

MassDOT Fiscal Year (FY) 2024-2028 Capital Investment Plan (CIP) Summary of Public Comments and Responses

This list of comments has been compiled based on entries submitted through MassDOT's CIP comment tool, letters and emails submitted to MassDOT staff about the CIP, and comments given verbally at MassDOT public engagement meetings about the CIP.

Subject	Comment Type	Project Included in FFY24-28 STIP	Summarized Comment	Response
Addressing cost increases	Other	No	We are noticing increasing project costs, especially on projects that are already programmed. How does the CIP take into account and support future cost increases?	The CIP is a cash-flow oriented document. For projects that are underway with spending during the five-year CIP timeframe, MassDOT Planning staff work with MassDOT's Divisions to look at past expenditures and projections on future spending for the project as the CIP is being developed to capture the near term inflation and increases in materials costs. For example, when anticipating future costs for Highway projects that are not yet advertised, MassDOT's Highway Division escalates cost estimates by four percent per year to the mid-point of construction to account for project cost increases and inflation. MassDOT works closely with metropolitan planning organizations (MPOs) and regional transit authorities (RTAs) to understand cost increases and make sure these are accounted for when developing transportation capital investment strategies. Relatedly, MassDOT has noted that in the years following the onset of the COVID-19 pandemic, materials and other construction-related costs have increased, due to supply chain disruption and other factors.
Amherst - Belchertown - Norwottuck Rail Trail Resurfacing, from Station Road in Amherst to Warren Wright Road in Belchertown (608719)	Support	No	Thank you for including this project in the FY2024-28 CIP.	Thank you for your support for this project.
Amherst - Improvements & Related Work on Routes 9 & 116 from University Drive to South Pleasant Street (608084)	Support	No	Thank you for including this project in the FY2024-28 CIP.	Thank you for your support for this project.
Ashburnham - Roadway Rehabilitation on Route 101 South (609244)	Support	Yes	Thank you for including this project in the FY2024-28 CIP.	Thank you for your support for this project.
Athol - Bridge Replacement, A-15-013, ST 2A/Main Street (612151)	Support	Yes	Thank you for including this project in the FY2024-28 CIP.	Thank you for your support for this project.
Athol - Intersection Improvements at Crescent Street and Chestnut Hill Avenue (608723)	Support	Yes	Thank you for including this project in the FY2024-28 CIP.	Thank you for your support for this project.
Athol - Intersection Improvements at Route 2A and Brookside Road (608415)	Support	Yes	Thank you for including this project in the FY2024-28 CIP.	Thank you for your support for this project.

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Athol - Phillipston - Templeton - Bridge Preservation of 8 Bridge Crossings along Route 2 (613167)	Support	Yes	Thank you for including this project in the FY2024-28 CIP.	Thank you for your support for this project.
Barnstable - Resurfacing and Related Work on Route 6 (608819)	Request	Yes	Funding should be included for multimodal accommodations along a parallel route.	Thank you for your comment. This project is limited to improving the overall pavement condition of the Route 6 corridor, a limited access facility. Planning, design and construction for other east/west multimodal connections, both on and off-road, are being pursued in collaboration with the Cape Cod Commission and host municipalities; and in coordination with other strategic modernization investments, such as those in the Bicycle and Pedestrian program, Trails Program, and major Roadway Reconstruction program.
Bernardston - Bridge Replacement, B-10-001, Route 10 Over Hall River (612159)	Support	Yes	Thank you for including this project in the FY2024-28 CIP.	Thank you for your support for this project.
Bourne - Bourne Shore Road over the Pocasset River	Request	No	The Town of Bourne has a bridge that has a metal grate deck that we really would like to put a better deck on it because MassDOT has just rerouted a state designated bicycle route over the bridge. It is a municipally owned bridge but it's too big for the Small Bridges Program. Are there funding sources for municipal bridges that are just a little bit bigger but not huge?	We encourage the Town of Bourne to work with MassDOT District 5 to explore opportunities and resources for improving the bridge. MassDOT's Bike/Ped and Safety program teams are collaborating internally with the MassDOT's Bridge Section to develop and evaluate structural retrofits to bridge structures with metal grates to improve their comfort and safety for people biking over them. In addition, we are evaluating notable practices from around the nation to pilot solutions here in Massachusetts.
Bourne - Rotary Improvements (610542)	Request	No	Funding is needed for multimodal improvements. This is not a pedestrian friendly area despite the significant recreational trail in the vicinity.	Thank you for your comment. This project was recently advertised for construction. The Cape Cod Canal Transportation Improvement Program is evaluating complete modal connectivity options for this location.
Bourne - Rotary Improvements (610542)	Support	No	Project received support via the CIP comment tool.	Thank you for your support for this project.
Burlington - Cambridge Street bike lanes	Support	No	I applaud the state decision to create bike lanes on Cambridge Street—if it can be safely done.	Thank you for your comment.
Burlington - Bus stop at S. Bedford St and Mall Rd	Other	No	Regarding adding bus stops on the Mall Road at the S. Bedford St. intersection in Burlington: A stop was added on the Lahey side but not by the S. Bedford St. side where the daycare center is. Until there is a stop added by the daycare center across the street, this remains a vital bus stop possibility lost. Here's hoping you can fix this oversight sooner rather than later.	Thank you for your comment. MassDOT encourages you to contact the MBTA with questions or feedback regarding bus stop locations.

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CIP communication - CIP responses to comments	Other	No	<p>The Public Comments and Engagement section of the Draft 2024-2028 Capital Investment Plan includes the following text:</p> <p>The Capital Planning team at MassDOT reviews all comments and will provide a response in the form of a single document that addresses all comment topics. It will be posted to the Mass.gov/cip website upon conclusion of the CIP process.</p> <p>I am aware that during the last CIP that some consideration was given to not producing a document with the CIP comments and responses. I am also aware that this document was not posted on the CIP website until November (or December) 2022 — more than five months after the date when public comments on the CIP were due.</p> <p>With this comment I wish to ask,</p> <p>(a) that you continue with your plan to release a single document of comments and responses that is posted on the CIP website since this step allows interested parties to better understand the CIP process. Offering the public a response to each CIP comment is seen by some, including myself, an incentive to take the time to submit a comment.</p> <p>(b) that MassDOT release the document with CIP comments and responses by the end of July 2023. (within 30 days after the start of the 2024-2028 CIP). This to me seems like a reasonable amount of time.</p>	Thank you for your comment. This document provides MassDOT's responses to comments on the draft FY2024-28 CIP, noting where updates have been made for the final version.
CIP communication - Deerfield - East Deerfield Yard Rail Intermodal Project	Other	No	In the CIP Public Meeting Presentation, a sampling of MassDOT Projects for the Western Mass/Berkshires Region are highlighted. We note that for the East Deerfield Rail Yard Intermodal Project, the total investment shown in the Public Meeting Presentation is \$6.9M for FY24-28, while the total investment shown in Draft CIP Appendix A is \$1.13M. We understand that it is the CIP itself and not the Public Meeting Presentation that contains MassDOT's actual program of investments, but we felt it necessary to note these discrepancies and request clarification, if possible, on the planned investment for this project.	Thank you for bringing this discrepancy to our attention. In Appendix A in the Final FY 2024-28 CIP, the investment in East Deerfield Rail Yard Intermodal project is \$6.85 million over FY2024-28, reflecting both federal and state funds. The total estimated project cost, including funds spent before FY2024, is \$6.9 million.

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CIP communication - Greenfield, Montague - General Pierce Bridge (601186)	Request	No	In the CIP Public Meeting Presentation, a sampling of MassDOT Projects for the Western Mass/Berkshires Region are highlighted. We note that for at least two projects in this region, the total investment shown in the presentation does not match the investments shown in Appendix A of the Draft CIP: For the project in Greenfield/Montague-Bridge Rehabilitation - Montague City Road over Connecticut River (General Pierce Bridge), the total investment shown in the Public Meeting Presentation in FY2024-2028 is \$52.9M, while in Appendix A Investment Details, Project No. 601186 Greenfield-Montague - Bridge Rehabilitation, G-12-020=M28-001, Montague City Road over Connecticut River (General Pierce Bridge), shows \$17.59M total investment for the recently completed rehabilitation project, and no additional investment in this bridge is listed in Appendix A for any other projects involving the General Pierce Bridge. We understand that it is the CIP itself and not the Public Meeting Presentation that contains MassDOT's actual program of investments, but we felt it necessary to note these discrepancies and request clarification, if possible, on the planned investments for these projects, in particular the plans for the General Pierce Bridge in FY24-28 and after FY2028.	Thank you for bringing this discrepancy to our attention. Based on project cash flows that were incorporated into the final FY2024-28 CIP, spending for Project 601186 (Greenfield/Montague-Bridge Rehabilitation, G-23-020=M28-001 Montague City Road over Connecticut River [General Pierce Bridge]) is expected to wrap up in FY2023.
CIP communication - Rail Projects	Support, Request	No	We are pleased to see multiple CIP investments in Rail projects in Franklin County and the Western Mass Region. However, the Draft CIP does not provide much detail about the scope of these projects. We would appreciate more information about what improvements these projects will provide to the safety, efficiency, and economic vitality of our regional rail system.	Thank you for you interest in rail investments in Western Massachusetts. The Final 2024-28 CIP includes investments for the Adams Branch, Berkshire, Connecticut River, and Ware Secondary Line in its Bridge Reliability, Facility Modernization, Grade Crossing, and Track and Right of Way Reliability investment programs; these programs are described in Appendix B of the CIP. Investments in these programs ensure that rail travel is safe and reliable for rail users and customers, and, in the case of grade crossings, helps ensure safe travel for motorists, bicyclists, and pedestrians as well. Investments in stations, such as in the Palmer and Pittsfield rail stations discussed under West-East Rail in the CIP's "Select Major Investments and Programs" section, lay the groundwork for new travel options that will connect workers to opportunities and enhance the Commonwealth's economy. Rail lines in Western Massachusetts also benefit from statewide spending in other Rail Investment programs, such as the Vehicle Reliability program, which improves vehicles to ensure safe and reliable rail operations, and the Industrial Rail Access grant program, which leverages private investment to enhance freight activity on the state's rail network.

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CIP communication - Web Searches for MassDOT CIP	Request	No	<p>I was looking for information about the 2024-2028 MassDOT yesterday so I used Google to search for "MassDOT CIP" (without quotes). The first entry in the search results page leads to this page: https://www.mass.gov/service-details/current-capital-investment-plan-cip. This page highlights the current CIP and includes public meetings that occurred back in 2022. Notably this page makes no mention of the draft CIP which was released by MassDOT last week.</p> <p>I then selected the 2nd link in the Google search list which leads to this page: https://www.mass.gov/capital-investment-plan-cip. On this page I found a link to the draft 2024-2028 CIP (https://www.mass.gov/info-details/developing-the-capital-investment-plan)</p> <p>To make is easier for people to find the draft CIP I would like to suggest that you add a "hatnot" to this page: https://www.mass.gov/service-details/current-capital-investment-plan-cip</p> <p>This page highlights the current 2023-2027 MassDOT Capital Investment Plan. To view the draft 2024-2028 Capital Investment Plan, see Developing the Capital Investment Plan</p> <p>Hotnotes are commonly used on webpages (on Wikipedia as example) to help users to locate information about topics that are ambiguous.</p>	Thank you for your feedback. MassDOT updated content on CIP-related web pages in conjunction with posting the final FY2024-28 CIP documents. We will consider additional web content updates when developing the FY2025-29 CIP.
Deerfield - Bridge Replacement, D-06-001, Upper Road Over Deerfield River (608634)	Support	Yes	Thank you for including this project in the FY 2024-28 CIP.	Thank you for your support for this project.
Deerfield - North Main Street railroad bridge replacement	Request	No	Deerfield's North Main Street railroad bridge replacement is not included in the draft 2024-28 CIP. At a meeting on March 20th at the DOT District 2 Headquarters between DOT, Town, and State officials, support was voiced for moving forward with this badly-needed project, and we had hoped to see it appear on the FY24-28 CIP. Please let us know if there is anything we can do in further support of the project, as we strive to make improvements on this dated and deficient piece of infrastructure. We look forward to working cooperatively with DOT to see this project completed, and we hope this is possible within the timeframe covered by the FY24-28 CIP.	Thank you for your comment. MassDOT will continue to evaluate this project against other needs when developing future CIPs.

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Deerfield North Main Street railroad bridge replacement	Request	No	<p>Thank you to MassDOT for enabling my constituents to provide input on priority infrastructure projects in our districts and for holding a western Massachusetts-focused Capital Investment Plan (CIP) meeting on May 24. We write to express our support for the inclusion of the North Main Street Railroad Bridge (D-06004) in the Town of Deerfield in the 2024-2028 CIP. This bridge has been in a state of disrepair for many years, most recently the weight load was reduced to 6 tons due to deterioration of the structure, which has limited access to North Main Street. Over the years, Deerfield has patched the bridge deck roadway in a stop-gap effort to maintain residential traffic. The bridge risks future closure due to further deterioration. Closure of the North Main Street Railroad Bridge would have a significant impact on both emergency response time and access for residents to schools and businesses. The Deerfield Selectboard has expressed their full support of this project and we support their request to MassDOT to include this project in the 2024-2028 CIP. Thank you for your consideration and continued attention to the needs of the Town of Deerfield and the region.</p>	<p>Thank you for your comment. MassDOT will continue to evaluate this project against other needs when developing future CIPs.</p>

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Design exceptions	Other	No	Information doesn't seem to be publicized about whether a project is asking for a design exception or what the schedule will be for that exception being reviewed. And it would be really nice if on the project tracker that's available online for all DOT numbered projects, people can view this information. It seems like some things get entered in the milestones but exceptions don't. Maybe it's supposed to be, but in the projects I am watching it hasn't. Can you talk a little but about design exceptions and can MassDOT do more to let the public know when there is a design exception process?	MassDOT's project design process is guided by fourteen controlling criteria for roadway geometry, structural capacity, vehicular speed, and multimodal accommodations, based on project type and other factors. As part of the 25% design submission process, the designer prepares a Design Justification Workbook (DJW) to document adherence to or exception from these criteria. Where exceptions are identified, further advancement of the project is predicated upon approval of the DJW by MassDOT and/or FHWA. Design decisions affecting criteria are made based on unique characteristics including original project need, public input, location, and other environmental, natural, cultural, physical constraints. It is the Designer's responsibility to maximize adherence to applicable design criteria while considering these other factors, and MassDOT and/or FHWA's responsibility to approve the design. More information on this process can be found here https://www.mass.gov/doc/controlling-criteria-and-design-justification-process-for-massdot-highway-division-projects-e/download .
Easthampton - Shared use path along Mt. Tom Road	Request	No	I would ask that MassDOT extend the shared use path along Mt. Tom Road in Easthampton all the way to downtown Northampton. I appreciate the Department's work so far, through Project #610657, to plan a path from Atwood Drive in southeast Northampton to the Manhan Trail of Mount Tom, an excellent area for hiking. However, I've heard repeatedly from the community that the path would be much more accessible and much more widely used if it were to extend along Route 5 up to Main Street, which would allow walkers and cyclists to safely pass the busy interchange onto Interstate 91 that lies along the way.	Thank you for your comments. Atwood Drive was selected as a logical terminus for the project to connect with planned on-road bicycle facilities associated with project number 606552 (Northampton–Bridge Replacement, N-19-059, I-91 over US Route 5 AND B&MRR, Bridge Replacement, N-19-060, I-91 over Hockanum Road and Improvements to I-91/interchange 18) that will terminate at the edge of MassDOT's jurisdiction north of the Interchange of I-91 and Route 5. The area north of the interchange is under the jurisdiction of the City of Northampton and any future Shared Use Path development on that corridor would need to be proposed and advanced by the City.
Erving - Bridge Replacement, E-10-011, Church Street Over Keyup Brook (612982)	Support	Yes	Thank you for including this project in the FY2024-28 CIP.	Thank you for your support for this project.

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Erving - Gill - Protective Screening Installation, E-10-014=G-04-009 (OUC), Route 2 Over Connecticut River (608056)	Support	No	Thank you for including this project in the FY2024-28 CIP.	Thank you for your support for this project.
Erving - Reconstruction and Improvements on Route 2 (Farley Area) from Mile Maker 60 to Mile Maker 62.9 (604959)	Support	Yes	Thank you for including this project in the FY2024-28 CIP.	Thank you for your support for this project.
Erving - Resurfacing and Related Work on Route 2 (609398)	Support	Yes	Thank you for including this project in the FY2024-28 CIP.	Thank you for your support for this project.
Erving, Gill - French King Bridge	Support	No	I want to express gratitude to MassDOT. In the last year, your team has helped scores of projects progress toward completion. These projects have brought increased safety, reliability, and modernization to my district and the Commonwealth. Yet, one project stands out. This is the French King Bridge Protective Screening Barriers. Since my very earliest days as a State Senator, I heard tragic stories from families who have lost loved ones to suicide at the French King Bridge as well as from regional municipal leaders and first responders who have dispatched dive teams to search for people suspected of having jumped. Thanks to MassDOT, many families, community members, and regional leaders will rest easier knowing that the barriers are in place. And, from what I've learned about suicide prevention, when a person considering suicide is met with a barrier, they are far more likely to decide not to end their life that day. MassDOT has saved lives with these barriers and for that I and my constituents are deeply grateful.	Thank you for your comment.

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Expenses related to Amtrak service in Western Mass	Other	No	<p>The Investment Details list in last year's CIP (and previous year's CIPs) included these two projects in the Rail & Transit section:</p> <p>20.1 Rail Track and right-of- way reliability - Springfield Shuttles and Through Trains (PRIIA 209)</p> <p>20.3 Rail Track and right-of-way reliability - Greenfield to Springfield (PRIIA 209)</p> <p>My understanding is that in previous years these two projects in the CIP included funding for the operation of Amtrak operated passenger rail service in western Mass. These two projects do not appear to be included in the Investment Details listing that was released with the draft FY2024-2028 CIP. My questions is, Is the CIP still being used to fund the payments that are made to Amtrak for the operation of passenger trains in Western Mass? If yes, then shouldn't these expenses be shown in the Investment Details section of the CIP, as has been done in previous years, and If not, then how is MassDOT paying for the Amtrak operated passenger rail service in western Mass. (i.e., where in the state budget would someone find these costs.)</p>	<p>Spending associated with payments to Amtrak for the operation of passenger trains in Western Massachusetts no longer appear in MassDOT's CIP. These payments are accounted for in MassDOT's FY 24 operating budget.</p>
Falmouth, Woods Hole - Sidewalk from Woods Hole to Falmouth along Woods Hole Road/State Road	Request	No	<p>I have submitted a petition for a walkway from Woods Hole to Falmouth along the Woods Hole State Road. It has become a really dangerous pathway for traffic and pedestrians going in and out of the side street. I am wondering if there is any way we can move this forward with you. There are a lot of people who want it. Between Memorial Day and 6/2, I received 60 handwritten signatures and people are interested in signing the petition. People are desperate for this. They want to be able to get to the bike path, get to Falmouth, and want to be able to pull out of the side street safely. There is no buffer along that road and it is a state highway with a lot of traffic to the Vineyard and Woods Hole. It has changed significantly over the years. I am wondering if there is anything we can do and if you can help us with this.</p>	<p>Thank you for your comments. Currently there are not any projects planned for this section of roadway; however, when the roadway is scheduled for improvements, sidewalks will be evaluated. MassDOT Highway District 5 has been notified of this request and will work with stakeholders to find a solution to this sidewalk gap. Also, the MassTrails Program manager, acting in concert with the MassTrails team, would welcome the opportunity to collaborate on improving the overall safety and multimodal accommodations on Woods Hole Road, with a focus on improving connections to the Shining Sea Bike Path. Please coordinate directly with the MassTrails program manager with a request to meet at MassTrails@mass.gov.</p>

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Falmouth, Woods Hole - Sidewalk from Woods Hole to Falmouth along Woods Hole Road/State Road	Request	No	We the undersigned request a pedestrian walkway and or sidewalk along Woods Hole State Road between Falmouth and Woods Hole. In some sections there is no ability to step off the roadway. This is extremely dangerous due to the increased traffic over the years, including large freight trucks for the Steamship Authority, buses, and seasonal population increases. A walking path or sidewalk will allow pedestrians to access Falmouth without driving, will decrease the dangerous blind curves in roadway by enhancing visibility, and will allow safer traffic flow from residential side streets. There is no bike path access, and a sidewalk will allow this as well. With no shoulder or buffer in many areas on this two-lane state highway (which is the main artery for all traffic to the islands) a safer solution is necessary. The road has changed over time and a pedestrian walkway is long overdue. [Text of petition with 63 signatures]	Thank you for your comments. Currently there are not any projects planned for this section of roadway; however, when the roadway is scheduled for improvements, sidewalks will be evaluated. MassDOT Highway District 5 has been notified of this request and will work with stakeholders to find a solution to this sidewalk gap. Also, the MassTrails Program manager, acting in concert with the MassTrails team, would welcome the opportunity to collaborate on improving the overall safety and multimodal accommodations on Woods Hole Road, with a focus on improving connections to the Shining Sea Bike Path. Please coordinate directly with the MassTrails program manager with a request to meet at MassTrails@mass.gov.
Forecasts of procurement	Request	No	Does MassDOT have any public procurement forecast other than the CIP that the industry can use to identify what design projects are being procured in advance.	The FY 2024-28 MassDOT Capital Investment Plan outlines planned spending on capital projects from July 1, 2024 through June 30, 2028. MassDOT is working to incorporate CIP project data into its Project Viewer [available at https://gis.massdot.state.ma.us/dataviewers/projectviewer —please check that location for updates. All MassDOT procurement opportunities are posted publicly on COMMBUYS.
Greenfield - Bridge Replacement, G-12-052 (OXR) & G-12-053 I-91 (NB & SB) Over BMRR (606548)	Support	No	Thank you for including this project in the FY2024-28 CIP.	Thank you for your support for this project.
Greenfield - Downtown Complete Streets Improvements on Main Street (Route 2A) (610921)	Support	Yes	Thank you for including this project in the FY2024-28 CIP.	Thank you for your support for this project.
Greenfield - Intersection Improvements at Two Locations, Route 2 and Colrain Road and Route 2 and Big Y Entrance (608414)	Support	No	Thank you for including this project in the FY2024-28 CIP.	Thank you for your support for this project.

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Greenfield - Montague - Bridge Rehabilitation, G-12-020=M-28-001, Montague City Road Over Connecticut River (General Pierce Bridge) (601186)	Support	No	Thank you for including this project in the FY2024-28 CIP.	Thank you for your support for this project. Based on project cash flows that were incorporated into the final FY2024-28 CIP, spending for Project 601186 (Greenfield/Montague–Bridge Rehabilitation, G-23-020=M28-001 Montague City Road over Connecticut River [General Pierce Bridge]) is expected to wrap up in FY2023.
Greenfield - Montague- Bridge Replacement, G-12-002, Turners Falls Road Over Connecticut river, M-28-015-5th Street Over Canal, M28-16A-6th Street Over Canal (612799)	Support	Yes	Thank you for including this project in the FY2024-28 CIP.	Thank you for your support for this project.
Greenfield - Resurfacing and Related Work on Montague City Road (609202)	Support	Yes	Thank you for including this project in the FY2024-28 CIP.	Thank you for your support for this project.
Hadley - Bridge Replacement, H-01-005, Bay Road (Route 47) Over the Fort River (608460)	Support	Yes	Thank you for including this project in the FY2024-28 CIP.	Thank you for your support for this project.
Hadley - Reconstruction on Route 9, from Middle Street to Maple/South Maple Street (605032)	Support	No	Thank you for including this project in the FY2024-28 CIP.	Thank you for your support for this project.
Hatfield - Whatley - Deerfield - Greenfield - Bernardston - Bridge Preservation Along I-91 (609023)	Support	No	Thank you for including this project in the FY2024-28 CIP.	Thank you for your support for this project.

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Holyoke - Southampton - Templeton - Wales - Ware - West Brookfield - Westfield - Winchendon - ADA Retrofits (609385)	Support	No	Thank you for including this project in the FY2024-28 CIP.	Thank you for your support for this project.
I-93 Canton Interchange	Request	No	How can we move the reconfiguration of I-93 Canton Interchange forward? I know the Dedham Street portion of the project is under construction but the bigger project is the straightening of the ramps and would love to see what is the next step. I believe there are pockets of money from both state and federal sources that should go towards the project.	MassDOT appreciates your continued support of the Interstates 93 and 95 interchange project in Canton and neighboring communities, and recognizes the importance of the interchange reconstruction to many in the region. MassDOT has recently supported interim improvements to the interchange as part of ongoing maintenance activities. MassDOT will continue to work with communities near the interchange, the Boston Region Metropolitan Planning Organization, and other partners to address safety and mobility needs at the interchange.
I-93 Canton Interchange	Request	No	<p>Almost every day the communities of Canton, Dedham, Norwood, Walpole, and Westwood see increased commuter traffic spilling from 1-95 onto Route 1 and Route 1A. Ultimately this traffic travels onto lesser side streets through neighborhoods as people seek a quicker and less congested way to and from jobs in Boston or along the Route 128 corridor. This pass-through traffic chokes local roadways not designed for such use and leads to greatly increased care and maintenance than was needed when the highway came online. Additionally, the perception of traffic clogged roads by residents is now an obstacle to each town in permitting additional housing projects, which is a priority of the Commonwealth. Traffic backs up on 1-95 and 1-93 with commuters from as far away as Rhode Island and Cape Cod. Those cars that do not find their way through our communities sit idling on 1-95 and 1-93 as their vehicles spew harmful emissions into the atmosphere.</p> <p>This does not need to be the case. The reconstruction of the Canton Interchange has been a priority of the Commonwealth and the communities in our region for decades. We believe it must be included in the Capital Investment Plan, in order to maintain its standing as a project of regional significance.</p> <p>(continued on following page)</p>	MassDOT appreciates your continued support of the Interstates 93 and 95 interchange project in Canton and neighboring communities, and recognizes the importance of the interchange reconstruction to many in the region. MassDOT has recently supported interim improvements to the interchange as part of ongoing maintenance activities. MassDOT will continue to work with communities near the interchange, the Boston Region Metropolitan Planning Organization, and other partners to address safety and mobility needs at the interchange.

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I-93 Canton Interchange (continued from previous page)	Request	No	<p>(continued from previous page)</p> <p>The benefits of this project are numerous:</p> <ul style="list-style-type: none"> • This is a rare case of a highway project that will actually increase open space. Upon completion, more than 30 acres restored as open space and wetlands will be incorporated back into the Blue Hills Reservation. • Included in this will be a bike path connecting the Route 128 Railroad Station and the University Station development to the Blue Hills Reservation and to Royall Street businesses, creating increased commuter rail use and reduced vehicle dependence and pollution in the region. • The cloverleaf design of the interchange is dated and unsafe; its hair pin turns have caused accidents that have resulted not only in serious personal injury and death, but also in the release of hazardous materials in an area of critical environmental concern (ACEC). • Traffic congestion has reduced the air quality of the region and impeded the ability of the area communities to effectively compete for economic development, thereby costing our communities many millions of dollars in potential annual tax revenue. • The current bridge structures over Route 128 are deteriorating and will need repair/replacement in the foreseeable future, costing money better dedicated to the permanent solution. • The Route 128 Add-A-Lane Project has added travel and breakdown lanes along 1-95 between the Route 9 and Route 24 Interchanges. Unfortunately, because of the chokepoint at the interchange the full impact of these improvements will never be realized until the Canton Interchange is reconstructed. <p>Moreover, it should be noted that this project will not add capacity to the highway system, but rather allow for a better and safer flow of existing traffic throughout the region. While we believe the projects stands on its own merits, it should be noted that it has been in the works for some time, and we believe the time is now to include it in the Capital Investment Plan and ultimately to the Transportation Improvement Program for funding.</p>	(see response on previous page)

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I-93 Canton Interchange (continued from previous page)	Request	No	<p>(continued from previous page)</p> <p>The Interchange was originally promised in 1972, when then Governor Sergeant decided to abandon the Southwest Expressway plans to extend 1-95 northward through the Route 128 corridor and into the City of Boston from the south.</p> <p>In the 1990's the federal and state governments were committed to establishing the nation's first high- speed rail connection between Boston-Providence-New York-Washington D.C. The plans included a suburban stop at the Route 128/1-95 University Park Rail Station, which officials planned to rebuild along with a 2,500-car parking garage. The region's communities participated in a Task Force established to assist in the planning and permitting of these improvements. The communities insisted on and ultimately entered into a Memorandum of Understanding that among other terms stated that in exchange for the region's support for the proposed improvements that reduced traffic congestion and pollution within the corridor, the then EOTC, MBTA and MassHighway signed a Memorandum of Understanding promising to design and reconstruct the 1-93/1-95 Interchange by 2006. In truth, the preliminary 25% design and environmental impact studies only started well after 2006 had passed. We are still waiting for the design to be completed so the project can bid.</p> <p>Therefore, for all the reasons described above, we are asking MassDOT in the strongest manner possible to support the inclusion of the Canton Interchange Project in the Capital Investment Plan. This region and in fact the entire Boston Metropolitan Area will benefit from a project that is in</p>	(see response on previous page)

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Lawrence - Lawrence Manchester Rail Corridor (LMRC) Rail Trail (608930)	Support	Yes	Project received support via the CIP comment tool.	Thank you for your support for this project.
Leverett - Bridge Replacement, L-09-003, Millers Road Over Roaring Brook (608849)	Support	Yes	Thank you for including this project in the FY2024-28 CIP.	Thank you for your support for this project.
Marion - Shared Use Path Construction (Phase 1), From the Marion-Mattapoisett T.L. to Point Road (607979)	Support	Yes	Project received support via the CIP comment tool.	Thank you for your support for this project.
Mashpee - Corridor Improvements & Related Work on Route 151, From the Falmouth T.L. to Old Barnstable Road (Phase 2) (611986)	Support	Yes	I would like to voice support for scheduling the project to expand bicycle and pedestrian infrastructure sooner rather than later. Public comment to the Cape Cod Commission while this project was under consideration showed a significant amount of support specifically for the multimodal accommodations. Neighborhoods are within a half mile of the nearest school, but getting there would require traveling along a two lane road at 45MPH with >15,000 daily vehicles.	Thank you for your support for this project.
Mashpee - Corridor Improvements & Related Work on Route 151, From the Falmouth T.L. to Old Barnstable Road (Phase 2) (611986)	Support	Yes	Project received support via the CIP comment tool.	Thank you for your support for this project.
Meadow Brook Bridge in Cummington (612514)	Request	No	I would encourage MassDOT to prioritize repairs to the Meadow Brook Bridge in Cummington. This bridge, an absolutely critical piece of infrastructure for anyone traveling across western Massachusetts on Route 9, is unfortunately in far worse condition than people in the region need and deserve. MassDOT rated the bridge as Structurally Deficient last year due to serious deterioration of the stringers along the curb line, and has had to place barriers along the edges of the bridge as a safety precaution. In addition, the bridge has developed an unsightly brown rust as it has aged; this is dismaying for the people of Cummington, for whom the bridge serves as the first landmark seen on entering the town from the east.	Thank you for your comment. This location is being addressed through MassDOT project 612514 - Cummington - Bridge Rehabilitation (C-21-002), Route 9 Over Westfield River, and it is currently scheduled for advertisement in April 2027.
Montague - Bridge Replacement, M-28-026, South Street Over Sawmill River (609427)	Support	Yes	Thank you for including this project in the FY2024-28 CIP.	Thank you for your support for this project.

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Montague - Bridge Replacement, M-28-034, North Leverett Road Over Sawmill River (612164)	Support	Yes	Thank you for including this project in the FY2024-28 CIP.	Thank you for your support for this project.
Montague - Intersection Improvements at Route 63 and North Leverett Road (610656)	Other	Yes	Project 610656: Montague - Intersection Improvements at Route 63 and North Leverett Road is programmed in the recently-endorsed 2024-2028 Transportation Improvement Program for the Franklin Region for \$3.5M, but this project does not appear in Draft CIP Appendix A. This safety improvement project is of significant concern and interest to residents of Franklin County and should be listed in the Final CIP.	This project is reflected in the final FY2024-28 CIP Appendix A to align with the Massachusetts State Transportation Improvement Program, which reflects the content of Franklin County Transportation Planning Organization's endorsed federal fiscal years (FFY) 2024-28 Transportation Improvement Program. Spending on this project is not anticipated to begin until after state FY2028.
Northampton - Bridge Replacement, N-19-059, I-91 Over US Route 5 and B&MRR, Bridge Replacement, N-19-060, I-91 Over Hockanum Road and Improvements to I-91/Interchange 18 (606552)	Support	No	Thank you for including this project in the FY2024-28 CIP.	Thank you for your support for this project.
Northampton - Bridge Replacement, N-19-068, Old Springfield Road Over the Mill River (608869)	Support	Yes	Thank you for including this project in the FY2024-28 CIP.	Thank you for your support for this project.
Northampton - Bridge Street Elementary School Improvements (Safe Routes to School) 609515)	Support	No	Thank you for including this project in the FY2024-28 CIP.	Thank you for your support for this project.
Northampton - Downtown Complete Streets Corridor and Intersection Improvements on Main Street (Route 9) (609286)	Support	Yes	Thank you for including this project in the FY2024-28 CIP.	Thank you for your support for this project.
Northampton - Intersection Improvements at King Street, North Street, and Summer Street, and at King Street and Finn Street (607502)	Support	No	Thank you for including this project in the FY2024-28 CIP.	Thank for your support for this project, which is expected to be complete before the end of calendar year 2023. While this project appeared in the draft FY 2024-28 CIP, it does not appear in the final FY 2024-28 CIP document because of adjustments to project cash flows that were incorporated into the final FY 2024-28 CIP.
Northampton - Reconstruction of Damon Road, From Route 9 to Route 5, Includes Drainage System Repairs & Slope Stabilization at the Norwottuck Rail Trail (608236)	Support	No	Thank you for including this project in the FY2024-28 CIP.	Thank you for your support for this project.

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Northampton - Rocky Hill Greenway Multi-Use Trail, From the Manhan Rail Trail to Rocky Hill Road (608413)	Support	Yes	Thank you for including this project in the FY2024-28 CIP.	Thank you for your support for this project.
Northampton Main Street Redesign Project	Request	No	I would hope to see support for the Northampton Main Street Redesign project. Northampton is an economic and cultural incubator that helps drive activity in all of western Massachusetts, and through this project, the City seeks to keep its downtown a welcoming and prosperous place where people can gather and patronize local businesses for decades to come. This means ensuring safety and accessibility through updated sidewalks and bike lanes, creating a functional, enduring, and sustainable streetscape, and allowing for permanent outdoor dining options. Through this exciting redesign project, the City would welcome MassDOT's support to create the best possible environment for the shops, restaurants, theaters, and other businesses that make downtown such a special place.	Thank you for your comment. A construction project for this location is funded in the CIP and scheduled to begin in the fall of 2025 (ID 609286 - Northampton-Downtown Complete Streets Corridor and Intersection Improvements on Main Street (Route 9)). MassDOT's understanding is that the City of Northampton is funding and advancing the project's design.

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Subject	Comment Type	Project Included in FFY24-28 STIP	Summarized Comment	Response
Northampton Main Street Redesign Project	Request	No	<p>I am writing on behalf of the residents of Northampton to urge MassDOT to place \$500,000 in the Transportation Bond Bill from the last legislative session (Acts of 2022) on the current CIP. This money which will help us finalize the design component of this important transformative project for the City of Northampton is a crucial part of the resource puzzle we are assembling as we plan and prepare for this vitally important safety improvement in Northampton.</p> <p>We have just cleared the 25% (April 26, 2023) design milestone for this TIP project, and we are beginning the detailed work toward the next phase for which these funding sources are critical. Since the winter of 2019/2020, we have had more than 30 public meetings with stakeholder groups, businesses, community members, and city committees along with conducting three surveys to continuously ensure that this design is on the right path to redesign our Main Street not just for safety but also for our collective community gathering space which will meet our needs now and for the next 100 years as a safer and universally accessible Main Street for all.</p> <p>Northampton's Transportation and Parking Commission, Downtown Northampton Association, Smith College, Bicycle and Pedestrian Advocacy groups (Friends of Northampton Trails, Bicycle Pedestrian subcommittee), and Northampton Chamber of Commerce have all been part of this community-wide conversation. Please allocate this bond bill money to this year's State CIP program so the funds can be distributed to Northampton for the final design phase of this incredibly important community infrastructure project. Thank you for your support.</p>	Thank you for your comment. A construction project for this location is funded in the CIP and scheduled to begin in the fall of 2025 (ID 609286 - Northampton-Downtown Complete Streets Corridor and Intersection Improvements on Main Street (Route 9)). MassDOT's understanding is that the City of Northampton is funding and advancing the project's design.
Northfield - Bridge Replacement, N-22-010, Birnam Road Over Mill Brook (602319)	Support	Yes	Thank you for including this project in the FY2024-28 CIP.	Thank you for your support for this project.
North-South and Northampton Greenfield Station	Support	No	I appreciate the funding for the North-South and Northampton Greenfield Station projects.	Thank you for your support for these station projects.
Orange - Bridge Replacement, O-03-021, Route 2 Over Route 202 (606309)	Support	No	Thank you for including this project in the FY2024-28 CIP.	Thank you for your support for this project.
Orange - Reconstruction of North Main Street, From School Street to Lincoln Avenue (0.4 miles), includes Relocation of Fall Hill Brook Culvert (603371)	Support	Yes	Thank you for including this project in the FY2024-28 CIP.	Thank you for your support for this project.

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Petersham - Bridge Replacement, P-08-002, Glen Valley Road Over East Branch of Swift River (608850)	Support	No	Thank you for including this project in the FY2024-28 CIP.	Thank you for your support for this project.
Planning for climate change	Other	No	How does MassDOT consider climate and how does climate integrate into larger planning?	The development of the Massachusetts Clean Energy and Climate Plan (CECP) is the principal climate mitigation planning approach for the Commonwealth. This work coordinates the cross-government policy response required to achieve the Commonwealth's emissions reduction targets. MassDOT was among the agencies that actively participated the development of the CECP for 2025 and 2030 plan including supporting the development of sophisticated cross-sectoral modeling of GHG reduction strategies. Under this plan MassDOT's priorities are supporting the electrification of transit buses, establishing a network of DC fast charging stations along major highways, and investing in complete streets programs. The FY2024-28 CIP reflects spending in these various categories. MassDOT and the Commonwealth's Metropolitan Planning Organizations also consider and report on the estimated GHG impacts of projects every time they develop a 5-year transportation improvement program. In addition to supporting the reduction of GHG emissions, MassDOT's modal divisions analyze vulnerability issues for projects across the CIP's reliability, modernization, and expansion priority areas.
Positive Train Control on Connecticut River Line	Request	No	The community would like to see the PTC project included in the CIP because it demonstrates the state's commitment to ensuring that PTC exists along the Connecticut River Line.	MassDOT is working on getting the infrastructure in place along the line for the planning stages for PTC implementation.
Positive Train Control on Connecticut River Line	Request	No	I believe that it is critical for MassDOT to include Positive Train Control (PTC) on the MassDOT-owned Connecticut River Line. The 49-mile line, which runs from Springfield to East Northfield, provides passenger rail service through the Amtrak's Valley Flyer and Vermonter lines. It is also the only rail corridor that Amtrak operates on in Massachusetts that still lacks PTC. The Vermonter and the Valley Flyer currently operate with a waiver, but if we are to truly expand and promote passenger rail in Massachusetts, this is a necessary upgrade.	MassDOT is working on getting the infrastructure in place along the line for the planning stages for PTC implementation.

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Project prioritization	Other	No	I am interested in better understanding the criteria of how investments are prioritized across the system.	CIP investment decisions are guided by three broad sets of priorities—reliability, modernization, and expansion. MassDOT creates and sizes investment programs to support these priority areas—in the 2024-28 and recent prior CIPs, the majority of funding has gone to the reliability priority area, followed by the modernization priority area. When selecting investments for CIP programs, MassDOT may use scoring criteria based on the nature of that program. Reliability investments are not scored using criteria, but instead are prioritized using performance targets and asset management planning, while programs in the modernization and expansion priorities areas use scoring systems as part of project selection. Many of these scoring systems are based on the work of the Project Selection Advisory Council, which was established by Chapter 46 of the Acts of 2013. This council recommended overarching criteria including system preservation, mobility, cost effectiveness, economic impact, safety, social equity and fairness, environmental and health effects, and policy support. MassDOT Divisions continue to adapt their scoring systems as needed to align with new plans and requirements.
Provincetown - Corridor Improvements and Related Work on Shank Painter Road, From Route 6 to Bradford Street (608744)	Support	Yes	Project received support via the CIP comment tool.	Thank you for your support for this project.
Public transportation for Martha's Vineyard	Request	No	Islanders need reliable transportation to Boston for medical issues. Could there be a 3-day a week shuttle (3 times per day)? A mini van that would go to Mass General one day and Dana Farber another? People could take Uber transportation or public transportation from there. In addition, can we get a ferry devoted to Islander needs? Or many reservations devoted to us that would be released only last minute for stand-by only? What about a bus on Island that goes Edgartown-West Tisbury Rd up Island and turns right at Old County and proceeds to Vineyard Haven?	Thank you for your comment. MassDOT encourages you to also share your feedback with the Martha's Vineyard Transit Authority (VTA) regarding service planning. The VTA provides year-round public transit service to the six towns of Martha's Vineyard: Aquinnah, Chilmark, Edgartown, Oak Bluffs, Tisbury and West Tisbury.
Rail Transformation Early Actions - Old Colony Double Track (MBTA Capital Investment Plan project P1209)	Request	No	MassDOT has adopted the Regional Rail Plan and as part of that we need to address the Old Colony bottleneck on the commuter rail line at Dorchester and in Quincy, and I would love to see some money to start the planning process for that. I think the project has regional significance. As we expand South Coast Rail, we are going to see more train sets coming through and trying to funnel themselves through these two little bottlenecks. It is not going to improve rail service for Southeast Massachusetts. It really does need to be addressed so if we can get some planning money for that would be much appreciated.	Thank you for your comment. The MBTA has developed its own Capital Investment Plan, with a public engagement process that was conducted separately from MassDOT's public outreach. More information on the MBTA CIP can be found online here: https://www.mbta.com/financials/developing-the-capital-investment-plan-cip . MassDOT has shared this and other comments on MBTA-related projects with MBTA staff to support their capital planning and other activities.

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Rail Transformation Early Actions - Old Colony Double Track (MBTA Capital Investment Plan project P1209)	Request	No	The FY2024-2028 CIP includes \$10M for "design for double-tracking on portions of the Greenbush/Middleboro Lines and modifications of Middleboro Station's tracks". While this is a worthwhile, albeit preliminary, investment, it fails to address the most significant barrier to greater frequency on the Old Colony lines: the 5 mile stretch of single track on the busy "trunk" between Dorchester and Braintree. Because this section of track serves all of the Old Colony lines, the addition of additional track to accommodate increased trains is a key part of any strategy to achieve a more frequent and modern regional rail system. An initial investment of partial double track would likely allow for 4 trains per hour per direction (up from the current 3 peak/2 reverse peak).	Thank you for your comment. The MBTA has developed its own Capital Investment Plan, with a public engagement process that was conducted separately from MassDOT's public outreach. More information on the MBTA CIP can be found online here: https://www.mbta.com/financials/developing-the-capital-investment-plan-cip . MassDOT has shared this and other comments on MBTA-related projects with MBTA staff to support their capital planning and other activities.
Southampton Greenway Project [Southampton Greenway Rail Trail Extension (607823)]	Support	Yes	I appreciate MassDOT for funding the Greenway project in Southampton.	Thank you for your support for this project.
Wakefield - Town Center station accessibility	Request	No	Only one commuter rail stop in Wakefield is fully accessible. Wakefield Town Center station should be made accessible, but it continues to not be in the CIP.	Thank you for your comment. The MBTA has developed its own Capital Investment Plan, with a public engagement process that was conducted separately from MassDOT's public outreach. More information on the MBTA CIP can be found online here: https://www.mbta.com/financials/developing-the-capital-investment-plan-cip . MassDOT has shared this and other comments on MBTA-related projects with MBTA staff to support their capital planning and other activities.
West-East Rail	Request	No	I would ask that MassDOT provide a clear breakdown of what components of the capital plan support the implementation of East-West rail. My communities are incredibly excited about the possibilities for greater passenger rail service. Transportation has long been one of western Massachusetts's greatest obstacles, and fast, reliable, and convenient service is an opportunity for our region to reap more benefits from our plentiful recreational and cultural resources. From my work on the Western Massachusetts Passenger Rail Commission, I know that this project is feasible, but will require coordination and collaboration between stakeholders in every community along the proposed route.	Information about the West-East Rail initiative and related FY 2024-28 CIP investments can be found in the "Selected Major Investments and Programs" section of the CIP. Individual investments during FYs 2024-28--such as funding to support track improvements at Pittsfield station and for the study and design of Palmer Station--are listed in Appendix A of the CIP. Also, following the approval of the 24-28 CIP, the Commonwealth received a \$108 million Consolidated Rail Infrastructure and Safety Improvements (CRISI) award for the Inland Route, which will be reflected in the 2025-29 CIP and will represent a significant capital investment in the Springfield-Worcester segment of the West-East corridor.

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West-East Rail	Request	No	It would be helpful to have a one pager to understand investment, particularly in rail, such as the East-West Rail project. It is difficult to grasp the funding programmed for the project. Additionally, the Representative and her constituents are interested in what the state is doing to fund East-West Rail and would like clear answer regarding this project.	Information about the West-East Rail initiative and related FY2024-28 CIP investments can be found in the "Selected Major Investments and Programs" section of the CIP. Individual investments during FYs 2024-28—such as funding to support track improvements at Pittsfield station and for the study and design of Palmer Station—are listed in Appendix A of the CIP. Also, following the approval of the FY2024-28 CIP, the Commonwealth received a \$108 million Consolidated Rail Infrastructure and Safety Improvements (CRISI) award for the Inland Route, which will be reflected in the 2025-29 CIP and will represent a significant capital investment in the Springfield-Worcester segment of the West-East corridor.
West-East Rail - Palmer and Pittsfield Rail Projects	Request	No	The Western Mass Rail Coalition requests that a new project be added to the FY 2024-2028 CIP for the "Palmer and Pittsfield Rail Projects" that Governor Maura Healey identified in the FY2024 budget that she submitted to the legislature on March 1, 2023. The total amount requested is \$12,500,000 (https://budget.digital.mass.gov/govbudget/fy24/appropriations/transportation/15962407). These projects, as detailed in the Governor's budget, would provide "for one-time expenses for rail projects in Palmer and Pittsfield; provided, that not less than \$8,500,000 shall be expended for track improvements at the Pittsfield Station; and provided further, that not less than \$4,000,000 shall be expended for study and design of a Palmer Station." The governor clearly feels that these capital projects should move forward in FY2024, hence the reason that they were included in the budget, and we firmly believe that these projects should now be included in the current CIP update, even though the legislature decided not to provide the funding for these projects in the state budget. We believe that these projects could be funded right now from the transportation bond funding that was included in Chapter 383 of the Acts of 2020 and/or Chapter 176 of the Acts of 2022.	The Final FY 2024-28 CIP includes \$8 million to support track improvements at Pittsfield station and \$4 million for the study and design of Palmer Station. Additional information about the West-East Rail initiative can be found in the "Selected Major Investments and Programs" section of the CIP, and specific investments during FY2024-28 are listed in Appendix A for the CIP. Also, following the approval of the FY2024-28 CIP, the Commonwealth received a \$108 million Consolidated Rail Infrastructure and Safety Improvements (CRISI) award for the Inland Route, which will be reflected in the FY2025-29 CIP and will represent a significant capital investment in the Springfield-Worcester segment of the West-East corridor.
Winchendon - Improvements and Related Work on Central Street (Route 202), from Front Street to Maple Street (608548)	Support	No	Thank you for including this project in the FY2024-28 CIP.	Thank you for your support for this project.