal connections in an expansive network, with a goal of expanding options to increase mode shift and reduction in VMT.
Tom	Ryan	Advocacy Group	A Better City	Letter	Support	Multiple	Governor’s budget proposal to increase the amount of Fair Share Revenue that can be leveraged for new borrowing		We are pleased to see many significant transportation projects and spending programs are included in this five year CIP, particularly the funding for the I-90 Allston Multimodal Project. As we understand this document, it does not include any new funding from the Governor’s budget proposal to increase the amount of Fair Share Revenue that can be leveraged for new borrowing. A Better City supports this proposal because it would maximizing Fair Share funds through increased capital spending, and it would be the most impactful way of addressing transportation infrastructure throughout the Commonwealth. We are hopeful that some version of the Governor’s proposal is adopted by the legislature. Once that happens, MassDOT will then be able to allocate this new funding to address many transportation needs in FY26-30 that are not adequately addressed in this current draft CIP.
Michelle	DuBois	State Representative	State Rep, 10th Plymouth	Legislative Briefing	Question	Multiple	Projects in Brockton		State Representative e asked if there were any projects in Brockton.

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Alexis	Hosea-Abbott	Advocacy Group	Massachusetts Bicycle Coalition	Letter	Request	Multiple	Publish the Vulnerable Road user Assessment annually, and measure the impact of every project on Vulnerable Users		We are grateful that MassDOT has robust data that is publicly available to assess the current and past safety measures on our roads, and this helps inform the Highway Safety Improvement Program. The 2023 Vulnerable Road user Assessment reveals valuable information; a disproportionate VRU fatal and injury crashes near bus stops. This analysis allows the department to guide its work and resources where it is needed most. We recommend MassDOT increase these reports to a yearly basis and be added to a holistic metric to the entire CIP, and to measure the impact every project will have on the safety of vulnerable users.
Tom	Ryan	Advocacy Group	A Better City	Letter	Support	Multiple	Safe, reliable, and modern transportation system for our state, regional, and local economies.		<p>On behalf of A Better City’s nearly 130 member businesses and institutions, I am pleased to submit comments on the Draft MassDOT FY26 – 30 Capital Improvement Plan (CIP).</p> <p>A Better City leadership and our members are eager to work with you on modernizing our transportation system so that we can see reliable transit service, safe highways, and resilient transportation infrastructure that is prepared to meet the growing impacts of climate change. Since 1989, A Better City has represented the business and institutional community on a wide range of transportation matters because we recognize the importance of a safe, reliable, and modern transportation system for our state, regional, and local economies. The CIP is a key component for delivering on these goals and the condition of our transportation infrastructure.</p>
John	Dieckmann	Advocacy Group	Belmont Citizens Forum	TIP/STIP	Support	Highway	Support for Belmont Community Path	609204	<p>I am writing as an officer of the Belmont Citizens Forum (BCF), a Belmont non-profit, to once again affirm our strong support for the Belmont Community Path. The BCF has been advocating for a multi-use path in Belmont for most of our 25 year existence, through grant writing, education and, perhaps most significantly, right of way acquisition. In 2008 the BCF purchased, for \$77,000, a parcel of former Massachusetts Central Railroad right-of-way north of the Fitchburg Line tracks between Belmont Center and Brighton Street. The parcel is roughly 3,560 feet long and 30 feet wide and flanks the MBTA right of way to the north.</p> <p>The BCF’s purpose in acquiring the land was to preserve the option of a future bicycle / pedestrian path along the north side of the Fitchburg Line, in the former Massachusetts Central Railroad corridor, as explained in a front page article in the November 2008 issue of our widely read (in Belmont) newsletter (https://www.belmontcitizensforum.org/newsletters/2008/BCFNov08.pdf). As the project has developed over the past 13 years through the work of three successive Select Board-appointed committees, that land has turned out be central to the planned route (comprising about 65%). As stated in the linked article, and as communicated numerous times since then verbally and in writing to town officials and to the Belmont public, BCF will donate the land for the path.</p> <p>The BCF Newsletter, which recently marked its 24th anniversary, is distributed free to about 2,000 Belmont households, including senior town officials and all 288 Belmont Town Meeting Members. In addition, issues of the newsletter are distributed for free pickup at the Belmont Public Library, at businesses in all three of Belmont’s principal business centers, at Belmont High School, and at town events (e.g. Belmont Town Day, Meet Belmont). In past letters of support to the MPO we have tallied the number of articles about the Belmont Community Path (or paths in nearby communities) published in Newsletter. This letter updates that list for the last 16 months, during which we have published an additional eight articles (see list below, with links), bringing the total over 70 articles. What we hope to convey to the Boston Region MPO by providing these details about our newsletter is that all Belmont residents have had free access to sustained, in-depth coverage of multi-use paths in general and the Belmont path in particular. (Two other local publications, the Belmont Voice and the online Belmontonian also cover the path, but from a news perspective.)</p> <p>The BCF board, two of whose members have served on various Belmont Community Path committees, is genuinely excited by the real progress the town has made toward design of a path, and looks forward to seeing it completed.</p>
B. Seth	Gadbois	Advocacy Group	Clean Transportation Attorney, Conservation Law Foundation	Letter	Support	Highway	Continuing positive partnership between CLF and MassDOT		CLF appreciates your thoughtful consideration of our comments. We look forward to continuous partnership with MassDOT towards a more equitable and sustainable transportation system.
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Concern	Highway	I-495/Route 9 Interchange		The Partnership will continue to highlight the I-495/Route 9 Interchange, which shares a boundary with the Boston MPO, as a long-standing priority of the region that deserves a renewed focus given its proximity to the I-495/ I-290 interchange and I-495/I-90 interchange. CMRPC has historically played a crucial role in the design and visioning process for a revamp of the interchange, which currently consists of complex weaving patterns and vehicular queuing during peak AM and PM travel hours due to substandard off-ramps. The interchange itself has been featured as a MassDOT Top 60 Crash Location site several times within the last fifteen years and has been included on the Partnership's roadway projects of concern in our region.

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Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Request	Highway	Natick - Bridge Replacement, N-03-020, Route 27 (North Main Street) Over Route 9 (Worcester Street) and Interchange Improvements	605313	We greatly appreciate continued support for the /-49511-90 Interchange Improvement Project, and the Natick - Bridge Replacement, N-03-020, Route 27 (North Main Street) Over Route 9 (Worcester Street) and Interchange Improvements project, both of which have been longstanding priorities of the Partnership. The Partnership also supports the inclusion of funding for the preliminary design of the Route 126 and Route 135 intersection in downtown Framingham . This intersection has been of major concern to the Partnership since the organization's inception and it has been included as one of our key regional priorities in our updated roadways Vision and Priorities statement.
John	York	Public		CIP Public Meeting	Support	Highway	Upper Cape Cod Regional Technical School entrance on Sandwich Road, safety improvements.		Thank you for taking comments about new project approval in the Cape Cod Canal area, and specifically about safety improvements for the Upper Cape Technical School on Sandwich Road.
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Support	Highway	Westborough - Purchase of New Bicycle Racks.	S13283	In the current Draft TIP, the Partnership strongly supports the inclusion of the following funded projects at their designated year of funding (2026) and budgeted amounts.
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Concern	Highway	Acton - Intersection and Signal Improvements on Routes 2 and 111 (Massachusetts Avenue) at Piper Road and Taylor Road (moved from FY29 to FY30)	607748	While the Partnership understands that the MPO is conducting its planning work under significant resource constraints, we would like to express concern with the proposed project delays.
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Request	Highway	Acton - Intersection Improvements at Hayward Road and Route 27	S13041	The 495 Partnership identified this project that is included in the FF26-30 Universe of Projects as being of significance to their stakeholders. The 495 Partnership will continue to monitor the project.
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Request	Highway	Acton - Intersection Improvements at Route 2 and Route 27 Ramps	610553	The 495 Partnership identified this project that is included in the FF26-30 Universe of Projects as being of significance to their stakeholders. The 495 Partnership will continue to monitor the project.
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Request	Highway	Acton - Reconstruction of Route 2A/119 (Great Road), from Davis Road to Harris Street	613872	The 495 Partnership identified this project that is included in the FF26-30 Universe of Projects as being of significance to their stakeholders. The 495 Partnership will continue to monitor the project.
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Request	Highway	Acton/Harvard/Littleton - Guide and Traffic Sign Replacement on a Section of Route 2	611952	Finally, the Partnership notes that the project was programmed in the FY25-29 TIP but does not appear in the draft TIP for FY26-30; we strongly encourage its inclusion within the originally programmed years.
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Request	Highway	Acton/Maynard - Route 62 Complete Streets Design (Knox Trail to Waltham Street)	S13039	The 495 Partnership identified this project that is included in the FF26-30 Universe of Projects as being of significance to their stakeholders. The 495 Partnership will continue to monitor the project.

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B. Seth	Gadbois	Advocacy Group	Clean Transportation Attorney, Conservation Law Foundation	Letter	Request	Highway	Alignment of CIP with MassDOT’s Enabling Act Obligations		<p>The CIP Should Demonstrate Fulfilment of the Global Warming Solutions Act (“GWSA”)</p> <p>The CIP should demonstrate how investments meet certain enabling act obligations under M.G.L. Ch.6c</p> <p>MassDOT’s enabling act, M.G.L. Ch.6c, contains obligations that should be addressed in CIPs. The specific obligations below are couched within “rolling 5-year period[s].” As such, the CIP represents the opportunity to demonstrate compliance with benchmarks measured in 5-year increments. While some CIP projects and programs could tangentially address these requirements, the CIP should specifically measure its programs and projects against the fulfillment of the following enabling act obligations:</p> <ul style="list-style-type: none">• MGL Ch.6c - for each rolling five-year period <p>o Division of highways</p> <ul style="list-style-type: none">• reduction of commuting times by at least 10% in each region;• reduction of fatalities by at least 10%;• reduction of accident rate by at least 10%;• reduction of admin disbursement rate per mile by at least 10%; and• increasing the maintenance disbursements per mile by at least the same total dollar amount as the total dollar amount saved by the reduction of the administrative disbursement rate. <p>o Mass Transit division</p> <ul style="list-style-type: none">• Decrease in the urban transit bus fleet age for each transit authority of at least 10%;• A reduction of fatalities as a result of transit accidents in each transit authority by at least 10%;• Increase in the farebox recovery ratio of at least 10% for each transit authority• An increase in the on-time performance percentage of at least 2% until that percentage reached 98%; and• Increase of at least 5% in the revenue miles per active vehicle reported to the Federal Transit Administration for each transit authority <p>CLF requests that MassDOT respond to this comment either directly or in the final CIP. If another document, set of documents, or other source other than the CIP fulfills these requirements, please refer us to such in response to this comment.</p>
B. Seth	Gadbois	Advocacy Group	Clean Transportation Attorney, Conservation Law Foundation	Letter	Request	Highway	Alignment of CIP with the Global Warming Solutions Act (“GWSA”)		<p>The CIP Should Demonstrate Fulfilment of the Global Warming Solutions Act (“GWSA”)</p> <p>The Office of Transportation Planning should use the CIP to demonstrate progress towards Global Warming Solutions Act Sublimits</p> <p>Through the Global Warming Solutions Act (“GWSA”) statutory and regulatory framework, Massachusetts has set ambitious but achievable goals to significantly reduce emissions to net-zero throughout the Commonwealth by 2050.The pathway there includes several “sublimit” benchmarks –measurable reductions every five years. These frameworks are especially critical for the transportation sector, which represents 37-42% of total Commonwealth emissions in recent years. Emissions are not just harmful to our plans and the future circumstances of our planet—but to the current, every day, real problems faced by Massachusetts residents. High levels of localized transportation air pollution leads to frequent hospital visits, lost productivity and diminished quality of life due to congestion, overspending of public and private dollars on the transportation system—all of which is compounded for our Environmental Justice communities.</p> <p>The current CIP reaches into the next sublimit year of 2030. Yet, the CIP makes only vague references to the GWSA, the sublimits, and MassDOT’s stewardship of the transportation sector and responsibility to plan for and implement emissions-reduction strategies. In fact, across the entire draft CIP, the words “climate goals” appear only once, and the words “climate plan” also only once. Given that transportation is the largest polluting sector in Massachusetts, the CIP should demonstrate a more thorough commitment to ensuring projects align with state climate goals.</p> <p>MassDOT should demonstrate how CIP investments fit into the planning and implementation of our GWSA targets, including an assessment of whether CIP investments align with the direction needed to meet the sublimit within the current CIP’s fiscal year reach. This assessment should include the emissions impacts of investments, as well as the anticipated impacts to VMT. Although MassDOT and EEA have not yet integrated a numeric target for VMT-reduction into the next Clean Energy and Climate Plan, VMT-reduction should be a cornerstone of our Commonwealth’s decarbonization strategy. Our investments should be measurably moving towards our decarbonization efforts.</p>

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Jo	Comerford	State Senator	Mass. State Senate	Letter	Support	Highway	AMHERST- HADLEY- RESURFACING AND RELATED WORK ON ROUTE 116	613218	I want to thank you for the inclusion of the project in the draft 2026-2030 CIP. I am grateful for MassDOT’s partnership with municipalities to meet their pressing needs as western and north central Massachusetts communities have long relied on support from the state to maintain their transportation infrastructure. I am grateful for MassDOT’s partnership with municipalities to meet their pressing needs as western and north central Massachusetts communities have long relied on support from the state to maintain their transportation infrastructure. My district has a significant lack of public transportation compared with our eastern Massachusetts counterparts. Your team knows well the impact that road closures and bridge repairs have on small towns and rural communities. My rural constituents rely on roadways and bridges to travel between home, work, school, shopping, and access to medical care. A road that is closed for repairs can add considerable time to a commute, school bus ride to school, or emergency trip to the hospital. Thank you for your time and consideration of these projects and your service to the Hampshire, Franklin, Worcester district.
Jo	Comerford	State Senator	Mass. State Senate	Letter	Support	Highway	ASHBURNHAM- ROADWAY REHABILITATION ON ROUTE 101 SOUTH	609244	I want to thank you for the inclusion of the project in the draft 2026-2030 CIP
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Support	Highway	Ashland - Bridge Replacement, A-14-006, Cordaville Road over Sudbury River	612099	The Partnership supports the continued inclusion of the project at its current funding and schedule
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Request	Highway	Ashland - Intersection Improvements at Fountain and Union Street	S13050	The 495 Partnership identified this project that is included in the FF26-30 Universe of Projects as being of significance to their stakeholders. The 495 Partnership will continue to monitor the project.
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Support	Highway	Ashland - Rehabilitation and Rail Crossing Improvements on Cherry Street	608436	The Partnership supports the continued inclusion of the project at its current funding and schedule
Jo	Comerford	State Senator	Mass. State Senate	Letter	Support	Highway	ATHOL- BRIDGE REPLACEMENT, A-15-013, ST 2A/MAIN STREET OVER G&W RAILROAD	612151	I want to thank you for the inclusion of the project in the draft 2026-2030 CIP
Jo	Comerford	State Senator	Mass. State Senate	Letter	Support	Highway	ATHOL- INTERSECTION IMPROVEMENTS AT CRESCENT STREET AND CHESTNUT HILL AVENUE	608723	I want to thank you for the inclusion of the project in the draft 2026-2030 CIP
Jo	Comerford	State Senator	Mass. State Senate	Letter	Support	Highway	ATHOL- INTERSECTION IMPROVEMENTS AT ROUTE 2A AND BROOKSIDE ROAD	608415	I want to thank you for the inclusion of the project in the draft 2026-2030 CIP
Jo	Comerford	State Senator	Mass. State Senate	Letter	Support	Highway	ATHOL- ORANGE- BRIDGE REPLACEMENT, A-15-017=003-001, LOGAN ROAD OVER THE EAST BRANCH OF THE TULLY RIVER	613141	I want to thank you for the inclusion of the project in the draft 2026-2030 CIP
Jo	Comerford	State Senator	Mass. State Senate	Letter	Support	Highway	ATHOL- PHILLIPSTON- TEMPLETON- BRIDGE PRESERVATION OF 8 BRIDGE CROSSINGS ALONG ROUTE 2	613167	I want to thank you for the inclusion of the project in the draft 2026-2030 CIP
Jo	Comerford	State Senator	Mass. State Senate	Letter	Support	Highway	ATHOL- SIDEWALK INSTALLATION ALONG TEMPLETON ROAD (ROUTE 2A)(0.9 MILES)	611989	I want to thank you for the inclusion of the project in the draft 2026-2030 CIP
James	Hawkins	State Representative	State Representative, 2nd Bristol District, Attleboro	Email	Request	Highway	ATTLEBORO- BRIDGE RECONSTRUCTION, A-16-032, ROUTE 1A (NEWPORT AVENUE) OVER MBTA-AMTRAK-SHORE	603386	<p>I'm also interested in project #603386 for bridge reconstruction for Newport Ave/ rt 1A over the MBTA/Amtrak train tracks. There was also a Road Safety Audit done in 2024 for that area. The South Attleboro MBTA Commuter Rail station was one of the busiest in the state before it was closed because of disrepair. It has since reopened by switching tracks but with a limited schedule. Since it wasn't so busy it's been possible to coordinate both GATRA and RIPTA transferring passengers at the rail platform which means people can get there from the region without using their cars, use public transportation to live in Pawtucket and work in Attleboro, and more.</p> <p>Since Market Basket opened there congestion has created real safety concerns and limited the viability of the commuter rail station. RK properties has been working with MassDOT for a traffic light on Newport Ave North which would allow drivers to safely exit the plaza and, if we only get one fix, that would be the most important. However the Road Safety Audit describe possible improvements to Newport Av South by the Mobil Station/Collins Ave. For the MBTA station to have a full schedule they would need to get passengers to the inbound side. The last version of a pedestrian over pass was estimated at \$70 million so that would be a heavy lift. I am not tech savvy enough to find the specifics of project #603386 but I have to wonder if MassDOT worked collaboratively with MBTA if the already existing sidewalk on Newport Ave south would provide that access to the other side or if there wasn't some other creative plan possible</p>

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James	Hawkins	State Representative	State Representative, 2nd Bristol District, Attleboro	Email	Request	Highway	ATTLEBORO- CORRIDOR IMPROVEMENTS ON ROUTE 123, FROM LATHROP ROAD TO THATCHER STREET	613095	Attleboro is unique in that it was split down the middle by Amtrak/MBTA and again in the 1960's by I-95. Together that makes any east/west travel bunched up in ways that probably don't happen in other cities.The corridor from County Square to Tiffany St. is one of those overburdened routes and MassDOT made some significant improvements at both ends of that corridor. Project #613095 for improvements to South Ave is, I believe, being worked on at the 25% level and that will certainly improve traffic flow and safety.
Cathleen	DeSimone	Municipal Elected	City of Attleboro	TIP/STIP	Support	Highway	Attleboro- Corridor Improvements on Route 123, from Lathrop Road to Thatcher Street	613095	Commenter emphasized the importance to the City of the Attleboro - Corridor Improvements on Route 123, from Lathrop Road to Thatcher Street project.
Micheal	Tyler	MPO	City of Attleboro	TIP/STIP	Support	Highway	Attleboro- Corridor Improvements on Route 123, from Lathrop Road to Thatcher Street	613095	Mr. Tyler advocated for the use of evaluation criteria scores to select scenarios, and referenced a high-scoring project in Attleboro that serves a low-income, elderly neighborhood and three schools. The project addresses safety concerns on a hazardous stretch of Route 123.
Jim	Hawkings	Public	public	Public Comment Tool	Request	Highway	ATTLEBORO- CORRIDOR IMPROVEMENTS ON ROUTE 123, FROM LATHROP ROAD TO THATCHER STREET	613095	This is without one of the most dangerous places in the city. Coming north or south on I-95 or going east or west on rt 123 there is at best limited visibility of oncoming traffic. I will submit a more detailed description in an email. Thank you!
James	Hawkins	State Representative	State Representative, 2nd Bristol District, Attleboro	Email	Request	Highway	ATTLEBORO- INTERCHANGE IMPROVEMENTS AT I-95 AND ROUTE 123	612774	<p>Attleboro is unique in that it was split down the middle by Amtrak/MBTA and again in the 1960's by I-95. Together that makes any east/west travel bunched up in ways that probably don't happen in other cities.</p> <p>The corridor from County Square to Tiffany St. is one of those overburdened routes and MassDOT made some significant improvements at both ends of that corridor. Project #613095 for improvements to South Ave is, I believe, being worked on at the 25% level and that will certainly improve traffic flow and safety. Project # 612774 for the ramps from rt 125 to I 95 is the real hot spot and the South Ave project has been designed to coordinate with improvements there.</p> <p>I get the most complaints about that interchange and when I inquired to MassDOT in 2019 I learned that it was indeed a high crash zone. There was a Road Safety Audit in 2020 (?) and after seeing it one of the engineers joked that we had staged the traffic since it was so chaotic. No matter which way you go through that interchange it is dangerous.</p> <p>1.Going west on rt 123 the driveway to the Shell Station is right next to the ramp for I-95N and right after the intersection of Lathrop St. And, at the same time there is significant traffic exiting from I-95N on the other side crossing all four lanes to get to either the Shell Station or Lathrop</p> <p>2.Continuing west on rt 123 the two lanes under the highway are 50mph and the two lanes merge into one at the very point where the ramp from I-95S merges at near highway speeds. That means there are three high speed lanes merging into one at the same spot and, when they crash, they crash big.</p> <p>3.Going East on rt 123 people exiting I95 South do have a merge lane but the road curves the wrong way so there is no way to see oncoming traffic in your mirror. To merge onto I-95 South requires a left turn across two lanes of 50mph traffic and the view is frequently hidden by tall weeds.</p> <p>4.Continuing East at the ramp from I95N is probably the scariest. There is no merge lane because there are houses there. People exiting can't see oncoming traffic over the crest of the hill and those cars are approaching at 50mph. Worse may cars that are exiting try to immediately cross all four lanes to get to either the Shell Station or Lathrop.</p> <p>I believe that traffic signals would fix all of this and I understand project #612774 would provide that. I am respectful that everything to do with those ramps would change and anything with an interstate highway is more complicated but this is a critical need for Attleboro.</p>
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Concern	Highway	Bellingham - Bridge Replacement, B-06-022, Maple Street Over 1-495	612173	The Partnership is concerned by both a proposed delay and reduced funding for the project (moved from FY25 to FY27).
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Request	Highway	Bellingham - Ramp Construction & Relocation, 1-495 at Route 126 (Hartford Avenue)	604862	The 495 Partnership identified this project that is included in the FF26-30 Universe of Projects as being of significance to their stakeholders. The 495 Partnership will continue to monitor the project.
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Support	Highway	Bellingham - Roadway Rehabilitation of Route 126 (Hartford Road), From 800 Feet North of the 1-495 NB Off Ramp to Medway Line, Including B-06-017	612963	The Partnership supports the continued inclusion of the project at its current funding and schedule
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Request	Highway	Bellingham - South Main Street (Route 126) - Elm Street to Douglas Drive Reconstruction	S13070	The 495 Partnership identified this project that is included in the FF26-30 Universe of Projects as being of significance to their stakeholders. The 495 Partnership will continue to monitor the project.

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Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Request	Highway	Bellingham/Franklin - Southern New England Trunk Trail (SNETT) Extension, from Grove Street to Franklin Town Center	608948	The 495 Partnership identified this project that is included in the FF26-30 Universe of Projects as being of significance to their stakeholders. The 495 Partnership will continue to monitor the project.
William	Messenger	Public	Public	TIP/STIP	Support	Highway	Belmont–Community Path, Belmont Component of the Massachusetts Central Rail Trail (MCRT) (PhaseOne)	609204	<p>I join the signatories of this petition to endorse construction of the Belmont Community Path and urge action to prioritize its completion as an important transportation, recreation, and community asset and as a critical link in the 104 mile MassCentral Rail Trail. We request specific actions below that move forward both phases of this project. We urge local, regional and state leaders to advance Phase 1 of the Belmont CommunityPath in order to begin construction in 2026. This includes the following requests:</p> <p>1. We ask the Boston Region Metropolitan Planning Organization (MPO) to fully fund Phase 1 (Project ID609204) in FFY 2026 when endorsing the final 2026-30 TIP.</p> <p>2.We urge the Town of Belmont elected officials, committees and staff to dedicate sufficient resources and manage contractors so that the project is ready to advertise for construction by September 2026 and utilize Boston Region MPO funding in FFY2026. We urge local, regional and state leaders to accelerate design and funding for Phase 2 in order to prioritize completion of the Belmont Community Path and full connection of the MassCentral Rail Trail in the Boston Region. Following delays of more than two years for Phase 2 design, we make the following requests:</p> <p>3. We urge the Belmont Select Board to expediently approve the Belmont Community Path Project Committee’srecommended route so that the Phase 2 design process canproceed.</p> <p>4. We ask Town of Belmont leaders and the BostonRegion MPO to formalize Phase 2 of the Belmont CommunityPath by assigning a Project ID Number for the TIP process.</p>
Klems	Meyer	Public	Public	TIP/STIP	Request	Highway	Belmont–Community Path, Belmont Component of the Massachusetts Central Rail Trail (MCRT) (PhaseOne)	609204	You really ought to have sent a petition that didn’t require registration including a credit card. I strongly support the Community Path, but won’t respond to the survey because of that requirement. This was a big mistake.
Jo	Comerford	State Senator	Mass. State Senate	Letter	Support	Highway	BERNARDSTON- BRIDGE REPLACEMENT, B-10-001, ROUTE 10 OVER FALL RIVER AND DECK REPLACEMENT, B10-018, ROUTE 10 OVER I-91	612159	I want to thank you for the inclusion of the project in the draft 2026-2030 CIP
Jo	Comerford	State Senator	Mass. State Senate	Letter	Support	Highway	BERNARDSTON- DECK REPLACEMENT, B-10-021 (0WV & 0WW), I-91 OVER RIVER STREET	612055	I want to thank you for the inclusion of the project in the draft 2026-2030 CIP
Jo	Comerford	State Senator	Mass. State Senate	Letter	Support	Highway	BERNARDSTON- LEDGE REMOVAL FOR HIGHWAY SAFETY AT VARIOUS LOCATION	613147	I want to thank you for the inclusion of the project in the draft 2026-2030 CIP
Anonymous		Public	Public	TIP/STIP	Request	Highway	Bicycle/Pedestrian Connectivity		Need to identify major demand generators and high-demand routes in Brewster (and elsewhere) and plan infrastructure for provide connectivity – ex. ballfields on Freeman’s Way a generator not too far from large residential developments but unsafe to ride on Freeman’s Way today
Jim	Hartnett	MPO	Town of Westport	TIP/STIP	Concern	Highway	Bicycle/Pedestrian Infrastructure		Commenter raised concerns about the cost and impact of requiring shared-use paths and bike lanes in every project. While supportive of bike infrastructure, they pointed out that in this case, the shared-use path would not connect to an existing network, yet it adds significant costs, requires land takings, and may involve wetlands filling and Army Corps approvals. They suggested that the group reconsider a blanket requirement for shared-use paths and bike lanes in future projects, advocating instead for a more case-by-case approach
Mitchell	Flaherty	Public	Public	TIP/STIP	Support	Highway	Bicycle/Pedestrian Investments		Reading over the TIP for 2026-2030 I'm glad to see the highlighting of bicycle and pedestrian accommodations, this is great and very important to prioritize active mode share.
Richard	Mazza	Public	Public	TIP/STIP	Concern	Highway	Bicycle/Pedestrian Safety		There needs to be bike monitors or an enforcement group (volunteers) on the rail trails to monitor situations / check people's speeds and they can write trip reports. People on E-bikes / scooters are speeding and the presence of a bike monitor could help suppress that. Nickerson State Park is against an enforcement group on the trail. There could be laminated cards with bike rules available at the trailhead, people need to announce when passing, and there should be lane designation. When the trail is resurfaced, the tree roots need removal.
Anonymous		Public	Public	TIP/STIP	Concern	Highway	Bicycle/Pedestrian Safety		West Yarmouth Rd area - Dana's Path / Betty's Path and White's Path, sidewalks are needed. Station Ave is dangerous to ride on. There are bicycle / pedestrian conflicts on the rail trail. Bicycles are being intimidated by drivers.
Anonymous		Public	Public	TIP/STIP	Concern	Highway	Bicycle/Pedestrian Safety		<p>Bass River (Yarmouth) area - unable to pass bicycle and give 4 ft to pass while staying within the double yellow line.</p> <p>People coming from behind on the rail trails don't warn others they are going to pass, advanced warning would be good, signs that say that would help on the trail.</p>

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Anonymous		Public	Public	TIP/STIP	Concern	Highway	Bicycle/Pedestrian Safety		Lack of enforcement for truck drivers going in the left lane on highways causes safety issues for passenger vehicles.
Anonymous		Public	Public	TIP/STIP	Request	Highway	Bicycle/Pedestrian Safety		Route 6A sidewalk needed on the east end of Brewster to connect from it’s current terminus into Orleans
Anonymous		Public	Public	TIP/STIP	Concern	Highway	Bicycle/Pedestrian Safety		Need for more attention on bike path etiquette/enforcement as it is leading to safety issues with people going too fast and running people (in particular kids) off of the trail
Anonymous		Public	Public	TIP/STIP	Request	Highway	Bicycle/Pedestrian Safety		Need to focus on Crosby/Linnell/in-between – challenging/unsafe crossings today, need to address those and bring back the DCR connection project
Iolando	Spinola	Public		CIP Public Meeting	Question	Highway	Bike and Pedestrian Investments		How did you all split bike and ped spending from the rest of chapter 90?
B. Seth	Gadbois	Advocacy Group	Clean Transportation Attorney, Conservation Law Foundation	Letter	Request	Highway	Bike/ped programs with multimodal connectivity, with new metrics.		2. Bicycle and Pedestrian Support: We appreciate the nearly \$615 million included in the draft CIP for bicycle and pedestrian programs. However, we encourage MassDOT to demonstrate more around how these modes interact with other pieces of the CIP. The challenges facing our existing transportation system necessitate more clarity around multimodal connectivity. Additionally, MassDOT should develop metrics to ensure that programs to enhance bicycle and pedestrian options are having their intended outcome, increasing connectivity to transit, and demonstrating a decrease in vehicle miles traveled statewide. We expand on this point in the section below.
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Request	Highway	Bolton - Reconstruction of Route 117 (Main Street) from 200 feet West of John Power Lane to the Intersection of Mechanic Street	613885	The 495 Partnership identified this project that is included in the FF26-30 Universe of Projects as being of significance to their stakeholders. The 495 Partnership will continue to monitor the project.
Andrea	Ridley	Public	Unknown	Email	Support	Highway	BOSTON- REPLACEMENT OF ALLSTON I-90 ELEVATED VIADUCT, B-16-359, INCLUDING INTERCHANGE RECONSTRUCTION BEACON PARK YARD LAYOVER & WEST STATION	606475	I support \$424 million for the I-90 Allston Multimodal project. The Allston project is long overdue.
B. Seth	Gadbois	Advocacy Group	Clean Transportation Attorney, Conservation Law Foundation	Letter	Request	Highway	BOSTON- REPLACEMENT OF ALLSTON I-90 ELEVATED VIADUCT, B-16-359, INCLUDING INTERCHANGE RECONSTRUCTION BEACON PARK YARD LAYOVER & WEST STATION	606475	<p>Conservation Law Foundation is pleased to submit these comments on the Massachusetts Department of Transportation (“MassDOT”) Capital Investment Plan (“CIP”) for the fiscal years 2026-2030. CLF is a non-profit, member-supported organization dedicated to protecting the New England environment and Environmental Justice communities. CLF’s Transportation Justice team strives to create a just, inclusive and equitable transportation system that creates opportunities for historically marginalized populations, supports healthy, resilient and well-connected communities, and provides robust, clean options for how to get around.</p> <p>In service of these objectives, CLF offers the following comments. Any questions or responses may be directed to Seth Gadbois, Clean Transportation Staff Attorney, sgadbois@clf.org.</p> <p>FY 2026-2030 Comments</p> <p>Transportation emissions account for 37-42% of total Commonwealth greenhouse gas (“GHG”) emissions in recent years. Science dictates that at the current GHG emission rates, we have at least a greater than fifty percent chance to limit the global temperature rise to 1.5 degrees Celsius only if we collectively stop emitting GHGs by 2030 and achieve net zero globally around 2050.2 The Secretary of the Executive Office of Energy and Environmental Affairs (“EEA”) issued a determination in April 2020 that the Commonwealth must achieve net zero emissions by 2050, which in no event may be less than 85 percent emissions reductions below 1990 levels by 2050. The 2021 climate law confirms the requirement for net zero emissions by 2050 and establishes an interim target of at least a 50 percent reduction of GHG emissions by 2030.4 The law and science require that MassDOT invests significant resources into transportation choices that align with climate goals – leading to a lower polluting overall transportation system as well as more ways to get around.</p> <p>Support</p> <p>1. Funding to Advance the I-90 Allston Multimodal Project: This once-in-a-generation project has the potential to serve as a new gold standard for mega project construction in the Commonwealth. We appreciate MassDOT’s continued commitment to funding this project, and we request that continued funding plans be discussed, as appropriate, in-between CIPs through the Allston Multimodal Task Force meetings, including which potential early-action items will receive CIP funding during this cycle.</p>

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Town of Sudbury Select Board		Municipal Elected	Select Board	Letter	Support	Highway	Bruce Freeman Rail Trail (BFRT)	613319, 613654	On behalf of the Sudbury Select Board, we write to express our strong support for the advancement of two key Bruce Freeman Rail Trail (BFRT) projects in the Draft FFYs 2026-2030 Transportation Improvement Program: Sudbury-Framingham Segment (ID #613319): Construction of a 1.3-mile shared-use path from the Sudbury Diamond Railroad Crossing to Eaton Road West. Framingham Segment (ID #613654): Construction of a 1.6-mile shared-use path from Eaton Road West to Frost Street. These projects represent a vital step forward in completing the southernmost phase of the Bruce Freeman Rail Trail - a transformative, multi-use path that will eventually connect Lowell to Framingham. Their inclusion in the TIP reflects a powerful commitment to safe, accessible, and sustainable transportation across the MetroWest region. Sudbury residents have long supported the BFRT as a regional asset. With construction on the current Sudbury segment nearing completion, connecting to Framingham is the logical and necessary next step. These two projects will close a critical gap and create a seamless corridor for cyclists, pedestrians, families, and commuters. We applaud MassDOT's project design, which includes ADA-compliant crossings at Route 20 trailhead parking, safety enhancements, and environmentally sensitive elements like boardwalks over wetlands. These features ensure a resilient and inclusive trail that supports public health, reduces emissions, and strengthens community ties. We respectfully urge MassDOT and the Boston MPO to maintain and prioritize both Project #613319 and Project #613654 in the final TIP. Completing these links will help realize the full potential of the BFRT and fulfill decades of planning and advocacy. Thank you for your attention to this important regional project. We look forward to continued collaboration with MassDOT, the Town of Framingham, and our state and regional partners to see this trail through to completion.
Yi-An	Huang	Municipal Elected		TIP/STIP	Support	Highway	Cambridge–New Bridge and Shared-Use Path Connection over Fitchburg Line at Danehy Park Connector (Design Only)	S13295	<p>Re: Support for Fitchburg Bicycle and Pedestrian Crossing and Bluebikes in FFY26 TIP</p> <p>The City of Cambridge would like to offer our support for and comments on Cambridge projects in the Transportation Improvement Program (TIP) in Federal Fiscal Years (FFY) 2026-2030. City staff also appreciate the time and attention of the Boston Region Metropolitan Planning Organization (MPO) staff in promoting funding opportunities and responding to our inquiries over the past several months.</p> <p>Fitchburg Crossing Bridge</p> <p>Cambridge appreciates the MPO including \$2/000,000 of design funds in FFY26 for the Fitchburg Crossing Bicycle/Pedestrian bridge in the Alewife area. This funding will provide a great deal of certainty to the City, as its federal Reconnecting Communities Neighborhoods (RCN) grant funding for this design is facing review and a possible rescission, according to new federal policy priorities. This funding will be combined with an already obligated \$400/000 of RCN funding, and \$600,000 in city matching funds, for a total of \$3,000,000. As you may be aware, the bicycle and pedestrian bridge crossing of the MBTA Fitchburg line rail tracks in North Cambridge is a critical project for the City and the region and rated very highly in the MPO's scoring metrics when evaluated for pilot design funds in 2024.</p> <p>The City of Cambridge has been actively invested in creating this bridge connection for many years. The idea for the crossing began decades ago and was revived in 2023, when the Community Development Department received funds to conduct a feasibility study of different connection options. During that study we hosted multiple well-attended community meetings regarding the feasibility of the connection. We received tremendous support for the project from a variety of stakeholders.</p> <p>Thank you in advance for your support for these requests. We look forward to working with the MPO on these and future important transportation projects and initiatives in the region.</p>
Stephen	Buckley	Public	Public	CIP Public Meeting	Question	Highway	Cape Bridges Program	n/a	Is the Cape Bridges Program consist of one project or two?

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Cyndi	Balonis	Public	Private citizen	Email	Concern	Highway	Cedarville Center, Plymouth, MA Route 3A (State Rd.)		<p>My husband and I have lived in south Plymouth for over 50 years. We find it disturbing that the State has no regard for the safety of the residents of Plymouth who travel this stretch of roadway.</p> <p>There has been no infrastructure done to keep up with the building and 60 plus business operating in this 1/2 -3/4 mile stretch of roadway. I speak of the area between White Cliffs Golf Course to Cedarville Fire Station. Herring Pond Road also dumps traffic into this stretch of roadway. Old County Road dumps traffic into this stretch of roadway. Hedges Pond Road dumps traffic into this stretch of roadway. There are MANY very large trucks that travel through this stretch. There are at least 20 business on Hedges Pond Road and most of the traffic coming and going from that area are heading through Cedarville Center to get on Route 3 (new exit 3)to travel North or South. This roadway Route 3A which runs through Cedarville is a single lane road going each direction. There are also no bicycle lanes. Few crosswalks for pedestrian crossing (which I wouldn't feel safe crossing). There is extreme congestion. Too many unsafe curb cuts. There are no traffic lights or blinking crosswalk lights. The safest way to navigate around this unsafe mess is to cut through parking lots or neighborhoods which is not safe alternative either.</p> <p>We appreciate you taking the time to read our concerns and hope you can figure out how to fix this current situation so the residents can feel safe in this section of Plymouth.</p>
Jacquelyn	Wehtje	Public	Public	Email	Request	Highway	Chapter 90: Increasing funding		I am a Fitchburg resident and I think you should prioritize increasing Chapter 90 aid to communities with high poverty rates like Fitchburg, because we can't afford to keep our roads decently paved and we can't afford debt exclusions or Prop 2 1/2 overrides either. If new taxes are passed to fund the roads, and we're gentrified out of one of the few affordable places left in the state, many of us will have nowhere to go but the street.
Lynne	Pleffner	Public	Public	TIP/STIP	Oppose	Highway	Chatham Roadway Reconstruction (607405)	607405	<p>Roadway Reconstruction #607405 - Cape Cod - Chatham: This project has the potential to change the entrance to Chatham's main commerce thoroughfare.The reality of this intersection is that the Fire Department needs to get through when there is an emergency. This can easily be addressed by a new traffic signal system being installed and worked with cooperation between the Firs Department and the Police Department.</p> <p>There is no need for the addition of a turning lane on Route 28 when the two organizations repsonsible for our safety can work together to ensure this intersection stays safe.Crosswalks exist for pedestrians and bicycle riders. Therefore I am not in support of spending nor obtaining funding for this project outside of a new traffic signal system. The balance of this money can be spent wisely elsewhere</p>
Anonymous		Public	Public	TIP/STIP	Support	Highway	Chatham Roadway Reconstruction (607405)	607405	<p>Chatham Route 28 at Main Street, Depot Road, Queene Anne Road, and Crowell Road 2028 TIP Project.I am a full time Chatham resident and a senior citizen. I live on Crowell Road, so I use that intersection every day.</p> <p>Both as a pedestrian and as a driver. This intersection is very dangerous. There have been multiple accidents over the years. Some minor and some major. It seems that no one understands who has the right of way. Cars making left hand turns cut off drivers all the time. This problem is going to get worse as there is a new restaurant that is very busy. There is also a constant flow in and out of the shopping center that incudes Chatham Village Market and CVS. Add that to the summer traffic and its a real concern. I would feel much safer if there was something done to improve the traffic pattern. This project should really be a priority.</p>
Jo	Comerford	State Senator	Mass. State Senate	Letter	Support	Highway	CHICOPEE- HOLYOKE- NORTHAMPTON- SPRINGFIELD- WEST SPRINGFIELD- BRIDGE PRESERVATION OF 26 BRIDGES ALONG I- 91	613219	I want to thank you for the inclusion of the project in the draft 2026-2030 CIP
Jo	Comerford	State Senator	Mass. State Senate	Letter	Support	Highway	Complete Streets		These projects have brought increased safety, reliability, and modernization to my district and the Commonwealth.
Iolando	Spinola	Public		CIP Public Meeting	Support	Highway	Complete Streets Funding		Are complete street funding increasing from what it was prior? If so by how much? I really like the complete streets funding and would love for more projects incorporate those standards.
Peter	Meier	Municipal Elected	Selectboard, Town Of Bourne	CIP Public Meeting	Concern	Highway	Concerned about safety issues at entrance of the Upper Cape technical high school.		I'm here tonight to advocate for the replacement of the entrance of the Upper Cape technical high school entrance due to due to various safety concerns. It's on the proposed Bourne Bridge Replacement Project, and with that funding uncertain... on the capital improvement plan list. Students have been injured, adults have had auto accidents, and students walk down the hill and onto that road, which is unsafe as well.
Jo	Comerford	State Senator	Mass. State Senate	Letter	Support	Highway	DEERFIELD- BRIDGE REPLACEMENT, D-06-001, UPPER ROAD OVER DEERFIELD RIVER	608634	I want to thank you for the inclusion of the project in the draft 2026-2030 CIP

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Jo	Comerford	State Senator	Mass. State Senate	Letter	Support	Highway	DEERFIELD- CULVERT REPLACEMENT ON ROUTE 10 BY INTERSECTION OF WAPPING ROAD/DEPOT ROAD AND ROUTE 10	613563	I want to thank you for the inclusion of the project in the draft 2026-2030 CIP
Jo	Comerford	State Senator	Mass. State Senate	Letter	Support	Highway	DEERFIELD- DECK REPLACEMENT, D-06-048 (128), STATE ROUTE 116 (CONWAY ROAD) OVER I-91	613113	I want to thank you for the inclusion of the project in the draft 2026-2030 CIP
Jo	Comerford	State Senator	Mass. State Senate	Letter	Support	Highway	DEERFIELD- INTERSECTION IMPROVEMENTS ON GREENFIELD ROAD (ROUTES 5/10) AT MILL VILLAGE ROAD AND NORTH MAIN STREET	613708	I want to thank you for the inclusion of the project in the draft 2026-2030 CIP
Jo	Comerford	State Senator	Mass. State Senate	Letter	Support	Highway	DEERFIELD TO NORTHAMPTON- INTERSTATE PAVEMENT PRESERVATION ON I-91	614009	I want to thank you for the inclusion of the project in the draft 2026-2030 CIP
Charlie	Seelig	Municipal Staff	East Bridgewater	TIP/STIP	Question	Highway	East Bridgewater- Bridge Replacement, E-01-010 (Bvt) Pond Street Over Satucket River	613306	Inquired about why the Pond Street Bridge Project (613306) is no longer programmed.
Charlie	Seelig	Municipal Staff	East Bridgewater	TIP/STIP	Support	Highway	EAST BRIDGEWATER- INTERSECTION IMPROVEMENTS AT BEDFORD STREET (ROUTE 18), WEST STREET (ROUTE 106) AND EAST STREET	611968	Emphasized need for Route 18 at Route Project 106 (611968).
Charlie	Seelig	Municipal Staff	East Bridgewater	TIP/STIP	Question	Highway	East Bridgewater- Intersection Improvements at Highland Street and North Bedford Street (Route 18), timing	611976	Inquired about the process of determining which Route 18 intersection in East Bridgewater is programmed first.
Jo	Comerford	State Senator	Mass. State Senate	Letter	Support	Highway	EASTHAMPTON- NORTHAMPTON- INSTALLATION OF A SHARED-USE PATH ALONG MOUNT TOM ROAD FROM THE MANHAN TRAIL TO ATWOOD DRIVE	610657	I want to thank you for the inclusion of the project in the draft 2026-2030 CIP
Jo	Comerford	State Senator	Mass. State Senate	Letter	Support	Highway	ERVING- BRIDGE REPLACEMENT, E-10-011, CHURCH STREET OVER KEYUP BROOK	612982	I want to thank you for the inclusion of the project in the draft 2026-2030 CIP
Jo	Comerford	State Senator	Mass. State Senate	Letter	Support	Highway	ERVING- RECONSTRUCTION & IMPROVEMENTS ON ROUTE 2 (FARLEY AREA) FROM MM 60 TO MM 62.9	604959	I want to thank you for the inclusion of the project in the draft 2026-2030 CIP
Nate	Sharpe	Public	public	Public Comment Tool	Request	Highway	EVERETT- SOMERVILLE- MYSTIC RIVER BICYCLE AND PEDESTRIAN CROSSING. Expidite project.	612004	I bike weekly with my 10 year old from Cambridge to Metro Rock in Everett for climbing practice. We currently have to go through the rotary at Sullivan Square and then across the river on Alford Street, and were really looking forward to this project. I'm dismayed to hear that the timeline is threatening to slip again to completion in the 2030s. This is a critical connection between Somerville and Everett and would make a huge difference in the distance, safety, and stress associated with moving across the river by anything other than motor vehicles. Please complete this project as soon as possible.
B. Seth	Gadbois	Advocacy Group	Clean Transportation Attorney, Conservation Law Foundation	Letter	Support	Highway	Expansion of sidewalk networks and measures to increase accessibility		2. Pedestrian and Sidewalk Support: We additionally support the multitude of programs that appear to bolster sidewalks throughout the Commonwealth—especially expansion of sidewalk networks and measures to increase accessibility. As stated below regarding bicycle and pedestrian support, we encourage MassDOT to implement these programs with metrics in mind.
Michael	Rodrigues	State Senator	State Senator, First Bristol and Plymouth	Letter	Request	Highway	Fall River – Highway Lighting Upgrades on I-195 under City Hall Plaza	610698	We are reaching out to respectfully request expedition of Project 610698 Fall River – Highway Lighting Upgrades on I-195 under City Hall Plaza. These upgrades are desperately needed and due for updates. The project is currently at 25% design, with an estimated total construction cost of \$12,096,075. We understand that funding has not yet been allocated to this project. We are reaching out today in support of this project and to respectfully ask that this project be included in the Capital Improvement Plan. We are available to discuss this project need should you require further details.

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Carole	Fiola	State Representative	State Representative, 6th Bristol	Letter	Request	Highway	Fall River – Highway Lighting Upgrades on I-195 under City Hall Plaza	610698	<p>We are reaching out to respectfully request expedition of Project 610698 Fall River – Highway Lighting Upgrades on I-195 under City Hall Plaza. These upgrades are desperately needed and due for updates.</p> <p>The project is currently at 25% design, with an estimated total construction cost of \$12,096,075. We understand that funding has not yet been allocated to this project.</p> <p>We are reaching out today in support of this project and to respectfully ask that this project be included in the Capital Improvement Plan. We are available to discuss this project need should you require further details.</p>
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Support	Highway	Foxborough - Bridge Preservation at 6 Bridges Along the 1-95 Corridor	613274	The Partnership supports the continued inclusion of the project at its current funding and schedule
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Request	Highway	Foxborough - Intersection Signalization at Route 140/Walnut Street and Route 140/1-495 (SB Ramp)	612740	The 495 Partnership identified this project that is included in the FF26-30 Universe of Projects as being of significance to their stakeholders. The 495 Partnership will continue to monitor the project.
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Support	Highway	Foxborough - Interstate Pavement Preservation and Related Work on 1-95	613343	The Partnership supports the continued inclusion of the project at its current funding and schedule
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Support	Highway	Framingham - Improvements at Harmony Grove Elementary School (SRTS)	612894	Supports funding increase
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Request	Highway	Framingham - Intersection Improvements at Route 126/135/MBTA and CSX Railroad	606109	The 495 Partnership identified this project that is included in the FF26-30 Universe of Projects as being of significance to their stakeholders. The 495 Partnership will continue to monitor the project.
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Support	Highway	Framingham - Preliminary Design of Intersection Improvements at Route 126/135/MBTA & CSX Railroad	S13147	The Partnership supports the continued inclusion of the project at its current funding and schedule
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Concern	Highway	Framingham - Resurfacing and Related Work on Route 9 (moved from FY28 to FY30)	613639	While the Partnership understands that the MPO is conducting its planning work under significant resource constraints, we would like to express concern with the proposed project delays.
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Request	Highway	Framingham - Roundabout Construction at Salem End Road, Badger Road , and Gates Street	609280	The 495 Partnership identified this project that is included in the FF26-30 Universe of Projects as being of significance to their stakeholders. The 495 Partnership will continue to monitor the project.
Sandy	Medeiros	Advocacy Group	South Coast Bikeway Alliance	TIP/STIP	Concern	Highway	Funding for Marion Pathway Project: Marion- Shared Use Path Construction (Phase 1), from the Marion-Mattapoisett T.L. to Point Road	607979	The letter specifically referenced the concern of funding for Marion Pathway project programmed in FY2026.
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Support	Highway	Grafton - Bridge Replacement, G-08-020, (SR 140) Shrewsbury Street Over MBTA/ CSX Railroad.	612510	In the current Draft TIP, the Partnership strongly supports the inclusion of the following funded projects at their designated year of funding (2027) and budgeted amounts.
Alexis	Hosea-Abbott	Advocacy Group	Massachusetts Bicycle Coalition	Letter	Support	Highway	Green Line Extension in Somerville with the accompanying Community Path		Destination Connectivity: We are pleased that in the presentations of this draft CIP, MassDOT identifies the priority of “expanding passenger rail and bicycle and pedestrian networks to improve access to employment, educational, and other destinations,” and we are very excited about long anticipated rail projects opening throughout the state. Recent projects, such as Green Line Extension in Somerville with the accompanying Community Path, South Coast Commuter Rail that allows bicycles on all trains at all times, the forthcoming Compass Rail out to Western Mass, and hopefully the Northern Tier, which are all important signifiers of MassDOT and MBTA commitment to bring multi-modal transit to more destinations.
Jo	Comerford	State Senator	Mass. State Senate	Letter	Support	Highway	GREENFIELD- BRIDGE PRESERVATION, G-12-059 & G-12- 060, I-91 OVER ROUTE 2 ROTARY	612508	I want to thank you for the inclusion of the project in the draft 2026-2030 CIP
Jo	Comerford	State Senator	Mass. State Senate	Letter	Support	Highway	GREENFIELD- DOWNTOWN COMPLETE STREETS IMPROVEMENTS ON MAIN STREET (ROUTE 2A)	610921	I want to thank you for the inclusion of the project in the draft 2026-2030 CIP

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Jo	Comerford	State Senator	Mass. State Senate	Letter	Support	Highway	GREENFIELD- MONTAGUE- BRIDGE REPLACEMENT, G-12- 002, TURNERS FALLS ROAD OVER CONNECTICUT RIVER, M-28-015, 5TH STREET OVER CANAL, M-28-16A, 6TH STREET OVER CANAL	612799	I want to thank you for the inclusion of the project in the draft 2026-2030 CIP
Jo	Comerford	State Senator	Mass. State Senate	Letter	Support	Highway	GREENFIELD- RESURFACING AND RELATED WORK ON MONTAGUE CITY ROAD	609202	I want to thank you for the inclusion of the project in the draft 2026-2030 CIP
Jo	Comerford	State Senator	Mass. State Senate	Letter	Support	Highway	HADLEY- BRIDGE REPLACEMENT, H-01-005, BAY ROAD (ROUTE 47) OVER THE FORT RIVER	608460	I want to thank you for the inclusion of the project in the draft 2026-2030 CIP
Jo	Comerford	State Senator	Mass. State Senate	Letter	Support	Highway	HADLEY- RECONSTRUCTION ON ROUTE 9, FROM MIDDLE STREET TO MAPLE/SOUTH MAPLE STREET	605032	I want to thank you for the inclusion of the project in the draft 2026-2030 CIP
Jo	Comerford	State Senator	Mass. State Senate	Letter	Support	Highway	HATFIELD- WHATELY- BRIDGE PRESERVATION, H-11-030, W-33-019, W-33-020, ROUTES 5 & 10 OVER I-91 (SEPARATE CROSSINGS)	612506	I want to thank you for the inclusion of the project in the draft 2026-2030 CIP
Jo	Comerford	State Senator	Mass. State Senate	Letter	Support	Highway	HATFIELD- WHATELY- DEERFIELD- GREENFIELD- BERNARDSTON- BRIDGE PRESERVATION ALONG I-91	609023	I want to thank you for the inclusion of the project in the draft 2026-2030 CIP
Erin	Richardson	Public		Email	Request	Highway	Hedges Pond/State Road Intersection	n/a	Please consider funding for the road construction for the Hedges Pond/State Rd intersection. My children’s kindergarten bus ride was over an hour due to sitting in that traffic. We have also witnessed horrific accidents there. Please consider the impact this has on the children of Cedarville.
Roger	Forget	Municipal Staff	Superintendent, Upper Cape Cod Regional Technical School	CIP Public Meeting	Question	Highway	Highway District had promised sidewalk 9 months ago from the Upper Cape Cod Regional Technical School to Dunkin' Donuts, now needs more info from the District including project timing. Safety issue.		I'm the superintendent at Upper Cape Cod Regional Technical School. I actually have spoken with the district. The district had promised to put a sidewalk all the way up from the school up to Dunkin' Donuts. That was 9 months ago, nothing's been done. And I haven't heard back from the district to actually outlines that project and where we are moving forward. Having sat in on the bridge project and the advisory committee, I am all in favor of replacement of the bridges and what MassDOT is looking to do. But the safety of the students, especially with the change in regulations to schools, is paramount. And something needs to be done. It's not a matter of if, it's a matter of when someone will be injured. We have students that are walking up on the shoulder of a state highway, Route 6, with no sidewalks, there's no crosswalk, and there needs to be a light. We have already had a fatality at the entrance of Upper Cape Tech. So, I'm advocating for that. And looking for assistance everywhere I can.
Maryellen	Heider	Public	Public	Email	Request	Highway	Highway noise barriers	n/a	<p>I have a question. Why in this plan do we not see any information regarding Noise Barrier's along highways? I have lived along Route 495 North in Chelmsford, Massachusetts. My neighborhood has been on a list for a Noise Barrier since I purchased my home which is almost 28 years ago. The last I was told my neighborhood is sitting at #35 on a list from Mass Highway, District 4 where my area falls under.</p> <p>Last year I reached out to elected officials who told me they would discuss with Mass Highway. It appears we are always being told, unless major construction is being done to the highway, don't ever expect a barrier. Yet in your 5 plan there is nothing about Noise Barrier's along major highways. You seem to provide for all other things in the state but this.</p> <p>Where I live the noise is getting worse and worse. The accidents that happen on Rte 495 going North from Boston Road, Westford, MA to Rte 4, Chelmsford, MA is terrible. I could give you a report every day on accidents, sirens, etc. Please do something for those folks that have been waiting for years on Noise Barrier's along highways. Please make changes to your plans so Noise barriers are included in your plans.</p>
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Concern	Highway	Holliston - Linden Street Improvements at Robert Adams Middle School SRTS (moved from FY27 to FY28)	S12984	While the Partnership understands that the MPO is conducting its planning work under significant resource constraints, we would like to express concern with the proposed project delays.
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Request	Highway	Holliston - Reconstruction of Concord Street (Route 126)	S13049	The 495 Partnership identified this project that is included in the FF26-30 Universe of Projects as being of significance to their stakeholders. The 495 Partnership will continue to monitor the project.
Joshua	Garcia	Municipal Elected	Mayor of Holyoke	TIP/STIP	Support	Highway	Holyoke- Corridor Improvements on High and Maple Streets	613320	Submitted letter of support for the High and Maple Street corridor project and how important the project is to the future of the City. (Full letter distributed to MPO members)

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Tessa	Murphy-Romb	Municipal Elected	Holyoke City Council President	TIP/STIP	Support	Highway	Holyoke- Corridor Improvements on High and Maple Streets	613320	Submitted letter of support for the High and Maple Street corridor project (full comment distributed to MPO member)
Maria G	Pagan	Municipal Staff	Holyoke Public Library Director	TIP/STIP	Support	Highway	Holyoke- Corridor Improvements on High and Maple Streets	613320	Strong Support for TIP Amendment – Advancing High and Maple Streets Corridor Improvement Project (MassDOT Project #613320)
Aaron	Vega	Municipal Staff	Director, Office of Planning and Economic Development (OPED) City of Holyoke	TIP/STIP	Request	Highway	Holyoke- Corridor Improvements on High and Maple Streets	613320	<p>I am writing to express my full and enthusiastic support for the advancement of the High and Maple Streets Corridor Improvement Project. This project is critical to the safety, accessibility, and continued revitalization of our downtown community.</p> <p>As the director of the Holyoke Office of Planning and Economic Development I know how transformative this project will be for downtown Holyoke.</p> <p>High Street and Maple Street are at the core of Holyoke's urban fabric, serving as primary corridors for residents, visitors, and businesses alike. The corridor has obsolete signal equipment, non-compliant pedestrian crossings, and lacks modern complete streets features necessary for a vibrant and accessible downtown. This project will bring us much needed new signal equipment, upgraded pedestrian facilities, improved ADA-compliant sidewalks and ramps, bike lanes, stormwater, best management practices, and traffic calming measures. These improvements will significantly reduce risks for pedestrians, make our intersections safer, and promote alternative modes of transportation.</p> <p>In conclusion, this project represents a once-in-a-generation opportunity to improve safety, promote walkability and create a more welcoming downtown with modern upgrades to our corridor. I respectfully urge all involved to continue supporting and advancing this important project.</p>
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Request	Highway	Hopkinton - Campus Trail Connector, Shared Use Trail Construction	611932	The 495 Partnership identified this project that is included in the FF26-30 Universe of Projects as being of significance to their stakeholders. The 495 Partnership will continue to monitor the project.
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Request	Highway	Hopkinton - West Main Street Reconstruction and Shared Use Path	S13071	The 495 Partnership identified this project that is included in the FF26-30 Universe of Projects as being of significance to their stakeholders. The 495 Partnership will continue to monitor the project.
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Support	Highway	Hopkinton & Westborough - Reconstruction of Interstate 901/nterstate 495 Interchange	607977	Finally, the Partnership applauds continued funding, as planned, for project 607977 Hopkinton & Westborough - Reconstruction of Interstate 901/nterstate 495 Interchange. This initiative had been a major priority of our organization for over a decade; we, and our stakeholders , continue to be pleased with the pace of the project. We are deeply appreciative of the work by the MPO, MassDOT, District 3, as well as contractors and other staff who have made this initiative a success thus far. We look forward to celebrating the completion of this important effort in 2027.
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Request	Highway	Hopkinton- Westborough- Reconstruction of I-90/I-495 Interchange	607977	We greatly appreciate continued support for the I-495/I-90 Interchange Improvement Project, and the Natick - Bridge Replacement, N-03-020, Route 27 (North Main Street) Over Route 9 (Worcester Street) and Interchange Improvements project, both of which have been longstanding priorities of the Partnership. The Partnership also supports the inclusion of funding for the preliminary design of the Route 126 and Route 135 intersection in downtown Framingham . This intersection has been of major concern to the Partnership since the organization's inception and it has been included as one of our key regional priorities in our updated roadways Vision and Priorities statement.
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Request	Highway	Hudson - Mass Central Rail Trail Extension	S13048	The 495 Partnership identified this project that is included in the FF26-30 Universe of Projects as being of significance to their stakeholders. The 495 Partnership will continue to monitor the project.
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Request	Highway	I-495/Route 9 interchange project, I-90 connection with Route 30 in Framingham/Speen Street in Natick		The Partnership would like to remind the MPO of several long-range priorities of our organization. This includes the I-495/Route 9 interchange project, which deserves future funding consideration given its proximity and interdependency with the I-495/I-90 interchange, and the area's key role in serving freight and commuter traffic. Since the Interstate 495 and Route 9 Interchange Improvement Study was conducted by MassDOT in 2013, the immediate area continues to grow as a regionally significant employment base. The Partnership would also like to reiterate support for the I-90 connection with Route 30 in Framingham/Speen Street in Natick, as it is a major regional hub for office space and retail. Although this area is of tremendous regional significance, its largely uncoordinated development has resulted in confusing and congested roadways. The 2013 Golden Triangle Study highlighted issues and potential improvement approaches for this area.
Iolando	Spinola			CIP Public Meeting	Request	Highway	Increased funding for Complete Streets		Again, I'm a huge fan of Complete Streets, and I would love to see an increase in funding. I know it's been level funded from what, but if there could be more funding to go towards Complete Streets, or if Chapter 90 can really encourage municipalities to incorporate complete street standards, that would be great, because if we just keep on repaving our roads and stick with the status quo, it's is not safe for any road user.

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Tom	Ryan	Advocacy Group	A Better City	Letter	Request	Highway	Increased Funding for Culverts		A Better City feels any new borrowing capacity should be used on the following projects and programs: <ul style="list-style-type: none">Increased Funding for Culverts The Task Force recommended a dedicated funding plan to repair and protect underground culverts that are facing increased pressure and harm from flooding and stormwater issues. Culverts represent a pressing challenge for Massachusetts, with an estimated 25,000 culverts statewide and “least half of small bridges and culverts are undersized, deteriorating, or poorly constructed and need to be replaced.” The Governor’s plan to create a \$200 million program for culverts and small bridge resiliency initiative should be adopted.
Tom	Ryan	Advocacy Group	A Better City	Letter	Request	Highway	Increased Funding for the Chapter 90 program		A Better City feels any new borrowing capacity should be used on the following projects and programs: <ul style="list-style-type: none">Increased Funding for the Chapter 90 program There is a clear need to go beyond the current funding levels for Chapter 90, and hopefully it can be achieved on an annual basis through the new borrowing plan.
Tom	Ryan	Advocacy Group	A Better City	Letter	Request	Highway	Increased Funding for the Statewide Road and Bridge program		A Better City feels any new borrowing capacity should be used on the following projects and programs: <ul style="list-style-type: none">Increased Funding for the Statewide Road and Bridge program During the 2024 Task Force process, we learned the MassDOT Highway Division may require an additional \$500 million each year to help bring state’s bridge conditions and pavement quality to reach a federal standard of only 10% of highway assets being rated in poor condition. The Task Force made a primary recommendation to use the increased borrowing capacity to “repair and reconstruct bridges and pavement to improve condition and resilience” and help to get closer towards reaching this 10% statewide goal.
Alexis	Hosea-Abbott	Advocacy Group	Massachusetts Bicycle Coalition	Letter	Support	Highway	Increased funding for TMAs		MassBike also supports the increase of funding toward Transportation Management Associations and Regional Transit Association improvements, with the goal of supporting transit trips and non-single occupancy vehicle trips for commuting purposes. We need all the tools in our toolbox to provide options for people to get around Massachusetts, and MassDOT has demonstrated its commitment to advancing our transportation system toward safety, reliability, modernization, and sustainability.
Tom	Ryan	Advocacy Group	A Better City	Letter	Request	Highway	Increased Funding to Address MBTA Power Systems		A Better City feels any new borrowing capacity should be used on the following projects and programs: <ul style="list-style-type: none">Increased Funding to Address MBTA Power Systems The 2023 update to the MBTA’s State of Good Repair (SGR) backlog revealed that approximately 76% of the MBTA’s power system assets are beyond their useful life. This includes critical elements of the network that directly impact reliability and safety across all subway and light rail services. Despite the severity of these findings, the draft MBTA FY26–30 CIP does not allocate sufficient investment to meaningfully address this need. Upgrading to the MBTA power system should be a top priority and would benefit transit riders as well as drivers and commuters who never use the MBTA.
B. Seth	Gadbois	Advocacy Group	Clean Transportation Attorney, Conservation Law Foundation	Letter	Support	Highway	Investments in projects and programs that promote resiliency		3. Resiliency: We support the myriad investments in projects and programs that address resiliency. We recommend that these investments link with the transportation objectives and recommendations of the Resilient Mass5 and Resilient Coasts6 plans to best align the Commonwealth’s resiliency efforts.
Alexander	Hasha	Public		Email	Concern	Highway	Lack of action done on the Boston MPO cooridor study's reccomendation to build a sidewalk or a mixed-use path on one or both sides of Randolph Avenue (Rte 28) in Milton		Good morning. I am a resident of Milton, living on Nahanton Avenue in a neighborhood off Route 28 (Randolph Avenue) between Chickatawbut Road and Reedsdale Road on the eastern(northbound) side of the street.I am writing to urge greater attention to long-overdue safety improvements along this stretch of Randolph Avenue. While I appreciate the planning efforts and capital investment directed at the intersection of Randolph Avenue and Chickatawbut Road (one of the most dangerous intersections in the state), I share the concern of many in my neighborhood that a narrow focus on that intersection has left critical safety issues unaddressed downstream, between Chickatawbut and Reedsdale Road. In particular, the sidewalk on the northbound side is in very poor condition and offers no buffer from traffic that often travels at highway speeds. Although crash data may show few pedestrian or bicycle incidents here, I believe that’s only because the road feels too unsafe for most people to walk or bike along it at all. For several years, I’ve been hopeful that the Boston MPO corridor study’s recommendations for a mixed-use path on one or both sides of Randolph Avenue would move forward. I was very disappointed to see that no such improvements are included in the current five-year Capital Investment Plan. I strongly urge MassDOT to incorporate common-sense pedestrian safety investments along this corridor in the near future. Without them, Randolph Avenue will remain a dangerous and inaccessible route for anyone not traveling by car. This doesn’t just degrade quality of life in our neighborhood, but works against the Commonwealth’s climate goals. If we want to reduce vehicle miles traveled and the associated greenhouse gas emissions, we must make it safe for everyone to choose walking, biking, or public transit. MassDOT should be working to identify neighborhoods, like ours, that do not have a safe pedestrian or bike path to local community and commercial resources, and investing to provide that.

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Allison	Morin	Public	Public	Email	Request	Highway	Left turn safety from State Road to County Road	N/A	I live off county rd in Cedarville (Plymouth, ma). I have my class A CDL license. I drive every day all over the country. I have never been in an accident and don't plan on it. I definitely think someone needs to take a look at taking a left onto state rd coming from county rd.
Jo	Comerford	State Senator	Mass. State Senate	Letter	Support	Highway	LEVERETT- BRIDGE REPLACEMENT, L-09-003, MILLERS ROAD OVER ROARING BROOK	608849	I want to thank you for the inclusion of the project in the draft 2026-2030 CIP
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Request	Highway	Littleton - Intersection Improvements on 119/Beaver Brook Road	610702	The 495 Partnership identified this project that is included in the FF26-30 Universe of Projects as being of significance to their stakeholders. The 495 Partnership will continue to monitor the project.
Maren	Toohill	Municipal Staff	Town Planner, Town of Littleton	TIP/STIP	Request	Highway	Littleton- Deck Replacement, L-13-030 (26V), State Route 119 (Great Road) Over I-495	613111	<p>Thank you for this opportunity to weigh in on the Draft FFYs2026-30 TIP. Littleton is anticipating unprecedented multi-family housing development immediately adjacent to State Highways 2A/110/119 near the intersection with Interstate 495 in the next few years. Littleton has approved 1,089 new housing units in the“King Street Common” development proposed by the Lupoli Development team. This development is currently undergoing MEPA review. We look forward to working with the State transportation teams to help bring this development forward safely and to reduce traffic impacts resulting from this significant development.</p> <p>We note that the “small bridge” Project 613162: Littleton – Bridge Replacement, L-13-008, Route 119 Over Beaver Brook and Causeway Improvement for Wildlife was removed from the TIP due to uncertainty around its schedule and cost estimate. This bridge replacement is located between the Route 119 Roundabout at Beaver Brook Road and the Bridge Deck Replacement on Route 119 over I-495. We concur with the deferral for Project 613162 and request that it be added back onto the TIP as soon as possible due to flooding concerns in this area that extends toward the bridge deck replacement at Route 119 over I-495.</p> <p>We request that the limits of the “large” bridge deck replacement on Route 119 over I-495 be extended so that additional sidewalks can be installed and coordinated between the Beaver Brook roundabout, the causeway bridge project, and the bridge deck replacement project. This sidewalk extension could connect the King Street Common development to The Point at the intersection of Route 119 and Constitution Avenue. This sidewalk extension would provide future residents at King Street Commons with safer walking/bicycling/rolling access to the Market Basket, O'Neil Cinemas, restaurants, and other shopping, health, and entertainment venues at The Point.</p>
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Request	Highway	Littleton- Deck Replacement, L-13-030 (26V), State Route 119 (Great Road) Over I-495	613111	<p>Additionally, the 495/MetroWest Partnership would like to echo comments offered by the Town of Littleton regarding two matters in that community.</p> <ul style="list-style-type: none">• The Partnership also requests that the limits of the "large" bridge deck replacement on Route 119 over 1-495 be extended so that additional sidewalks can be installed and coordinated between the Beaver Brook roundabout, the causeway bridge project, and the bridge deck replacement project. This sidewalk extension could connect the King Street Common development to The Point at the intersection of Route 119 and Constitution Avenue. This sidewalk extension would provide future residents at King Street Commons with safer walking/bicycling/rolling access to the Market Basket, O'Neil Cinemas, restaurants, and other shopping, health, and entertainment venues at The Point.
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Request	Highway	Littleton–Bridge Replacement, L-13-008, Route 119 OverBeaver Brook and Causeway Improvementfor Wildlife	613162	<p>Additionally, the 495/MetroWest Partnership would like to echo comments offered by the Town of Littleton regarding two matters in that community.</p> <ul style="list-style-type: none">• First, we note that the "small bridge" Project 613162 Littleton - Bridge Replacement , L-13- 008 , Route 119 Over Beaver Brook and Causeway Improvement for Wildlife was removed from the TIP due to uncertainty around its schedule and cost estimate. This bridge replacement is located between the Route 119 roundabout at Beaver Brook Road and the Bridge Deck Replacement on Route 119 over 1-495. We concur with the deferral for Project 613162 and request that it be added back onto the TIP as soon as possible due to flooding concerns in this area that extends toward the bridge deck replacement at Route 119 over 1- 495.

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Maren	Toohill	Public	Public	TIP/STIP	Request	Highway	Littleton–Bridge Replacement, L-13-008, Route 119 OverBeaver Brook andCauseway Improvementfor Wildlife	613162	<p>Thank you for this opportunity to weigh in on the Draft FFYs2026-30 TIP. Littleton is anticipating unprecedented multi-family housing development immediately adjacent to State Highways 2A/110/119 near the intersection with Interstate 495 in the next few years. Littleton has approved 1,089 new housing units in the“King Street Common” development proposed by the Lupoli Development team. This development is currently undergoing MEPA review. We look forward to working with the State transportation teams to help bring this development forward safely and to reduce traffic impacts resulting from this significant development.</p> <p>We note that the “small bridge” Project 613162: Littleton – Bridge Replacement, L-13-008, Route 119 Over Beaver Brook and Causeway Improvement for Wildlife was removed from the TIP due to uncertainty around its schedule and cost estimate. This bridge replacement is located between the Route 119 Roundabout at Beaver Brook Road and the Bridge Deck Replacement on Route 119 over I-495. We concur with the deferral for Project 613162 and request that it be added back onto the TIP as soon as possible due to flooding concerns in this area that extends toward the bridge deck replacement at Route 119 over I-495.</p> <p>We request that the limits of the “large” bridge deck replacement on Route 119 over I-495 be extended so that additional sidewalks can be installed and coordinated between the Beaver Brook roundabout, the causeway bridge project, and the bridge deck replacement project. This sidewalk extension could connect the King Street Common development to The Point at the intersection of Route 119 and Constitution Avenue. This sidewalk extension would provide future residents at King Street Commons with safer walking/bicycling/rolling access to the Market Basket, O’Neil Cinemas, restaurants, and other shopping, health, and entertainment venues at The Point.</p>
Dan	Van Schalkwyk	Municipal Staff	Town of Ayer Public Works	Letter	Request	Highway	Main Street Bridge (#A19003-29E-DOT-634)	#A19003-29E-DOT-634	<p>1. The Main Street Bridge (#A19003-29E-DOT-634) is owned and maintained by MassDOT. Ayer frequently receive complaints related to the surface course of this bridge. There have been past repairs at the bridge due to sink holes.</p> <p>2. On the most recent inspection, the wearing surface is noted as a Severe deficiency. Ayer requests resurfacing of the bridge’s wearing course be included in MassDOT’s CIP.</p>
Town of Sudbury Select Board		Municipal Elected	Select Board	Letter	Support	Highway	Mass Central Rail Trail (MCRT)	610660	<p>The Sudbury Select Board writes in strong support of the proposed Mass Central Rail Trail (MCRT) project that will extend the trail from Andrew Road in Wayland to Landham Road in Sudbury - a 1.6-mile segment that represents another major step forward in building a truly connected regional trail system across the Commonwealth. We are pleased to see this project included in the Draft FFYs 2026-2030 Transportation Improvement Program as a MassDOT-prioritized initiative. The Town of Sudbury has long supported regional rail trails and recognizes the importance of completing this eastern segment to connect with planned and existing trail networks in Wayland, Weston, Hudson and beyond. This project aligns with multiple state and local priorities: It promotes safe, non-motorized transportation for residents of all ages and abilities. It supports healthy, active lifestyles and increases equitable access to outdoor recreation. It advances the Commonwealth's climate goals by encouraging mode shift from vehicles to bicycles and walking. It improves regional connectivity and economic vitality, enhancing quality of life across our communities. Sudbury has invested significantly in rail trail development, and the Mass Central Rail Trail is a top priority for our community. We appreciate MassDOT’s leadership in advancing this segment and urge continued support to ensure the project remains on track for funding and implementation. We look forward to collaborating with our neighbors in Wayland and regional and state partners to bring this next section of the MCRT to completion.</p>
John	Scannell	Municipal Staff	Division Director, DCR Division of Water Supply Protection, DCR		Request	Highway	MassDOT continue to invest in road salt reduction efforts to protect the Commonwealth’s freshwater resources		<p>DWSP noticed that there were no references to investments in either capital projects or technology advancements related to road salt reduction efforts within the MassDOT Draft FY2026-2030 Capital Investment Plan. We acknowledge that these types of investments may be included within the Highway or Clean Transportation headings, but we request that MassDOT focus on and continue to invest in road salt reduction efforts to protect the Commonwealth’s freshwater resources.</p>

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John	Scannell	Municipal Staff	Division Director, DCR Division of Water Supply Protection, DCR		Support	Highway	MassDOT D3's collaboration to convert to liquid salt brine use for DWSP's winter road management program.		<p>The Department of Conservation and Recreation (DCR) Division of Water Supply Protection (DWSP) manages and protects four watersheds that serve as the source drinking water supply for 2.7 million people in 53 communities. DWSP monitors water quality throughout the Wachusett Reservoir watershed and has documented increases in the specific conductance and chloride content of surface water, groundwater, and the Wachusett Reservoir itself. Salinization of freshwater water resources is a widespread issue in the Northeast.</p> <p>DWSP has implemented a multifaceted program to tackle this complex issue to ultimately reduce the amount of road salt applied in the Wachusett Reservoir watershed, including offering matching grants to watershed towns to encourage salt reduction efforts. As part of our program, we have increased public outreach on this issue with social media posts, videos, and brochures. DWSP appreciates MassDOT District 3 staff's collaboration and commitment to providing guidance on DCR's attempts to convert to liquid salt brine use for DWSP's winter road management program.</p> <p>Moving to the application of liquid salt brine (and other evolving liquid technologies) has been identified as the clearest path to reducing road salt applications while maintaining public safety. We appreciate that both DWSP and MassDOT appear to align on this important goal, and DWSP applauds MassDOT's work to invest in a new salt brine generation facility at the Sterling Depot.</p> <p>MassDOT also deserves recognition for recent research towards the development of a Salt Spreader Controller Program that uses machine-sensed roadway weather parameters. This type of technology appears to be a promising path towards decreasing salt usage while maintaining roadway safety.</p> <p>DWSP noticed that there were no references to investments in either capital projects or technology advancements related to road salt reduction efforts within the MassDOT Draft FY2026-2030 Capital Investment Plan. We acknowledge that these types of investments may be included within the Highway or Clean Transportation headings, but we request that MassDOT focus on and continue to invest in road salt reduction efforts to protect the Commonwealth's freshwater resources.</p>
John	Scannell	Municipal Staff	Division Director, DCR Division of Water Supply Protection, DCR		Support	Highway	MassDOT's new salt brine generation facility at the Sterling Depot.		Moving to the application of liquid salt brine (and other evolving liquid technologies) has been identified as the clearest path to reducing road salt applications while maintaining public safety. We appreciate that both DWSP and MassDOT appear to align on this important goal, and DWSP applauds MassDOT's work to invest in a new salt brine generation facility at the Sterling Depot.
John	Scannell	Municipal Staff	Division Director, DCR Division of Water Supply Protection, DCR		Support	Highway	MassDOT's research towards the development of a Salt Spreader Controller Program		MassDOT also deserves recognition for recent research towards the development of a Salt Spreader Controller Program that uses machine-sensed roadway weather parameters. This type of technology appears to be a promising path towards decreasing salt usage while maintaining roadway safety.
Jo	Comerford	State Senator	Mass. State Senate	Letter	Support	Highway	MassTrails		These projects have brought increased safety, reliability, and modernization to my district and the Commonwealth.
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Concern	Highway	Maynard - Bridge Replacement, M-10-004, Route 62 (Main Street) Over the Assabet River	604564	The Partnership is pleased to see programmed funding increases for the projects, but would like to express concern that it has been rescheduled to later years than previously planned . We encourage the MPO to accelerate scheduling for the project should resources become available.
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Request	Highway	Medfield - Intersection Improvements at Route 27 and West Street	612807	The 495 Partnership identified this project that is included in the FF26-30 Universe of Projects as being of significance to their stakeholders. The 495 Partnership will continue to monitor the project.
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Request	Highway	Medfield - Reconstruction of Route 109 (Millis T /L to Hartford Street)	S13086	The 495 Partnership identified this project that is included in the FF26-30 Universe of Projects as being of significance to their stakeholders. The 495 Partnership will continue to monitor the project.
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Request	Highway	Medway - Improvements on Route 109 West of Highland Street (Highland Street to Bellingham Line)	S13072	The 495 Partnership identified this project that is included in the FF26-30 Universe of Projects as being of significance to their stakeholders. The 495 Partnership will continue to monitor the project.
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Request	Highway	Medway - Traffic Signalization at Trotter Drive and Route 190	S13077	The 495 Partnership identified this project that is included in the FF26-30 Universe of Projects as being of significance to their stakeholders. The 495 Partnership will continue to monitor the project.
Lindsay	Sabadosa	State Representative	State Rep. (1st Hampshire)	Legislative Briefing	Question	Highway	Micromobility	n/a	Is Micromobility included in the CIP? If so, where could it be found?
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Support	Highway	Milford - Bridge Preservation, M-21-022 (1UD, 1 UE), 1-495 Overt State Route 109 / Medway Road	613182	The Partnership supports the continued inclusion of the project at its current funding and schedule

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Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Concern	Highway	Milford - Rehabilitation on Route 16, From Route 109 to Beaver Street (moved from FY26 to FY27)	608045	While the Partnership understands that the MPO is conducting its planning work under significant resource constraints, we would like to express concern with the proposed project delays.
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Request	Highway	Millis - Town Center Improvements	S13073	The 495 Partnership identified this project that is included in the FF26-30 Universe of Projects as being of significance to their stakeholders. The 495 Partnership will continue to monitor the project.
Anonymous		Public	Public	TIP/STIP	Support	Highway	Millstone Road Project		Support for the Millstone Road project – precenting challenges during construction but looking forward to the connection to the CCRT
Emily	Paskewicz	Advocacy Group		Email	Support	Highway	Mode shift and reduction in VMT, speed management, multimodal connections, mass transit and bike and micro mobility parking at transit centers		On behalf of the East Coast Greenway Alliance, I respectfully submit the following comments in regard to MassDOT's 2026-2030 Capital Investment Plan. We strongly encourage MassDOT to utilize the Capital Investment Plan (CIP) to support projects that encourage mode shift and the reduction of VMT (vehicle miles traveled). We would like to see this accomplished through evaluating metrics related to each projects' impact on VMT, in order to align with the State's Climate Action Plan. We strongly encourage MassDOT to prioritize CIP projects that reduce dangers and manage speed. We also would like to see the prioritization of projects that implement the State's Speed Management guidelines, which may mean that some projects go counter to reducing congestion in favor of slower, safer speeds on our roadways. We strongly encourage and support CIP projects that encourage multimodal connections, mass transit, bike and micro mobility parking at transit centers, and those that focus on incorporating safe routes to transit centers. We thank MassDOT for the continued strong investment in shared use paths and bicycle and pedestrian infrastructure, while noting the need for greater investment, and that this need will only continue to grow in light of the challenging federal funding environment. Funds dedicated to the Highway -Shared Use Path/Bicycle and Pedestrian program make up less than 2% of the total CIP Budget and under 3% of the total highway program budget. Shared use paths and trails are essential for encouraging more users to choose active transportation over vehicle travel while prioritizing safety. MassDOT is a national leader on bicycle/pedestrian infrastructure and safety and, in order to continue to lead, even stronger investment is needed.
Jo	Comerford	State Senator	Mass. State Senate	Letter	Support	Highway	MONTAGUE- BRIDGE REPLACEMENT, M-28-034, NORTH LEVERETT ROAD OVER SAWMILL RIVER	612164	I want to thank you for the inclusion of the project in the draft 2026-2030 CIP
Jo	Comerford	State Senator	Mass. State Senate	Letter	Support	Highway	MONTAGUE- INTERSECTION IMPROVEMENTS AT ROUTE 63 AND NORTH LEVERETT ROAD	610656	I want to thank you for the inclusion of the project in the draft 2026-2030 CIP
Jo	Comerford	State Senator	Mass. State Senate	Letter	Support	Highway	Municipal Pavement		These projects have brought increased safety, reliability, and modernization to my district and the Commonwealth.
Jo	Comerford	State Senator	Mass. State Senate	Letter	Support	Highway	Municipal Small Bridge Program		These projects have brought increased safety, reliability, and modernization to my district and the Commonwealth.
Nate	Sharpe	Public	Public	Email	Concern	Highway	Mystic River Bicycle and Pedestrian Crossing	612004	I'm writing to comment on the Capital Investment Plan, specifically project 612004 - EVERETT- SOMERVILLE- MYSTIC RIVER BICYCLE AND PEDESTRIAN CROSSING. I bike weekly with my 10 year old from Cambridge to Metro Rock in Everett for climbing practice. We currently have to go through the rotary at Sullivan Square and then across the river on Alford Street, and were really looking forward to this project. I'm dismayed to hear that the timeline is threatening to slip again to completion in the 2030s. This is a critical connection between Somerville and Everett and would make a huge difference in the distance, safety, and stress associated with moving across the river by anything other than motor vehicles. Please complete this project as soon as possible.
Dan	Albert	Public		Email	Support	Highway	Mystic River Pedestrian Bridge	PLUG-100	We live in Marblehead and enjoy using the Northern Strand Bike Trail to access Boston. There is nothing better than a protected bike ride through the wetlands and into the city for a bit of shopping, a couple of pints, and then a ferry ride back to Lynn. Unfortunately, after we hit the Casino in Everett we are forced out onto Alford Street (Route99) for a harrowing journey over the Mystic River. We have been eagerly awaiting this last link and anticipated it being built before the end of the decade. I urge your team to accelerate completion of this project and fully fund it.
Dan	Albert	Public		Email	Request	Highway	Mystic River Pedestrian Bridge	PLUG-100	We live in Marblehead and enjoy using the Northern Strand Bike Trail to access Boston. There is nothing better than a protected bike ride through the wetlands and into the city for a bit of shopping, a couple of pints, and then a ferry ride back to Lynn. Unfortunately, after we hit the Casino in Everett we are forced out onto Alford Street (Route 99) for a harrowing journey over the Mystic River. We have been eagerly awaiting this last link and anticipated it being built before the end of the decade. I urge your team to accelerate completion of this project and fully fund it.

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Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Request	Highway	Natick - Bridge Preservation, N-03-032, N-03-033 , N-03-034 , N-03-035, Ramp A & B Over Route 9 & Speen Street over Ramps G & D	605091	
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Concern	Highway	Natick - Bridge Replacement, N-030010, Speen Street Over RR MBTA/CSX	612178	The Partnership is pleased to see programmed funding increases for the projects, but would like to express concern that it has been rescheduled to later years than previously planned . We encourage the MPO to accelerate scheduling for the project should resources become available.
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Concern	Highway	Natick - Cochituate Rail Trail Extension, From MBTA Station to Mechanic Street	610691	Support funding increase, but concerned that funding has been reduced.
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Concern	Highway	Natick - Lake Cochichuate Path	610680	The Partnership is pleased to see programmed funding increases for the projects, but would like to express concern that it has been rescheduled to later years than previously planned . We encourage the MPO to accelerate scheduling for the project should resources become available.
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Support	Highway	Natick - Resurfacing and Related work on Route 9	613640	The Partnership supports the continued inclusion of the project at its current funding and schedule
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Support	Highway	Natick - Superstructure Replacement, N-03-012, Boden Lane Over CSX/MBTA (moved from FY27 to FY26). Supports acceleration of project	607420	Applauds the MPO's acceleration of the project.
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Support	Highway	Natick- Bridge Replacement, N-03-020, Route 27 (North Main Street) over Route 9 (Worcester Street) and Interchange Improvements	605313	We greatly appreciate continued support for the I-495/I-90 Interchange Improvement Project, and the Natick - Bridge Replacement, N-03-020, Route 27 (North Main Street) Over Route 9 (Worcester Street) and Interchange Improvements project, both of which have been longstanding priorities of the Partnership. The Partnership also supports the inclusion of funding for the preliminary design of the Route 126 and Route 135 intersection in downtown Framingham . This intersection has been of major concern to the Partnership since the organization's inception and it has been included as one of our key regional priorities in our updated roadways Vision and Priorities statement.
Jo	Comerford	State Senator	Mass. State Senate	Letter	Support	Highway	NORTHAMPTON- BRIDGE REPLACEMENT, N-19-068, OLD SPRINGFIELD ROAD OVER THE MILL RIVER	608869	I want to thank you for the inclusion of the project in the draft 2026-2030 CIP
Jo	Comerford	State Senator	Mass. State Senate	Letter	Support	Highway	NORTHAMPTON- DOWNTOWN COMPLETE STREETS CORRIDOR AND INTERSECTION IMPROVEMENTS ON MAIN STREET (ROUTE 9)	609286	I want to thank you for the inclusion of the project in the draft 2026-2030 CIP
Jo	Comerford	State Senator	Mass. State Senate	Letter	Support	Highway	NORTHAMPTON- HVAC REPAIRS TO DISTRICT ADMINSTRATION BUILDING AT 811 NORTH KING STREET	613404	I want to thank you for the inclusion of the project in the draft 2026-2030 CIP
Jo	Comerford	State Senator	Mass. State Senate	Letter	Support	Highway	NORTHAMPTON- ROCKY HILL GREENWAY MULTI-USE TRAIL, FROM THE MANHAN RAIL TRAIL TO ROCKY HILL ROAD (0.4 MILES)	608413	I want to thank you for the inclusion of the project in the draft 2026-2030 CIP
Jo	Comerford	State Senator	Mass. State Senate	Letter	Request	Highway	NORTHFIELD- BIKE/PED BRIDGE CONSTRUCTION TO REPLACE N-22-002, SCHELL BRIDGE OVER THE CONNECTICUT RIVER	607588	This pedestrian- and bicycle-friendly bridge would become a state greenway, reconnecting East and West Northfield, and join a regional bike and trail network traversing three states – all serving to bolster economic development in a rural area. This project is on the FY2021-2025 State Transportation Improvement Plan, with funding that remains obligated to this project.
Jo	Comerford	State Senator	Mass. State Senate	Letter	Support	Highway	NORTHFIELD- BRIDGE REPLACEMENT, N-22-010, BIRNAM ROAD OVER MILL BROOK	602319	I want to thank you for the inclusion of the project in the draft 2026-2030 CIP
Jo	Comerford	State Senator	Mass. State Senate	Letter	Support	Highway	ORANGE- RECONSTRUCTION OF NORTH MAIN STREET, FROM SCHOOL STREET TO LINCOLN AVENUE (0.4 MILES) INCLUDES RELOCATION OF FALL HILL BROOK CULVERT	603371	I want to thank you for the inclusion of the project in the draft 2026-2030 CIP

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John	York			CIP Public Meeting	Concern	Highway	Past 10 years of bicycle and pedestrian improvement design exceptions for Cape Cod Canal Area.		Projects in the Cape Cod canal area aren't doable until they are done as part of the Cape Bridges Program. And the Sagamore Bridge is funded, but the Bourne Bridge is not. Which means that [Cape Cod canal area] projects are in this limbo. That if you propose something, it won't get priority, it won't even make it to the original Project Review Committee and get a project number. I'm particularly involved in pedestrian and bicycle projects. Another thing that's happened is there's been several roadway projects that have been done in the last 10 years, where they got a design exception to leave out any bicycle and pedestrian Improvements, because those were supposed to happen as part of the Bridges project. So now we're looking at a backlog of kind of a bicycle-pedestrian desert, and no way to get those bicycle-pedestrian components done, that weren't done before. And then, to make matters worse, the Bridges program now, looks like they're going to be applying for design exceptions to avoid the same bicycle-pedestrian issues. So, we're really stuck. My question for you... is what are the options... to get projects back on MassDOT's priority list, that are orphans from the bridge program, but are in the canal area.
Jo	Comerford	State Senator	Mass. State Senate	Letter	Support	Highway	PETERSHAM- CULVERT REPLACEMENTS ON NEW SALEM ROAD OVER UNNAMED BROOK	613100	I want to thank you for the inclusion of the project in the draft 2026-2030 CIP
Aimee	de la Cretaz	Public		Email	Request	Highway	Planned rotary at the intersection of Chickatawbut Road and Randolph Avenue. Need for sidewalk/safety improvements on Randolph Avenue.		<p>I am writing to give feedback on the Capital Investment Plan. I live in the Chickatawbut Hill Neighborhood in Milton, MA. First, I am very concerned about the rotary planned to be installed at Chickatawbut Road and Randolph Avenue. The light system currently in place creates pauses in otherwise constant traffic that goes by the neighborhood on Randolph Avenue.</p> <p>It should be noted that there are no traffic lights into the Chickatawbut Hill Neighborhood, which contains nearly 200 homes. Without those pauses it is dangerous, if even possible to get in or out of the neighborhood on a high-speed road. I am aware of the multiple accidents that occur at this intersection. In my experience, this is more due to the timing and type of lights being used. Giving people more time to make safe turns would be safer overall for this intersection and the communities situated off of Randolph Avenue.</p> <p>It is not just Chickatawbut Hill that will have to contend with the change to persistent and uninterrupted traffic. There is a 90 unit apartment complex being built at 711 Randolph Avenue. The homes affected by this also include homes directly on Randolph Avenue. Second, there is a sidewalk on Randolph Avenue, however it is only a few feet from the travel lane on a high-speed road. It is terrifying, if even safe, to walk or ride a bicycle on this sidewalk.</p> <p>The lack of safety prevents families from the Chickatawbut Hill Neighborhood from accessing schools and the center of town via foot or bicycle making the only safe route to school by vehicle or bus. The majority of this stretch of road abuts the Blue Hills Reservation. It would be safer and more enjoyable to at least have a packed gravel path just inside the reservation for foot and bicycle traffic along this busy road. I hope you will take my commentary under serious and careful consideration as the safety of thousands is impacted by the plan to install a rotary and the lack of plan to provide a safe sidewalk on Randolph Avenue in Milton, MA.</p>

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First Name	Last Name	Person Type	Affiliation	Source	Position of Comment	Division	Project/Topic	Project ID	Comment
Christa	Silvius	Public	Public	Email	Support	Highway	Plymouth- Corridor Improvements on Route 3A(State Road), From Herring Pond Roadto Hedges Pond Road	614028	<p>I am writing to express my strong support for the inclusion of the Herring Pond Road and Hedges Pond Road intersection project in Cedarville within the Capital Investment Plan (CIP) and to urge immediate funding for its design and implementation. As a regular traveler through Cedarville, I can attest that the current traffic situation, particularly in the vicinity of these two intersections, is nothing short of treacherous. This is a high-traffic area, especially during commuting and school hours, which experiences a dangerously high volume of vehicles. We have seen an increase in auto accidents in this area over the past several years. The fundamental problem lies in a combination of factors:</p> <p>1. Poor Design and Close Proximity: The two intersections are in dangerously close proximity to each other, with multiple points of entry and exit between them. This creates immense confusion and chaos for drivers, leading to indecision, sudden lane changes, and a significant increase in the potential for collisions.</p> <p>2. High Accident Rate: The current design and traffic flow contribute directly to a high number of accidents. This is not anecdotal; the frequent emergency responses in the area are a clear indicator of the inherent dangers.</p> <p>3. Speed and Pedestrian Traffic: Adding to the complexity, vehicle speeds in this area are often excessive, and there is significant pedestrian traffic further elevating the risk of serious accidents.</p> <p>4. The recognition by MassDOT that the Herring Pond Road and Hedges Pond Road intersections need to be addressed as a single, cohesive project is a major and welcome step forward. However, this recognition must be immediately followed by substantial funding.</p> <p>I ask that you consider the "horror stories" of countless drivers and pedestrians who navigate this area daily. These are not minor inconveniences; they are accounts of near misses, actual accidents, and constant anxiety due to the unsafe conditions. Personally, I adjust my travel plans to avoid this area at specific times. This can be inconvenient but I feel it is a necessary measure. I also worry about numerous loved ones that travel this route multiple times a day.</p> <p>Investing in this project is not merely about improving traffic flow; it is about ensuring the safety and well-being of our community members. Please prioritize this critical project for funding in the Capital Investment Plan.</p>
Marcia	Sheridan	Public	Public	Email	Support	Highway	Plymouth- Corridor Improvements on Route 3A(State Road), From Herring Pond Roadto Hedges Pond Road	614028	<p>My husband and I reside off Old County Road, which is immediately off RT 3A State Road, and directly across the street from Hedges Pond Road. We live in an elderly community with approximately 50 other people. We all do everything we can to avoid making a left turn when exiting from Old County Road onto State Road, because we all fear for our lives. Cedarville is the forgotten part of Plymouth. For the past 40 years, we have watched Cedarville grow from a tiny little area with just a few businesses, to a major congested area with over 60 businesses in the immediate 4/10ths of a mile stretch traversing through Cedarville. Whenever businesses in the past applied for approval from the Planning Board to locate in this area, the businesses would be approved, and the only requirements made would be the location of the curb cuts. The result is a logistical mess when traveling in this area. There have never been any safety measures considered.</p> <p>This past September, we learned a sand mining operation was to be built on Hedges Pond Road. We were told to expect to see huge 18 wheel dump trucks making 40 round trip exits and return entrances to 71 Hedges Pond Road daily. Hedges Pond Road is an ancient, narrow, curvy and hilly road. Where Hedges Pond Road meets State Road is a very awkward area that makes an "S" curve at its entrance. We watch in horror daily as these enormous trucks make their way down Hedges Pond Road to State Road, from the sand mining operation. The entrance from State Road onto Hedges Pond Road is narrow, awkward and poorly laid out. There are so many near misses hourly involving these huge trucks trying to navigate the turn.</p> <p>There are also several other businesses which require large trucks in operation on Hedges Pond Road. The Cedarville Steering Committee sought help in 2022 from our former State Representative Mathew Muratore regarding the increase in traffic on Hedges Pond Road to RT 3A State Road, but former Rep. Muratore was told by Town officials to hold off on doing anything to help the area with the traffic because a purchase and sales agreement the Town sought was in the works. The citizens of Cedarville lost valuable time with getting assistance with the traffic because of this decision. We know we need help from our State Delegation to get anything accomplished with this area, as it is under the jurisdiction of MassDOT. We are happy to now have the assistance and support of newly elected State Representative Michelle Badger, and I am asking for your help.</p>

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Sybil	Holland	Public	Plymouth Resident	Email	Concern	Highway	Plymouth- Corridor Improvements on Route 3A(State Road), From Herring Pond Roadto Hedges Pond Road	614028	I am writing to express my concern over the intersection of Hearing Pond and State Roads. This intersection is in the center of our community and subject to enormous quantities of traffic all day long. During rush hours the line of cars waiting their turn can exceed a quarter mile. In addition to be inconvenient, it is also dangerous and numerous actions have occurred in this vicinity in the last years. Having some control over this intersection with either a rotary or traffic lights can only improve the situation. I am thrilled that this is being taken under consideration.
David	Golden	Municipal Elected	Plymouth Select Board	Email	Support	Highway	Plymouth- Corridor Improvements on Route 3A(State Road), From Herring Pond Roadto Hedges Pond Road	614028	I am writing in support of the reconstruction of subject intersections. Both the intersection of Hedges Pond Road and Herring Pond Road at State Road are dangerous and in need of attention from the Commonwealth. I frequent this section of our community, and while the motor vehicle accidents are well-documented, the narrowly avoided collisions are innumerable. Coming onto the state highway from either of these roads is nearly impossible due to the high speeds reached by vehicles traveling on State Road. Traffic calming measures are critical, and I urge the state to act.
Linda	Maloney	Public		Email	Support	Highway	Plymouth- Corridor Improvements on Route 3A(State Road), From Herring Pond Roadto Hedges Pond Road	614028	This intersection is currently a very busy place and is only going to get worse once there is more traffic on Hedges Pond Road. I find it particularly dangerous to try and come out of Shaws and cross State Rd onto Hedges Pond Road. I feel like I take my life in my hands every time. It is in need of some traffic mitigation. Thank you for your time and attention to this email
William	Sheridan	Public	Plymouth Resident	Email	Concern	Highway	Plymouth- Corridor Improvements on Route 3A(State Road), From Herring Pond Roadto Hedges Pond Road	614028	When traffic, specifically, school buses and oversized dump trucks, are approaching the intersection of State, Old County and Hedges Pond from the north on State Roadthey take the HAIRPIN turn onto Hedges Pond Rd.. neither of those big school buses or the gigantic dump trucks can make that turn without being just about completely onthe wrong side of the road. When the dump trucks the 18 wheelers especially are turning to go south on State Road from Hedges Pond Rd they have trouble keeping the rig on their side of the road because the turn is so limited in size. As for attempting to take a left onto State Road from Old County it is taking your life in your hands with traffic coming at you from both directions of north and south at 50 mph or more.. In order to avoid this the majority of people in our neighborhood go out to the other end of Old County so they enter State Rd across from the firehouse, orthey turn right on to State Rd. then cut thru CVS parking lot. It seems that with the increase in population and with 60 businesses located in a 4/10ths of a mile stretch from Herring Pond Rd to the Fire Station consideration is long past over due to remedy the situation. Thank you for your consideration.
Marc	Dahlgren	Public	Private citizen	Letter	Support	Highway	Plymouth- Corridor Improvements on Route 3A(State Road), From Herring Pond Roadto Hedges Pond Road	614028	<p>My wife and I have been residents of the Cedarville Village within the Town of Plymouth for the last eleven years. We’re reaching out to support funding to address remediation of traffic issues in this area. It is our understanding that at the MassDOT review process on May 28, approval was granted to add the intersection of Hedges Pond Road/Old County Road/Route 3a to the existing design study to upgrade the intersection of 3a/State Road/Harring Pond Road and the North-bound on/off ramps to Rt 3. We believe funding of this program should be a high priority for MassDOT.</p> <p>Supportive of this request, last October the Cedarville Steering Committee conducted a survey of Cedarville residents. I volunteered to provide statistical analyses of the responses as I have significant experience and skills in that area having been an R&D executive with Procter & Gamble, a very consumer-centric organization, for 31 years. The results of this survey provide overwhelming data-based evidence of community support to urgently fund this project; move it onto the CIP (Capital Improvement Project List).</p> <p>Specifically, the survey consisted of demographic information, open-ended written comments and direct questions relating to traffic and amenities. Responses from 346 Cedarville residents were analyzed.</p> <p>Comments from Open-Ended Questions – “What do you Like/Dislike about living in Cedarville?”</p> <p>• Traffic Problems dominated the negative comments. The word traffic occurred 191 times and “Traffic Problems” represented 53% of all the negative comments.</p> <p>• Negative comments varied by location (based on the demographic responses). Traffic issues were mentioned more frequently by residents east of Rt3.</p> <p>Answers to Direct Questions – Respondents were asked to choose how strongly they agreed with 9 statements using a 5-point scale where 2=Strong Agreement, and -2=Strong Disagreement. Questions that are shaded in the same color are statistically different from the other statements at the 95% confidence level – the level used by the FDA in their consideration of Clinical Trial results.</p> <p>Specific insights include:</p> <p>• Cedarville residents agree that there are traffic problems that present a real safety issue. A score of 2 indicates that 100% of the population “Strongly Agreed” and a 1 indicates that 100% “Somewhat Agreed”.</p>

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Pete	Screnci	Public	Private citizen	Email	Concern	Highway	Plymouth- Corridor Improvements on Route 3A(State Road), From Herring Pond Roadto Hedges Pond Road	614028	I am writing to express my concern that both of these projects, which is one entirely project do not get funded and the work is delayed. We must move forward as soon as possible in funding and construction of this project, well in advance of any work being done for the Sagamore Bridge project, which, as you know, will take years before a shovel in put in the ground for the work at the bridge
Michelle L.	Badger	State Representative	State Rep, 1st Plymouth District	Letter	Support	Highway	Plymouth- Corridor Improvements on Route 3A(State Road), From Herring Pond Roadto Hedges Pond Road	614028	<p>As members of the Massachusetts State Legislative Delegation representing the Plymouth area, we write today in strong support of the recently expanded infrastructure improvement project that now includes both the Hedges Pond Road and Herring Pond Road intersections, as well as the segment of State Road that connects them.</p> <p>We were pleased to learn that on May 28, MassDOT approved the addition of Hedges Pond Road to the previously scoped Herring Pond Road intersection project. This decision reflects not only the merit of the proposal but also the consistent and focused advocacy from the Cedarville and South Plymouth communities who experience these safety challenges daily.</p> <p>This expanded project area addresses a longstanding and well-documented public safety concern. Both intersections are high-risk points along a busy corridor that serves residential neighborhoods, schools, and regional travel routes. The addition of the connecting stretch of State Road strengthens the project by treating this corridor comprehensively, rather than through a piecemeal approach.</p> <p>As this project advances from the Transportation Improvement Plan (TIP) to the Capital Investment Plan (CIP), we urge MassDOT to prioritize its funding. Inclusion in the CIP is a critical next step to ensuring these safety improvements are realized without the community having to wait many more years for action.</p> <p>The Town recognizes the serious safety concerns these intersections pose to this area of Plymouth and has made a clear investment in addressing them. Funding for the design phase is already secured, demonstrating a strong commitment to moving this project forward efficiently. The Town is prepared to approach this collaboratively, with the shared goal of ensuring that both residents and visitors can travel our roadways safely.</p> <p>The residents of our districts have submitted comments, shared personal stories, and engaged in local and regional meetings because this issue affects them deeply. Their input reinforces what we know to be true: infrastructure investments in this corridor will save lives, support economic stability, and improve daily quality of life. We respectfully request your full consideration for inclusion of this project in the FY2025 Capital Investment Plan. Thank you for your commitment to transportation safety and for working with communities to make meaningful improvements where they are needed most.</p>
Michelle	Badger	State Representative	Mass. State Rep	Letter attached to Email to MassDOT (CIP)	Support	Highway	Plymouth- Corridor Improvements on Route 3A(State Road), From Herring Pond Roadto Hedges Pond Road	614028	<p>Good afternoon, On behalf of the Massachusetts State Legislative Delegation representing the Plymouth area, please accept the attached letter in strong support of the recently expanded infrastructure improvement project, which now includes both the Hedges Pond Road and Herring Pond Road intersections, as well as the segment of State Road that connects them.</p> <p>This project is critically important to our region, and the Plymouth Delegation respectfully requests your full consideration for its inclusion in the FY2025 Capital Investment Plan. It represents the kind of strategic investment in transportation infrastructure that not only addresses longstanding needs but also supports economic development and enhances the quality of life for our residents.</p> <p>Thank you for your continued commitment to transportation safety and for working closely with communities to implement meaningful improvements where they are needed most. Please consider this letter an affirmation of strong community support for this priority project.</p>
Cheryl	Zeoli	Public	Private citizen	Email	Concern	Highway	Plymouth- Corridor Improvements on Route 3A(State Road), From Herring Pond Roadto Hedges Pond Road	614028	I am writing as a resident of Cedarville. I have personally witnessed many near miss and more than a couple of accidents at both of the these intersections. They are clearly antiquated and not capable of handling the current traffic traversing these roads. Taking a left out of herring pond is impossible, many folks turn right and turn around also adding to the congestion in this small area. I appreciate your attention to this hazardous location.

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John	York			CIP Public Meeting	Concern	Highway	Possible future bicycle and pedestrian improvement design exceptions for Cape Cod Canal Area as part of the Cape Bridges Program.		Projects in the Cape Cod canal area aren't doable until they are done as part of the Cape Bridges Program. And the Sagamore Bridge is funded, but the Bourne Bridge is not. Which means that [Cape Cod canal area] projects are in this limbo. That if you propose something, it won't get priority, it won't even make it to the original Project Review Committee and get a project number. I'm particularly involved in pedestrian and bicycle projects. Another thing that's happened is there's been several roadway projects that have been done in the last 10 years, where they got a design exception to leave out any bicycle and pedestrian Improvements, because those were supposed to happen as part of the Bridges project. So now we're looking at a backlog of kind of a bicycle-pedestrian desert, and no way to get those bicycle-pedestrian components done, that weren't done before. And then, to make matters worse, the Bridges program now, looks like they're going to be applying for design exceptions to avoid the same bicycle-pedestrian issues. So, we're really stuck. My question for you... is what are the options... to get projects back on MassDOT's priority list, that are orphans from the bridge program, but are in the canal area.
Thomas	Palleria	Public		TIP/STIP	Oppose	Highway	Project #610666:Swampscott–Swampscott Rail Trail	610666	<p>As a concerned citizen of Swampscott, I write this e-mail asking that you please deny and or indefinitely postpone the town of Swampscott’s request for TIP funding for the proposed Swampscott Rail Trail (project #610666). In 2017 the Town of Swampscott voted in a very controversial townwide referendum regarding the allocation of \$850,000 of town funds for the designand land acquisition costs for a potential recreational path in Swampscott. While the vote passed by a small margin (12%) it was a very controversial and divisive vote as town leadership was not honest about the construction of the trail, including the costs to the town, ongoing upkeep of the trail, the need for eminent domain, land ownership rights along the proposed trail, and their relationship with abutters, landowners, and National Grid.</p> <p>As you consider whether or not to fund the Swampscott Rail Trail I would ask that you please consider the following:</p> <p>1) The use of \$8,000,000 Dollars to fund the creation of a recreational dirt walking/bike path in the wealthy town of Swampscott would be an utter waste of taxpayer money. The Town of Swampscott is a wealthy and resource rich town, we have no shortage or recreational options in our town, and we live in close proximity to several existing parks and rail trails including Nahant Beach Reservation, The Lynn Rail Trail, The Salem Rail Trail, The Peabody Rail Trail, the Marblehead Rail Trail and Lynn Woods one of the largest parks in eastern Massachusetts.</p> <p>2) In 2022 the Town of Swampscott spent \$9,000,000 dollars to acquire two parcels of land for open space. If the creation of a recreational trail in Swampscott was as important to the town as some rail trail supporters would have you believe we could have easily invested the money to create the Swampscott Rail Trail on our own. Instead, the only reason why the Rail Trail was approved in the first place is because the town was promised by our leadership that we could get the state to spend taxpayer funds to fund this nice to have nonessential recreational amenity. In short, the town could pay for this themselves, but they are waiting for you to foot the bill.</p> <p>3) Knowing full well that The Town of Swampscott was going to be asking for federal funds to construct their proposed rail trail the Town Of Swampscott was unwilling to consider feasible options that would have reduced the cost to construct the Rail Trail. In short, they have not been good stewards of your grant money.</p>

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							Future of Swampscott rail trail		<p>4) The Town of Swampscott does not have legal authority to acquire the land needed to implement the proposed Swampscott Rail Trail. This was asserted by National Grid in a lawsuit filed against Swampscott in 2023, and while National Grid and Swampscott have since “settled” their lawsuit Swampscott has failed to cure the Warrant Language and thus they do not have legal authority to acquire the needed land to build the proposed Rail Trail.</p> <p>5) As noted above, in 2017 the Town of Swampscott voted to fund the design of the Rail Trail and the acquisition of the needed land rights to implement the proposed rail trail. With that said the town has had funding approved to acquire the needed land rights for over 8 years and they have FAILED to acquire the land/land rights needed to construct the proposed trail. As of today, they have not yet acquired the needed surveys/appraisals to value the land they need to acquire the land and they have not acquired the land needed for the Rail Trail. This is not a shovel ready project and the towns inability to acquire the land / land rights needed for the rail trail prove out the fact that they have not been able to acquire the land needed for this trail. They either lack the funding, are waiting for your grant money to “buy” the land rights and or lack the legal authority to acquire the land needed for the Trail.</p> <p>6) The town has not paid for appraisals needed for the eminent domain takings it would need to secure the land rights needed for the rail trail. They took land from National Grid with only \$100 dollars of compensation which National Grid deemed as essentially no compensation at all. Subsequently National Grid paid for an appraisal which valued their land at over 1MM far more money than the town has available for any eminent domain takings. Beyond the National Grid takings there are over 80 town residents who own land that the town must acquire rights to for the trail and they have not yet paid for the requisite appraisals needed prior to such takings. In short, the town does not have the money and cannot prove they have the money needed to acquire the land needed to develop a trail.</p> <p>7) In August 2019 the town of Swampscott presented a letter of intent to Swampscott’s Conservation commission which was denied. In response to the request the Conservation Commission paid for a study of the rail trail plans/proposed project and as a result published a list of findings for the town to address. The town has not addressed any of the findings, they have not updated their plans and they have not yet resolved this issue and or gained approval from the Conservation Commission to proceed. It has been 6 years since the Conservation Commission has denied the town letter of intent.....in this time the town has not been able to “cure” the issues presented by the.</p>
Jo	Comerford	State Senator	Mass. State Senate	Letter	Support	Highway	Projects in the Hampshire, Franklin, Worcester district included in the draft 2026-2030 CIP.		Thank you for their inclusion. I would request that MassDOT properly fund all of these projects and plan for inflation accordingly in the allocations in the CIP.
Peter	Meier	Municipal Elected	Selectboard, Town Of Bourne	CIP Public Meeting	Request	Highway	Request that proposed sidewalk by Upper Cape Technical High School on Route 6, Sandwich Road be connected to Gallo Ice Area.		At the bottom of the hill (From Upper Cape Tech HS) on Route 6, Sandwich Road, diagonally across the street is Gallo Ice Arena. If we connect the proposed sidewalk from Upper Cape Tech to Gallo Ice Arena, then the students can be safe while walking to the arena for ice hockey practice. It also connects to the Canal Service Road, which gets people to safely walk and ride a bike.
Peter	Meier	Municipal Elected	Selectboard, Town Of Bourne	CIP Public Meeting	Request	Highway	Request that proposed sidewalk by Upper Cape Technical High School on Route 6, Sandwich Road be connected to the Canal Service Road		At the bottom of the hill (From Upper Cape Tech HS) on Route 6, Sandwich Road, diagonally across the street is Gallo Ice Arena. If we connect the proposed sidewalk from Upper Cape Tech to Gallo Ice Arena, then the students can be safe while walking to the arena for ice hockey practice. It also connects to the Canal Service Road, which gets people to safely walk and ride a bike.
John	York			CIP Public Meeting	Request	Highway	Request to get bicycle and pedestrian improvement in Cape Cod Canal Area on MassDOTs priority list. They are not getting done and are not getting in the Project Review Committee or getting a project number.		Projects in the Cape Cod canal area aren't doable until they are done as part of the Cape Bridges Program. And the Sagamore Bridge is funded, but the Bourne Bridge is not. Which means that [Cape Cod canal area] projects are in this limbo. That if you propose something, it won't get priority, it won't even make it to the original Project Review Committee and get a project number. I'm particularly involved in pedestrian and bicycle projects. Another thing that's happened is there's been several roadway projects that have been done in the last 10 years, where they got a design exception to leave out any bicycle and pedestrian Improvements, because those were supposed to happen as part of the Bridges project. So now we're looking at a backlog of kind of a bicycle-pedestrian desert, and no way to get those bicycle-pedestrian components done, that weren't done before. And then, to make matters worse, the Bridges program now, looks like they're going to be applying for design exceptions to avoid the same bicycle-pedestrian issues. So, we're really stuck. My question for you... is what are the options... to get projects back on MassDOT's priority list, that are orphans from the bridge program, but are in the canal area.
Peter	Meier	Municipal Elected	Selectboard, Town Of Bourne	CIP Public Meeting	Request	Highway	Requests replacement of entrance of the Upper Cape technical high school due to safety issues.		I'm here tonight to advocate for the replacement of the entrance of the Upper Cape technical high school entrance due to due to various safety concerns. It's on the proposed Bourne Bridge Replacement Project, and with that funding uncertain... on the capital improvement plan list. Students have been injured, adults have had auto accidents, and students walk down the hill and onto that road, which is unsafe as well.

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Roger	Forget	Municipal Staff	Superintendent, Upper Cape Cod Regional Technical School	CIP Public Meeting	Request	Highway	Requests: sidewalk all the way up from the Upper Cape Cod Regional Technical School to Dunkin' Donuts, crosswalk and light at the school due to safety concerns- accidents and one fatality.		I'm the superintendent at Upper Cape Cod Regional Technical School. I actually have spoken with the district. The district had promised to put a sidewalk all the way up from the school up to Dunkin' Donuts. That was 9 months ago, nothing's been done. And I haven't heard back from the district to actually outlines that project and where we are moving forward. Having sat in on the bridge project and the advisory committee, I am all in favor of replacement of the bridges and what MassDOT is looking to do. But the safety of the students, especially with the change in regulations to schools, is paramount. And something needs to be done. It's not a matter of if, it's a matter of when someone will be injured. We have students that are walking up on the shoulder of a state highway, Route 6, with no sidewalks, there's no crosswalk, and there needs to be a light. We have already had a fatality at the entrance of Upper Cape Tech. So, I'm advocating for that. And looking for assistance everywhere I can.
Dan	Van Schalkwyk	Municipal Staff	Town of Ayer Public Works	Letter	Request	Highway	Resurfacing & Related Work on Route 2A (Fitchburg Road & Park Street)	606640	1. Ayer previously submitted this as a TIP project but never proceeded. 2. Ayer frequently receives complaints regarding the condition of the intersection of Park Street, Fitchburg Road, and Groton School Road. 3. Ayer’s observations at this intersection include: a. Unsatisfactory pedestrian safety. b. Difficult vehicle operation entering Park Street from a stop at Groton School Road. c. Drivers do not understand if a vehicle traveling northbound on Park Street is heading northbound to Groton School Road, or westbound to Fitchburg Road. 4. An approved 106-unit housing complex at 65 Fitchburg Road will begin construction in 2027. There’s potential for additional future developments of this scale on Fitchburg Road. 5. MassDOT District 3 is planning a pedestrian and bicycle safety improvement project for this corridor. Ayer requests MassDOT include geometric improvements to the intersection of Park Street, Fitchburg Road, and Groton School Road as part of this project.
Dan	Van Schalkwyk	Municipal Staff	Town of Ayer Public Works	Letter	Request	Highway	Roadway Rehabilitation on Route 2A/111 (Park Street & Main Street)	609227	1. This project is currently in the design phase. The project is programmed through the MPO for construction in 2029. 2. Ayer anticipates this project will be construction-ready by 2027. Ayer reinforces the need to program sooner than 2029. 3. Ayer hopes to begin construction of this project before 2029 for many reasons, including: a. A 2024 Road Safety Audit revealed numerous concerns such as speeding, pedestrian & bicycle safety, corridor operations and geometry, and inadequate lighting. b. Main Street is Ayer’s downtown and main business hub and economic center. c. The MBTA Commuter Rail and Nashua River Rail Trial are adjacent to this corridor. d. There is increasing need and pressure to install traffic signals at the intersection of Park Street and Main Street.
Anonymous		Public	Public	TIP/STIP	Concern	Highway	Roadway Safety		People drive fast down Old Colony - not the speed limit. Possible need for a raised crosswalk and / or a RRFB.
Anonymous		Public	Public	TIP/STIP	Concern	Highway	Roadway Safety, speed limit on 6A		Review speed limit on Route 6A – particularly in Brewster – why does it go up to 40 mph in the center of town?
Mitchell	Flaherty	Public	Public	TIP/STIP	Request	Highway	Route 28 - Bicycle/Pedestrian Connectivity		For Falmouth's Route 28 work it looks like it's only the N-S from Falmouth to Bourne, is there any plan in the works to address Route 28 E-W from Falmouth to Mashpee? It would be great if there was a bike path on 28 to connect East Falmouth to the Shining Sea Bike path and towards the town of Mashpee.
Anonymous		Public	Public	TIP/STIP	Support	Highway	Route 6A Improvements, Crosby Lane		Support for improvements to the Route 6A Crobsey Lane Crossing
Jo	Comerford	State Senator	Mass. State Senate	Letter	Support	Highway	Safe Routes to Schools		These projects have brought increased safety, reliability, and modernization to my district and the Commonwealth.
Jo	Comerford	State Senator	Mass. State Senate	Letter	Support	Highway	Shared Streets and Spaces,		These projects have brought increased safety, reliability, and modernization to my district and the Commonwealth.
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Concern	Highway	Shrewsbury - Intersection & Signal Improvement at US 20 (Hartford Turnpike) at Grafton Street	607764	The Partnership would like to express concern regarding projects that have been rescheduled to later years than previously planned. In particular, we are chagrined to see two projects in Shrewsbury moved from FY 2028 to FY 2030; these projects are of significant economic importance to the Town of Shrewsbury and the entire Route 20 corridor. Their delayed implementation could potentially impede crucial developments and hinder the region's overall transportation efficiency and safety.
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Concern	Highway	Shrewsbury/Northborough - Rehabilitation & Box Widening on Route 20, From Route 9 to South Street	610825	The Partnership would like to express concern regarding projects that have been rescheduled to later years than previously planned. In particular, we are chagrined to see two projects in Shrewsbury moved from FY 2028 to FY 2030; these projects are of significant economic importance to the Town of Shrewsbury and the entire Route 20 corridor. Their delayed implementation could potentially impede crucial developments and hinder the region's overall transportation efficiency and safety.
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Support	Highway	Shrewsbury/Worcester - Bridge Preservation, S-14 -021--W-44-115 (1 RA & 1 RB), I-290 (EB And WB) Over Combination of Lake Quinsigamond and Lake Avenue North.	612874	In the current Draft TIP, the Partnership strongly supports the inclusion of the following funded projects at their designated year of funding (2028) and budgeted amounts.

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Ben	de la Cretaz	Public		Email	Request	Highway	Sidewalk and Safety Improvments on Randolph Avenue, Milton, between Chickatawbut Road and Reedsdale Road (Route 28) should be added CIP .		<p>I’m writing as a resident of Hilltop Street in Milton to express strong support for sidewalk and safety improvements along Randolph Avenue, specifically the stretch between Chickatawbut Road and Reedsdale Road.</p> <p>As an avid cyclist and a parent of two daughters who will be attending Pierce and Collicot schools in the fall, I find this corridor deeply unsafe for biking or even walking with children. Despite a past corridor study recommending this as a key safety improvement, I was disappointed to see that it is not included in the current draft of the 5-year capital plan. The sidewalk on our side of Randolph is narrow and poorly maintained, and biking alongside traffic is dangerous—even for experienced cyclists like me.</p> <p>This route is critical for families like ours who would love to commute sustainably and safely within our town. Right now, it feels like we’re putting our lives at risk simply trying to bike to school or connect to town centers.</p> <p>I urge you to include this sidewalk improvement project in the final version of the 5-year plan. It would dramatically increase safety, accessibility, and quality of life for residents of this neighborhood.</p> <p>Thank you for your consideration and public service.</p>
Joanne	Leveroni	Public		Email	Concern	Highway	Sidewalk and saftey improvements on Randolph Ave in Milton		Please consider making Randolph Ave safely navigable by pedestrians in your 5 yr capital plan- it’s not just a secondary hwy for cut through travels- PEOPLE LIVE THERE, and these residents are neglected in so many ways!!! PLEASE HELP US! We need wider, safer sidewalks so as not to be struck and disabled by extended truck mirrors that constantly travel on this road.
Roger	Parsons	Public	Unknown	Email	Request	Highway	Sidewalk Repair and Expansion	n/a	I would like to see a comprehensive plan developed for sidewalk repair and expansion state wide.
Richard	Pierce (?)	Municipal Staff	SRPEDD Commissioner	CIP Public Meeting	Concern	Highway	Somerset- Intersection Improvements at Route 6 and Lees River Ave, Safety issues	611980	So my question relates to an intersection in Somerset , which I believe is on the 5-year plan already. It's the intersection of Route 6 and Lees River Avenue, and it's one of either the 5 or 10 most dangerous intersections in the state. There was a presentation at a Board of Selectmen's meeting about the project, and it appeared to be moving along. And then, only by reading the minutes of the either Joint Transportation committee or the MPO meeting, I found out and passed on to the town that the project had been pushed back either one or two years. Can you tell me how communication runs in a situation like that, where the presentation is made to the Board of Selectmen, and then there's a decision to move it back, either at least one year,and possibly two, wthout further communication with the community, unless perhaps there was, and in my capacity as SRPEDD Commissioner, I was just not aware of it.
Richard	Pierce (?)	Municipal Staff	SRPEDD Commissioner	CIP Public Meeting	Question	Highway	Somerset- Intersection Improvements at Route 6 and Lees River Ave, Safety issues, Project Timing	611980	So my question relates to an intersection in Somerset , which I believe is on the 5-year plan already. It's the intersection of Route 6 and Lees River Avenue, and it's one of either the 5 or 10 most dangerous intersections in the state. There was a presentation at a Board of Selectmen's meeting about the project, and it appeared to be moving along. And then, only by reading the minutes of the either Joint Transportation committee or the MPO meeting, I found out and passed on to the town that the project had been pushed back either one or two years. Can you tell me how communication runs in a situation like that, where the presentation is made to the Board of Selectmen, and then there's a decision to move it back, either at least one year, and possibly two, wthout further communication with the community, unless perhaps there was, and in my capacity as SRPEDD Commissioner, I was just not aware of it.
Andrew	Bogacz	Public		TIP/STIP	Request	Highway	Southampton Greenway Rail Trail	613484	The Southampton Greenway is a priority for the Town and citizens of Southampton. The Greenway will provide important health and transportation benefits for residents of all ages in Southampton and surrounding communities. Last year the project was on the draft TIP for FY 2028 but never made it onto the final TIP. We hope that Southampton Greenway Rail Trail (Project number 613484) will be on the FY 2029 TIP and be fully funded in FY 2029. This is something our town has been fighting for since the 1990’s and it’s sad that we still have nothing done.
Jonas	Patruno	Public		TIP/STIP	Request	Highway	Southampton Greenway Rail Trail	613484	I am writing to express my strong support for the inclusion of the Southampton Greenway Rail Trail (Project #613484) in the Fiscal Year 2029 Transportation Improvement Program (TIP). The Southampton Greenway represents an incredible opportunity to improve safe, accessible, and healthy transportation options for residents and visitors of Southampton and the surrounding Pioneer Valley region. The trail will provide a safe corridor for bicyclists and pedestrians of all ages and abilities, support active lifestyles, reduce vehicle emissions, and strengthen regional connectivity. I was pleased to see that the current draft of the TIP includes \$17.6 million in proposed funding for the Greenway in FY2029. This support would bring to life a long-standing vision in our community. It’s important to note that Southampton voters recently reaffirmed their commitment to the Greenway by unanimously approving Article 29 at the May 6 Town Meeting, dedicating \$66,000 in local funds as a match for a 2025 MassTrails grant to advance design efforts. I respectfully urge the MPO and PVPC to finalize this commitment by ensuring that the Greenway is included in the FY2029 TIP and that the full construction funding is secured. Your leadership and support will make a lasting difference in the lives of residents across our region.

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Jill	Patruno	Public		TIP/STIP	Request	Highway	Southampton Greenway Rail Trail	613484	I am writing to express my strong support for the inclusion of the Southampton Greenway Rail Trail (Project #613484) in the Fiscal Year 2029 Transportation Improvement Program (TIP). The Southampton Greenway represents an incredible opportunity to improve safe, accessible, and healthy transportation options for residents and visitors of Southampton and the surrounding Pioneer Valley region. The trail will provide a safe corridor for bicyclists and pedestrians of all ages and abilities, support active lifestyles, reduce vehicle emissions, and strengthen regional connectivity. I was pleased to see that the current draft of the TIP includes \$17.6 million in proposed funding for the Greenway in FY2029. This support would bring to life a long-standing vision in our community. It's important to note that Southampton voters recently reaffirmed their commitment to the Greenway by unanimously approving Article 29 at the May 6 Town Meeting, dedicating \$66,000 in local funds as a match for a 2025 MassTrails grant to advance design efforts. I respectfully urge the MPO and PVPC to finalize this commitment by ensuring that the Greenway is included in the FY2029 TIP and that the full construction funding is secured. Your leadership and support will make a lasting difference in the lives of residents across our region.
Olivia	Patruno	Public		TIP/STIP	Request	Highway	Southampton Greenway Rail Trail	613484	I am writing to express my strong support for the inclusion of the Southampton Greenway Rail Trail (Project #613484) in the Fiscal Year 2029 Transportation Improvement Program (TIP). The Southampton Greenway represents an incredible opportunity to improve safe, accessible, and healthy transportation options for residents and visitors of Southampton and the surrounding Pioneer Valley region. The trail will provide a safe corridor for bicyclists and pedestrians of all ages and abilities, support active lifestyles, reduce vehicle emissions, and strengthen regional connectivity. I was pleased to see that the current draft of the TIP includes \$17.6 million in proposed funding for the Greenway in FY2029. This support would bring to life a long-standing vision in our community. It's important to note that Southampton voters recently reaffirmed their commitment to the Greenway by unanimously approving Article 29 at the May 6 Town Meeting, dedicating \$66,000 in local funds as a match for a 2025 MassTrails grant to advance design efforts. I respectfully urge the MPO and PVPC to finalize this commitment by ensuring that the Greenway is included in the FY2029 TIP and that the full construction funding is secured. Your leadership and support will make a lasting difference in the lives of residents across our region.
Miles	Patruno	Public		TIP/STIP	Request	Highway	Southampton Greenway Rail Trail	613484	I am writing to express my strong support for the inclusion of the Southampton Greenway Rail Trail (Project #613484) in the Fiscal Year 2029 Transportation Improvement Program (TIP). The Southampton Greenway represents an incredible opportunity to improve safe, accessible, and healthy transportation options for residents and visitors of Southampton and the surrounding Pioneer Valley region. The trail will provide a safe corridor for bicyclists and pedestrians of all ages and abilities, support active lifestyles, reduce vehicle emissions, and strengthen regional connectivity. I was pleased to see that the current draft of the TIP includes \$17.6 million in proposed funding for the Greenway in FY2029. This support would bring to life a long-standing vision in our community. It's important to note that Southampton voters recently reaffirmed their commitment to the Greenway by unanimously approving Article 29 at the May 6 Town Meeting, dedicating \$66,000 in local funds as a match for a 2025 MassTrails grant to advance design efforts. I respectfully urge the MPO and PVPC to finalize this commitment by ensuring that the Greenway is included in the FY2029 TIP and that the full construction funding is secured. Your leadership and support will make a lasting difference in the lives of residents across our region.
Stephen	Donnelly	Public		TIP/STIP	Request	Highway	Southampton Greenway Rail Trail	613484	The Southampton Greenway is a priority for the Town and citizens of Southampton. The Greenway will provide important health and transportation benefits for residents of all ages in Southampton and surrounding communities. Last year the project was on the draft TIP for FY 2028 but never made it onto the final TIP. We hope that Southampton Greenway Rail Trail (Project number 613484) will be on the FY 2029 TIP and be fully funded in FY 2029.
Catherine	Youngen	Public		TIP/STIP	Request	Highway	Southampton Greenway Rail Trail	613485	The Southampton Greenway is a priority for the Town and citizens of Southampton. The Greenway will provide important health and transportation benefits for residents of all ages in Southampton and surrounding communities. Last year the project was on the draft TIP for FY 2028 but never made it onto the final TIP. We hope that Southampton Greenway Rail Trail (Project number 613484) will be on the FY 2029 TIP and be fully funded in FY 2029.
Laurence	Mase	Public		TIP/STIP	Request	Highway	Southampton Greenway Rail Trail	613486	Southampton been the weak link in uniting paths throughout western Ma and Connecticut. Our beautiful town has no bike paths and very few side walks. We must make our town safer and more inviting for our residents here and beyond.
Susan	Seybolt	Public		TIP/STIP	Request	Highway	Southampton Greenway Rail Trail	613487	Please support the Southampton Greenway project. This path will mean so much to the community - a way to build an important link to the local communities
Ellen	Senghas	Advocacy Group	Southampton Greenway Committee, member	TIP/STIP	Support	Highway	Southampton- Greenway Rail Trail Construction, from Coleman Road to Route 10	613484	As a member of the Southampton Greenway Committee I am writing in support of the Southampton Greenway. The Southampton Greenway is a high priority for the Town and citizens of Southampton. This Rail Trail will provide important health and transportation benefits for residents of all ages in Southampton and surrounding communities. Last year the project was on the draft TIP for FY 2028 but never made it onto the final TIP. We hope that Southampton Greenway Rail Trail (Project number 613484) will be on the FY 2029 TIP and be fully funded in FY 2029.
Maureen	Sheehan	Public	PVPC	TIP/STIP	Request	Highway	Southampton Greenway/Rail Trail	613484	The Southampton Greenway is a priority for the citizens of Southampton. It will provide health, transportation, and recreation for all ages in our community and surrounding communities as well. PLEASE put the Southampton Rail trail (project # 613484 on the FY 2029. Thank you.

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David	Alton	Public	PVPC	TIP/STIP	Request	Highway	Southampton Greenway/Rail Trail	613484	<p>As new residents who moved to Southampton in October 2024, my wife and I strongly support the Southampton Greenway project. Our house is located close to the entrance to the Manahan Rail trail and we've experienced firsthand how these trails enhance quality of life through safe routes for exercise, commuting, and leisure.</p> <p>Access to the rail trail network was actually a significant factor in our decision to move to this area and we deeply believe Southampton residents deserve the same access to this wonderful regional network. I was pleased to see the project in the draft TIP for FY 2028.</p> <p>I'm hopeful that the Southampton Greenway Rail Trail (Project #613484) will secure a place on the FY 2029 TIP with full funding.</p> <p>Thank you for your dedication to improving our regional transportation network. Your support for the Southampton Greenway will create lasting benefits for our new hometown and the entire region.</p>
Anonymous	Anonymous	Public	PVPC	TIP/STIP	Request	Highway	Southampton Greenway/Rail Trail	613484	<p>The Southampton Greenway Rail Trail is a top priority for the Town and for the citizens of Southampton. The Greenway will provide important health and wellness benefits for residents of all ages in Southampton and the surrounding communities. Our Greenway also will allow townspeople to use less motorized vehicles to commute to work, school and for their pleasure. Over time, Southampton will benefit in many ways.</p> <p>Last year our project was on the Transportation Improvement Program (TIP) for FY 2028, we are concerned that it was not included on the final TIP.</p> <p>We are looking forward to the Southampton Greenway Rail Trail (Project # 613484) being included on the FY 2029 TIP and that construction funding will available in FY 2029.</p>
Jennifer	Roberge	Public	PVPC	TIP/STIP	Request	Highway	Southampton Greenway/Rail Trail	613484	<p>I am writing to express my strong support for the inclusion of the Southampton Greenway Rail Trail (Project #613484) in the Fiscal Year 2029 Transportation Improvement Program (TIP). The Southampton Greenway represents an incredible opportunity to improve safe, accessible, and healthy transportation options for residents and visitors of Southampton and the surrounding Pioneer Valley region. The trail will provide a safe corridor for bicyclists and pedestrians of all ages and abilities, support active lifestyles, reduce vehicle emissions, and strengthen regional connectivity.</p> <p>I was pleased to see that the current draft of the TIP includes \$17.6 million in proposed funding for the Greenway in FY2029. This support would bring to life a long-standing vision in our community. It's important to note that Southampton voters recently reaffirmed their commitment to the Greenway by unanimously approving Article 29 at the May 6 Town Meeting, dedicating \$66,000 in local funds as a match for a 2025 MassTrails grant to advance design efforts.</p> <p>I respectfully urge the MPO and PVPC to finalize this commitment by ensuring that the Greenway is included in the FY2029 TIP and that the full construction funding is secured. Your leadership and support will make a lasting difference in the lives of residents across our region.</p>
Carl	Nearey	Public	PVPC	TIP/STIP	Request	Highway	Southampton Greenway/Rail Trail	613484	<p>I am writing to express my strong support for the inclusion of the Southampton Greenway Rail Trail (Project #613484) in the Fiscal Year 2029 Transportation Improvement Program (TIP). The Southampton Greenway represents an incredible opportunity to improve safe, accessible, and healthy transportation options for residents and visitors of Southampton and the surrounding Pioneer Valley region. The trail will provide a safe corridor for bicyclists and pedestrians of all ages and abilities, support active lifestyles, reduce vehicle emissions, and strengthen regional connectivity.</p> <p>I was pleased to see that the current draft of the TIP includes \$17.6 million in proposed funding for the Greenway in FY2029. This support would bring to life a long-standing vision in our community. It's important to note that Southampton voters recently reaffirmed their commitment to the Greenway by unanimously approving Article 29 at the May 6 Town Meeting, dedicating \$66,000 in local funds as a match for a 2025 MassTrails grant to advance design efforts.</p> <p>I respectfully urge the MPO and PVPC to finalize this commitment by ensuring that the Greenway is included in the FY2029 TIP and that the full construction funding is secured. Your leadership and support will make a lasting difference in the lives of residents across our region.</p>

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Wendy	Hammerle	Public	PVPC	TIP/STIP	Request	Highway	Southampton Greenway/Rail Trail	613484	The Friends of the Manhan Rail Trail in Easthampton wholeheartedly support the development of the Southampton Greenway. The Greenway will connect to the southern trail head of the Manhan Rail Trail, a heavily used section of our multi-use path that is frequented by residents of Southampton. We know that our trail provides economic, health and social benefits to our city and we expect the Southampton Greenway to do the same in their town. Such trails provide recreational outlets for people of all ages and abilities, and they also provide ecological benefits by encouraging cycling or walking in lieu of driving. Equally important is the fact that the Southampton trail will be a very important link in the New Haven & Northampton Canal Greenway, an 80+ mile multi-use path in Massachusetts and Connecticut, with a focus on strengthening tourism and recreational opportunities along its corridor. We strongly urge you to do whatever you can to get the Southampton Greenway Rail Trail (Project no. 613484) on the FY 2029 TIP and be fully funded that year.
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Concern	Highway	Sudbury /Wayland - Mass Central Rail Trail (moved from FY27 to FY28)	610660	While the Partnership understands that the MPO is conducting its planning work under significant resource constraints, we would like to express concern with the proposed project delays.
James	Eldridge	State Senator	State Senator (Middlesex and Worcester)	Legislative Briefing	Question	Highway	SUDBURY- WAYLAND- MASS CENTRAL RAIL TRAIL (MCRT)	610660	Is Mass. Central Rail Trail included in the CIP?
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Support	Highway	Sudbury/Framingham - Bike Path Construction of Bruce Freeman Rail Trail, from the Sudbury Diamond Railroad Crossing to Eaton Road West	613319	The Partnership supports the continued inclusion of the project at its current funding and schedule
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Support	Highway	Sudbury/Wayland - Mass Central Rail Trail (MCRT)	610660	The Partnership supports the continued inclusion of the project at its current funding and schedule
Benjamin	Bayes	Public		TIP/STIP	Request	Highway	Sudbury-Wayland–Mass Central Rail Trail (MCRT)	610660	<p>I have just read the draft TIP FFYS 2026-30. Of special importance to me is project 610660, Sudbury-Wayland: Mass Central Rail Trail. This project was originally proposed for TIP funding & construction in 2027 per the 2023 MassDOT 25% review and public meeting, see page 36 of the presentation: https://www.mass.gov/doc/mcrt-wayland-to-sudbury-sub-station-presentation-2023-3-2/download. It is my understanding that this project in March 2025 accepted the 75% design review (per TIP project page of 610660) and DCR intends to have the 100% design and permitting completed in 2026 per the MCRT-Wayside page: https://www.mass.gov/info-details/mass-central-rail-trail-wayside. A</p> <p>As the decades-awaited Sudbury-Hudson MCRT section is being paved starting literally today (April 28 2025) and anticipated to be complete in 2026, it is crucial that the Sudbury-Wayland MCRT funding does not slip to 2028, instead keeping the original proposed 2027 date at minimum.</p> <p>The Sudbury-Wayland build creates a vast Massachusetts trail network from Waltham to Hudson on the MCRT, and beyond with the Assabet River Rail Trail to Marlborough and the Bruce Freeman Rail Trail to Lowell. It is a "keystone" project in the regional Massachusetts shared use path network. The alternative Route 20 connection is very hazardous to pedestrians and bicyclists, lacking even a sidewalk.</p> <p>Please, move the TIP funding of the Sudbury-Wayland: Mass Central Rail Trail project forward from 2028.</p>
David	Watson		Watson Active LLC	CIP Public Meeting	Support	Highway	Support for Complete Streets Program		Working with Hilltown Community Development Corps with towns to engage with Complete Streets. Thank you for level funding for Complete Streets, it's a wonderful program that helps communities think more broadly about transportation, and safety of vulnerable road users.

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Andrea	Calamita	Public		TIP/STIP	Oppose	Highway	Swampscott–Swampscott Rail Trail	610666	<p>I was a proud resident of Swampscott for 52 years. I am writing to respectfully urge you to continue withholding funding for the Swampscott Rail Trail project, specifically the section that runs between Bradley Avenue and Humphrey Street — a place I once called home.</p> <p>The uncertainty and stress surrounding this project ultimately led me to make the heartbreaking decision to sell my home and leave the town I had lived in my entire life. As a civil servant, I was deeply concerned about the potential legal costs I might incur to defend my property rights. Although I have since moved, I remain very concerned for my friends and former neighbors who still reside along this portion of the proposed trail. This section of land is, without question, owned by the adjacent property owners. While the town asserts that the landowners will retain ownership of the ground beneath the easement even if it is taken through eminent domain, the reality is that the character and use of the land will be permanently altered — and it will never truly be returned to those owners.</p> <p>While I have never been opposed to the idea of a rail trail in principle, I strongly object to the use of eminent domain for a recreational project. Eminent domain is intended for essential public needs such as hospitals, schools, and infrastructure — not for leisure trails.</p> <p>This segment of the trail runs through a densely populated area, and many residents have long maintained the land as part of their backyards. It is a beautiful, tree-lined corridor filled with mature vegetation — one that would be devastated by clearing and construction. As an alternative, residents have proposed rerouting the trail along a quiet adjacent street just in front of the rail corridor. Sadly, the town has been unwilling to consider this or any other compromise outside the current planned route.</p> <p>For the sake of current homeowners and the integrity of the community, I respectfully ask that you decline funding for this project until the Town of Swampscott is willing to seriously explore alternative options. Although I miss my hometown dearly, I do not miss the anxiety and pressure caused by how this project was handled at the local level.</p>
Templeton Board of Selectmen		Municipal Elected		TIP/STIP	Support	Highway	Templeton- Reconstruction Of Route 68, From King Phillip Trail (Route 202) North To The Phillipston Town Line (2.65 Miles)	608424	Support of and re-commitment to Project # 608424
Cole	Rainey-Slavick	Public		TIP/STIP	Concern	Highway	TIP Investment Priorities		<p>I am writing to express my concern that, although there has been some progress, stated values and planned funding are still misaligned. In the Regional Target Investment section, Major Infrastructure—Roadway (typically highway projects) exceeds Bicycle Network and Pedestrian Connections, Community Connections (allocated and unallocated), Intersection Improvements, and Transit Transformation (allocated and unallocated) combined, and considerably. Additionally in the MassDOT Highway Program Investment Summary, more money is given to Interstate pavement than safe routes to schools, Bicycle and pedestrian infrastructure, safety improvements, and accessibility improvements. As such pavement for highways is literally given priority over safety for other road users. What this shows is that the MPO needs to get far more serious about reducing lane capacity, which not only saves money but also improves the local environment (reducing runoff and urban heat island effects). The choice to maintain excessive highway capacity only encourages more driving, while wasting funds that could be put to much better use at actually moving people.</p> <p>Additionally a single highway project, which includes no improvements at all for people outside of automobiles, the Hopkinton and Westborough: Reconstruction of Interstate 90/Interstate 495 Interchange costs \$300,942,837, more than double the total spending exclusively on bicycles and pedestrians. Before you inevitably bring up complete streets as counter argument, those projects also maintain and sometimes even expand roadway capacity as well. So directly comparing spending that goes exclusively to one mode, a single project for drivers is given double the funding of all projects for pedestrians and cyclists. That is unacceptable. You could fund literally dozens of projects, some long planned and delayed, with this money instead.</p> <p>The MPO needs to align its spending with its stated goals. You need to stop dumping seemingly endless streams of money into the bottomless pit of highways (which only increases congestion, pollution, and social isolation) and start getting much more deliberate about how to use limited funds in ways that move more people in fewer vehicles, while contributing to healthier and safer communities. You need to flex more funds from highways to walking, biking, and transit. Ultimately, you need to actually invest more in the alternatives to driving than driving itself or you will never start to actually shift people to other modes. As long as driving is given priority in funding, driving will be the priority mode of transportation for most people.</p> <p>You need to put your money where your mouth is.</p> <p>Thank you for your time and consideration,</p>

Draft MassDOT FY26-30 Capital Investment Plan (CIP) Comments

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Peter	Cormier	Public	Public	TIP/STIP	Question	Highway	Trails		Rail Trail (Sandwich) - the trail ends nowhere, what are the plans for connection? Higgins Crowell has no parking.
Anonymous		Public	Public	TIP/STIP	Concern	Highway	Trails		A lot of road shocks on the trail due to tree roots. Grinding the bumps on the trail has helped a lot with riding.
Anonymous		Public	Public	TIP/STIP	Concern	Highway	Trails		Context sensitivity remains important for sidewalk and bike path projects
Anonymous		Public	Public	TIP/STIP	Support	Highway	Trails		Love the trails on the Cape
Ronard	Suffers	Public	Public	TIP/STIP	Request	Highway	Trails Maintenance		In support of more bike paths and bikeshares. Glad that the trail has been fixed, but certain places are uneven and need better quality / smoothing of repairs.
Sandy	Medeiros	Advocacy Group	South Coast Bikeway Alliance	TIP/STIP	Concern	Highway	Transportation Funding		The South Coast Bikeway Alliance sent a letter detailing concerns with funding for bicycle and pedestrian infrastructure at the federal level to the Massachusetts Secretary of Transportation.
Kevin	Fitzgerald	Public	Unknown	Email	Concern	Highway	U.S. Bicycle Route 7 ("USBR 7") in Lenox connectivity gap at US 7/US 20	N/A	<p>There is a gap for bicycling on US Route 7 in Lenox, MA (Hubbard St. used to cross US 7 until a median was blocked off due to safety issues at the intersection). There is no safe way for cyclists to cross US7/US 20 to continue cycling USBR 7.</p> <p>Writer suggests one of the following be considered for a future project to close this gap: Reroute USBR 7 onto other streets where it is safe for cyclists to cross US 7/US 20:</p> <p>1) One possible route would be for USBR 7 to continue north on Main Street (Route 7A) until it hits US 7/US 20 at the northern end of Veterans Memorial Highway where the pedestrian/bicycle prohibition ends; then go north on US 7/US 20 for about 1 block to East Dugway Road. At the eastern end of East Dugway Road go left onto East Street where USBR 7 has already been established.This would only require a new submission to AASHTO for a future meeting (and maybe new signage if signage is already being installed).</p> <p>2) building a bridge for peds/bikes over US 7/US 20 at Hubbard Rd, builing a bridge for all traffic over US 7/US 20 (no cars or trucks).</p> <p>3) Build a bridge for all traffic over US 7/US 20 to reconnect both segments of Hubbard Road (no ramps connecting to US 7/US 20).</p> <p>4) Build an interchange for Hubbard Road off US 7/US 20. [This would be the most expensive and environmentally damaging option.]</p>
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Support	Highway	Upton - Culvert Replacement, Milford Street (Route 140) Over Unnamed Tributary to Center Brook.	608456	In the current Draft TIP, the Partnership strongly supports the inclusion of the following funded projects at their designated year of funding (2026) and budgeted amounts.
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Support	Highway	Upton - Resurfacing and Related Work on Route 140 and Roundabout Construction at Route 140, Church Street and Grove Street.	608490	In the current Draft TIP, the Partnership strongly supports the inclusion of the following funded projects at their designated year of funding (2028) and budgeted amounts.
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Concern	Highway	Westborough - Fisher Street Improvements (SRTS)	613367	Further, we are concerned with planned delays in the following initiatives, (moved from FY27 to FY28).
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Concern	Highway	Westborough - Roadway Improvements on Route 30 (East Main Street), From Hastings Elementary School to Thomas Newtown Drive	613242	Further, we are concerned with planned delays in the following initiatives (moved from FY27 to FY28).

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Rebecca	Mercuri	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	<p>In accordance with the annual FFYs 2026-2030 Transportation Improvement Program (TIP) comment period, the 187 undersigned persons would like to offer public comment and concern regarding the project #608954, Weston - Route 30 Reconstruction. The signers of this letter oppose funding the project and its current design as the proposed shared use path creates numerous public safety, liability, and environmental concerns along the 3.7-mile corridor. These concerns have been voiced by many residents at public meetings; however, to date, Weston town officials and the consultant, Howard Stein Hudson, have failed to address the concerns and continue to advocate and push for a project design that has considerable community opposition. The most significant unaddressed concerns for the project include safety and environmental impacts, which include:</p> <p>1. The number of vehicles that cross the shared use path each day is a critical safety concern. There are 48 points where motor vehicles will cross the 3.7-mile path and referencing the traffic count data supplied by the consultant, there will be over 9000 vehicles per day crossing the path at unsignalized and uncontrolled intersections. Adding in the heavily travelled signalized intersection at Wellesley Street and Route 30, there will be over 17,000 vehicles crossing the two-way path each day. AASHTO, FHWA, and other documents on shared use path design and safety are very clear about the risks associated with contra-flow cyclists and vehicle crossings. For example: AASHTO Guide for the Development of Bicycle Facilities, Fifth Edition, 2024, p. 3-23</p> <p>“Whenever possible, facilities should be designed to operate as one way in the direction of adjacent motor vehicle traffic, to reduce the amount of information motorists need to make decisions about safe movements.” AASHTO Guide for the Development of Bicycle Facilities, Fifth Edition, 2024, p 7-9 “...people walking and driving may not anticipate bicyclists traveling in the counterflow direction. Motorists entering or crossing the roadway often will not notice bicyclists approaching from their right and motorists turning from the roadway across the bikeway may likewise fail to notice bicyclists traveling the opposite direction from the norm.” Given the 40-45 mph vehicle speeds along Route 30, the high number of vehicles travelling Route 30, and the proliferation of e-bikes travelling 20-30 mph on what will essentially be a “second roadway” adjacent to Route 30, a two-way shared use path in this corridor is a recipe for disaster. This design must be reconsidered.</p> <p>2. Environmental impacts of the project are an immediate and intense concern. To accommodate the shared use path, the project requires clear cutting of more than 4 acres of land along the 3.7-mile length of the project adjacent to Route 30. This clear cutting involves not only uprooting saplings and brush that provide many benefits for the wetlands and wildlife along the corridor, but also the</p>
Louis	Mercuri	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Kayla	Mercuri	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Victoria	Huber	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Tony	Brooke	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Barbara	Gilman	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Richard	Gilman	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Andrew	Fligor	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Diane	Coletti	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Jim	Coletti	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
James	Coletti III	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Jonathan	Chase	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Steve	Butera	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Robert	Ewanoski	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Cliff	Albrecht	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Fernanda	Bourlot	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Rochelle	Nemrow	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Michael	Nemrow	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Allison	Nemrow	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Gregory	Nemrow	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Katherine	Diver	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Neil	Diver	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Gary	Lee	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Margaret	Ewald	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Frank	Caine	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Becky	Ames	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
John	Sallay	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Rachael	Stewart	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Steve	Watson	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Beverly	Watson	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.

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Bruce	Pater	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Paul	Griner	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Margaret	Griner	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Barbara	Baker	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Robert	Froh	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Warren	Pinkert	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Connie	Pinkert	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Robert	Collman	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Kathie	Collman	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
John	Harding	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Linda	Harding	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Cody	Meissner	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Barbara	Meissner	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Hugh	Pearson	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Gustav	Christiansen	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Vibeke	Christiansen	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Paul	Brontas	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Barry	Davidson	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Linda	Davidson	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Nancy	Lutkish	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
David	Osborne	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Susan	Schaefer	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Christi	Halby	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Richard	Trant	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Larine	Levy	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Louis	Grossman	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Jeff	Levy	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Norm	Weinstock	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Sheila	Weinstock	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Sherwin	Greenblat	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Joyce	Flaherty	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Andy	Shaw	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Doug	Shaw	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Richard	Flynn	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Laura	Flynn	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Judy	Whitham	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Anne	Freake	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Raymond	Freake	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Ann	Orr	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Andrew	Zimmerman	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Maura	Zimmerman	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Laura	Wishner	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Richard	Tedlow	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Donna	Staton	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Paul	Donahue	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Lesley	Osborne	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Bill	McConaghy	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Jo	McConaghy	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Amy	Gerson	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Janice	Kaplan	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Nancy	Casper	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Bobby	Casper	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Stephie	Albert	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Miles	Diver	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Matthew	Diver	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Henry	Diver	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.

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Pam	Fondacabe	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Greg	Fondacabe	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Mark	Halfman	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Mia	Halfman	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Laurel	Halfman	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Anna	Halfman	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
John	McDonald	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Nattie	McDonald	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
John	Shane	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Richard	Thomas	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Richard	Hutson	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Harry	Alverson	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Bob	Ackerman	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Nathan	Coolidge	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Lloyd	Dahmen	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Robert	Fosberg	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Chris	Weschler	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Ted	Weschler	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Fred	Filoon	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Harrison	Graham	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Peter	Campanella	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Tim	Richards	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Gordon	Pritchard	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Nathan	Ott	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Kyle	Albert	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Ralph	Linsalata	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
David	Scudder	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Peter	Martin	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Dick	Perkins	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Frank	White	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
John	Reidy	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
John	Ledbetter	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Craig	Lawrence	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Johnathan	Keyes	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Karen	Thomas	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Ed	Eschbach	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Barbara	Eschbach	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Gene	Dahman	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Dana	Callow	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Becky	Callow	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Michelle	Garfinkel	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Justin	Garfinkel	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Brendan	Garfinkel	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Lindsay	Garfinkel	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Steven	Garfinkel	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Amy	Elizabeth	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Usen	Sybil	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Anne	Luchetti	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Amy	Silverstein	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Ross	Silverstein	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Elizabeth	Messina	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Susan	Zarcharias	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Greg	Zarcharias	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Lise	Revers	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Patrick	Ahearn	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.

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Nick	Berardinelli	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Gina	Gagliardi	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Luca	Berardinelli	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Gianni	Berardinelli	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Ann	Gagliardi	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Antonio	Gagliardi	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Drew	Tamoney	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Clarence	Dixon	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Laura	Dixon	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Bahar	Cohen	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Barbara	Fullerton	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Bert	Fullerton	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Anne	Grape	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Nina	Danforth	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Henry	Stone	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Laurie	Endlar Lee	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Richard	Babayan	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Sonya	Neressian	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Alicia	Primer	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Doreen	Mirley	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
John	Mirley	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Nikki	Lee	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Lawrence	Lee	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Lexi	Lee	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Charlotte	Lee	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Haeng	Lee	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Hoon	Lee	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Alison	Barlow	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Ravi	Jasuja	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Guneet	Jasuja	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Douglas	Garron	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Lorna	Garron	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Jennifer	Garron	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Artemis	Willis	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Carol	Burnes	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Jaclyn	McDonald	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Brett	McDonald	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Jessica	Moy	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Jonathan	Moy	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Chris	DiBenedetto	Public	Public	TIP/STIP	Oppose	Highway	Weston- Route 30 Reconstruction	608954	See Text for petition in opposition to Weston Route 30 Construction.
Jim	Hartnett	MPO	Town of Westport	TIP/STIP	Concern	Highway	Westport Route 177 at Roberts/Tickle Road Project	610927	Commenter discussed caution when using evaluation criteria scoring and advocated for leaving the Westport Route 177 at Roberts/Tickle Road project in 2026, for which the town has made significant investments in the design.
Jo	Comerford	State Senator	Mass. State Senate	Letter	Support	Highway	WINCHENDON- INTERSECTION IMPROVEMENTS AT BLAIR SQUARE: FRONT STREET, CENTRAL STREET AND SPRING STREET AND ROUTES 12 AND 202	612771	I want to thank you for the inclusion of the project in the draft 2026-2030 CIP

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First Name	Last Name	Person Type	Affiliation	Source	Position of Comment	Division	Project/Topic	Project ID	Comment
Christopher P	Silva	Public	Public	TIP/STIP	Support	Highway	Woburn–Roadway and Intersection Improvements at Woburn Common, Route 38 (MainStreet), Winn Street, Pleasant Street, and Montvale Avenue	610662	<p>I am submitting public comment in support of project 610662. I live at on Bennett St and am thus either within or directly adjacent to the study area. I appreciate and thank the mpo for directing funds for this effort to fix Woburn Common. The current configuration of Woburn Common is no longer fit for purpose, andI believe that replacing the Winn/Main/Pleasant st intersection with a signalized intersection, as I saw in the most recent plan for Woburn Common, will improve traffic flow and reduce congestion.</p> <p>One challenge with this plan will be that signalized intersections will impose "beg button" waits for pedestrian crossings in some locations where there currently are unsignalized sidewalks where pedestrians have the right of way. While I understand some benefits of signalized crosswalks, all of the signalized crosswalks within Woburn Center are egregiously mistimed, with excessively long phases. This produces a "boy who cried wolf" effect, in which pedestrians typically press the beg button, then after a few seconds see a gap in traffic and cross, with the triggered walk phase only beginning after the beg button has been triggered. There is currently an unsignalized crosswalk walking path from my house to all of the retail stores on Woburn'smain Street where I shop - that is via the crosswalk opposite the courthouse, and then the crosswalk on the north side of Winn St where it intersects with pleasant St. Ideally this path would remain, however I understand that signaling the area limits crosswalk signalization. Thus I request that the walking paths from the Woburn city hall / Bennett St area to main St be designed so there is no more than one signalized crosswalk at which one must wait. The two crosswalk section at common and main St is to be avoided - a signalized crosswalk should proceed directly from the east to West sides of main St in a single crossing phase.I know I may be rambling a bit about crossing phase times, but this is one of the most important quality of life issues which will determine whether this project makes it easier or harder for me to access Main St retail on foot, and I appreciate your attention.</p>
Christopher P	Silva	Public	Public	TIP/STIP	Request	Highway	Woburn–Roadway and Intersection Improvements at Woburn Common, Route 38 (MainStreet), Winn Street, Pleasant Street, and Montvale Avenue. Complete streets: bicycle lanes, reduce number of lanes, reduce cut-through traffic, pedestrian improvements.	610662	<p>The current 4 lanes on common st are ridiculous, and I hope for this to be reduced. It is important that the operations of the MBTA 354 (running east/West from pleasant St to Montvale), and MBTA 134, are not disrupted. The MBTA 134 in particular terminates in Woburn on the current Sunday schedule and must be able to turn around and lay over slightly - there should either be enough space for that bus to park and dwell for a few minutes, or the bus route should be extended to North Woburn 7 days a week in coordination with the MBTA (or to central square where there is an intersection at which the MBTA bus could also turn around). I hope that you are able to implement Complete Streets bike lanes. This will be a challenge. Many local businesses will not want to lose parking outside their storefronts. Parking protected bike lanes may be the best option. If the bike lanes are sometimes a bit narrow, that is okay. I have never seen more sidewalk biking anywhere than I see in Woburn center, because the roads are not safe places to bike and are typically full of cars, bumper to bumper. So I encourage you to try to fit as many bike lanes as you can, within reason, particularly parking protected lanes. Another option for bike access would be to designated a cyclist bypass route for through cyclists, which should either be a low traffic neighborhood route, or full bike lanes. Under this concept through cyclists would be able to use the bypass while cyclists going to local destinations would be expected to either ride on road or walk their bikes, depending on their comfort level.</p> <p>One additional request is to make sure that these roadway improvements designate that church ave / Bennett St is not to be used as a cut through to avoid the traffic lights. Bennett St is a residential street which contains many kids, but still has plenty of cut through traffic due to the current congestion at Woburn common. Hopefully this plan can eliminate this. I encourage you to install a "no through traffic" sign on Church Ave. Personally I am hopeful that walking improvements can be made, as well as cycling and diving improvements. There may be some political resistance from the Woburn city council to some of the complete streets measures, but I am behind them and I am eagerly anticipating this project. Let me know if there's anything I can do to help</p>

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Christopher P	Silva	Public	Public	TIP/STIP	Request	Highway	Woburn–Roadway and Intersection Improvements at Woburn Common, Route 38 (MainStreet), Winn Street, Pleasant Street, and Montvale Avenue. Crosswalks and crosswalk timing.	610662	<p>I am submitting public comment in support of project 610662. I live at on Bennett St and am thus either within or directly adjacent to the study area. I appreciate and thank the mpo for directing funds for this effort to fix Woburn Common. The current configuration of Woburn Common is no longer fit for purpose, andI believe that replacing the Winn/Main/Pleasant st intersection with a signalized intersection, as I saw in the most recent plan for Woburn Common, will improve traffic flow and reduce congestion.</p> <p>One challenge with this plan will be that signalized intersections will impose "beg button" waits for pedestrian crossings in some locations where there currently are unsignalized sidewalks where pedestrians have the right of way. While I understand some benefits of signalized crosswalks, all of the signalized crosswalks within Woburn Center are egregiously mistimed, with excessively long phases. This produces a "boy who cried wolf" effect, in which pedestrians typically press the beg button, then after a few seconds see a gap in traffic and cross, with the triggered walk phase only beginning after the beg button has been triggered. There is currently an unsignalized crosswalk walking path from my house to all of the retail stores on Woburn'smain Street where I shop - that is via the crosswalk opposite the courthouse, and then the crosswalk on the north side of Winn St where it intersects with pleasant St. Ideally this path would remain, however I understand that signaling the area limits crosswalk signalization. Thus I request that the walking paths from the Woburn city hall / Bennett St area to main St be designed so there is no more than one signalized crosswalk at which one must wait. The two crosswalk section at common and main St is to be avoided - a signalized crosswalk should proceed directly from the east to West sides of main St in a single crossing phase.I know I may be rambling a bit about crossing phase times, but this is one of the most important quality of life issues which will determine whether this project makes it easier or harder for me to access Main St retail on foot, and I appreciate your attention.</p>
Alexis	Hosea-Abbott	Advocacy Group	Massachusetts Bicycle Coalition	Letter	Support	MBTA	Green Line Extension in Somerville with the accompanying Community Path		Destination Connectivity: We are pleased that in the presentations of this draft CIP, MassDOT identifies the priority of “expanding passenger rail and bicycle and pedestrian networks to improve access to employment, educational, and other destinations,” and we are very excited about long anticipated rail projects opening throughout the state. Recent projects, such as Green Line Extension in Somerville with the accompanying Community Path, South Coast Commuter Rail that allows bicycles on all trains at all times, the forthcoming Compass Rail out to Western Mass, and hopefully the Northern Tier, which are all important signifiers of MassDOT and MBTA commitment to bring multi-modal transit to more destinations. All of these projects make it more likely that residents can travel without a car. However, we would like to see MassDOT focus on connectivity with these projects to facilitate access to and from these projects by biking, walking, and micro-transit. MassBike encourages MassDOT to prioritize secure, long-term bicycle parking at transit hubs, safe routes to connect to transit centers and key destinations, and an overall focus to create truly accessible transit centers that do not require driving. Individual projects alone do not provide an effortless transition to travel with multi-modal trips, so the projects in this CIP should be evaluated on how they impact multimodal connections in an expansive network, with a goal of expanding options to increase mode shift and reduction in VMT.
James	Hawkins	State Representative	State Rep., 2nd Bristol	Legislative Briefing	Support	MBTA	Rep expressed appreciation for the briefing and the work MassDOT has done at the South Attleboro train station.		State Representative expressed appreciation for the briefing and the work MassDOT has done at the South Attleboro train station.
Alexis	Hosea-Abbott	Advocacy Group	Massachusetts Bicycle Coalition	Letter	Support	MBTA	South Coast Commuter Rail that allows bicycles on all trains at all times		Destination Connectivity: We are pleased that in the presentations of this draft CIP, MassDOT identifies the priority of “expanding passenger rail and bicycle and pedestrian networks to improve access to employment, educational, and other destinations,” and we are very excited about long anticipated rail projects opening throughout the state. Recent projects, such as Green Line Extension in Somerville with the accompanying Community Path, South Coast Commuter Rail that allows bicycles on all trains at all times, the forthcoming Compass Rail out to Western Mass, and hopefully the Northern Tier, which are all important signifiers of MassDOT and MBTA commitment to bring multi-modal transit to more destinations.
Unknown	Unknown	Municipal Staff	Unknown	Email	Question	Other	EV charging stations and EV buses		Where do EV charging stations and EV buses sit in this scheme
Adrienne	Nunez	Other	MMA Legislative Analyst	Email	Question	Other	Governor’s Transportation Funding Plan		Can you speak to the relationship between proposed CIP and the Governor’s Transportation Funding Plan? As well, the plan seems not to include the proposal for \$200m in bond authorization for culverts and small bridges. Anything we should note about that?

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Patrick	Herron	Advocacy Group	Mystic River Watershed Association (MyRWA)	Letter	Support	Other	Greenway projects, McGrath Boulevard		<p>I'm writing to you on behalf of the Mystic River Watershed Association (MyRWA), whose mission is to protect and restore the Mystic River and its tributaries. MyRWA works across 21 municipalities to protect water quality, restore important habitats, build climate resilience, transform parks and paths, inspire youth and grow community. Over the past decade, and with tens of thousands of residents, we have advocated for and taken action on revitalizing the local environment through education, trash removal, water quality improvement, and the creation of a Greenways network, which envisions 25 miles of connected paths and parks from the Mystic Lakes to Boston Harbor (fig. 1).</p> <p>The priority areas set forth in MassDOT’s Beyond Mobility are intrinsically aligned with our organizational mission and vision for the Mystic Greenways network. We applaud MassDOT's Draft FY26-30 Capital Investment Plan, which demonstrates substantial commitment to projects advanced through our greenways vision with an \$86.3 million investment, and further supports critical connections for safety and congestion relief with an additional \$423.1 million (fig. 2).</p> <p>We appreciate the collaboration with MassDOT on these projects and will continue to promote and celebrate these valuable improvements. For your consideration, we have compiled several key takeaways from the draft CIP:</p> <ul style="list-style-type: none">•Consider FY26 funding for Greenway projects to begin construction. Currently, less than 1% of our Greenway vision projects and only 11% of our critical connector projects in the CIP have funding allocated for expenditure before or in FY26. Key projects like the Mystic River Pedestrian Bridge have faced repeated timeline delays, risking increased costs and political complications.•We appreciate MassDOT’s commitment to prioritizing and advancing the McGrath Boulevard project in the CIP, despite its potential for the loss of a 2024 Reconnecting Communities grant award from USDOT for which MyRWA provided a letter of support. The region urgently requires these projects for Beyond Mobility's priorities. MyRWA appreciates MassDOT and others' collaborative efforts in advancing them.
Kathryn	Marks	Public		Email	Concern	Other	Hedges Pond Road and 3A		It concerns me greatly that the intersection of Hedges Pond Road with 3A in Plymouth's Cedarville area is a bad accident wiating to happen. I know there have been numerous minor ones and hundreds of near misses. A traffic light here would certainly help the situation. It would also change the flow of traffic to the entrance out of the Shaws grocery store. It is terrible when you try to turn South out of the Shaws parking lot. If there was a traffic light 100 yards South at the Hedges Pond/3A intersection, there might be regular pause in traffic so cars could more safely exit.
Jeff	Donn	Public		Email	Concern	Other	Hedges Pond Road and 3A Intersection		Concerned about the intersection of Herring Pond Road and Route 3A on the south end of the business district. Traffic backs up a quarter mile or so from the intersection ramp from southbound Route 3. Now become trickier to navigate with recent addition of a car wash exit - a mostly unregulated four-way intersection with only one stop sign as cars go whizzing by at upwards of 50 mph along 3A. It's dangerous and more is needed to regulate traffic here.
Stephen	Buckley	Public	Public	CIP Public Meeting	Question	Other	Public Participation Plan	n/a	Is all of this public engagement consistent with the latest public engagement plan by MassDOT? And I know they put a draft out for a comment late last year, but then it fell off the edge of the earth. I've not been able to find out this status of whether it ever got finalized.
Caroline	Chappin	Public	Plymouth Resident	Email	Support	Other	Rt 3A/Hedges Pond Road Intersection Safer		In support of making Rt 3A/Hedges Pond Road intersection in Plymouth safer. It is a hair raising experience to use that intersection and I have a number of near misses, advised my children when they were novice drivers to avoid if possible, and with all the growth in south Plymouth (Pinehills and RedBrook developments in particular) the traffic has increased in recent years.
MassDOT		Other	MassDOT	TIP/STIP	Request	Other	TIP Document		MassDOT provided suggested revisions to the TIP Document including reference errors, appendix updates, terminology updates, general grammatical updates, as well as providing updated tables in the appendices.
MassDOT		Other	MassDOT	TIP/STIP	Request	Other	TIP Document		Update terminology to meet current federal requirements
Yi-An	Huang	Municipal Staff		TIP/STIP	Support	OTP	Cambridge- Bluebikes Stateof Good Repair, 8 Stations and 65 Pedal Bikes	S12960	<p>Community Connections Project – Bluebikes</p> <p>The City also appreciates the MPO's continued commitment to the Bluebikes system as an additional public transportation option for the region. This Community Connections project in the amount of \$223/715.25 will replace seven Bluebikes stations in that were originally installed in Cambridge when the system launched in 2012. The "Bluebikes State of Good Repair" project (ID number S12960) is critical to keeping the system in good working order. This project will allow the City to maintain both stations and bicycles at some key locations in FFY 2026.</p> <p>Thank you in advance for your support for these requests. We look forward to working with the MPO on these and future important transportation projects and initiatives in the region.</p>

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B. Seth	Gadbois	Advocacy Group	Clean Transportation Attorney, Conservation Law Foundation	Letter	Request	OTP	Evaluating programs and projects impacts on VMT and mode-shift		<p>CIPs Should Evaluate Project and Program Impacts on Vehicle Miles Traveled and Connect to Mode Shift Values Articulated in Beyond Mobility</p> <p>This CIP is the first since MassDOT completed its most recent Long Range Transportation Plan, Beyond Mobility. Investment priorities are purportedly “guided by Beyond Mobility,”⁹ and the CIP clearly references Beyond Mobility priority action areas throughout, particularly in the Appendices with Projects and Programs. While we are pleased to see the clear connection between plans, CLF believes that MassDOT can and should continue to refine how the CIP directly implements Beyond Mobility priorities-- particularly regarding mode shift.</p> <p>In response to substantial comments requesting that MassDOT set a VMT-reduction target in Beyond Mobility, MassDOT stated a commitment to mode shift—emphasizing the “criticality of mode shift with respect to meeting a host of goals not only for the quality and reliability of the transportation network, but for meeting the state’s environmental and sustainability goals as well.” Mode shift was couched in the “values” section of the “Travel Experience” Beyond Mobility Priority Area—“MassDOT believes that target transit expansions and increased transit frequency in underserved areas are critical to encouraging mode shift.” CLF believes that this placement was commiserate with the substantial feedback given to MassDOT on how lack of transit access, infrequent transit service, and lack of basic infrastructure like sidewalks and lighting can lead to isolation of communities and impact travel experience.</p> <p>Additionally, Beyond Mobility clearly recognized the Destination Connectivity needed to better integrate mode shift into MassDOT planning: “[t]hough the Commonwealth supports reduced vehicle travel as a climate change strategy, people traveling in Massachusetts find it difficult to get around using other modes including transit, cycling, and water transportation.”</p> <p>As it stands, however, the CIP largely omits mode-shift and fails to incorporate VMT-reduction as a critical component of travel experience investments. VMT is defined in the CIP glossary but is referenced nowhere in the rest of the draft. This omission hampers the full potential of the CIP to meet the needs of Massachusetts residents across the entire transportation system and our ability to make progress towards our climate goals.</p> <p>Projects and Programs should demonstrate a clearer connection to Travel Experience and Destination Connectivity problem statements, with accompanying metrics for success to be integrated into the continuous tracking of Beyond Mobility implementation.</p> <p>Projects and Programs should demonstrate a clearer connection to Travel Experience and Destination Connectivity problem statements, with accompanying metrics for success to be integrated into the continuous tracking of Beyond Mobility implementation.</p>
B. Seth	Gadbois	Advocacy Group	Clean Transportation Attorney, Conservation Law Foundation	Letter	Request	OTP	More outreach to ensure that those who have traditionally been left out of these processes have a seat at the table.		<p>3. Equity Considerations and Public Engagement: We recommend more clarity around specifically how MassDOT intends to ensure equity is baked into each project. Equity is more than just a cross-cutting theme. It should be centered within every aspect of the plan, with clear metrics for measuring how well the Commonwealth is doing to achieve equitable strategies and policies. To most effectively ensure that there is progress toward equity goals, MassDOT should increase its public engagement. While the CIP does outline some public engagement tools, we recommend more intentional outreach to ensure that those who have traditionally been left out of these processes have a seat at the table. For example, MassDOT hosted six public engagement meetings on the current draft CIP. We recommend that in the final CIP, MassDOT disclose how well attended these sessions were, whether any language services were requested, and a summary of any general comments from these meetings.</p>

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Alexis	Hosea-Abbott	Advocacy Group	Massachusetts Bicycle Coalition	Letter	Support	OTP	Municipal-MassDOT Grants Engagement program		<p>Thank you for considering this comment letter on the FY 2026-2030 MassDOT Capital Investment Plan (CIP),</p> <p>On behalf of the Massachusetts Bicycle Coalition (MassBike), a statewide advocacy organization that has been working for better bicycling through Massachusetts since 1977, we respectfully submit this comment for review.</p> <p>We at MassBike recognized the process of maintaining a statewide transportation network is a daunting task and we appreciate how often MassDOT includes us in these conversations. For the purposes of this letter, considering the expansive purview of a statewide advocacy organization, we will limit our comments to the investment programs and the overall themes that we see in the projects listed in the draft CIP.</p> <p>Local Impact, with Regional Implications: First, we appreciate the investment the State is making in our transportation system, and feel the numerous projects for consideration are evaluated fairly to maintain a reliable transportation system in local communities. Of note, we are encouraged by the new Municipal-MassDOT Grants Engagement program. As a statewide organization, we hear time and again from municipalities that have struggled to maintain staff to apply for these grant opportunities and believe this will close the gap in municipalities that suffer from high turnover rates and lack of administrative staff. By helping municipalities access funds we will be able to work through both local and state means to improve transportation across the state. We are also very supportive of the Shared Streets and Spaces program, which grants municipalities the ability to create safer localized areas for vulnerable users in communities.</p>
Tom	Ryan	Advocacy Group	A Better City	Letter	Support	Rail	Additional Investment in Regional Rail Phase 1 and Electrification Plans		<p>A Better City feels any new borrowing capacity should be used on the following projects and programs:</p> <ul style="list-style-type: none">• Additional Investment in Regional Rail Phase 1 and Electrification Plans <p>A Better City continues to endorse benefits of a Regional Rail system in Greater Boston to relieve roadway congestion, expand access to affordable housing, and support the decarbonization of the commuter rail system. Additional funding is needed to go beyond the current planning efforts and allow for the acquisition of modern commuter rail vehicles, to “transform the current commuter rail line into a significantly more productive, equitable, and decarbonized enterprise,” as endorsed by the FMCB in 2018. This should be done by adding funding for electrification efforts on the Providence/Stoughton Line, building high-level platforms for the Newburyport/Rockport line, and planning efforts to replace diesel trains with electric vehicles.</p>
Alexis	Hosea-Abbott	Advocacy Group	Massachusetts Bicycle Coalition	Letter	Support	Rail	Compass Rail		<p>Destination Connectivity: We are pleased that in the presentations of this draft CIP, MassDOT identifies the priority of “expanding passenger rail and bicycle and pedestrian networks to improve access to employment, educational, and other destinations,” and we are very excited about long anticipated rail projects opening throughout the state. Recent projects, such as Green Line Extension in Somerville with the accompanying Community Path, South Coast Commuter Rail that allows bicycles on all trains at all times, the forthcoming Compass Rail out to Western Mass, and hopefully the Northern Tier, which are all important signifiers of MassDOT and MBTA commitment to bring multi-modal transit to more destinations.</p>
Anne	Miller	Advocacy Group	Western Mass Rail Coalition	Email	Request	Rail	Compass Rail: Station platform in Palmer, design and construction	RLST24F0100:P ALMER STATION - PRELIMINARY ENGINEERING	<p>The Western Mass Rail Coalition requests that MassDOT continue its support for West–East Rail by including in the forthcoming FY 2026-2030 Capital Investment Plan (CIP) a project that would allow for the final design and construction of the planned new station platform in Palmer. We also urge MassDOT to include in the CIP early action items that would advance the Boston & Albany Corridor of the Compass Rail initiative.</p> <p>Given the uncertainty surrounding future federal funding, it is more important than ever that the Commonwealth reconfirm its commitment to West-East Rail. We sincerely thank the Governor and MassDOT for moving forward with the Inland Route track improvement project. The ongoing planning for the new Palmer station has generated a significant amount of public interest and engagement, both locally and regionally — underscoring the project's importance to residents of central and western Massachusetts.The new station platform in Worcester has also garnered attention, particularly on social media. As work begins in Spring 2027 on track improvements between Worcester and Springfield, it will become clear that expanded West-East passenger rail service is progressing on schedule.</p> <p>In a time of growing public cynicism regarding whether government serves the needs of ordinary citizens — especially those beyond Metro Boston — continuing progress on West-East Rail stands as a compelling counterexample. Completing a new intercity station in Palmer in time for the launch of Amtrak’s Inland Route service in 2029–30 would be a major milestone. Furthermore, reaffirming support for improvements along the Boston & Albany corridor from Springfield to Pittsfield with an intercity stop in Chester would send a clear signal that the Commonwealth is committed to equitable investments across all regions.</p> <p>Thank you for your continued leadership and attention to this transformative project.</p>

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Benjamin	Heckscher	Advocacy Group	Western Mass Rail Coalition	Email	Request	Rail	Compass Rail: Station platform in Palmer, design and construction	RLST24F0100:P ALMER STATION - PRELIMINARY ENGINEERING	<p>The Western Mass Rail Coalition requests that MassDOT continue its support for West–East Rail by including in the forthcoming FY 2026-2030 Capital Investment Plan (CIP) a project that would allow for the final design and construction of the planned new station platform in Palmer. We also urge MassDOT to include in the CIP early action items that would advance the Boston & Albany Corridor of the Compass Rail initiative.</p> <p>Given the uncertainty surrounding future federal funding, it is more important than ever that the Commonwealth reconfirm its commitment to West-East Rail. We sincerely thank the Governor and MassDOT for moving forward with the Inland Route track improvement project. The ongoing planning for the new Palmer station has generated a significant amount of public interest and engagement, both locally and regionally — underscoring the project's importance to residents of central and western Massachusetts.The new station platform in Worcester has also garnered attention, particularly on social media. As work begins in Spring 2027 on track improvements between Worcester and Springfield, it will become clear that expanded West-East passenger rail service is progressing on schedule.</p> <p>In a time of growing public cynicism regarding whether government serves the needs of ordinary citizens — especially those beyond Metro Boston — continuing progress on West-East Rail stands as a compelling counterexample. Completing a new intercity station in Palmer in time for the launch of Amtrak’s Inland Route service in 2029–30 would be a major milestone. Furthermore, reaffirming support for improvements along the Boston & Albany corridor from Springfield to Pittsfield with an intercity stop in Chester would send a clear signal that the Commonwealth is committed to equitable investments across all regions.</p> <p>Thank you for your continued leadership and attention to this transformative project.</p>
Ben	Heckscher	Advocacy Group	Co-founder, Trains in the Valley	Letter	Request	Rail	CONN RIVER - KNOWLEDGE CORRIDOR STATIONS (GREENFIELD & NORTHAMPTON): extend the station platform in Northampton MA to a length of 400 feet	CR22056000	<p>COMMENT: I would like to request that MassDOT include funding in the FY2026-2030 CIP that would allow for the extension of the timber station platform in Northampton MA to a length of 400 feet.</p> <p>Amtrak reported that in FFY2024 (ending September 30, 2024) that the station in Northampton had a total of 40,513 riders. This is a 16% increase in ridership above FFY2023.</p> <p>The existing platform in Northampton, which is 153 feet in length, was cleverly designed to allow overflow passengers (waiting for trains) to stand on ramps leading to the platform, rather than on the platform. My understanding is this was done to reduce the cost of building a longer high-boarding platform at this station.</p> <p>The time has come to expand this platform so that all waiting passengers can stand on the platform, and so that passengers can board through more than the two doors that are opened by the crew today.</p> <p>As further support for this request I would like to point that —</p> <p>(a) MassDOT had plans in place to construct a 440-foot station platform in Northampton as part of the Knowledge Corridor “Restore Vermonter Project" back in 2014. My understanding is that a full length high-level platform was not constructed at that time in an effort to reduce the costs associated with the overall project.</p> <p>(b) Amtrak is now constructing a new 345-foot concrete high-level boarding platform in Brattleboro VT, a station where ridership in FFY2024 was 16,845 riders.</p> <p>(c) CTDOT is now constructing a new 500-foot concrete high-level boarding platform in Windsor Locks, CT, a station where Amtrak ridership in FFY2024 was 35,458 riders..</p> <p>(d) MassDOT has proposed constructing an 800-foot concrete level boarding platform in Palmer MA for the planned West-East Rail service.</p>

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Ben	Heckscher	Advocacy Group	Co-founder, Trains in the Valley	Letter	Request	Rail	CONN RIVER - TRACK AND ROW (CR22010000) SURFACING, BALLAST CLEANING, SLOPE STABILIZATION, should be in the CIP	CR22010000	<p>With this email I am submitting the following comment regarding the Draft FY2026-2030 MassDOT Capital Investment Plan.</p> <p>COMMENT: The Draft FY2026-2023 MassDOT CIP apparently does not include any funding for the following project —</p> <p>Rail Division / Conn River Line / Project ID: CR 2201 0000 / CONN RIVER - TRACK AND RIGHT-OF-WAY</p> <p>As reference I can see in last year's CIP (FY2025-2029) that Project ID CR 2201 0000 / CONN RIVER - TRACK AND ROW was funded with the following amounts: Total: \$31.26M / Prior Years: \$15.6M / FY2025: \$2.37M / FY2026-29: \$13.29M</p> <p>It would seem to me that this project may have been accidentally overlooked when the draft CIP was prepared. If so, I kindly request that the project be included in the FY2026-2030 CIP so that necessary track and right of way work can continue to be performed on this MassDOT owned rail corridor.</p>
Anne	Miller	Advocacy Group	Western Mass Rail Coalition	Email	Request	Rail	Early action items for Boston & Albany Corridor of the Compass Rail initiative.		We also urge MassDOT to include in the CIP early action items that would advance the Boston & Albany Corridor of the Compass Rail initiative.
Benjamin	Heckscher	Advocacy Group	Western Mass Rail Coalition	Email	Request	Rail	Early action items for Boston & Albany Corridor of the Compass Rail initiative.		We also urge MassDOT to include in the CIP early action items that would advance the Boston & Albany Corridor of the Compass Rail initiative.
Anne	Miller	Advocacy Group	Western Mass Rail Coalition	Email	Support	Rail	Inland Route, Track Improvement Project (INLAND ROUTE DISCRETIONARY GRANT)	RLST24F0301, RLST24F0302	<p>We sincerely thank the Governor and MassDOT for moving forward with the Inland Route track improvement project.</p> <p>Thank you for your continued leadership and attention to this transformative project.</p>
Benjamin	Heckscher	Advocacy Group	Western Mass Rail Coalition	Email	Support	Rail	Inland Route, Track Improvement Project (INLAND ROUTE DISCRETIONARY GRANT)	RLST24F0301, RLST24F0302	<p>We sincerely thank the Governor and MassDOT for moving forward with the Inland Route track improvement project.</p> <p>Thank you for your continued leadership and attention to this transformative project.</p>
Ben	Heckscher	Advocacy Group	Trains in the Valley	Email	Request	Rail	More money for fiber optic cable along Conn River Corridor		Request that MassDOT provide additional funding to the Rail Division in FY 2016 so that they can proceed with the installation of Fiber Optic Network along the MassDOT-owned Conn River Line between Springfield and the VT/MA state line. Draft CIP only includes \$.5M in FY 2026 for this project (which I assume is included as part of the Rail/Conn River/CR 2205 0000/Conn River- Additional Yards and Rail Support Facilities). Design work for this project was awarded in September 2023 and I assume this it is now complete. The material for this project was purchased in 2024 and is now on-site at the Pan Am/MassDOT facility in Deerfield, MA. With these two steps apparently complete, this project is ready for construction right now. Please provide the neccessary and modest funds in FY2026 that would allow MassDOT to start installation of conduit and fiber optic cable along the Conn River Corridor. The longer we wait for fiber optic network the longer we will need to wait for the installation of a Positive Train Control safety system along the Conn River Line.
Jo	Comerford	State Senator	Mass. State Senate	Letter	Request	Rail	Northern Tier Rail		Northern Tier Rail would be a complete game-changer for western Massachusetts, my district, and the entire Commonwealth. In much of my district and across the region, we live with the threat of declining populations and towns at risk of ceasing to exist all together if something isn’t done to reverse population predictions. Restoring passenger rail from North Adams to Greenfield and Boston along the Route 2 corridor is just the thing that will do this. I am grateful for MassDOT’s work on the study to examine the benefits, costs, and investments necessary to make this happen. From the data shared at MassDOT’s public meetings, the investments made by the Commonwealth would be relatively small in comparison to the ridership numbers and the potential to spur economic development and to be part of a solution to the state’s housing crisis and to the dire predictions of population decline in the western region. There is not currently any funding contemplated for this effort in the draft CIP.
Alexis	Hosea-Abbott	Advocacy Group	Massachusetts Bicycle Coalition	Letter	Support	Rail	Northern Tier Rail		Destination Connectivity: We are pleased that in the presentations of this draft CIP, MassDOT identifies the priority of “expanding passenger rail and bicycle and pedestrian networks to improve access to employment, educational, and other destinations,” and we are very excited about long anticipated rail projects opening throughout the state. Recent projects, such as Green Line Extension in Somerville with the accompanying Community Path, South Coast Commuter Rail that allows bicycles on all trains at all times, the forthcoming Compass Rail out to Western Mass, and hopefully the Northern Tier, which are all important signifiers of MassDOT and MBTA commitment to bring multi-modal transit to more destinations.
Jennifer	Pickering	State Senator	Office of Senator Jacob Oliveira	Email	Request	Rail	Palmer bridges need repair prior to rail stop	n/a	Two bridges in particular that need replacement or repair prior to rail stop construction for truck carriers and town travel for school and residents. Who can we check in with about those?

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Tricia	Farley-Bouvier	State Representative	State Representative	CIP Public Meeting	Support	Rail	Pittsfield Track Capacity	RLST24F0200	I'm here to underline, put an exclamation point, tie a ribbon around the capacity improvements to the Pittsfield Station. We want to make sure there is action in 2026, instead of just keeping it on the plan. We all really care about this project. This is very important, it is impacting the Berkshire Flyer every summer in real time. Seems like capacity issues get worse each year. Also has a big impact on the West-East Rail (Albany-Pittsfield-Springfield), and also Chicago-Boston, without this capacity we have poor experience for travellers. When travellers have poor experience they get in their car and drive instead of taking transit, and clog up roads. Another voice from Berkshires to ensure that we take real action on this project instead of moving it from one CIP to the other.
Anonymous		Public	Public	TIP/STIP	Request	Rail	Rail Connection		More rail service – it would be great to have a real connection to Boston
Jennifer	Pickering	State Senator	Office of Senator Jacob Oliveira	Email	Request	Rail	Requested that Palmer stop be added to the CIP	n/a	We have had outreach on the final budget for the Palmer stop requesting it go to CIP. I imagine this will go to Compass Rail. Can someone follow up with us or Palmer Citizens Group with information and budget process for planning and implementation?
Anne	Miller	Advocacy Group	Western Mass Rail Coalition	Email	Request	Rail	Springfield to Pittsfield corridor of Compass Rail: improvements to corridor, and stop in Chester. RLST24F0200, PITTSFIELD TRACK CAPACITY RLST24F0301, INLAND ROUTE DISCRETIONARY GRANT (Design) RLST24F0302, INLAND ROUTE DISCRETIONARY GRANT (Construction) NOT IN CIP: RLST26T0100, BOSTON & ALBANY CORRIDOR SERVICE DEVELOPMENT PLAN	RLST24F0200 RLST24F0301 RLST24F0302 RLST26T0100	We also urge MassDOT to include in the CIP early action items that would advance the Boston & Albany Corridor of the Compass Rail initiative. Furthermore, reaffirming support for improvements along the Boston & Albany corridor from Springfield to Pittsfield with an intercity stop in Chester would send a clear signal that the Commonwealth is committed to equitable investments across all regions.
Benjamin	Heckscher	Advocacy Group	Western Mass Rail Coalition	Email	Request	Rail	Springfield to Pittsfield corridor of Compass Rail: improvements to corridor, and stop in Chester. RLST24F0200, PITTSFIELD TRACK CAPACITY RLST24F0301, INLAND ROUTE DISCRETIONARY GRANT (Design) RLST24F0302, INLAND ROUTE DISCRETIONARY GRANT (Construction) NOT IN CIP: RLST26T0100, BOSTON & ALBANY CORRIDOR SERVICE DEVELOPMENT PLAN	RLST24F0200 RLST24F0301 RLST24F0302 RLST26T0100	We also urge MassDOT to include in the CIP early action items that would advance the Boston & Albany Corridor of the Compass Rail initiative. Furthermore, reaffirming support for improvements along the Boston & Albany corridor from Springfield to Pittsfield with an intercity stop in Chester would send a clear signal that the Commonwealth is committed to equitable investments across all regions.
Tom	Ryan	Advocacy Group	A Better City	Letter	Support	Transit	Additional funding to advance the Red – Blue Connector		A Better City feels any new borrowing capacity should be used on the following projects and programs: • Additional funding to advance the Red – Blue Connector This important rapid transit project deserves to begin construction before FY30, so additional funds should be added to reach 100% design and start construction.
James	Hawkins	State Representative	State Rep., 2nd Bristol	Legislative Briefing	Question	Transit	Are GATRA and MBTA included in the CIP?		Are GATRA and MBTA investments included in the CIP?
Tom	Ryan	Advocacy Group	A Better City	Letter	Request	Transit	Construction funding for the Arborway Bus Facility		A Better City feels any new borrowing capacity should be used on the following projects and programs: • Construction funding for the Arborway Bus Facility Electrifying the MBTA's bus fleet is essential to achieving the state's net-zero emissions target by 2050. Unfortunately, the MBTA CIP does not include any construction funding for the Arborway Bus Facility. This is a concerning sign about the larger strategy to upgrade the existing MBTA bus maintenance facilities to prepare for Battery Electric Buses and the transition to a cleaner, zero-carbon emission bus fleet.
B. Seth	Gadbois	Advocacy Group	Clean Transportation Attorney, Conservation Law Foundation	Letter	Request	Transit	Electrification of transit with increased frequency, service, and reliability.		1. Enhanced Regional Transit Support: While the draft CIP allocates \$54 million for RTAs to support electric fleets and charging infrastructure, we believe additional funding is necessary. For the Commonwealth to meet its statutory climate goals, transit around the state not only needs to be electrified, but it also needs to meet the needs of residents. Without increased frequency, service, and reliability, the option of transit for many residents becomes more challenging.

Draft MassDOT FY26-30 Capital Investment Plan (CIP) Comments

This table includes comments gathered during the public comment period for the MassDOT's Draft FY26-30 Capital Investment Plan (CIP) (May 23 through June 12), along with several comments received prior to the start of the formal comment period. It also includes comments MPOs received as part of their Transportation Improvement Program (TIP) development, as these pertain to the federal fiscal year (FFY) 26-30 State Transportation Improvement Program (STIP), which informs the federal-aid roadway and transit content in the FY26-30 CIP.

As noted below, the full text of a comment from a person/organization may appear in one record with one project or topic identified in the Project/Topic field, and subsequent records highlight additional projects or topics covered in that comment.

First Name	Last Name	Person Type	Affiliation	Source	Position of Comment	Division	Project/Topic	Project ID	Comment
Jo	Comerford	State Senator	Mass. State Senate	Letter	Support	Transit	Franklin Regional Transit Authority projects in CIP		Thank you for their inclusion. I would request that MassDOT properly fund all of these projects and plan for inflation accordingly in the allocations in the CIP.
Pioneer Valley Transit Authority		Other	Pioneer Valley Transit Authority (PVRTA)	TIP/STIP	Question	Transit	Funding changes for PVRTA		The apportionment numbers have been released. PVRTA received less 5339 funds and just a little bit more 5340 funds for an overall total increase of \$115,693. PVRTA will need to reduce the number 5339 and increase the 5307. The initial plan is to go in to reduce the 5339 line for the rolling stock by \$44,427 and increase the 5307 line by that same amount so it will be a wash. PVRTA needs to verify how to handle the additional \$71,266 in Section 5307 funds as that means an additional \$17,817 in RTACap funds needed?
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Support	Transit	Funding for Worcester Regional Transit Authority (WRTA)		In addition to the highway projects mentioned above, the Partnership appreciates MPO funding for the Worcester Regional Transit Authority (WRTA) as they are a longstanding resource for the region. The WRTA has several projects listed in the TIP, and fulfilling these items would aid the RTA considerably in providing service to the many people who depend on it. The WRTA provides critical services to various populations, including commuters who come to work in our region on the commuter rail, and to regional residents who commute to work elsewhere in the 495/MetroWest or Greater Boston regions.
James	Hawkins	State Representative	State Rep., 2nd Bristol	Legislative Briefing	Question	Transit	Improvements to and around South Attleboro Station		South Attleboro station has a canopy covering the platform of the train station, connects to bus service from GATRA and RIPTA, and has a new roadway configuration leading to the station. Is this in the CIP?
Jo	Comerford	State Senator	Mass. State Senate	Letter	Support	Transit	Montachusett Regional Transit Authority projects in CIP		Thank you for their inclusion. I would request that MassDOT properly fund all of these projects and plan for inflation accordingly in the allocations in the CIP.
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Support	Transit	MWRTA - Blandin Hub Equitable Redesign Initiative	S12971	The Partnership supports the continued inclusion of the project at its current funding and schedule
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Support	Transit	MWRTA - Catch Connect Microtransit Service Expansion Phase 2	S12807	The Partnership supports the continued inclusion of the project at its current funding and schedule
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Support	Transit	MWRTA - Catch Connect Microtransit Service Expansion Phase 2	S12807	We also appreciate funding for S12807 MWRTA - Catch Connect Microtransit Service Expansion Phase 2, a successful inter-local service that link passengers to regionally significant commercial, medical, and recreational facilities within Framingham and Natick. The Partnership supports continued funding for demand -response services through the Community Connections program as a vehicle to expand innovative RTA service models that both meet the needs of transit dependent populations and broaden ridership potential in areas where fixed-route bus service may not be feasible.
Jo	Comerford	State Senator	Mass. State Senate	Letter	Support	Transit	Orange Municipal Airport projects in CIP		Thank you for their inclusion. I would request that MassDOT properly fund all of these projects and plan for inflation accordingly in the allocations in the CIP.
Jo	Comerford	State Senator	Mass. State Senate	Letter	Support	Transit	Pioneer Valley Regional Transit Authority projects in CIP		Thank you for their inclusion. I would request that MassDOT properly fund all of these projects and plan for inflation accordingly in the allocations in the CIP.
B. Seth	Gadbois	Advocacy Group	Clean Transportation Attorney, Conservation Law Foundation	Letter	Request	Transit	Program for Multimodal Transit		4. Dedicated Multimodal Programs: Beyond Mobility references a Program for Multimodal Transit7 that does not appear within this CIP. We encourage MassDOT to pursue this program, whether through the CIP or another process.
Jo	Comerford	State Senator	Mass. State Senate	Letter	Support	Transit	Rail Infrastructure in Western Massachusetts projects in CIP		Thank you for their inclusion. I would request that MassDOT properly fund all of these projects and plan for inflation accordingly in the allocations in the CIP.
Jason	Palitsch	Advocacy Group	The 495/MetroWest Partnership	TIP/STIP	Support	Transit	RTA's, enabling increased connectivity and origin-to-destination travel for its riders		The Partnership would also like to highlight our priorities for our region's Regional Transit Authorities (RTAs), particularly enabling increased connectivity and origin-to-destination travel for its riders. Current RTA service operations are characterized by carrying passengers from hubs (such as Framingham, Worcester, and Lowell) to neighboring communities, and vice versa, leaving significant localized and regional coverage gaps within the 495/MetroWest region itself. While some initiatives like MetroWest RTA's upcoming north-south 495 Connector service represent progress towards greater connectivity within our region, gaps in coverage remain . The Partnership supports our region's RTAs providing the right mix of services that would enable passengers to travel extensively within their own community and between other 495/MetroWest communities.
Anonymous		Public	Public	TIP/STIP	Request	Transit	Transit Connection		More transit routes / buses are needed. When developing housing there needs to be transit / bus stops. More buses to Boston are needed as well.
Anonymous		Public	Public	TIP/STIP	Request	Transit	Transit Connection		Love the CCRT – need more connection to it
Anonymous		Public	Public	TIP/STIP	Request	Transit	Transit Connection		Need to connect the CCRT with the Brewster beaches
Jo	Comerford	State Senator	Mass. State Senate	Letter	Support	Transit	Turners Falls Municipal Airport projects in CIP		Thank you for their inclusion. I would request that MassDOT properly fund all of these projects and plan for inflation accordingly in the allocations in the CIP.