

Written Comments for
MassDOT's Draft FY26-30 Capital
Investment Plan
(as of 6/13/25)

Comments with Highway Themes
(Letters/emails may appear in Multiple section if
they address a variety of topic areas)

From: [Dan Albert](#)
To: [MassCIP \(DOT\)](#)
Cc: [Armini, Jennifer - Rep. \(HOU\)](#); [brendan.crighton](#)
Subject: Funding for Mystic River Bridge too slow and inadequate
Date: Wednesday, June 4, 2025 12:39:10 PM

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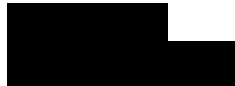
We live in Marblehead and enjoy using the Northern Strand Bike Trail to access Boston. There is nothing better than a protected bike ride through the wetlands and into the city for a bit of shopping, a couple of pints, and then a ferry ride back to Lynn.

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.

[Dan Albert](#)

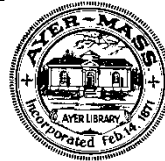


he/him



Now out in paperback: [Are we there yet?](#)

Dan Van Schalkwyk, P.E., Director
Kimberly Abraham, Water and Sewer Superintendent
Matt Hernon, P.E., Town Engineer
Pam Martin, Business Manager



25 BROOK STREET
AYER, MASSACHUSETTS 01432
T: (978) 772-8240
F: (978) 772-8244

June 11, 2025

RE: MassDOT FY26-FY30 Capital Investment Plan (CIP)

Dear MassDOT:

Please see below comments from the Town of Ayer Department of Public Works regarding MassDOT's FY26-FY30 Capital Investment Plan (CIP).

Project 606640 – Resurfacing & Related Work on Route 2A (Fitchburg Road & Park Street)

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.**

Project 609227 – Roadway Rehabilitation on Route 2A/111 (Park Street & Main Street)

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.



General Comments

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.
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.**

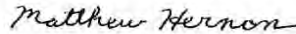
Should you have any questions or comments, please do not hesitate to contact this office.

Regards,

AYER PUBLIC WORKS DEPARTMENT



Dan Van Schalkwyk, P.E.
Director



Matt Hernon, P.E.
Town Engineer



From: [Badger, Michelle - Rep. \(HOU\)](#)
To: [MassCIP \(DOT\)](#)
Cc: [Romano, John R. \(DOT\)](#); [Saunders, Gareth R. \(DOT\)](#); [LaNatra, Kathleen - Rep. \(HOU\)](#)
Subject: Letter of Support: Hedges Pond Rd & Herring Pond Rd Infrastructure Project
Date: Tuesday, June 10, 2025 1:49:13 PM
Attachments: [Hedges Pond Road and Herring Pond Road intersections.pdf](#)

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.

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.

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.

Best,
Michelle

Representative Michelle L. Badger
First Plymouth District
Massachusetts State House, Room 33
24 Beacon Street, Boston, MA 02133
617-798-6652
[Home](#) | [State Representative](#)
Follow us on [Instagram](#) and [Facebook](#)



THE GENERAL COURT OF MASSACHUSETTS
STATE HOUSE, BOSTON 02133-1053

June 10, 2025

Manager of Capital Planning
MassDOT Office of Transportation
10 Park Avenue Plaza, Suite 4150
Boston, MA 02116

Manager of Capital Planning,

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.

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.

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.

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.

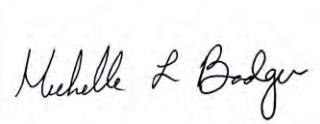
The Town recognizes the serious safety concerns these intersections pose to this area of Plymouth and has made a clear investment in addressing them. Funding for the design phase is already secured, demonstrating a strong commitment to moving this project forward efficiently. The Town is prepared to approach this collaboratively, with the shared goal of ensuring that both residents and visitors can travel our roadways safely.

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.

Sincerely,



Michelle L. Badger
State Representative
1st Plymouth District



Kathleen LaNatra
State Representative
12th Plymouth District



Dylan Fernandes
Senator
Plymouth & Barnstable District

From: [Aimee Bonneau](#)
To: [MassCIP \(DOT\)](#)
Subject: Capital Investment Plan - Milton, MA
Date: Thursday, June 12, 2025 3:42:31 PM

CAUTION: This email originated from a sender outside of the Commonwealth of Massachusetts mail system. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hello,

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. 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. 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. 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.

Thank you,

Aimee de la Cretaz

From: [Cyndi Balonis](#)
To: [MassCIP \(DOT\)](#)
Subject: Cedarville Center 02360 in MA
Date: Wednesday, June 11, 2025 11:37:53 AM

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To whom it May Concern-

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.

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.

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.

Cyndi and Richard Balonis



Sent from my iPad

From: [Caroline Chapin](#)
To: [MassCIP \(DOT\)](#)
Subject: Plymouth/Cedarville Hedges Pond Rd intersection comment
Date: Wednesday, June 4, 2025 3:06:16 PM

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Hello,

I am writing in support of making the Rt3A/Hedges Pond Rd intersection in **Plymouth** safer. It is a hair raising experience to use that intersection and I have had a number of near misses, advised my children when they were novice drivers to avoid it if possible, and with all the growth in south Plymouth (Pinehills and RedBrook developments in particular) the traffic has increased in recent years.

Thank you for considering safety measures/installation of traffic lights etc. at this intersection.

Caroline Chappin



June 6, 2025

Manager of Capital Planning, MassDOT Office of Transportation
10 Park Avenue Plaza, Suite 4150
Boston, MA 02116

To Whom it May Concern;

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.

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).

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.

Comments from Open-Ended Questions – "What do you Like/Dislike about living in Cedarville?"

- Traffic Problems dominated the negative comments. The word traffic occurred 191 times and "Traffic Problems" represented 53% of all the negative comments.
- Negative comments varied by location (based on the demographic responses). Traffic issues were mentioned more frequently by residents east of Rt3.

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.

Average	Direct Questions:		
1.34	Cedarville has traffic safety issues		
1.28	Finance village feel sidewalks and slower traffic		
0.98	White Cliff Crosswalk needs better safety		
0.93	Improved signage would improve safety		
0.56	Finance green space park bandstand		
0.40	Finance beaches ocean cliff vistas more accessible		
0.32	Finance enclosed seating at transit stops		
-0.39	Finance Visitor Center		
-0.91	Sufficiently informed by MASSDOT		

Specific insights include:

- 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".
- The two top statements have statistically significant higher agreement than all the others.
- This observation is consistent with the voluntary comment analysis.
- Respondent in locations immediately adjacent to the Rt3a/State Road corridor were in stronger agreement with the top four statements.
- The question on whether the community felt sufficiently informed about MassDOT projects in our area received significantly higher disagreement than all the other questions; a potential opportunity for the agency to address.

The survey supports that traffic issues dominate the concerns of the entire Cedarville community and are focused on the Rt3a/State Road transport system through the Cedarville business center to the intersection with White Cliffs Drive and the pedestrian cross-walk at that location that are the focus of the MassDOT design project. We believe that this data-based information should be taken under consideration by MassDOT in considering rapid prioritization to move the project to the CIP.

R. Marc Dahlgren & Mary Ellen Dahlgren

From: [Marc Dahlgren](#)
To: [MassCIP \(DOT\)](#)
Subject: COMMENTS On MASSDOT CIP
Date: Friday, June 6, 2025 3:00:34 PM
Attachments: [MassDOT Letter 060625.pdf](#)

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Attached is a letter setting out comments regarding inclusion of the Plymouth Cedarville Highway Design Project on the CIP list to improve traffic safety in the vicinity of Route 3a and Herring Pond Road. It includes data-based information from a recent Cedarville Community Survey that strongly supports this position. Please take these data under consideration when deciding whether to capitalize this project.

R. Marc Dahlgren, Ph.D.

e-mail: [REDACTED]
web: www.linkedin.com/in/marcdahlgren
Phone: +1.413.459.5943

From: [Ben de la Crétaz](#)
To: [MassCIP \(DOT\)](#)
Subject: Public Comment on MassDOT Draft FY25–29 CIP: Randolph Ave Safety Improvements Needed
Date: Thursday, June 12, 2025 2:26:06 PM

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Dear MassDOT Capital Investment Planning Team,

I'm writing as a resident of 176 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.

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.

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.

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.

Thank you for your consideration and public service.

Sincerely,

[Redacted Signature]

Benjamin Robert de la Cretaz

[Redacted Address]

[linkedin.com/in/benjaminrdlc](https://www.linkedin.com/in/benjaminrdlc)



June 11, 2025

RE: DCR comments on Salt Reduction in MassDOT Draft FY 2026–2030 CIP

To: MassDOT Office of Transportation Planning

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.

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.

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.

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.

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.

Sincerely,
John Scannell
Division Director
DCR Division of Water Supply Protection

COMMONWEALTH OF MASSACHUSETTS · EXECUTIVE OFFICE OF ENERGY & ENVIRONMENTAL AFFAIRS

Department of Conservation and Recreation
10 Park Plaza, Suite 6480
Boston, MA 02116
617-626-1250 617-626-1351 Fax
www.mass.gov/dcr



Maura T. Healey
Governor

Kimberley Driscoll
Lt. Governor

Rebecca L. Tepper, Secretary
Executive Office of Energy & Environmental Affairs

Brian Arrigo, Commissioner
Department of Conservation & Recreation

From: [Emily Paskewicz](#)
To: [MassCIP \(DOT\)](#)
Subject: 2026-2030 Capital Improvement Plan Comments - on Behalf of the East Coast Greenway Alliance
Date: Thursday, June 12, 2025 2:46:02 PM

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Good Afternoon,

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.

Thank you in advance for your consideration!

Emily Paskewicz, PLA (she/her) | Northern New England Manager - ME, NH, MA

[East Coast Greenway Alliance](#) | emily@greenway.org

Based in Maine



Support the East Coast Greenway: greenway.org/donate



General Court

Commonwealth of Massachusetts

April 15, 2025

Michelle Scott
Manager of Capital Planning
MassDOT
10 Park Plaza, Suite 4160
Boston, MA 02116

Re: Route 195 Underpass Lighting at Government Center in Fall River

Dear Michelle,

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.

Sincerely,

A handwritten signature in blue ink, appearing to read "Michael J. Rodrigues".

State Senator Michael Rodrigues

A handwritten signature in blue ink, appearing to read "Carole Fiola".

State Representative Carole Fiola

CC:

Gus Bickford, MassDOT
Christopher Kivior, MassDOT

From: [REDACTED]
To: [MassCIP \(DOT\)](#)
Subject: U.S. Bicycle Route 7 in Lenox
Date: Monday, June 9, 2025 12:29:23 PM

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I have noticed that there is a gap for U.S. Bicycle Route 7 ("USBR 7") in Lenox. This gap is where Hubbard Street used to cross Veterans Memorial Highway (U.S. Route 7/U.S. Route 20 or "US 7/US 20") until the median was blocked off due to safety issues at the intersection. [Pedestrians and Bicycles are prohibited on this section of US 7/US 20.]

As a result of the closing of the median at this intersection there is no safe way for cyclists to cross US 7/US 20 at this point to continue cycling USBR 7.

I would suggest 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. [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).
- Build a bridge for pedestrians and bicycles over US 7/US 20 at Hubbard Road (no cars or trucks).
- 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).
- Build an interchange for Hubbard Road off US 7/US 20. [This would be the most expensive and environmentally damaging option.]

[This comment may be used publicly.]

Sincerely,
Kevin Fitzgerald

[REDACTED]

From: [Alexander Hasha](#)
To: [MassCIP \(DOT\)](#)
Cc: sb@townofmilton.org; [Nicholas Milano](#); board@sustainablemilton.org
Subject: Requesting pedestrian safety investments on Rt 28 in Milton
Date: Thursday, June 12, 2025 10:25:31 AM

CAUTION: This email originated from a sender outside of the Commonwealth of Massachusetts mail system. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Dear MassDOT Planning Team,

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.

Thank you for your consideration.

Best,

Alex Hasha



From: [Hawkins, James - Rep. \(HOU\)](#)
To: [MassCIP \(DOT\)](#); [Bickford, Gus P. \(DOT\)](#); [Romano, John R. \(DOT\)](#); [Tavares, Danielson P \(DOT\)](#)
Cc: [Major, Tara \(HOU\)](#); [Michael Tyler](#)
Subject: MassDOT CIP
Date: Thursday, May 29, 2025 9:54:27 AM

Dear MassDOT CIP team,

Thank you for all the work you do in our city. 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. 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.

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.

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
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.
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.
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.

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.

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. 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

Thank you so much for your consideration!

Jim Hawkins

Jim Hawkins

State Representative

2nd Bristol District | Attleboro

State House | Room 472

Boston, MA 02133

Tel: (617)722-2013 ext. 8932 | Cell: (508)226-1436

James.Hawkins@MAhouse.gov

From: [Mary Ellen Heider](#)
To: [MassCIP \(DOT\)](#)
Subject: Comments regarding the Capital Investment Plan for FY26-30
Date: Tuesday, June 3, 2025 2:35:58 PM

CAUTION: This email originated from a sender outside of the Commonwealth of Massachusetts mail system. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

To Whom It May Concern:

I recently saw your FY26-30 Capital Investment Plan involving all the projects slated for the next 5 years.

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.

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.

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.

Thank you

Maryellen Heider



From: [Sybil Holland](#)
To: [MassCIP \(DOT\)](#)
Subject: Herring Pond And State Road intersection
Date: Thursday, June 5, 2025 8:43:08 AM

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I am writing to express my concern over the intersection of Herring 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 being 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.

Sybil Holland



From: [joanne leveroni](#)
To: [MassCIP \(DOT\)](#)
Subject: Randolph Ave, Milton, MA
Date: Thursday, June 12, 2025 1:48:00 PM

CAUTION: This email originated from a sender outside of the Commonwealth of Massachusetts mail system. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

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.

From: [Kathryn Marks](#)
To: [MassCIP \(DOT\)](#)
Subject: State Route 3A Intersection with Hedges Pond Road
Date: Wednesday, June 4, 2025 9:21:43 PM

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To Whom It May Concern;

It concerns me greatly that the intersection of Hedges Pond Road with 3A in Plymouth's Cedarville area is a bad accident waiting 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.

Long time Plymouth resident on Bloody Pond. This is my nearest shopping area and both of these areas have become very dangerous in the last few years.

Sincerely
Kathryn M. Marks

From: [Allison Morin](#)
To: [MassCIP \(DOT\)](#)
Subject: cedarville/hedges pond road
Date: Saturday, June 7, 2025 11:56:13 AM

CAUTION: This email originated from a sender outside of the Commonwealth of Massachusetts mail system. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Good Morning,

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. Thanks! Respectfully, Brian



MassDOT Office of Transportation Planning
Manager of Capital Planning
10 Park Plaza, Rm. 4150
Boston, MA 02116

To whom it may concern,

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).

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). 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:

- **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.

Sincerely,

A handwritten signature in black ink, appearing to read "Patrick Herron".

Patrick Herron
Executive Director
Mystic River Watershed Association

Fig. 1 - Mystic Greenways Vision Map

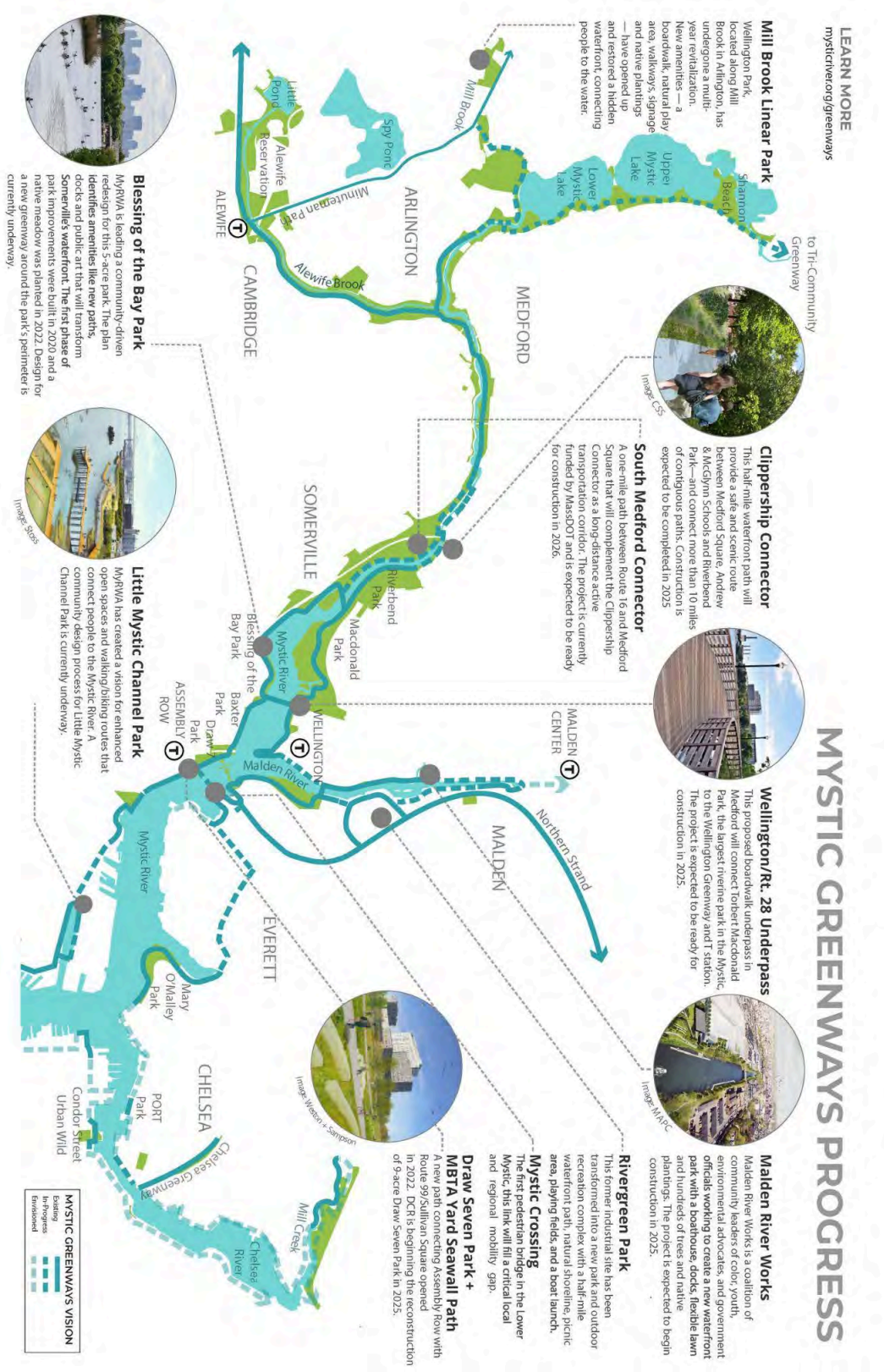


Fig. 2**Mystic Greenways Projects on MassDOT Draft CIP FY26-30**

#	Project	Total (\$m)	Prior	FY26	Fy27-30	After FY30
611982	Wellington Shared use Underpass at Route 28 (Medford)	5.5	0	0.74	4.71	0
612499	South Medford Connector Bike Path (Medford)	9.0	0	0	5.84	3.19
613082	Wellington Greenway Phase IV Shared Use Path (Medford)	2.1	0	0	2.08	0
612004	Mystic River Bicycle and Pedestrian Bridge (Everett & Somerville)	69.8	0	0	62.89	6.88
Total		86.3	0	0.74	75.52	10.07

Critical Connections Projects on MassDOT CIP FY26-30

#	Project	Total (\$m)	Prior	FY26	Fy27-30	After FY30
611974	Main Street/38 Safety Improvements (Medford)	11.1	0	0	11.12	0
606226	Rutherford Ave Reconstruction (Boston)	215.9	0	0	38.38	177.52
607670	Mystic & Maffa Bridge Replacement (Boston & Somerville)	52.5	34.89	13.35	4.3	0
607981	McGrath Boulevard Reconstruction (Cambridge & Somerville)	143.6	0	0	98.7	44.86
Total		423.1	34.9	13.4	152.5	222.4

From: [Andrea Ridley](#)
To: [MassCIP \(DOT\)](#)
Subject: Support
Date: Thursday, May 29, 2025 1:50:24 PM

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I support:

\$424 million for the I-90 Allston Multimodal project.

The Allston project is ling overdue

From: [roger.parsons](#)
To: [MassCIP \(DOT\)](#)
Subject: capital investment plan
Date: Wednesday, May 28, 2025 2:59:28 PM

CAUTION: This email originated from a sender outside of the Commonwealth of Massachusetts mail system. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon, I would like to see a comprehensive plan developed for sidewalk repair and expansion state wide.
Respectfully, Roger Parsons
Sent from my iPhone

From: [Nate Sharpe](#)
To: [MassCIP \(DOT\)](#)
Subject: Public Comment on Capital Investment Plan
Date: Tuesday, June 3, 2025 9:56:00 PM

CAUTION: This email originated from a sender outside of the Commonwealth of Massachusetts mail system. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hello,

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.

Best regards,
Nate Sharpe

From: [REDACTED]
To: [MassCIP \(DOT\)](#)
Subject: Hedges Pond Road/State Road and Herring Pond Road/State Road Intersections in Plymouth
Date: Friday, June 6, 2025 12:32:34 PM

CAUTION: This email originated from a sender outside of the Commonwealth of Massachusetts mail system. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

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 Road they 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 on the 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, or they 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,

William L Sheridan
[REDACTED]

From: [MWSheridan](#)
To: [MassCIP \(DOT\)](#)
Subject: Hedges Pond Road/State Road and Herring Pond Road/State Road Intersections in Plymouth (Cedarville)
Date: Friday, June 6, 2025 12:08:07 PM

CAUTION: This email originated from a sender outside of the Commonwealth of Massachusetts mail system. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Good morning,

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.

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.

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.

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.

To say the area is a nightmare to drive through is an understatement. It was always felt the traffic issue was a summertime only event, but that has changed. The traffic issue has become

a year round occurrence because of all the growth to Cedarville and Plymouth in recent years. Traffic calming measures are critical, and I urge the State to act.

Sincerely,

Marcia Sheridan



From: [Christa Silvieus](#)
To: [MassCIP \(DOT\)](#)
Subject: Cedarville (South Plymouth) Intersections
Date: Thursday, June 5, 2025 12:51:17 PM

CAUTION: This email originated from a sender outside of the Commonwealth of Massachusetts mail system. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Subject: URGENT: Support for Cedarville Roadway Improvements - High Accident Risk and Treacherous Conditions

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:

- **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.
- **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.
- **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.

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.

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.

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.

Sincerely,

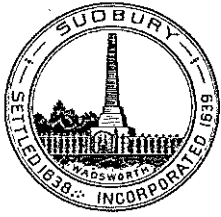
Christa Silvius

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



Town of Sudbury

Office of the Select Board

Flynn Building
278 Old Sudbury Rd
Sudbury, MA 01776-1843
978-639-3381
Fax: 978-443-0756

selectboard@sudbury.ma.us

May 20, 2025

Ms. Monica G. Tibbits-Nutt
Secretary & Chief Executive Officer
Massachusetts Department of Transportation
10 Park Plaza, Suite 3510
Boston, MA 02116

Re: Public Comment in Support of Mass Central Rail Trail Project – Sudbury-Wayland (Project #610660)

Dear Secretary Tibbits-Nutt:

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.

2025 JUN 03 PM 02:01

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.

Sincerely,

Sudbury Select Board

cc:

Senator Jamie Eldridge

Representative Carmine Gentile

Carrie E. Lavalley, P.E., Chief Engineer, MassDOT Highway Division

2025 JUN 03 PM 02:32



Town of Sudbury

Office of the Select Board

Flynn Building
278 Old Sudbury Rd
Sudbury, MA 01776-1843
978-639-3381
Fax: 978-443-0756

selectboard@sudbury.ma.us

May 20, 2025

Ms. Monica G. Tibbits-Nutt
Secretary & Chief Executive Officer
Massachusetts Department of Transportation
10 Park Plaza, Suite 3510
Boston, MA 02116

Re: Public Comment in Support of Bruce Freeman Rail Trail Projects (#613319 and #613654)

Dear Secretary Tibbits-Nutt:

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 of 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.

2025 JUN 03 PM 02:51

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.

Sincerely,

Sudbury Select Board

cc:

Senator Jamie Eldridge

Representative Carmine Gentile

Carrie E. Lavalley, P.E., Chief Engineer, MassDOT Highway Division

2025 JUN 03 PM 02:53

From: [David Watson](#)
To: [MassCIP \(DOT\)](#)
Cc: [Joan Griswold](#)
Subject: comment on funding for Rural Complete Streets in 2026-2030 CIP
Date: Thursday, June 12, 2025 2:28:28 PM
Attachments: [WatsonActive_logo_WA_small.png](#)

CAUTION: This email originated from a sender outside of the Commonwealth of Massachusetts mail system. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

I am writing to reiterate the comments I made during the public comment period of the 2026-2030 Capital Investment Plan public meeting for Western Massachusetts on June 3, 2025.

I have been working with Hilltown Community Development Corporation, based in Chesterfield, which provides housing, transportation, food access, and other social services throughout the Hilltown region. We have been trying to engage more of the Hilltowns in the MassDOT Complete Streets Funding Program, and are very pleased to see that the draft CIP proposes to continue funding for this very impactful and successful program at \$75 million.

To date, only one of the Hilltowns, Goshen, has fully participated in the Complete Streets program, and has only been able to construct one project. Otherwise, there is a large, conspicuous hole in the Hilltowns region on the Complete Streets map, with no other policies adopted, prioritization plans created, or projects constructed. Statistically, rural towns in Massachusetts participate in the Complete Streets program at significantly lower rates than urban and suburban communities, despite the fact that the Complete Streets program can fund projects that are very responsive to rural transportation and safety needs.

Over the past two years of conversations with stakeholders in the Hilltowns and throughout Western Massachusetts, it has become clear that the most significant barrier to rural participation in the Complete Street Funding Program is a lack of funding for the design and engineering work that is required to even request construction funding. The Complete Streets program does not provide any funding for design and engineering work; it is expected that the municipality will fund this work through other means, without knowing whether they will receive construction funding. There are other MassDOT municipal grant programs that do include design and engineering, so we know it is possible to do so and it is a policy choice.

While design and engineering funding is challenging for all municipalities, the problem is particularly acute in small rural towns like the Hilltowns, with tiny populations, limited roadway miles, relatively little Chapter 90 funding, no planning staff, and only a handful of highway and administrative staff.

In closing, we respectfully request that MassDOT include funding for design and engineering in the Complete Streets Funding Program, in order to increase rural participation in the program consistent with MassDOT's goals of regional equity and improving rural transportation.

Thank you for your attention to this matter. Please let me know if you have any questions or would like more information.

David Watson
Principal

WatsonActive LLC
170 Franklin Street
Arlington, MA 02474
david@watsonactive.com
617-686-4199



Activate Your Community

From: [J Wehtje](#)
To: [MassCIP \(DOT\)](#)
Subject: Public Input
Date: Monday, June 2, 2025 9:34:59 AM

CAUTION: This email originated from a sender outside of the Commonwealth of Massachusetts mail system. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hello,

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.

Jacquelyn Wehtje

Comments with Rail Themes

(Letters/emails may appear in Multiple section if they address a variety of topic areas)

From: [Ben Heckscher](#)
To: [MassCIP \(DOT\)](#)
Subject: Draft FY2026-2030 CIP Comment - RE: Rail Division / Location: Conn River Line / FY2026 Funding for the installation of a Fiber Optic Network along the Conn River Line
Date: Thursday, June 12, 2025 2:45:06 PM

CAUTION: This email originated from a sender outside of the Commonwealth of Massachusetts mail system. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

With this email I am submitting the following comment regarding the Draft FY2026-2030 MassDOT Capital Investment Plan.

COMMENT:

I would like to request that MassDOT provide additional funding to the Rail Division in FY2026 so that they can proceed with the installation of a Fiber Optic Network along the MassDOT-owned Conn River Line between Springfield and the VT-MA state line.

The draft FY2026-2030 CIP apparently only includes \$0.5M in FY2026 for this project (which I assume is included as part of Rail / Conn River / CR 2205 0000 / Conn River - Additional Yards & Rail Support Facilities).

The design work for this project was awarded in September 2023 and I assume that it is now complete. The material for this project (fiber optic cable, conduit, and handholes) 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 necessary and modest funds in FY2026 that would allow MassDOT to start the installation of conduit and fiber optic cable along the Conn River Corridor. The longer we wait for the installation of this 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.

Thank you

Sincerely,
Ben Heckscher

Co-founder
Trains In The Valley
web | trainsinthevalley.org

From: [Ben Heckscher](#)
To: [MassCIP \(DOT\)](#)
Subject: Draft FY2026-2030 CIP Comment - RE: Rail Division / Conn River Line / Project ID: CR 2201 0000 / CONN RIVER - TRACK AND RIGHT-OF-WAY
Date: Thursday, June 12, 2025 1:56:24 PM

CAUTION: This email originated from a sender outside of the Commonwealth of Massachusetts mail system. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

With this email I am submitting the following comment regarding the Draft FY2026-2030 MassDOT Capital Investment Plan.

COMMENT:

The Draft FY2026-2023 MassDOT CIP apparently does not include any funding for the following project —

Rail Division / Conn River Line / Project ID: CR 2201 0000 / CONN RIVER - TRACK AND RIGHT-OF-WAY

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

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.

Thank you

Sincerely,
Ben Heckscher

Co-founder
Trains In The Valley
web | trainsinthevalley.org

From: [Ben Heckscher](#)
To: [MassCIP \(DOT\)](#)
Subject: Draft FY2026-2030 CIP Comment - RE: Rail Division / Location: Conn River Line / Project ID: CR 2205 6000 / CONN RIVER - KNOWLEDGE CORRIDOR STATIONS (GREENFIELD & NORTHAMPTON)
Date: Thursday, June 12, 2025 4:03:13 PM

CAUTION: This email originated from a sender outside of the Commonwealth of Massachusetts mail system. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

With this email I am submitting the following comment regarding the Draft FY2026-2030 MassDOT Capital Investment Plan.

RE: Rail Division / Location: Conn River Line / Project ID: CR 2205 6000 / CONN RIVER - KNOWLEDGE CORRIDOR STATIONS (GREENFIELD & NORTHAMPTON)

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.

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.

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.

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.

As further support for this request I would like to point that —

(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.

(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.

(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..

(d) MassDOT has proposed constructing an 800-foot concrete level boarding platform in Palmer MA for the planned West-East Rail service.

Thank you.

Sincerely,

Ben Heckscher

Co-founder

Trains In The Valley

web | trainsinthevalley.org

From: [Anne Miller](#)
To: [MassCIP \(DOT\)](#)
Subject: MassDOT CIP request FY2026-2030
Date: Monday, June 2, 2025 12:05:29 PM
Attachments: [2025_06_02 - FY2026-2030 CIP Request - Western Mass Rail Coalition.pdf](#)

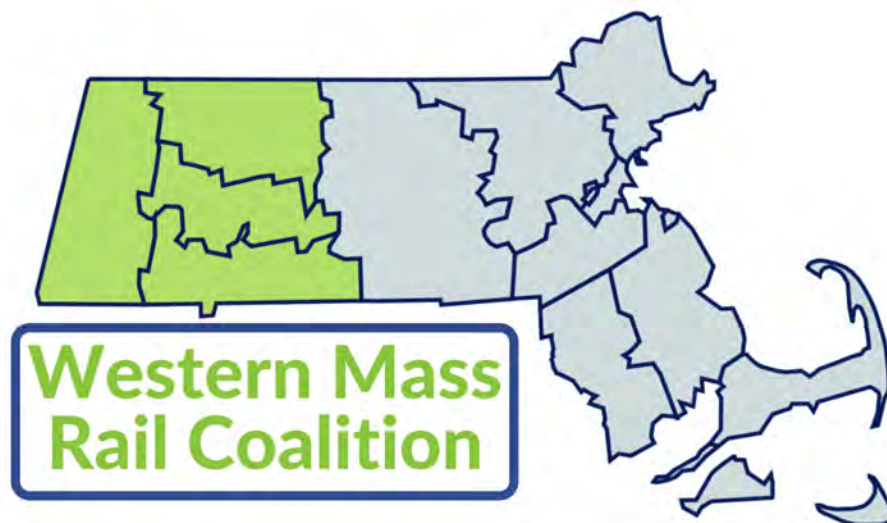
CAUTION: This email originated from a sender outside of the Commonwealth of Massachusetts mail system. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Dear Ms. Scott,

The attached pdf is a request for the inclusion of specific West-East Rail projects in the FY2026-2030 Capital Investment Plan.

The letter has also been mailed to Secretary Tibbitts-Nutt.

Thank you,
Anne Miller
for the Western Mass Rail Coalition



Date June 2, 2025

To Monica Tibbits-Nutt, Secretary and CEO
Massachusetts Department of Transportation

CC Meredith Slesinger, Rail & Transit Administrator
Michelle Scott, Manager of Capital Planning

From Western Mass Rail Coalition

RE FY 2026–2030 CIP Request

Dear Secretary Tibbits-Nutt,

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.

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.

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.

Thank you for your continued leadership and attention to this transformative project.

Sincerely,

Ben Heckscher

Ben Heckscher
For the Western Mass Rail Coalition

Anne Miller

Anne Miller
For the Western Mass Rail Coalition

From: [Romano, John R. \(DOT\)](#)
To: [Pickering, Jennifer \(SEN\)](#)
Cc: [Sheehan, Devin \(SEN\)](#); [Bickford, Gus P. \(DOT\)](#); [Tavares, Danielson P \(DOT\)](#); [Scott, Michelle E. \(DOT\)](#)
Subject: RE: MassDOT's Draft FY26-30 Capital Investment (CIP) plan virtual legislative briefing
Date: Tuesday, May 20, 2025 11:00:50 AM

Good Morning Jennifer:

I will forward your comments to the team.

As for the briefing it is for legislative offices only.

Regards,

John R. Romano

MassDOT Legislative Affairs Manager, Highway

(617) 438-4301

From: Pickering, Jennifer (SEN) <Jennifer.Pickering@masenate.gov>
Sent: Tuesday, May 20, 2025 9:55 AM
To: Romano, John R. (DOT) <John.Romano@dot.state.ma.us>
Cc: Sheehan, Devin (SEN) <Devin.Sheehan@masenate.gov>
Subject: Re: MassDOT's Draft FY26-30 Capital Investment (CIP) plan virtual legislative briefing

Thank you for the invite. We have 2 District events at that time on Friday the 23rd and will not be able to attend. We have had outreach from constituents on the following:

1. Palmer, MA- 2 Bridges in particular that need replacement or repair prior to rail stop construction for truck carriers and town travel for schools and residents. Who can we check in with about those?
 - a. Also, we have had outreach on the final budget for the Palmer stop requesting it go to CIP. (Not sure I have that worded correctly) I imagine this will go to Compass Rail. Can someone follow up with us or the Palmer Citizens group with information, and budget process for planning and implementation?
2. Is this meeting meant for Legislative offices only, or Municipalities as well?

If there are other questions that come up, I will share them with you before Friday. Thank you for this forum.

Jennifer Pickering, MSW

District Director

Massachusetts Senate

Office of Senator Jacob Oliveira

Hampden Hampshire Worcester District

413-384-6231

From: Romano, John R. (DOT) <John.Romano@dot.state.ma.us>

Sent: Tuesday, May 20, 2025 9:28 AM

To: [hou-dl-houseofrepresentatives@mahouse.gov](mailto:hous-dl-houseofrepresentatives@mahouse.gov) <[hou-dl-houseofrepresentatives@mahouse.gov](mailto:hous-dl-houseofrepresentatives@mahouse.gov)>; SEN-ALL-DL <sen-dl-senate@masenate.gov>

Cc: Fielding, Daniel (DOT) <Daniel.Fielding@dot.state.ma.us>; Saunders, Gareth R. (DOT) <Gareth.Saunders@dot.state.ma.us>; Racicot, Daniel J. (DOT) <daniel.j.racicot@dot.state.ma.us>; Tavares, Danielson P (DOT) <danielson.p.tavares@dot.state.ma.us>; Scott, Michelle E. (DOT) <Michelle.E.Scott@dot.state.ma.us>; Bickford, Gus P. (DOT) <gus.p.bickford@dot.state.ma.us>; Grew, Matthew (DOT) <Matthew.Grew@dot.state.ma.us>; Thant, Moe (DOT) <moe.t.thant@dot.state.ma.us>

Subject: MassDOT's Draft FY26-30 Capital Investment (CIP) plan virtual legislative briefing

When: Friday, May 23, 2025 9:00 AM-10:00 AM.

Where: Microsoft Teams Meeting

Good Morning,

Please join Massachusetts Department of Transportation staff to learn more about MassDOT's Draft FY26-30 Capital Investment (CIP) plan at a virtual legislative briefing on Friday, May 23, 2025 at 9:00am.

MassDOT's CIP guides how the Commonwealth prioritizes and funds local and statewide transportation projects, and determines funding for infrastructure including railroad, transit, accessibility upgrades, roadway and bridge improvements, municipal projects, and for meeting the needs of Regional Transit Authorities (RTAs). The plan describes both projects and programs for improving transportation throughout Massachusetts, including local aid programs that support municipalities, regional transit authorities, and other entities. This plan is updated annually, and outlines planned investments for the next five years.

MassDOT staff anticipates releasing a draft FY26-30 CIP for public review on May 22, 2025, pending MassDOT Board of Directors approval to release the draft. The public comment period will run through June 11, 2025, and MassDOT will be providing a variety of options for people to provide feedback. During this briefing, MassDOT staff will share more information about the CIP development process, the planned investments included in the draft FY26-30 CIP, and ways for people to provide comment. We welcome questions and comments you may have about the CIP and hope you will help us to spread the word to your constituents about opportunities to provide feedback on this plan.

If you have questions prior to the event, please contact Gus Bickford at gus.p.bickford@dot.state.ma.us, Danielson Tavares at danielson.p.tavares@dot.state.ma.us or

myself.

Regards,
John R. Romano
MassDOT Legislative Affairs Manager, Highway
(617) 438-4301
John.Romano@dot.state.ma.us

Microsoft Teams [Need help?](#)

[Join the meeting now](#)

Meeting ID: 257 038 799 605

Passcode: RE3Yb9ME

For organizers: [Meeting options](#)

Comments from MPO TIP/STIP

(Letters/emails may appear in multiple sections if
they
address a variety of topic areas)



Jia Huang <jhuang@ctps.org>

Fwd: Letter In Opposition to The Proposed Swampscott Rail Trail

2 messages

Ethan Lapointe <elapointe@ctps.org>
To: TIP <tip@ctps.org>

Wed, Apr 16, 2025 at 9:50 AM

Ethan Lapointe | he, him, his**Program Manager, TIP**

Central Transportation Planning Staff

Boston Region Metropolitan Planning Organization

857.702.3703 | elapointe@ctps.org | <http://bostonmpo.org/>

----- Forwarded message -----

From: **Thomas Palleria** <thomas.palleria@yahoo.com>

Date: Tue, Apr 15, 2025 at 5:24 PM

Subject: Letter In Opposition to The Proposed Swampscott Rail Trail

To: civilrights@ctps.org <civilrights@ctps.org>, dmohler@ctps.org <dmohler@ctps.org>, elapointe@ctps.org <elapointe@ctps.org>

David Mohler

Chair, Boston Region Metropolitan Planning Organization

10 Park Plaza , Suite 2150

[Boston MA 02116](#)c/o Ethan Lapointe, Elapointe@ctps.org

Re: Swampscott Rail Trail Project #610666

Dear Mr Mohler –

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 design and 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.

As you consider whether or not to fund the Swampscott Rail Trail I would ask that you please consider the following:

- 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 of 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.
- 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.

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.

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.

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.

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.

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.

8) In an effort to reduce the amount of money that the Town of Swampscott needs to spend to acquire land rights along the proposed Rail Trail they have offered landowners in the corridor a quid pro quo essentially offering them federal grant money in return for the gift of their land. Their approach is to offer landowners things of value, removing trees from their land, updating irrigation systems, plantings, landscaping, fences etc. of monetary value in exchange for the "gift" of land rights. This is no gift at all – it is the Town of Swampscott using Federal Grant money to acquire land rights via a quid pro quo which is not allowed under the TIP program.

9) In reviewing the Town of Swampscott's Grant Application for TIP funding it is clear they were disingenuous about the facts of the proposed Swampscott Rail Trail if not outright dishonest.

As outlined above 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).

The Town of Swampscott lacks the legal authority to acquire the land needed for the Rail Trail (the approved warrant language is insufficient), they have failed to consider alternatives that would greatly reduce the cost of the rail trail, they have decided not to invest the ample town funds they have in the rail trail, they have failed to acquire the needed appraisals for land takings, they have not allocated the needed funds to acquire the land needed for the rail trail, the town has sufficient access to recreational trails in close proximity, and they lack the needed approvals from the conservation committee to move forward with this project.

The Town of Swampscott has had 8 years to get their proverbial ducks in a row related to the Swampscott Rail Trail and they have failed to do so. Until they are able cure their warrant language, acquire land rights, and acquire approvals from the conservation commission this is far from a shovel ready project.

Your committee does a great job, and there are so many deserving projects. The answer to Swampscott should be no for now – until they can prove they are working with national grid, abutters and landowners – and actually have the needed rights and approvals to build the trail.

There is no emergency here – please just hold those you fund accountable to a certain standard of ethics and readiness – when the trail is ready, they can come back to you for consideration.

Thank you!

Tom Palleria

Please be advised that the Massachusetts Secretary of State considers e-mail to be a public record, and therefore subject to the Massachusetts Public Records Law, M.G.L. c. 66 § 10.

Jia Huang <jhuang@ctps.org>

Thu, Apr 24, 2025 at 9:41 AM

To: thomas.palleria@yahoo.com

Cc: TIP <tip@ctps.org>, Ethan Lapointe <elapointe@ctps.org>

Hi Tom,

The Boston Region MPO appreciates your engagement and input on the Swampscott Rail Trail Project. Your comment will be shared with the MPO board as a part of its review of the draft TIP on June 5, 2025. During this meeting, it is anticipated that MPO members will vote on the endorsement of the TIP after taking into account the public comments received during the 30-day public review period, which ends on May 28. All MPO meetings are public, and you are welcome to attend the meeting if you would like to do so. An agenda and information about how to join this meeting will be posted to the MPO's meeting calendar.

Please let me know if you have any further questions or comments on the FFYs 2026-30 TIP or other MPO work, and thank you again for your feedback.

Best,

Jia

[Quoted text hidden]

--

Jia Huang | she, her, hers

Public Engagement Coordinator

Central Transportation Planning Staff

Boston Region Metropolitan Planning Organization

857.702.3654 | jhuang@ctps.org | bostonmpo.org

April 17, 2025

Mr. David Mohler, Chair
Boston Region Metropolitan Planning Organization
State Transportation Building
10 Park Plaza, Suite 2150
Boston, MA 2116

c/o Ethan Lapointe, Elapointe@ctps.org

RE: Swampscott Rail Trail Project #610666

Dear Mr. Mohler,

My name is Andrea Calamita, and 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.

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.

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.

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.

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.

Sincerely,

Andrea Calamita

A solid black rectangular box used to redact the signature of Andrea Calamita.

The sender's name
Benjamin Bayes

The sender's email
[REDACTED]

Your ZIP code
02465

Subject
Please move project 610660, Sudbury-Wayland: Mass Central Rail Trail (MCRT) forward from 2028

Message

Hello TIP team. 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>

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. 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.

Please, move the TIP funding of the Sudbury-Wayland: Mass Central Rail Trail project forward from 2028.

Sincerely,
Benjamin Bayes
Norwottuck Network Board Member

Please be advised that the Massachusetts Secretary of State considers e-mail to be a public record, and therefore subject to the Massachusetts Public Records Law, M.G.L. c. 66 § 10.



Jia Huang <jhuang@ctps.org>

[Transportation Improvement Program (TIP) Feedback] Support for project 610662

1 message

Boston Region MPO <mposite@www2.bostonmpo.org>

Tue, Apr 29, 2025 at 3:59 PM

Reply-To: christopher.silvia@gmail.com

To: tip@ctps.org

Christopher P Silvia (not verified) (christopher.silvia@gmail.com) sent a message using the contact form at <https://bostonmpo.org/contact/tip>.

The sender's name
Christopher P Silvia

The sender's email
[REDACTED]

Your ZIP code
01801

Subject
Support for project 610662

Message

Dear Boston Region mpo,

I am submitting public comment in support of project 610662. I live at 13 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, and I 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.

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's main 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.

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 designate 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.

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, my email is

[REDACTED]



Jia Huang <jhuang@ctps.org>

Town of Littleton Comments on draft FFYs 2026-30 TIP

Maren Toohill <MToohill@littletonma.org>

Wed, May 21, 2025 at 1:50 PM

To: "TIP@ctps.org" <TIP@ctps.org>

Cc: James Duggan <jduggan@littletonma.org>, Stephen Jahnle <sjahnle@littletonma.org>, "Jason Palitsch, 495/MetroWest Partnership" <jason@495partnership.org>

Thank you for this opportunity to weigh in on the Draft FFYs 2026-30 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.

1. 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.
2. 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.

Looking forward to continuing this conversation,

Maren Toohill

Maren A. Toohill, AICP

Town Planner

978/540-2425

MToohill@littletonma.org

Town of Littleton



May 21, 2025

Mr. Ethan Lapointe, Transportation Improvement Program Manager
 State Transportation Building
 10 Park Plaza, Suite 2150
 Boston, MA 02116-3968
elapointe@ctps.org
 857.702.3703

Dear Mr. Lapointe,

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:

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

“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.

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 removal of over 600 trees with a diameter of 6 inches or greater (the exact number of trees to be removed is still unknown, but the count is over 600 trees from the Natick town line to Wellesley Street, which is approximately half the length of the project). Eliminating these trees and the canopy they provide along with all vegetation, and inserting a 10-foot-wide asphalt path in

their place will significantly increase temperatures along the roadway and **obliterate the ecosystem** in this vital corridor.

In addition to these serious concerns, to date – more than 5 years since the inception of the project, there has been no public discussion of the anticipated number of users of the shared use path. And yet, in the same timeframe, the estimated project cost has soared from \$8.12 million in 2020 to \$19.99 million in 2024 without any supporting evidence of the level of actual public use or benefit to justify the additional expenditure of Federal and State funds. The project should not continue progress toward 75% design until a reasonable estimate of anticipated usage is accepted and actual environmental benefits and drawbacks are accurately accounted for.

We strongly urge the MPO to withhold TIP funding for the Route 30 Reconstruction project until the Town of Weston, and its consultant, Howard Stein Hudson, present a safe and environmentally sound option for bicycles in the corridor. The current design plans must be put on hold, and other options, such as relocating the shared use path to the nearby Hultman Aqueduct, must be fully evaluated and considered.

Sincerely,

Rebecca Mercuri	Louis Mercuri	Kayla Mercuri	Victoria Huber	Tony Brooke	Barbara Gilman
Richard Gilman	Andrew Fligor	Diane Coletti	Jim Coletti	James Coletti III	Jonathan Chase
Steve Butera	Sarah Butera	Robert Ewanoski	Cliff Abrecht	Fernanda Bourlot	Rochelle Nemrow
Michael Nemrow	Allison Nemrow	Gregory Nemrow	Katherine Diver	Neil Diver	Gary Lee
Margaret Ewald	Frank Caine	Becky Ames	John Sallay	Rachael Stewart	Rochelle Nemrow
Steve Watson	Beverly Watson	Bruce Paster	Paul Griner	Margaret Griner	Barbara Baker
Robert Froh	Margaret Ewald	Warren Pinkert	Connie Pinkert	Robert Collman	Kathie Collman
John Harding	Linda Harding	Cody Meissner	Barbara Meissner	Hugh Pearson	Gustav Christensen
Vibeke Christensen	Paul Brontas	Barry Davidson	Linda Davidson	Nancy Lukitsh	David Osborne
Susan Schaefer	Christi Halby	Susan Schaefer	Richard Trant	Larine Levy	Louis Grossman
Jeff Levy	Norm Weinstock	Shelia Weinstock	Sherwin Greenblat	Joyce Flaherty	Andy Shaw
Doug Shaw	Richard Flynn	Laura Flynn	Judy Whitham	Ann Freake	Raymond Freake
Ann Orr	Andrew Zimmerman	Maura Zimmerman	Lauri Wishner	Richard Tedlow	Donna Staton
Paul Donahue	Lesley Osborne	Bill McConaghy	Jo McConaghy	Amy Gerson	Janice Kaplan
Nancy Casper	Bobby Casper	Stephie Albert	Miles Diver	Matthew Diver	Henry Diver
Nicolle Diver	Pam Fondacabe	Greg Fondacabe	Mark Halfman	Mia Halfman	Laurel Halfman
Anna Halfman	John McDonald	Natti McDonald	John Shane	Richard Thomas	Richard Hutson
Harry Alverson	Bob Ackerman	Nathan Coolidge	Lloyd Dahmen	Robert Fosberg	Chris Weschler
Ted Weschler	Fred Filoon	Harrison Graham	Thomas Haynes	Peter Campanella	Tim Richards
Gordon Pritchard	Nathan Ott	Kyle Albert	Ralph Linsalata	David Scudder	Peter Martin
Dick Perkins	Frank White	John Reidy	John Ledbetter	Craig Lawrence	Jonathan Keyes
Karen Thomas	Ed Eschbach	Barbara Eschbach	Gene Dahman	Dana Callow	Becky Callow
Michelle Garfinkel	Justin Garfinkel	Matthew Garfinkel	Brendan Garfinkel	Lindsay Garfinkel	Steven Garfinkel
Amy Elizabeth Usen	Sybil Ann Luchetti	Amy Silverstein	Ross Silverstein	Elizabeth Messina	Susan Zacharias
Greg Zacharias	Lise Revers	Patrick Ahearn, FAIA	Nick Berardinelli	Gina Gagliardi	Luca Berardinelli
Gianni Berardinelli	Ann Gagliardi	Antonio Gagliardi	Drew Tamoney	Clarence Dixon	Laura Dixon
Bahar Cohen	Barbara Fullerton	Bert Fullerton	Anne Grape	Nina Danforth	Henry Stone
Laurie Endlar Lee	Richard Babayan	Sonya Nersessian	Alicia Primer	Doreen Mirley	John Mirley
Nikki Lee	Lawrence Lee	Lexi Lee	Charlotte Lee	Haeng Lee	Hoon Lee
Alison Barlow	Ravi Jasuja	Guneet Jasuja	Douglas Garron	Lorna Garron	Jennifer Garron
Artemis Willis	Carol Burnes	Jaclyn McDonald	Brett McDonald	Jessica Moy	Jonathan Moy
Chris DiBenedetto					

cc: Leon Gaumond, Town Manager/Select Board, Town of Weston
 Richard Sullivan, Director of Operations, Town of Weston
 Jason Lavoie, Town Engineer, Town of Weston
 Jay Doyle, Chair, Weston Traffic and Sidewalk Committee
 John McInerney, District Highway Director, District 6, MassDOT
 Stephanie Upson, Project Manager, MassDOT
 Alice Peisch, Representative, 14th Norfolk District



Jia Huang <jhuang@ctps.org>

Petition to Accelerate Belmont Community Path Phase 1 construction and Phase 2 design

Messenger, William [REDACTED]

Mon, May 19, 2025 at 9:20 PM

To: "TIP@ctps.org" <TIP@ctps.org>

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 Mass Central 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 Community Path in order to begin construction in 2026. This includes the following requests:

1. We ask the Boston Region Metropolitan Planning Organization (MPO) to fully fund Phase 1 (Project ID 609204) in FFY 2026 when endorsing the final 2026-30 TIP.
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 FFY 2026.

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 Mass Central Rail Trail in the Boston Region. Following delays of more than two years for Phase 2 design, we make the following requests:

3. We urge the Belmont Select Board to expediently approve the Belmont Community Path Project Committee's recommended route so that the Phase 2 design process can proceed.
4. We ask Town of Belmont leaders and the Boston Region MPO to formalize Phase 2 of the Belmont Community Path by assigning a Project ID Number for the TIP process.

William Messenger
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]



Jia Huang <jhuang@ctps.org>

Your petition

Klemens Meyer [REDACTED]

Mon, May 19, 2025 at 10:04 PM

To: TIP@ctps.org

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.

Klemens Meyer, MD
[REDACTED]



May 20, 2025

David Mohler and Stephen Woelfel, Chairs
 Boston Region Metropolitan Planning Organization
 State Transportation Building
 10 Park Plaza, Suite 2150
 Boston, MA 02116-3968

*Via email at: David.Mohler@state.ma.us
 Steve.Woelfel@state.ma.us*

Dear Messrs. Mohler & Woelfel and Members of the Boston Region MPO:

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. 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.

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.)

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.

Sincerely,

John Dieckmann

John Dieckmann
Vice President, Belmont Citizens Forum

cc: Ethan Lapointe, CTPS TIP manager (*via email at* elapointe@ctps.org)
Belmont Select Board (*via email* selectboard@belmont-ma.gov)
Patrice Garvin, Belmont Town Administrator (*via email* pgarvin@belmont-ma.gov)
Christopher Ryan, Director, Belmont Town Planner (*via email* cryan@belmont-ma.gov)
Holly Muson, Chair, Belmont Community Path Project Committee (*via email* hmuson@hotmail.com)

2024-25 articles published in the BCF newsletter concerning the Belmont Community Path:

March 2025

Select Board Candidates Answer BCF Questions [*including questions about community path*]
<https://www.belmontcitizensforum.org/wp-content/uploads/2025/02/March-2025-WEB-FINAL-1.pdf>

November 2024

Waltham Rail Trail Makes Slow Progress (pages 7-9)
<https://www.belmontcitizensforum.org/wp-content/uploads/2024/11/November-2024-CORRECTED.pdf>

Belmont's Student Bikers Cut School Traffic (pages 12-14)
<https://www.belmontcitizensforum.org/wp-content/uploads/2024/11/November-2024-CORRECTED.pdf>

July 2024

Concord Bike Lane May be Increasing Cycling (pages 9-10)
<https://www.belmontcitizensforum.org/wp-content/uploads/2024/06/July-2024-WEB-FINAL-1.pdf>

March 2024

MassDOT Representative Discusses March 7 Community Path Hearing (pages 1-2)
<https://www.belmontcitizensforum.org/wp-content/uploads/2024/03/March-2024-WEB.pdf>

BCF Asks Path Experts Three Questions (pages 3-4)
<https://www.belmontcitizensforum.org/wp-content/uploads/2024/03/March-2024-WEB.pdf>

January 2024

Community Path Could Have Bridge, Box-Over Fitchburg Tracks (pages 1-7)
<https://www.belmontcitizensforum.org/wp-content/uploads/2024/01/January-2024-WEB-FINAL.pdf>

What's in a Name? New Bikeway Condo Building's Title Says It All (pages 8-9)
<https://www.belmontcitizensforum.org/wp-content/uploads/2024/01/January-2024-WEB-FINAL.pdf>



495/METROWEST

PARTNERSHIP

Leaders for Regional Prosperity

200 FRIBERG PARKWAY
WESTBOROUGH, MA 01581
774-760-0495
495PARTNERSHIP.ORG

May 23, 2025

Mr. David Mohler, Chair
Boston Region Metropolitan Planning Organization
10 Park Plaza, Suite 2150
Boston, MA 02116

RE: Boston Region Metropolitan Planning Organization's Draft Transportation Improvement Program, FFY 2026-2030

Dear Mr. Mohler,

On behalf of the 495/MetroWest Partnership, please accept the following as our comments to the Boston Region Metropolitan Planning Organization (Boston MPO) regarding the draft *Transportation Improvement Program* (TIP) for FFY 2026-30.

The 495/MetroWest Partnership is a unique alliance among businesses, municipalities, and other stakeholders leading the advancement of the 495/MetroWest region as an exceptional location for people, businesses, and communities. Our vision is one in which the 495/MetroWest region enjoys sustainable economic growth, well-stewarded natural and built resources, and diverse transportation and housing choices across our 36 cities and towns. The Partnership accomplishes this by providing coordination, education, and advocacy for solutions to regional constraints.

Transportation challenges such as congestion, interchange capacity issues, and gaps in public transit coverage pose a major threat to the economic vitality of our region. Several indicators suggest the region would benefit from enhanced transportation infrastructure and transit investment, including the region's population growth rate, the sharp rise in housing costs, the low rate of housing churn, and an increased emphasis on transit-oriented development alongside fixed transit routes in downtown settings.

In accordance with our organization's 2022-2027 Strategic Plan, the 495/MetroWest Partnership has adopted a set of vision and priorities statements for roadway projects in our region. We are pleased to note that a number of these priorities were reflected in the draft TIP for FFY 2026-30.

The Partnership greatly appreciates the 495/MetroWest projects included in the draft FFY2026-30 TIP. The Partnership would like to applaud proposed funding increases for the following projects:

- 610691 Natick - Cochituate Rail Trail Extension, From MBTA Station to Mechanic Street; however, we note with concern that funding for this project has been reduced
- 612894 Framingham - Improvements at Harmony Grove Elementary School (SRTS)

The Partnership would also like to applaud the MPO's acceleration of the following project:

- 7420 Natick - Superstructure Replacement, N-03-012, Boden Lane Over CSX/MBTA (moved from FY27 to FY26)

Page 1 of 5

The Partnership is pleased to see programmed funding increases for the following projects, but would like to express concern that they have been rescheduled to later years than previously planned. We encourage the MPO to accelerate scheduling for these projects should resources become available:

- 610680 Natick - Lake Cochichuate Path
- 612178 Natick - Bridge Replacement, N-030010, Speen Street Over RR MBTA/CSX
- 604564 Maynard - Bridge Replacement, M-10-004, Route 62 (Main Street) Over the Assabet River

The Partnership supports the continued inclusion of the following projects at their current funding and schedule:

- 613274 Foxborough - Bridge Preservation at 6 Bridges Along the I-95 Corridor
- S13147 Framingham - Preliminary Design of Intersection Improvements at Route 126/135/MBTA & CSX Railroad
- 613182 Milford - Bridge Preservation, M-21-022 (1UD, 1 UE), I-495 Overt State Route 109/Medway Road
- S12807 MWRTA - Catch Connect Microtransit Service Expansion Phase 2
- S12971 MWRTA - Blandin Hub Equitable Redesign Initiative
- 612099 Ashland - Bridge Replacement, A-14-006, Cordaville Road over Sudbury River
- 613343 Foxborough - Interstate Pavement Preservation and Related Work on I-95
- 608436 Ashland - Rehabilitation and Rail Crossing Improvements on Cherry Street
- 610660 Sudbury/Wayland - Mass Central Rail Trail (MCRT)
- 612963 Bellingham - Roadway Rehabilitation of Route 126 (Hartford Road), From 800 Feet North of the I-495 NB Off Ramp to Medway Line, Including B-06-017
- 613640 Natick - Resurfacing and Related work on Route 9
- 613319 Sudbury/Framingham - Bike Path Construction of Bruce Freeman Rail Trail, from the Sudbury Diamond Railroad Crossing to Eaton Road West

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 delays to the following projects:

- 608045 Milford - Rehabilitation on Route 16, From Route 109 to Beaver Street (moved from FY26 to FY27)
- S12984 Holliston - Linden Street Improvements at Robert Adams Middle School SRTS (moved from FY27 to FY28)
- 610660 Sudbury/Wayland - Mass Central Rail Trail (moved from FY27 to FY28)
- 607748 Acton - Intersection and Signal Improvements on Routes 2 and 111 (Massachusetts Avenue) at Piper Road and Taylor Road (moved from FY29 to FY30)
- 613639 Framingham - Resurfacing and Related Work on Route 9 (moved from FY28 to FY30)

The Partnership is concerned by both a proposed delay and reduced funding for the following project:

- 612173 Bellingham - Bridge Replacement, B-06-022, Maple Street Over I-495 (moved from FY25 to FY27)

Finally, the Partnership notes that the following projects were programmed in the FY25-29 TIP but do not appear in the draft TIP for FY26-30; we strongly encourage their inclusion within their originally programmed years:

- 611952 Acton/Harvard/Littleton - Guide and Traffic Sign Replacement on a Section of Route 2
- 605091 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

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.

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.

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.

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.

Additionally, the 495/MetroWest Partnership would like to echo comments offered by the Town of Littleton regarding two matters in that community.

- 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 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.

- The Partnership also requests 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.

The Partnership identified several projects included in the FF26-30 Universe of Projects that are of significance to our stakeholders and which we will continue to monitor. Those projects include:

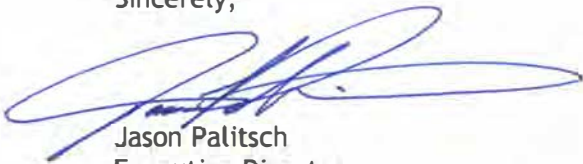
- S13041 Acton - Intersection Improvements at Hayward Road and Route 27
- 613872 Acton - Reconstruction of Route 2A/119 (Great Road), from Davis Road to Harris Street
- 610553 Acton - Intersection Improvements at Route 2 and Route 27 Ramps
- S13039 Acton/Maynard - Route 62 Complete Streets Design (Knox Trail to Waltham Street)
- S13050 Ashland - Intersection Improvements at Fountain and Union Street
- 604862 Bellingham - Ramp Construction & Relocation, I-495 at Route 126 (Hartford Avenue)
- S13070 Bellingham - South Main Street (Route 126) - Elm Street to Douglas Drive Reconstruction
- 608948 Bellingham/Franklin - Southern New England Trunk Trail (SNETT) Extension, from Grove Street to Franklin Town Center
- 613885 Bolton - Reconstruction of Route 117 (Main Street) from 200 feet West of John Power Lane to the Intersection of Mechanic Street
- 612740 Foxborough - Intersection Signalization at Route 140/Walnut Street and Route 140/I-495 (SB Ramp)
- 609280 Framingham - Roundabout Construction at Salem End Road, Badger Road, and Gates Street
- 606109 Framingham - Intersection Improvements at Route 126/135/MBTA and CSX Railroad
- S13049 Holliston - Reconstruction of Concord Street (Route 126)
- 611932 Hopkinton - Campus Trail Connector, Shared Use Trail Construction
- S13071 Hopkinton - West Main Street Reconstruction and Shared Use Path
- S13048 Hudson - Mass Central Rail Trail Extension
- 610702 Littleton - Intersection Improvements on 119/Beaver Brook Road
- 612807 Medfield - Intersection Improvements at Route 27 and West Street
- S13086 Medfield - Reconstruction of Route 109 (Millis T/L to Hartford Street)
- S13072 Medway - Improvements on Route 109 West of Highland Street (Highland Street to Bellingham Line)
- S13077 Medway - Traffic Signalization at Trotter Drive and Route 190
- S13073 Millis - Town Center Improvements

- S13083 Norfolk/Wrentham - Metacomet Greenway
- S13074 Sherborn - Improvements on Route 27 and Route 16, Sherborn Town Center Improvements (Village Way to Coolidge Street)
- S13078 Sherborn - Intersection Improvements at Route 16 and Maple Street
- S13084 Sherborn - Upper Charles River Trail Extension to Framingham City Line
- 613096 Stow - Assabet River Rail Trail Construction
- 608497 Wrentham - Resurfacing and Related Work on Route 1
- S13075 Wrentham - Route 140 and Eagle Dam
- S13076 Wrentham - Wrentham Center Improvements
- 610676 Wrentham - Intersection Improvements on Route 1A at North and Winter Street
- S13079 Wrentham - Intersection Improvements at Randall Road and Route 1A
- S13080 Wrentham - Intersection Improvements at Route 1A Green Street and High Street
- S13081 Wrentham - Intersection Improvements at Route 1 and Hawes Street
- S13082 Wrentham - Intersection Improvements at Route 1A and Route 121

Finally, the Partnership applauds continued funding, as planned, for project *607977 Hopkinton & Westborough - Reconstruction of Interstate 90/Interstate 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.

We thank you for your consideration of these comments. Should you have any questions or require any additional information, please contact me at any time, (774)-760-0495 or by email at jason@495partnership.org.

Sincerely,



Jason Palitsch
Executive Director
The 495/MetroWest Partnership



City of Cambridge

Executive Department

YI-AN HUANG
City Manager

Boston Region Metropolitan Planning Organization Board
Suite 2150
10 Park Plaza
Boston, MA 02116

May 22, 2024

Re: Support for Fitchburg Bicycle and Pedestrian Crossing and Bluebikes in FFY26 TIP

Dear Boston Region Metropolitan Planning Organization Board Members:

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.

Fitchburg Crossing Bridge

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.

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.

Community Connections Project - Bluebikes

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.

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.

Sincerely,

Yi-An Huang



Cambridge City Manager

The sender's email

[REDACTED]

Your ZIP code
02143

Subject
Funding and values

Message
Hello,

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.

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.

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. You need to put your money where your mouth is. Thank you for your time and consideration,
Cole Rainey-Slavick

Please be advised that the Massachusetts Secretary of State considers e-mail to be a public record, and therefore subject to the Massachusetts Public Records Law, M.G.L. c. 66 § 10.



495/METROWEST

PARTNERSHIP

Leaders for Regional Prosperity

200 FRIBERG PARKWAY
WESTBOROUGH, MA 01581
774-760-0495
495PARTNERSHIP.ORG

April 23, 2025

Mr. Kevin Krasnecky
Transportation Project Manager
Central Massachusetts Regional Planning Commission
1 Mercantile Street, Suite 520
Worcester, MA 01608

**RE: Central Massachusetts Metropolitan Planning Organization's Draft FY2026-2030
Transportation Improvement Program**

Dear Mr. Krasnecky,

On behalf of the 495/MetroWest Partnership, please accept the following as our comments to the Central Massachusetts Metropolitan Planning Organization (CMMPO) regarding the draft *Transportation Improvement Program* (TIP) for FY 2026 through FY 2030.

The 495/MetroWest Partnership is a unique public-private collaboration among businesses, municipalities, and other stakeholders focused on creating an environment that prepares for and cultivates sustainable growth across our thirty-six-community region. The Partnership accomplishes this by providing coordination, education, and advocacy for solutions to regional constraints. The key priorities that the Partnership addresses within the 495/MetroWest region are separate and unique but operate as part of an interrelated network of regional needs. These areas of focus include economic development, transportation, housing, energy and sustainable development, and water resources, among others.

Transportation challenges such as congestion, interchange capacity issues, and gaps in public transit coverage pose a major threat to the economic vitality of the region. Several indicators suggest the region would benefit from enhanced transportation infrastructure and transit investment, including the sharp rise in housing costs, the low rate of housing churn, and an increased emphasis on transit-oriented development alongside fixed transit routes in downtown settings reflected both in municipal planning efforts and promulgated regulations regarding the inclusion of by-right multifamily zoning in MBTA communities.

In accordance with our organization's 2022-2027 Strategic Plan, the Partnership's Transportation Committee convened a working group to review and update our organizational priorities for roadway projects in our region. We are pleased to note a number of these priorities are reflected in the draft *Transportation Improvement Program* (TIP) for FY 2026 through FY 2030.

Page 1 of 3

The Partnership greatly appreciates the investment in roadway infrastructure projects throughout the 495/MetroWest region in prior TIP cycles. In the current Draft TIP, the Partnership strongly supports the inclusion of the following funded projects at their designated year of funding and budgeted amounts:

FY: 2026

- 608456 Upton - Culvert Replacement, Milford Street (Route 140) Over Unnamed Tributary to Center Brook.
- 513283 Westborough - Purchase of New Bicycle Racks.

FY: 2027

- 612510 Grafton - Bridge Replacement, G-08-020, (SR 140) Shrewsbury Street Over MBTA/CSX Railroad.

FY: 2028

- 612874 Shrewsbury/Worcester - Bridge Preservation, S-14 -021=W-44-115 (1RA & 1RB), I-290 (EB And WB) Over Combination of Lake Quinsigamond and Lake Avenue North.
- 608490 Upton - Resurfacing and Related Work on Route 140 and Roundabout Construction at Route 140, Church Street and Grove Street.

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.

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. These projects include:

- 607764 Shrewsbury - Intersection & Signal Improvement at US 20 (Hartford Turnpike) at Grafton Street.
- 610825 Shrewsbury/Northborough - Rehabilitation & Box Widening on Route 20, From Route 9 to South Street.

Further, we are concerned with planned delays in the following initiatives:

- 613367 Westborough - Fisher Street Improvements (SRTS) (moved from FY27 to FY28).
- 613242 Westborough - Roadway Improvements on Route 30 (East Main Street), From Hastings Elementary School to Thomas Newtown Drive. (moved from FY29 to FY30).

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.

We thank you for your consideration of our comment letter. Should there be questions regarding our commentary, please feel free to contact me at any time, (774)-760-0495 or by email at jason@495partnership.org.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Jason Palitsch', with a large, sweeping flourish extending to the right.

Jason Palitsch
Executive Director
The 495/MetroWest Partnership

Comments with Multiple Themes

June 12, 2025

Via email:

masscip@state.ma.us

Massachusetts Department of Transportation

Office of Transportation Planning

10 Park Plaza

Boston, MA 02110

Re: Massachusetts Department of Transportation Capital Investment Plan FY 2026-2030

Secretary Tibbits-Nutt and Office of Transportation Planning,

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.

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.

FY 2026-2030 Comments

Transportation emissions account for 37-42% of total Commonwealth greenhouse gas ("GHG") emissions in recent years.¹ 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

¹ Executive Office of Energy and Environmental Affairs, 2023 Climate Report Card, Transportation Decarbonization [https://www.mass.gov/info-details/2023-massachusetts-climate-report-card-transportation-decarbonization#:~:text=Adaptation%20and%20Resilience-.2023%20Massachusetts%20Climate%20Report%20Card%20%2D%20Transportation%20Decarbonization.required%20between%202025%20and%202030](https://www.mass.gov/info-details/2023-massachusetts-climate-report-card-transportation-decarbonization#:~:text=Adaptation%20and%20Resilience-.2023%20Massachusetts%20Climate%20Report%20Card%20%2D%20Transportation%20Decarbonization.required%20between%202025%20and%202030;); EEA, Massachusetts Clean Energy and Climate Plan for 2025 and 2030, (2022) <https://www.mass.gov/doc/clean-energy-and-climate-plan-for-2025-and-2030/download>.

² IPCC, 2022: Summary for Policymakers [H.-O. Pörtner, D.C. Roberts, E.S. Poloczanska, K. Mintenbeck, M. Tignor, A. Alegría, M. Craig, S. Langsdorf, S. Löschke, V. Möller, A. Okem (eds.)]. In: Climate Change 2022: Impacts, Adaptation, and Vulnerability. Contribution of Working Group II to the Sixth Assessment Report of the Intergovernmental Panel on Climate Change [H.-O. Pörtner, D.C. Roberts, M. Tignor, E.S. Poloczanska, K. Mintenbeck, A. Alegría, M. Craig, S. Langsdorf, S. Löschke, V. Möller, A. Okem, B. Rama (eds.)]. Cambridge University Press. In Press. 32 pp., https://www.ipcc.ch/report/ar6/wg2/downloads/report/IPCC_AR6_WGII_SummaryForPolicymakers.pdf

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 2050.³ 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.

Support and Recommendations

Support

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.
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.
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 Mass*⁵ and *Resilient Coasts*⁶ plans to best align the Commonwealth's resiliency efforts.

Recommendations

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.
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

³ Secretary Katie Theoharides Letter Determination of Statewide Emissions Limit for 2050, April 22, 2020, <https://www.mass.gov/files/documents/2020/04/22/FinalNZDetermLetter%28Signed%29.pdf>.

⁴ An Act Creating A Next-Generation Roadmap for Massachusetts Climate Policy, St. 2021 c.8

⁵ Executive Office of Energy and Environmental Affairs, *ResilientMass Plan*, September 2023, <https://www.mass.gov/info-details/2023-resilientmass-plan>

⁶ Massachusetts Office of Coastal Zone Management, *ResilientCoasts Initiative*, <https://www.mass.gov/info-details/resilientcoasts-initiative> (currently under draft).

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.

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.
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.

CIPs Should Evaluate Project and Program Impacts on Vehicle Miles Traveled and Connect to Mode Shift Values Articulated in *Beyond Mobility*

This CIP is the first since MassDOT completed its most recent Long Range Transportation Plan, *Beyond Mobility*.⁸ 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.

In response to substantial comments requesting that MassDOT set a VMT-reduction target in *Beyond Mobility*,¹⁰ MassDOT stated a commitment to mode shift—emphasizing the “criticality of mode

⁷ See Massachusetts Department of Transportation, *Beyond Mobility: Massachusetts 2050 Transportation Plan – Final Plan*, July 2024, available at <https://www.mass.gov/doc/massdot-beyond-mobility-full-plan/download>. p. 112 (Funding Program for Multimodal transit **DCAI2.1 Funding program for multimodal transit connections**. MassDOT will create a new program (either as part of the *Capital Investment Plan* or as a state-funded grant program) intentionally prioritizing a list of non-vehicular modernization projects. This program could potentially start with projects on state-owned roadways that contain MBTA or RTA stops (including flag stops) or stations to promote access to transit and ADA accessibility. Environmental Justice communities where there are network gaps referenced in the NextGen Bike/Pedestrian Vision initiative, high potential for everyday walking and bicycling and that contain transit stops, and that receive less investment dollars than other places will be prioritized as part of this framework).

⁸ *Id.*

⁹ Massachusetts Department of Transportation, *Draft FY2026-2030 Capital Investment Plan*, May 2025, p. 22.

¹⁰ *Supra* note 7, *Beyond Mobility* p. 4-5-- See also appendix E

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.”¹¹ 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.¹²

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.”¹³

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.

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.

The CIP Should Demonstrate Fulfilment of MassDOT’s Enabling Act Obligations and the Global Warming Solutions Act (“GWSA”)

The CIP should demonstrate how investments meet certain enabling act obligations under M.G.L. Ch.6c

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:¹⁴

- MGL Ch.6c - for each rolling five-year period
 - Division of highways
 - reduction of commuting times by at least 10% in each region;
 - reduction of fatalities by at least 10%;

¹¹ *Id.* at p. 4

¹² See generally *Beyond Mobility* Chapter 3.

¹³ *Id.* at p.114

¹⁴ See M.G.L. CH.6c § 6A – *Office of performance management and innovation; goals*. The following is a bullet-point version of

- 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.
- Mass Transit division
 - 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

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.

The Office of Transportation Planning should use the CIP to demonstrate progress towards Global Warming Solutions Act Sublimits

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 2050.¹⁵ The pathway there includes several “sublimit” benchmarks – measurable reductions every five years.¹⁶ These frameworks are especially critical for the transportation sector, which represents 37-42% of total Commonwealth emissions in recent years.¹⁷ 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.¹⁸

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

¹⁵ See M.G.L. Ch.21N - *Global Warming Solutions Act*

¹⁶ Executive Office of Energy and Environmental Affairs, *Massachusetts Clean Energy and Climate Plan for 2025 and 2030*, June 30, 2022 available at <https://www.mass.gov/doc/clean-energy-and-climate-plan-for-2025-and-2030/download>

¹⁷ *Supra*, note 1.

¹⁸ See Transit is Essential & Transportation for Massachusetts, *Funding our Future: A Roadmap for Equitable and Sustainable Transportation Action in Massachusetts*, (December 2024), available at <https://t4ma.org/transportation-funding-initiatives/funding-our-future/>; See also *Freedom to Move: Investing in Transportation Choices for a Clean, Prosperous, and Just Future*, Union of Concerned Scientists, Alternatives for Community and Environment, Utah Rail Passengers Association, & Allendale Strong, (October, 2024).

responsibility to plan for and implement emissions-reduction strategies.¹⁹ 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.

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.

Conclusion

CLF appreciates your thoughtful consideration of our comments. We look forward to continuous partnership with MassDOT towards a more equitable and sustainable transportation system.



B. Seth Gadbois
Clean Transportation Attorney
Conservation Law Foundation
62 Summer Street, Boston, MA 02110
sgadbois@clf.org

¹⁹ See M.G.L. Ch.6c §10: “The office of transportation planning shall be responsible for research and planning in support of the implementation of chapter 21N [the Global Warming Solutions Act].”



June 12, 2025

RE: A Better City Comments on the Draft MassDOT FY26 – 30 Capital Investment Plan

Secretary Tibbits-Nutt:

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).

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.

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.

A Better City feels any new borrowing capacity should be used on the following projects and programs:

- **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.

- **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.

- **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.

- **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.

- **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.

- **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.

- **Additional Investment in Regional Rail Phase 1 and Electrification Plans**

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.

- **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.

SENATOR JO COMERFORD

Hampshire, Franklin and Worcester District

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Chair
JOINT COMMITTEE ON HIGHER EDUCATION

Vice Chair
SENATE COMMITTEE ON WAYS AND MEANS

Vice Chair
JOINT COMMITTEE ON AGRICULTURE AND FISHERIES

Vice Chair
SENATE COMMITTEE ON STEERING AND POLICY

June 9, 2025

Massachusetts Department of Transportation
10 Park Plaza, Suite 4150
Boston, Massachusetts 02116

Re: 2026-2030 Capital Investment Plan

Thank you to MassDOT for enabling my constituents to provide input on priority infrastructure projects in the Hampshire, Franklin, Worcester district.

I want to open by expressing gratitude to MassDOT. In the last year, your team has helped scores of local transportation projects progress toward completion through your work and through grant programs such as Complete Streets, Municipal Pavement, Shared Streets and Spaces, Municipal Small Bridge Program, MassTrails, and Safe Routes to Schools. These projects have brought increased safety, reliability, and modernization to my district and the Commonwealth. I am grateful for MassDOT's continued investment in the district.

In the testimony I offered last year, I highlighted two significant projects for my district that I respectfully requested be added to the final CIP. Again, I request that the following projects be added to the final 2026-2030 CIP:

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.

Pauchaug-Schell Bridge Reconstruction Project

The Town of Northfield seeks to replace the Pauchaug-Schell Bridge spanning the Connecticut River, which has been closed since 1985 due to structural deficiencies. 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.

Now, to move on to the dozens of other 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.

These projects include bridge replacements, improvements to intersections, roadway maintenance and resurfacing, and bicycle and pedestrian improvements. I respectfully request that you include in the final 2026-2030 CIP each of these priority projects, as well as the number of projects associated with the Pioneer Valley, Franklin Regional, and Montachusett Regional Transit Authorities, rail infrastructure in western Massachusetts, and the Orange and Turners Falls Municipal Airport.

Pivoting now to the 39 highway projects included in the draft 2026-2030 CIP, I want to thank you for their inclusion.

- AMHERST- HADLEY- RESURFACING AND RELATED WORK ON ROUTE 116 (613218)
- ATHOL- ORANGE- BRIDGE REPLACEMENT, A-15-017=O03-001, LOGAN ROAD OVER THE EAST BRANCH OF THE TULLY RIVER (613141)
- ATHOL- INTERSECTION IMPROVEMENTS AT ROUTE 2A AND BROOKSIDE ROAD (608415)
- ATHOL- INTERSECTION IMPROVEMENTS AT CRESCENT STREET AND CHESTNUT HILL AVENUE (608723)
- ATHOL- SIDEWALK INSTALLATION ALONG TEMPLETON ROAD (ROUTE 2A)(0.9 MILES) (611989)
- ATHOL- BRIDGE REPLACEMENT, A-15-013, ST 2A/MAIN STREET OVER G&W RAILROAD (612151)
- ATHOL- PHILLIPSTON- TEMPLETON- BRIDGE PRESERVATION OF 8 BRIDGE CROSSINGS ALONG ROUTE 2 (613167)
- ASHBURNHAM- ROADWAY REHABILITATION ON ROUTE 101 SOUTH (609244)
- BERNARDSTON- DECK REPLACEMENT, B-10-021 (0WV & 0WW), I-91 OVER RIVER STREET (612055)
- BERNARDSTON- BRIDGE REPLACEMENT, B-10-001, ROUTE 10 OVER FALL RIVER AND DECK REPLACEMENT, B10-018, ROUTE 10 OVER I-91 (612159)
- BERNARDSTON- LEDGE REMOVAL FOR HIGHWAY SAFETY AT VARIOUS LOCATION (613147)

- CHICOPEE- HOLYOKE- NORTHAMPTON- SPRINGFIELD- WEST SPRINGFIELD- BRIDGE PRESERVATION OF 26 BRIDGES ALONG I-91 (613219)
- DEERFIELD TO NORTHAMPTON- INTERSTATE PAVEMENT PRESERVATION ON I-91 (614009)
- DEERFIELD- BRIDGE REPLACEMENT, D-06-001, UPPER ROAD OVER DEERFIELD RIVER (608634)
- DEERFIELD- DECK REPLACEMENT, D-06-048 (128), STATE ROUTE 116 (CONWAY ROAD) OVER I-91 (613113)
- DEERFIELD- CULVERT REPLACEMENT ON ROUTE 10 BY INTERSECTION OF WAPPING ROAD/DEPOT ROAD AND ROUTE 10 (613563)
- DEERFIELD- INTERSECTION IMPROVEMENTS ON GREENFIELD ROAD (ROUTES 5/10) AT MILL VILLAGE ROAD AND NORTH MAIN STREET (613708)
- EASTHAMPTON- NORTHAMPTON- INSTALLATION OF A SHARED-USE PATH ALONG MOUNT TOM ROAD FROM THE MANHAN TRAIL TO ATWOOD DRIVE (610657)
- ERVING- RECONSTRUCTION & IMPROVEMENTS ON ROUTE 2 (FARLEY AREA) FROM MM 60 TO MM 62.9 (604959)
- ERVING- BRIDGE REPLACEMENT, E-10-011, CHURCH STREET OVER KEYUP BROOK (612982)
- 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)
- GREENFIELD- RESURFACING AND RELATED WORK ON MONTAGUE CITY ROAD (609202)
- GREENFIELD- DOWNTOWN COMPLETE STREETS IMPROVEMENTS ON MAIN STREET (ROUTE 2A) (610921)
- GREENFIELD- BRIDGE PRESERVATION, G-12-059 & G-12- 060, I-91 OVER ROUTE 2 ROTARY (612508)
- HADLEY- RECONSTRUCTION ON ROUTE 9, FROM MIDDLE STREET TO MAPLE/SOUTH MAPLE STREET (605032)
- HADLEY- BRIDGE REPLACEMENT, H-01-005, BAY ROAD (ROUTE 47) OVER THE FORT RIVER (608460)
- HATFIELD- WHATELY- DEERFIELD- GREENFIELD- BERNARDSTON- BRIDGE PRESERVATION ALONG I-91 (609023)
- HATFIELD- WHATELY- BRIDGE PRESERVATION, H-11-030, W-33-019, W-33-020, ROUTES 5 & 10 OVER I-91 (SEPARATE CROSSINGS) (612506)
- LEVERETT- BRIDGE REPLACEMENT, L-09-003, MILLERS ROAD OVER ROARING BROOK (608849)
- MONTAGUE- INTERSECTION IMPROVEMENTS AT ROUTE 63 AND NORTH LEVERETT ROAD (610656)
- MONTAGUE- BRIDGE REPLACEMENT, M-28-034, NORTH LEVERETT ROAD OVER SAWMILL RIVER (612164)
- NORTHFIELD- BRIDGE REPLACEMENT, N-22-010, BIRNAM ROAD OVER MILL BROOK (602319)
- NORTHAMPTON- ROCKY HILL GREENWAY MULTI-USE TRAIL, FROM THE MANHAN RAIL TRAIL TO ROCKY HILL ROAD (0.4 MILES) (608413)
- NORTHAMPTON- BRIDGE REPLACEMENT, N-19-068, OLD SPRINGFIELD ROAD OVER THE MILL RIVER (608869)

- NORTHAMPTON- DOWNTOWN COMPLETE STREETS CORRIDOR AND INTERSECTION IMPROVEMENTS ON MAIN STREET (ROUTE 9) (609286)
- NORTHAMPTON- HVAC REPAIRS TO DISTRICT ADMINISTRATION BUILDING AT 811 NORTH KING STREET (613404)
- ORANGE- RECONSTRUCTION OF NORTH MAIN STREET, FROM SCHOOL STREET TO LINCOLN AVENUE (0.4 MILES) INCLUDES RELOCATION OF FALL HILL BROOK CULVERT (603371)
- PETERSHAM- CULVERT REPLACEMENTS ON NEW SALEM ROAD OVER UNNAMED BROOK (613100)
- WINCHENDON- INTERSECTION IMPROVEMENTS AT BLAIR SQUARE: FRONT STREET, CENTRAL STREET AND SPRING STREET AND ROUTES 12 AND 202 (612771)

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.

A handwritten signature in black ink, appearing to read "Jo Comerford". The signature is fluid and cursive, with a large initial "J" and "C".

Jo Comerford

State Senator

Hampshire, Franklin, Worcester district



Massachusetts
Bicycle Coalition

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June 12, 2025

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Thank you for considering this comment letter on the FY 2026-2030 MassDOT Capital Investment Plan (CIP),

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.

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.

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.

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



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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.

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.

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.

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



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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.

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.

Thank you for the consideration of these comments, and the ability to submit formal comments on the FY26-30 Capital Improvement Plan. Please do not hesitate to reach out with any questions or concerns, and we look forward to working with the agency and its directors as this plan moves forward.

Sincerely,

Alexis Hosea-Abbott

Regional Advocacy Specialist