

2019 - 2023 Capital Investment Plan (CIP) Summary of Public Comments Received

Subject	Comment	MassDOT Response
Aeronautics Funding	Requests more capital funds for the Aeronautics Division.	Thank you for your comment. We are appreciative of your ideas for investing in the Commonwealth's transportation system. As we begin the process for the 2020-2024 CIP, we are reflecting upon the comments received this past year and will consider these suggestions as we develop our next CIP.
Alewife Station Garage	Requests that MassDOT consider further investment in improving the quality and safety of the Alewife Station garage. Requests that MassDOT continue to explore other constraints on Red Line capacity, such as the signal system, track geometry, the close spacing and long dwells at downtown stations, and the constraints at Alewife and Columbia Junction.	Thank you for your comment. The 2019-2023 CIP includes \$14.3 million for the first phases of Alewife Garage Rehabilitation. This will support structural repairs to maintain the safe operation of the garage as well as initial planning for full rehabilitation or replacement. Please see the MBTA's Focus40 report for additional efforts related to the Red Line.
All Electronic Tolling	Requests advice on how to collect more money. Current issues with getting money expected from all electronic tolling.	The CIP is only focused on capital investments to the transportation network. AET revenues and collections are part of the operating budget development.
Allston Multi-Modal	Requests an amount greater than the \$16 million allocated for this effort over the next five years given the extent of work underway in reviewing and designing the Allston Multi-Modal project to ensure adequate funding to complete the environmental review, design and initial construction costs that are expected to be executed during this period.	The MassDOT CIP reflects an amount that MassDOT staff feels is reasonable to accomplish its charge of advancing the project through project development, environmental review, and design processes.
Arborway Garage	Requests information on any project involving the Arborway Garage. Supports funding for a permanent bus maintenance facility at the Arborway Yard be included in the MassDOT 2019-2023 CIP which would ensure compliance with the 2001 Memorandum of Understanding that was signed between the City of Boston and the MBTA. Requests the MBTA to involve the community in any further discussion about the development of the site.	Thank you for your comment. As a follow-on activity to the Integrated Fleet and Facilities Plan, the MBTA recently convened an internal task force to begin planning for new or expanded bus maintenance facilities to improve the state of good repair of our maintenance facilities and accommodate new bus fleets.
Assembly Row Station	Requests a headhouse for the Assembly Row station project to complete the pedestrian bridge connection.	Thank you for your comment. We will consider your request as we develop future CIPs.
Asset Management	Requests asset management data in lay terms to examine the condition of our bridges, roads, etc.	MassDOT publishes two annual reports with asset management data: the annual report of the Performance and Asset Management Advisory Council (PAMAC) and Tracker- MassDOT's Annual Performance Report prepared by OPMI. A copy of last year's Tracker reports is available on the MassDOT website https://www.mass.gov/transportation-performance and the PAMAC report is at https://www.mass.gov/highway-asset-management .
Automated Fare Collection	Concerned about Automated Fare Collection penalizing passengers who have fewer resources and may not own a credit card and about the imposition of premiums under certain conditions.	The MBTA is restricted by state legislation to only increase fares by no more than 7% every two years. The imposition of premiums is not permitted under current law.
Bellingham - I-495 / Rt. 125	Supports the I-495 and Route 126 ramp construction and relocation project as it is vital for Bellingham and the surrounding region to unlock large scale commercial and industrial vacant land while providing a safe and modernized corridor for commuters traveling to work. Additionally this project would stimulate growth, jobs and a tax base for the region by allowing for the development of over 100 acres of vacant industrially zoned land directly abutting I-495.	Thank you for your support and comment.
Benchmarks / Performance Measures	Requests that a section in the Capital Investment Plan outline how performance measures are being used by MassDOT to track project goals. What goals is this plan working towards for state of good repair? How is MassDOT looking at these metrics? This section should be put in lay terms so that the general public can also understand it.	Thank you for your comment. The multi-modal Planning for Performance tool (PFP) uses MassDOT, MBTA and Regional Transit Authority asset performance data and models as well as national data commonly used by the transportation industry to predict the performance of transportation infrastructure over time. The PFP tool will evolve as MassDOT continues to improve and expand its asset management data. For many of the CIP investment programs outlined in the CIP, performance targets information is provided. (See investment programs under each priority). As we develop the next CIP, we will take your comment into consideration for a section on performance measures.
Better Bus Project	Our attention and resources in the past year have focused on rapid implementation of bus priority improvements with funding received from the Barr Foundation: improvements on Mt. Auburn Street west of Fresh Pond Parkway for Routes 71 and 73; also working on a Corridor Safety Improvement project on south Massachusetts Avenue that seeks to include bus only lane segments for Route 1/CT1. We will actively participate in the Better Bus Project and planning of other potential future bus network redesigns.	Thank you for your support and comment.
Bicycle & Pedestrian Infrastructure	I am pleased to hear that Mass DOT is giving full consideration to bicycle/pedestrian infrastructure in the Capital Investment Plan. I am hopeful that you will include safe, convenient pedestrian and bicycle access to the Cape Cod Canal bridges' sidewalks in this plan. These sidewalks are the only means for pedestrians or cyclist to cross the Canal and/or pass to and from Cape Cod.	Thank you for your comment. The 2019-2023 CIP includes approximately \$273 million in investments to improve bicycle and pedestrian accommodations including multi-use paths/trails networks across the Commonwealth. MassDOT is set to release both its Bicycle and Pedestrian Transportation Plans this year, with \$60 million, (beginning in FY 19) set aside in the current CIP for projects that will address missing links in pedestrian and bicycle networks. New legislation was introduced and was passed by the Legislature to reauthorize the Complete Streets program to provide funding for municipalities to promote local projects that fill critical gaps and provide the needed network connections. Future CIPs will include the additional funding for the Complete Streets program.
Bicycle & Pedestrian Safety	Requests increased funding for bicycle and pedestrian safety improvement. The CIP should also provide more details about proposed projects related to bicycle and pedestrian improvements.	MassDOT is currently working to address pedestrian and bicyclist safety by establishing safety performance measures and making appropriate investments in the Highway Safety Improvement Program. The 2019-2023 includes \$273 million in investments to improve bicycle and pedestrian accommodations including multi-use paths/trails networks across the Commonwealth. Specific planned projects are included in the Highway Division project list. In addition MassDOT is working to update our strategic Highway Safety Plans.
Bourne Rail Trail	Please include the Bourne Rail Trail/Shining Sea Extension in the 2019-2023 CIP.	The Cape Cod Commission performed a technical feasibility study for this project that analyzed various alternatives, including a rail replacement option and rail with trail scenario. The Cape Cod Commission has begun the process of initiating a formal project request for the Bourne Rail Trail Shining Sea extension. A Project Need Form (PNF) has been submitted and approved by MassDOT. Highway's District 5 office will work with the Cape Cod Commission to submit a Project Initiation Form for a formal review by the Highway Division's Project Review Committee. Pending the outcome of the review, the project could be included in future updates to the CIP.
Bourne Scenic Highway	Concerned about the safety along the scenic highway in Bourne. The road is responsible for many accidents, injuries, and deaths. The specific concerns regard the pitch design and the lack of adequate drainage causing cars to hydroplane.	MassDOT recognizes the need for improvements on the Bourne Scenic Highway and has initiated a project for the design of improvements.
Buckland - Bicycle Shoulders on Rt. 112	Concerned about bicycle shoulders on Route 112 in Buckland being on the regional TIP in FFY2022 but it is not listed in the CIP.	The project was inadvertently not included in the draft CIP but is included in the final approved CIP.

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Bus Maintenance Facilities	Unclear whether the \$125 million dollars in this CIP is dedicated to the replacement of one entire facility or spread out over a number of facilities. Concern over whether the capital plan and Integrated Fleet and Facilities Plan (IFFP) align on project funding and adequacy of the funding for this effort. Supports the bus system-related projects that will contribute to improved system reliability and address lack of current capacity for bus maintenance.	As a follow on activity to the Integrated Fleet and Facilities Plan, the MBTA recently convened an internal task force to begin planning for new or expanded bus maintenance facilities to improve the state of good repair of garages and accommodate future bus fleets. The IFFP reflected a resource unconstrained plan, whereas any implementation planning must reflect budgetary realities. The task force will examine costs and benefits of different approaches, which will inform more precise budget estimates for future capital plans.
Bus Rapid Transit (BRT)	Supports Bus Rapid Transit as one of the most cost-effective ways to add capacity to our transportation system. Requests more state funding to increase BRT on local roads, including the next phase of the Silver Line Expansion in Chelsea. BRT is crucial to dealing with our expanding population and providing equitable transportation options to and in many corners of our system.	Thank you for your comment and support. The 2019-2023 CIP includes approximately \$26 million for Bus Service Plan Optimization, which will support capital infrastructure improvements identified through the Better Bus Project.
Cambridge - MBTA Bus Replacement	Concerned about the MBTA buying battery buses to replace the North Cambridge trolleybuses. Requests MBTA and MassDOT to test this technology where the new electric buses would displace existing diesel buses rather than electric ones.	Thank you for your comment. The MBTA and MassDOT are working on a feasibility study that will address the replacement of the current electric transit bus fleet. This battery bus pilot program is just one step in the process, and will provide the MBTA with valuable information on battery buses and their usability on a large scale under various weather and service conditions. The results of the pilot program will also have a significant influence over the propulsion technologies chosen for other bus procurements moving forward.
Cambridge - River Street and Western Avenue Bridges	River and Western Avenue bridges were both 100% designed under the Accelerated Bridge Program but were not constructed. These bridges carry very high daily volumes of traffic but are in "fair to poor" condition, with spalling concrete, steel reinforcement corrosion, and exposed rebar. Request these projects be included in the CIP.	Both the Western Avenue and River Street bridges were designed and originally programmed to be funded under the Accelerated Bridge Program (ABP). However, since the funding authorized under ABP is fully committed to other projects, these bridges were put on hold pending identification of other funding given their current condition status relative to other bridges throughout the Commonwealth. Further, these bridges also require additional land (currently owned by Harvard) for storm water basins. Land acquisition and discussions with Harvard are now part of the broader Allston multi-modal program development which is currently in permitting and design. The bridges could possibly be bundled into an Allston multi-modal program as part of improving access to/from Cambridge to Beacon Park Yard.
Cape Cod Canal Area Infrastructure	Tremendous progress has been made on formalizing a plan addressing the challenge, on eve of state study recommending solutions and US Army Corps of Engineers' study for the Cape Cod bridges but it is important to keep the momentum moving. Reliable transportation system year round is critical for Cape residents and the canal and the bridges are very important for reliable access. Hopefully there will be a commitment moving forward to address the challenges.	Thank you for your comment and support. MassDOT's study of its infrastructure in Cape Cod Canal area is nearing completion. We continue to coordinate with the US Army Corps of Engineers study to determine the long-term disposition of the Bourne and Sagamore Bridges, which are under their jurisdiction, care and control.
Chapter 90 Program	Additional annual funding needed for Chapter 90 program.	The Chapter 90 program has become an integral part of many municipal budgets across the state and shows MassDOT's commitment to all 351 cities and towns across the Commonwealth. MassDOT recognizes the importance of Chapter 90 funding for municipal projects that are key to economic development and quality of life, but authorizing more funding is at the discretion of the Legislature. While the State Legislature authorizes the total amount of Chapter 90 transportation funds available for municipalities, MassDOT will continue to support municipalities with access to funding for critical transportation improvements in their communities.
CIP Process	What will be different about next year's CIP? How is the CIP amended?	The CIP has been developed as a rolling five year plan which is updated annually. Every year a new fifth year is added and the prior first year dropped. For example, the 2019-2023 CIP added FY 2023 and dropped FY 2018. The CIP is not currently amended during the year.
CIP Programs/Funding	What's the potential to move funds from one CIP program to another if that particular CIP program does not need it? How can we ensure there are incremental increases in funding each year?	CIP Program budgets are established based on a number of factors including current asset conditions and required annual investments to achieve performance goals and metrics as well as eligibility of funding sources available for each program. Funds are not typically transferred to another program if not needed. Over the past few years the CIP has fully programmed the funds available on an annual basis. MassDOT works closely with the Executive Office of Administration and Finance on the allocation of state bond funds available to support transportation investments based on our program budgets and priorities.
CIP Public Meetings	Requests public meetings be more accessible in the rural parts of the Commonwealth and consider hosting meetings in the hill towns e.g. Franklin County, and the Quaboag Valley. Consider whether webinars or other options that will provide more access to rural communities for these meetings.	Thank you for your comment. Over the next few months the CIP team, at the request of the MassDOT Board, will be working on an action plan to develop a more robust public outreach process to be used for the next CIP development. As part of this effort, the team will explore the feasibility of options to host public meetings either through webinars or live-streaming as is currently done for all FMCB meetings.
CIP Website	Website for the CIP could be better.	Thank you for you comment. it will be taken into consideration for future CIPs.
Comment Period	Requests the public comment period on the draft CIP be extended if possible.	The comment period timeframe is established by the schedule of the MassDOT Board meetings and the timeframe between the May Board meeting and the June Board meeting. The comment period does not begin until the Board approves release of the draft CIP.
Comments on Draft CIP	What happens between the draft and the final version of the CIP based on public input? How much time do you have to respond to this public comment? When do you do use them? It is useful as a member of the public to see what happens with the input that we submit to MassDOT.	MassDOT presents an analysis of comments received during the public comment period to the joint MassDOT/Fiscal Management Control Board (FMCB) Boards for their review and input as part of the final CIP. A summary of all comments and responses on the CIP can be found at www.mass.gov/massdot/cip
Commuter Parking in Fall River	Need for equitable, interim treatment for commuters from Greater Fall River who continue to wait for long-promised commuter rail service. The only current mass transit option for our Boston commuters is Peter Pan's Boston express bus, but getting to that bus costs commuters in Greater Fall River far more than it costs commuters elsewhere in the State. Fall River Bus Terminal charges \$10/day (\$220/month) for parking, with no commuter discounts, and it has only 38 parking spaces. The regional transit agency, SRTA cannot solve this problem with its current funding. Only 2.8% of our Boston-bound commuters use a SRTA bus to link with Peter Pan's Boston-Express bus because few SRTA busses arrive at the Bus terminal -- and none begin service to the nearest Park & Ride -- early enough for Peter Pan's 6:40 a.m. departure to Boston.	Thank you for your comment. Your comment relates mostly to the operation of RTA service and funding for operational needs of RTAs and is not covered through the MassDOT CIP but MassDOT will take your comments into consideration as it communicates with the RTAs about operational funding needs. It is important to point out that over the past several years MassDOT has provided increased operating and capital funding to the RTAs. One project worth mentioning is MassDOT's funding of a feasibility study working in concert with SRTA to determine whether or not to move the existing downtown New Bedford Facility to a new location (as yet to be determined).
Commuter Rail	The 495/Metrowest Partnership appreciates the commitment by MassDOT and the MBTA to Commuter Rail Improvements through investments in Positive Train Control and various reliability projects.	Thank you for your support for Commuter Rail improvements. The FY19-23 CIP includes over \$1.9 billion in investment in Commuter Rail vehicles, stations, facilities, systems, and infrastructure, including Positive Train Control.

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Complete Streets	Please reauthorize the Complete Streets program.	New legislation was introduced to reauthorize the Complete Streets program and provide additional funding. The legislation was recently passed by the Legislature. Future CIPs will reflect the additional funding and continuation of the program.
Completed CIP Projects	Projects (e.g. North Andover Reconstruction of Runway) have all spending prior years, but are still listed. Why?	Although the project is "complete" it has not been fully closed so that the Aeronautics Division can track its status until fully closed. The project will not be captured in future CIPs.
Economic Impact Scoring	Supports the use of economic development scoring in the CIP. Is tourism impact considered in the assessment of economic development benefits of a project?	A study is currently underway to enhance the way in which MassDOT scores capital projects' potential for economic impact. This study stemmed from the belief that projects should support strategic economic growth in the Commonwealth. A safe, efficient, and well-functioning transportation system connects people and communities, supports economic growth, and improves quality of life.
Erving/Gill - French King Bridge Suicide Barriers	Requests the installation of suicide barriers on the French King Bridge in Gill and Erving. The bridge poses a serious public safety concern, especially as it relates to individuals who are considering suicide. Over a 4 month study period, Erving police responded to 14 calls for service at the bridge.	A study of possible suicide prevention measures at this location was recently conducted, and identified a number of options for consideration. MassDOT is in the process of selecting a preferred option based on input received from the Highway Division's District 2 office, the Route 2 Task Force, Mass State Police, public safety officials, and the Franklin Regional Council of Governments (FRCOG) planning agency. Since this bridge is historic, any suicide prevention measures will need to be reviewed by Cultural Resources and the State Historic Preservation Officer. Further action is dependent on a selection of a preferred alternative and identification of the available funding.
Erving - Route 2 Safety Improvements	Please fund Route 2 Safety Improvements in the Farley section of Erving, and the construction of Route 2 Safety Improvements in the Erving Center section of Erving. The Route 2 Safety Improvements are much needed and will have a direct impact on the lives of Erving residents and the thousands of travelers that commute through this area daily.	MassDOT has committed to fund completion of the design of the safety improvements in the Farley section of Route 2 and will work with the Franklin Regional Council of Governments (FRCOG) to identify construction funding for the project. Also, as part of the 2019-2023 CIP, MassDOT will fund design efforts to address the issues at East Street and Prospect Street in Erving Center as well as advance design for the total project.
Expansion Projects in Western MA	Requests more expansion projects located in Western Mass.	Thank you for your ideas for investing in the Commonwealth's transportation system. 78% of our investments are focused on capital maintenance, system preservation, and State of Good Repair (SGR) projects that will improve the system's condition, increase its reliability and modernize the transportation network for our customers. We look forward to your continued engagement in our process and will consider these suggestions as we develop our next CIP Update.
Fairmount Line	We applaud the continued investments in the Fairmount Line including more than \$15 million for the Blue Hill Avenue Station. This line and its connections will encourage increased development, housing, and much needed transit through currently underserved areas while progressively transforming the MBTA into a greater regional system.	Thank you for your support for the Fairmount Line.
Fall River - Route 79 North/Davol	Where is the Rt. 79 North/Davol Street money located?	The project entitled, "FALL RIVER- CORRIDOR IMPROVEMENTS ON ROUTE 79/DAVOL STREET" can be identified in the CIP using Project # 608049. It is funded at \$57.4 million under the modernization program.
Fall River - Sgt. Andrews Overpass	Requests a project to repaint the Sgt. Andrews overpass railing on North Main St in Fall River be included in this CIP	Thank you for your comment. As we begin the process for the 2020-2024 CIP, we are reflecting upon the comments received this past year. We look forward to your continued engagement in our process and will consider these suggestions as we develop our next CIP.
Falmouth Secondary Line	Concerned about investing public money in the Falmouth Secondary Line, given the strong local desire to see a rail trail project come to fruition.	Falmouth Secondary track is still in service for freight use and thus not available for conversion to a rail-trail project at this time.
Federal Funding	What is the process for allocating federal funds and are the formulas reviewed frequently?	MassDOT receives funding authorization or estimate of total federal funding available from the Federal Highway Administration (FHWA) on an annual basis. Federal funding for transit (RTAs and MBTA) is formula based provided by the Federal Transit Administration (FTA). FHWA funding is distributed to each of the 10 regional MPOs and the 3 Transportation Planning Organizations (TPOs) based on a formula developed by the Massachusetts Association of Regional Planning Agencies (MARPA). Each MPO/TPO determines the list of projects that will utilize the federal funding available and all the TIPs are combined into the STIP which is submitted to FHWA for approval. FTA approves the proposed list of projects funded by the transit formula funds.
Framingham/Worcester Commuter Rail Line	Wants improved community communication about issues and projects along the Framingham/Worcester Commuter Rail line.	Thank you for your support for Commuter Rail improvements. The 2019-2023 CIP includes over \$1.9 billion in investment in Commuter Rail vehicles, stations, facilities, systems, and infrastructure, including Positive Train Control. As part of the CIP public outreach process, planned investments in each area and/or transportation mode are usually presented in a public forum. We will make sure to address the Framingham/Worcester Commuter Rail line projects and investments in our future CIP presentations.
Freight Rail Modernization	Additional investments needed to modernize the Falmouth branch line (to complement planned industrial spur work), Housatonic line (to complement planned maintenance spending), Framingham Secondary from Mansfield to Walpole (to support the Foxboro pilot project and provide route redundancy), and Attleboro Secondary (to complement South Coast Rail program).	The following investments are included in the 2019-2023 CIP: funding for culvert replacements on the Falmouth branch line; funding for bridge repairs, tie replacement, and track work on the Berkshire Line (Housatonic Railroad); and funding to upgrade track conditions to support the Foxboro pilot on the Framingham Secondary Line. With regard to the Attleboro Secondary Line, this routing option would have used the Attleboro Secondary and Northeast Corridor (NEC) to travel to/from Boston's South Station. NEC is a highly utilized line (MBTA's Needham, Franklin and Providence/Stoughton commuter rail lines) and currently operates with limited available capacity.
Gardner - Pearson Boulevard	Requests that the Pearson Blvd project in Gardner is put in the CIP. Why was the project left off?	Highway Project 608888 - Gardner reclamation and related work on Pearson Boulevard is currently in design and could be considered for a future CIP.

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Geographic Equity	What criteria is used to ensure capital funding is spread equitably?	MassDOT seeks to fund transportation infrastructure equitably across the state. Once a final list of proposed investments is developed for the CIP, a review and analysis of the geographic distribution of investments are made on a per capita basis comparing the funding allocated to each community compared to the ratio of Chapter 90 funding received by that community. In addition, an analysis is performed as it relates Title VI of the Civil Rights Act of 1964 and Environmental Justice regulations. The analysis evaluated investments on a per capita basis at the census tract level to determine whether the CIP distributes investments equitably among minority, low-income, limited English proficient (LEP) and disability communities. The analysis is revisited annually and revised, as needed, to ensure the equitable distribution of the CIP investments. For further detail please refer to the Equity Analysis section of the 2019-2023 CIP which can be found on line at www.mass.gov/massdot/cip
Geographic Equity-Western MA	What amount of funding is earmarked for Western Mass and what is the geological definition you use for Western Mass? Western Mass needs expansion projects.	The CIP is not developed specifically along regional/geographic definitions. The 2019-2023 CIP can be found on line at mass.gov\MassDOT\cip . The tab "investment details" includes all the projects included in the CIP. Under the Highway Division projects listed under Districts One and Two would be considered western Massachusetts projects. Information under Transit includes investments by the individual RTAs. Franklin County, Pioneer Valley and Berkshire County are considered western Massachusetts. In addition investments by the Rail group are grouped by rail lines.
Green Line and Bus Network	The Longwood Medical Area (LMA) is one of the four areas identified in Focus40 as a major employment/destination district in the region outside of downtown Boston. We are particularly pleased to see the State's emphasis in the 5-year CIP on the MBTA improving reliability and capacity on the Green Line network and bus system.	Thank you for your comments and support for bus and Green Line projects.
Green Line Transformation Project	Supports the MBTA's multi-phased effort to address safety and reliability needs while modernizing the system. Over the five years covered by the CIP (2019-2023) the fully funded projects will address urgent system and reliability improvements such as overhauls of the Type 7 and 8 Green Line vehicles and track and signal replacements in the Central Tunnel and on the D Branch. Investments like these will ensure that power, signal and switch infrastructure fails less often and that available vehicles can stay in service with fewer breakdowns; providing sorely needed service improvements that will fill the gap while procurement of a new modern fleet of Green Line vehicles is completed.	Thank you for your comment and support for the Green Line projects.
Green Line Extension	We are enthusiastic that with our contribution the Green Line Extension project is moving forward. We look forward to continued collaboration with MassDOT and the MBTA on this key project. Supports the community path that is part of the project.	Thank you for your comment and support.
Groveland - Route 97	Concerned that the Rt. 97 project in Groveland is still in the CIP even though it has been pulled from Merrimack Valley TIP.	This project was included in the final draft Merrimack Valley TIP in FFY 2021 and therefore, included in the 2019-2023 CIP.
Haverhill Bridge over I-495	Concerned about the Haverhill bridge project (605306) cost inconsistency between the CIP and Merrimack Valley TIP.	Thank you for your comment. The CIP team reviews and aligns the draft CIP to the draft STIP to ensure that all projects reflected in the STIP and the CIP are consistent. The final approved CIP reflects any adjustments made to the project costs between the CIP and STIP. The STIP governs all the federal funds associated with any project. Costs for the Haverhill Bridge project in the CIP were adjusted to reflect the value in the STIP.
Highway Expansion Program	Requests that it be made more clear that the Highway expansion category also includes bike & ped projects. The name gives the impression that you are adding lanes and lots of capacity.	Thank you for your comment. We will take this into consideration as we develop our future CIPs.
Highway Safety	Concerns about safety regarding distracted driving, older populations, and visitors not familiar with roadways. One of the top concerns raised was about sidewalk safety projects.	MassDOT remains committed to improving active transportation and has taken a proactive approach to planning and programming by working with our municipal partners on new roadway infrastructure projects to incorporate bicycle and pedestrian accommodations wherever possible in future roadway projects. The 2019-2023 CIP includes approximately \$273 million in investments to improve bicycle and pedestrian accommodations including multi-use paths/trails networks across the Commonwealth. Planning for bicycle and pedestrian infrastructure is funded within the MassDOT capital plan. MassDOT is set to release both its Bicycle and Pedestrian Transportation Plans this year, with \$60 million, (beginning in FY 19) set aside in the current CIP for projects that will address missing links in pedestrian and bicycle networks. New legislation was introduced and passed by the Legislature to reauthorize the Complete Streets program to provide funding for municipalities to promote local projects that fill critical gaps and provide the needed network connections. Future CIP updates will reflect the additional funding and continuation of the Complete Streets program.
Holbrook- Reconstruction of Union Street	Supports Highway project 606501 Reconstruction of Union Street - a relatively small project that is nonetheless highly important to the Town of Holbrook. My understanding is that the project has been programmed in FY21, as reflected in the out years spending column of the draft CIP. The Town has already taken several steps to prepare for this project, and my hope is that the project can be moved to an earlier year.	The 75% design plans for the Holbrook Union Street project have recently been received and are currently under review. This project is programmed on the FFY 2021 TIP and is on schedule to meet the advertising date.
Hyannis - RMV Facility	Supports a new RMV facility in Hyannis. A modern and expanded RMV facility accommodating Cape Cod residents would provide an opportunity to foster economic development and redirect bus routes to a central location. As the Cape has an aging population, it would be a great benefit for people trying to access RMV for non-motorized purposes.	To better serve the needs of Cape Cod residents, the RMV is working with the Cape Cod Regional Transit Authority (CCRTA) to explore options for RMV services at the CCRTA facility in Hyannis. Two potential options are being considered: Option 1 would be a full-service RMV facility while Option 2 would be a limited service facility (e.g. providing only renewal services). A limited-service location would be in addition to, not instead of the South Yarmouth facility. The RMV continues to have a lease for the current South Yarmouth location to ensure uninterrupted service while options for the long-term solutions are explored. No decisions have been at made this time and pending the outcome of the analysis, a potential project could be included in the CIP update for FY2020 - FY2024.
I-495/Route 9 Interchange I-495/I-290 Interchange	While we understand the financial constraints in this and every five-year CIP, there are two additional long-standing project needs in the Metrowest region, namely I-495/Route 9 Interchange and I-495/I-290. We recognize that there are planned improvements around the I-495/Route 9 Interchange in the FY21-25 Long Range Transportation Plan for the Central Massachusetts MPO and funding for the project will hopefully be included in this year's CIP. However, despite its inclusion in a Bond Bill and a score of 77 in the Project Universe matrix, in addition documented ongoing safety concerns, there is no resolution in sight for the I-495/I-290 Interchange. We hope that MassDOT will prioritize needed improvements to these Important Interchanges.	These projects are not currently programmed for funding in the 2019-2023 CIP but will continue to be evaluated and considered for funding in our future annual updates to the CIP. Unfortunately, there are a number of worthwhile projects that are evaluated and considered on an annual basis but given constraints not all are prioritized for funding.
I-93/I-95 Interchange	Requests that the Interstate I-93/I-95 Interchange Project be included in the CIP. The interchange plan was one of several projects envisioned to mitigate effects of the Big Dig. The congestion at the interchange is constant and causes unsafe merging. The lost productivity due to lost time is significant. The interchange is important to the economic development of Canton and its surrounding towns. Please reexamine the timing of this worthwhile project.	The I-93/I-95 interchange project is not included for funding for the 2019-2023 CIP. The CIP devotes a significant portion of all funding to maintenance, system preservation, and State of Good Repair (SGR) projects that will improve the system's condition and increase its reliability for our customers. As a result, fewer modernization and expansion projects are funded.

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Litter Removal/Grass cutting	Concerned about the level of funding allocated for litter removal and grass cutting. Where is this funding identified on the CIP?	Routine costs such as litter removal and grass cutting are considered operating costs and are funded under the Commonwealth and MassDOT's operating budget.
Lynnfield/Wakefield - Rail Trail Extension	Is the Lynnfield-Wakefield rail trail extension project included in this year's CIP? How do I continue to ask questions about it?	The Highway project 607329 - Wakefield-Lynnfield Rail Trail Extension - is included in the 2019-2023 CIP and construction is scheduled to commence in 2020. Information can be found in the investment details section of the CIP document. Please go to https://www.mass.gov/service-details/massdot-project-info and search by project #607329 for additional information. Please contact the Town of Wakefield which is the project sponsor.
Map of CIP Investments	Requests MassDOT create a map of all projects, not just highway.	Thank you for your comment. A map of all the proposed projects for each division is created and included in the draft ICP that is released for public comment. For the final CIP those maps are replaced with maps illustrating geographic equity and social equity on a per capita basis. We will take your comment into consideration as we develop future CIPs.
MassDOT / MBTA Relationship	What is the relationship between MassDOT & MBTA? How does it differ from RTAs individually or collectively?	The MBTA is created via statute. There are 3 members on the MassDOT Board that are statutorily required to be on the Fiscal Management and Control Board (FMCB), which by legislation has assumed the role of the former MBTA Board. The MassDOT Board meets monthly; the FMCB meets weekly. The General Manager of the MBTA works for and reports to the FMCB, but also works for the Secretary of Transportation. The RTAs are independent, regional transit authorities governed by their own boards. The Transit group of the Rail and Transit Division works closely with each of the Regional Transit Authorities on all issues. The CIP only encompasses funding for RTA capital projects.
MBTA Expansion Investments	The Green Line Extension is taking a sizable amount of funding for MBTA expansion projects. Would like to see opportunities for other MBTA expansion projects as well.	The CIP has prioritized investments related to reliability and modernization and devotes 78% of all funding available to those investments for maintenance, system preservation, and State of Good Repair (SGR) projects to improve the system's condition, increase its reliability and modernize the transportation network for our customers. As a result fewer expansion projects are funded.
MBTA Facilities Funding	How will the \$388M MBTA budget for facilities be used?	The CIP includes a number of programmed investments for state of good repair improvements at bus, subway, and Commuter Rail facilities and \$125 million for new or expanded bus maintenance facilities. As a follow on activity to the Integrated Fleet and Facilities Plan, the MBTA recently convened an internal task force to begin planning for new or expanded bus maintenance facilities to improve the state of good repair of our maintenance facilities and accommodate new bus fleets.
MBTA State of Good Repair	Supports the \$6.7 billion dollars of investment the MBTA will receive over the next five years to fund reliability and modernization projects. The investment amounts are in line with what Fiscal and Management Control Board has assessed as necessary to achieve a state of good repair in 15 years.	Thank you for your support and comment.
Medford - Route 16 & Route 38	Requests that the Rt. 16/ Rt. 38 / Main St. intersection in Medford be included in this CIP. The project has serious traffic benefits as well as solving some pedestrian and public safety concerns that are currently posed by inoperable lights at the intersections.	The Boston Metropolitan Planning Organization is currently engaged in a study to analyze the roadways converging in Medford Square, including Main Street, Riverside Avenue, and Mystic Avenue. The study is scheduled to be completed in October 2018. Upon the study's completion, the City will decide which recommendations they would like to pursue and discuss potential funding sources consulting with MassDOT's District 4 Office.
Medford - Wellington Circle	Requests a more substantial planning process for Wellington Circle improvements as there is an increasing concern with the opening of the casino down the road.	Wellington Circle has been under the jurisdiction of Department of Conservation and Recreation (DCR) until July 1, 2018 at which time it was transferred to the MassDOT Highway Division.
Middleboro Rail - Buzzards Bay Extension	CIP should include extension of commuter rail service from Middleborough to Buzzards Bay to provide better access to Boston from the Cape residents.	A feasibility study is underway in concert with the Southeastern Regional Transit Authority (SRTA) to explore the expansion of the Middleboro rail service to the Buzzards Bay area. The results of the study will be completed by the end of FY 2020 and will inform the development of future CIPs.
Middleborough Rotary	Requests the complete Middleborough Rotary Flyover project be included in the CIP. The rotary's continual delays and accidents negatively impact public safety and economic development and its improvement is vital to expanding existing industries and recruiting new ones to the area.	The Middleborough Rotary Interim Improvement project has been awarded; construction is scheduled to start this summer with a completion date of spring 2019. The design of the Middleborough Flyover project is advancing with the 25% design submission expected at the end of this year.
Monson - Hospital Road Bridge	Requests that Hospital Road Bridge be included in this CIP as it would be a benefit to the potential redevelopment of the former state hospital grounds. The lack of access to the property has deterred investors from responding to an Request for Proposals. Reopening this bridge would allow the land to be utilized, improve the conditions of the building, and allow the state and town to obtain revenue from the redevelopment.	Hospital Road Bridge has been closed since 1999. The Town is looking at redevelopment in the area and access is hindered by this bridge (602178). Based on previous meetings with the Town, Division of Capital Asset Management and Maintenance (DCAMM), and area Legislators, a better approach is needed to access the area for redevelopment. The Hospital Road Bridge is a non-NHS On-System Bridge and ranks below (in priority) several other bridges in the same category which carry more traffic. However, MassDOT is committed to working with DCAMM and the Town jointly on a solution for access to the town/state property.
Municipal Bridge Program	When and why does the municipal bridge program expire? Supports the reauthorization of the Municipal Bridge program since it provides much-needed funding for the design, construction, preservation, and repair of non-federally aided bridges. Will additional revenue sources be needed to increase its funding? Many small municipalities have culverts which are not eligible for funds from this program, additional funds should be made available for such projects.	Thank you for your comment and support for the program. The Small Municipal Bridge program authorization does not expire. Current legislation authorizes up to \$50 million in funding for the program. The 2019-2023 includes \$25 million in spending based on the grants to be awarded under the program.
Natick - Naming Rights Legislation	Concerned that MassDOT is opposing legislation regarding naming rights to be sold for bridges under construction over route 9 and route 30. The anticipated revenues received from the sale of naming rights are intended to be applied to the Town of Natick for costs incurred to purchase the abandoned CSX rail corridor for the Cochituate Rail Trail (CRT) project.	The proposed bridge projects are funded with federal aid. Per Federal Highway Administration (FHWA) policies on federal funding, any revenues generated from the sale of naming rights on bridges funded with FHWA funds can only be used on highway-related services thus would not be permissible under the proposed legislation. Any revenues generated from such a sale would be subject to the restriction imposed by FHWA on use of proceeds; 80% of the revenues must be used on a Title 23 eligible project (i.e. federally funded project).
Natick Center Commuter Rail Station	Requests that construction funding for the Natick Center MBTA Station Accessibility improvements be included in the current CIP. This project will provide overdue access to regional public transportation networks for everyone, including persons with disabilities who cannot use the station in its current design.	Thank you for your comment and support for the Natick Center Station Accessibility Project. The FY19-23 CIP includes funding for design of the stations improvements.
Natick - Route 27 (North Main Street)/Route 9 Improvement	Concerned that the Route 27 (North Main Street)/Route 9 Improvements is not on the CIP, but remains on the Boston TIP.	This project was inadvertently not included in the draft CIP but is included in the final approved CIP, with construction spending starting in FY 2020.
Natick - Route 9/Route 27 Bridge	Thank you for including the Route 9/27 Interchange and Bridge Replacement project in the CIP.	Thank you for your comment and support.

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New Bedford - Whale Tooth Station	One of the city's transportation priorities is a multimodal transportation facility at Whale's Tooth Station. The current platform concept that is included as a part of the South Coast Rail project is not multimodal. City requests a study done to ensure a multimodal facility is considered instead of the platform station at Whale Tooth Station. Thanks for you consideration.	MassDOT is working on the scope of a planning study that will be initiated with Southeastern Regional Transit Authority to develop multimodal facility options. The outcome of the study and recommendations will be used to develop options for future consideration.
New Bedford/Fairhaven Bridge	Requests that the New Bedford/Fairhaven Bridge be replaced as it is functionally obsolete and in constant need of repair which has a detrimental impact on the economic development of the upper harbor.	MassDOT completed a corridor study in 2015 with short and long term recommendations for Route 6 and the New Bedford/Fairhaven Bridge. The long term recommendations for the bridge replacement have not been developed while MassDOT has invested over \$60 million in rehabilitation work for the bridge between 2011-2018. MassDOT is available to work with the City of New Bedford and Town of Fairhaven to develop short term improvements based on those recommendations outlined in the corridor study and to have them considered by the Southeastern Regional Planning and Economic Development District and then programmed into the TIP .
New England Central Railroad Freight Line	Requests the CIP include funding towards the \$36 million needed for the upgrade of the New England Central Railroad's (NECR) freight rail line in Western Mass to accommodate the modern rail freight standard weight of 286,000 lbs.	The 2019-FY2023 CIP includes \$9 million in funding for the upgrade of NECR's freight rail in Western Massachusetts. The funds are programmed to be spent in FY 2020-FY2022.
Newton - Worcester Line Commuter Rail Stations	We understand the station design options available and associated time frames and costs. We believe that option 1 represents the best of these alternatives for Newton, given constraints. The next step appears to be identifying funding sources. The City of Newton looks forward to working with MassDOT/MBTA on funding options and potential contributions from the City. We hope to see funding for this project in DOT's CIP.	The CIP includes \$19.5 million to be spent over the next five years to complete the design for all three the commuter rail stations in Newton based on Option 1. During the final design phase, MassDOT and the MBTA will coordinate with the City on the final design and work closely to identify potential funding for construction.
North-South Rail Link	Concerned over the South Station expansion. Supports the update and completion of a final environmental impact statement on the North-South Rail Link.	Thank you for your comment.
Online Comment Tool	Requests the online comment tool be more accessible on the CIP document.	Thank you for your comment. As we begin the process for the 2020-2024 CIP, we are reflecting upon the comments received this past year. We look forward to your continued engagement in our process and will consider your suggestion as we develop our next CIP.
Palmer - Rail expansion in Western Mass.	Supports a rail expansion project that includes Palmer.	MassDOT has initiated a feasibility study to explore the expansion of rail service west towards Springfield and Pittsfield including an intermediate stop in Palmer.
Positive Train Control	Requests funding for the implementation of Positive Train Control (PTC) on the Conn River line between Springfield and East Northfield.	Currently, the number of trains that run on the rail does not require the installation of PTC per requirements issued by the Federal Rail Administration. PTC will be considered in the future as additional train service is added to the line.
Pre-Apprenticeship Program	Supports the pre-apprenticeship and vocation program funded through Highway Division. This program is essential to develop a future workforce for MassDOT and creates equity by providing training to low-income individuals.	Thank you for your comment. MassDOT committed \$4.6 million in the 2019-2023 CIP towards pre-apprentice training across the Commonwealth under the Office of Civil Rights and Diversity (ODCR). The Massachusetts Construction Career Development (MCCD) program is preparing the next generation of skilled construction workers to help ensure that we have the skilled workforce needed to maintain and repair our roads, bridges, and public transit systems, and build new developments that spur economic growth. The program's focus on under-represented groups will enable more women, minorities, and disadvantaged individuals to obtain a stable job with a livable wage and increase the targeted groups' participation in the transportation industry.
Previous CIPs	There is a page that refers to previous Capital Plans, but the 2018-2022 plan is not there.	The 2018-2022 CIP can be found at https://www.mass.gov/service-details/capital-investment-plan-cip ; click on CIP previous years documents to find a copy.
Project Info	Some project information does not get updated regularly in Project Info. Please fix this in the future.	Thank you for your comment. This will be addressed.
Project Initiation	How does one get a project on the CIP?	For Highway projects, municipal projects are generally originated by the appropriate regional Metropolitan Planning Organization (MPOs) and the appropriate Highway District office where a Project Need Form is generated, which initiates the project within MassDOT's system. Projects are reviewed, prioritized, and potential eligible funding identified and then considered for inclusion on the CIP. Federally funding projects are included in the State Transportation Investment Plan which is submitted to FHWA annually for approval. For MassDOT Transit projects, the Regional Transit Agencies (RTA) generate the transit projects based on capital needs of the respective RTA and the federal/state funding available. The Aeronautics Division works closely with each public use airport and the Federal Aviation Administration (FAA) on the proposed list of capital investments. FAA has specific criteria and a system for determining the ranking/prioritization of proposed investments and eligibility of available FAA funds for the proposed projects. The Rail group selects and prioritizes its investments based on the asset condition of the freight rail lines and long term strategic goals. The MBTA selects projects based on asset condition, long term modal plans and goals, among other factors. Stakeholder input is also an important component to development of proposed investments for each of the Divisions.
Public-Private Partnerships	How should we initiate a project involving a public-private partnership? Who should we follow up with to advance this project if it was pulled from the TIP for not scoring high enough?	Third party contributions are listed on the CIP, and MassDOT has staff devoted to advancing public-private partnerships where appropriate. We are also engaged in an effort to update how we score capital projects, which will result in more comprehensive economic development metrics.
Quincy Center MBTA Station	What is the status of the Quincy Center MBTA Station project and concerns about access for disable customers?	The Quincy Center Garage project will demolish the top three stories of the existing garage and improve accessibility at the station. Demolition began in March 2018 and the project is scheduled to be completed by April 2019.
Rail and Transit Funding	Requests more robust plans for rail and public transit expansions. It is the best option for getting people out of their cars.	Thank you for your comment.
Rail Projects by Rail Corridor	Draft CIP did not detail the proposed project investments by rail corridor. Please include in the final CIP.	Project lists for the Rail group were reformatted to show investments by rail line (corridor) and added to the final CIP.
Red Line Resiliency	We urge MassDOT and the MBTA to carry out a resiliency study of the Red Line, similar to the Blue Line study.	The CIP includes \$2.5M for Climate Change Resiliency Vulnerability Assessments. These assessments will examine specific lines, including the Red Line in the near-term (FY19) and specific asset categories (e.g. pump rooms and power systems) and will work toward identifying feasible mitigation strategies.

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Subject	Comment	MassDOT Response
Red Line Vehicles	Would like to understand whether the purchase of all new Red Line cars will be able to achieve the expected capacity improvements. Ask that MassDOT continue to explore other constraints on Red Line capacity, such as the signal system, track geometry, the close spacing and long dwells at downtown stations, and the constraints at Alewife and Columbia Junction. We are excited to hear that funding is included in the CIP for improvements to the Red Line portals at the Longfellow Bridge.	Thank you for your comment and support for the Red Line fleet replacement. The 2019-2023 CIP funds upgrades Red Line Signal System, which will commence in 2019. We anticipate these projects, in addition to other state of good repair investments, will reduce headways to three minutes during peak service hours.
Red/Orange Line Upgrades	Supports the Red Line vehicle replacement and expansion. Requests MassDOT to consider a similar approach for the Orange Line to meet projected ridership demand over the next 5-10 years.	Thank you for your comment and support for the Red Line fleet replacement. The 2019-2023 CIP funds upgrades to both the Red and Orange Line Signal Systems, which will commence in 2019. We anticipate these projects, in addition to other state of good repair investments, will reduce headways to three minutes during peak service hours once completed. The Orange Line vehicle replacement will increase the fleet size from 120 to 152, a potential capacity gain of 25 percent. The signals system upgrade will re-signal the Red and Orange Lines with the next generation Digital Audio Frequency Track Circuits to take advantage of the improved Red Line No. 4 Vehicles and Orange Line No. 14 Vehicles and associated performance technology and enhanced system reliability and efficiency.
Regional Planning and Project Management	Greater state leadership and initiative in regional planning and project management is needed because improving transportation is key to building Massachusetts' economy and improving equity to counter disparities. MassDOT is uniquely positioned to help catalyze regional transportation improvements. This was apparent in the forward-thinking approach for the redesign of North Washington Street Bridge in Boston to incorporate bus priority and separated bike lanes. Encourage MassDOT to continue to leverage its existing assets and planning opportunities in a similar manner, to lead the way for cities and towns to improve surface transit and active transportation.	MassDOT remains committed to improving active transportation and has taken a proactive approach to planning and programming working with our municipal partners (e.g. City of Boston on North Washington Street Bridge) on new roadway infrastructure projects to incorporate bicycle and pedestrian accommodations wherever possible in future roadway projects and surface transit projects such as the Better Bus Project.
RMV Hiring Practices	Requests RMV hiring practices be more reflective of community needs and serve the many non-English speakers who have trouble visiting the RMV.	Thank you for your comment. Staffing costs and policies are considered operating costs and addressed in the operating budget and are not part of the capital plan.
Roadway Conditions on I-495 and Route 25	Requests that the potholes on Route 25 (after the Bourne Bridge) and Route I-495 (after Route 25) are paved.	Thank you for your comment. We will pass this request onto the appropriate Highway Division District office.
RTA Cap	Supports the continued state bond cap match for the Worcester Regional Transit Authority and Pioneer Valley Transit Authority which is critical for bus replacement projects.	MassDOT Transit Group works closely with the RTAs to provide state match funds for the federal funds received by each RTA for critical projects such as bus fleet replacement.
RTA funding	Requests an increase in funding for local RTAs and alternative transportation models.	Your comment relates mostly to the operation of RTA services and funding for operational needs of RTAs and is not covered through the MassDOT CIP, your comments will be taken into consideration as MassDOT communicates with the RTAs about operational funding needs. It is important to point out that over the past several years, MassDOT has provided increased operating and capital funding to the RTAs.
Ruggles Station	Supports the \$31.6 million in funding allocated to upgrade Ruggles Station. It is the key multi-modal transit station for the LMA which will continue to see large growth in use as the third commuter rail platform is completed.	Thank you for your comments and support for the Ruggles Station project.
Silver Line Vehicles	Supports the 103.4 million allocated for the procurement of new Silver Line vehicles included in this CIP. These vehicles are necessary to maintain access and mobility in the expanding Seaport. This is necessary to ensure reliability and capacity improvements with the Silver Line currently operating at or above capacity.	Thank you for your support of the Silver Line vehicle replacement project.
South Boston Seaport District Improvements	2017-2021 CIP included Seaport District Improvements (Highway Project # 608442) but project is not included in 2019-2023 CIP. Please include.	In lieu of the original project (608442) for approximately \$24 million in the 2017-2021 CIP, three specific Highway projects have been initiated and are included in the 2019-2023 CIP that fund transportation improvements in the Seaport District - #608730, #608807 and #608844. Total programmed amount is \$26.6 million in this CIP exceeding MassDOT's original commitment of \$25 million.
South Coast Rail Project	Please provide information on status of South Coast Rail (SCR) project and proposed funding for total project costs. The 2019-2023 CIP does not identify sufficient funding to support the \$1 billion project since the CIP only includes \$108 million for the project.	The 2019-2023 CIP includes funding to cover design, permitting and early action construction activities in FY 2019 for SCR. A full finance plan (to achieve an in-service date of November 2022) will be included in future CIP updates and will also address the requirements of the FSEIR certificate that was issued after approval of the CIP on June 11, 2018. Final design funding for Phase 1 was approved by the MassDOT Board on July 16, 2018.
South Station Expansion	The capital plan should allocate construction funds for South Station expansion project. The current CIP does not allocate sufficient funding to move forward on the major transportation projects that are essential to support the needs of the economy in the Boston region.	The 2019-2023 CIP includes continued funding to advance the design of the expansion and Tower 1. Future CIPs will consider whether to program additional funding towards the expansion of South Station.
Spencer - Seven Mile River Bridge	Is Bridge No. S-23-012, N. Spencer Rd (Route 31) over the Seven Mile River in Spencer programmed on the 2019-2023 CIP.	At this time, this project is not included for funding. However, MassDOT's Bridge Section intends on programming this project as part of next year's update to the CIP and STIP for funding in federal fiscal year (FFY) 2023.
Sudbury - Route 20 and Landham Road	Concerned about the Landham Road intersection project in Sudbury as it appears on the Boston TIP, but not on this CIP.	Project was inadvertently not included in the draft CIP but is included in the final approved CIP.
Taunton - Route 140 / Route 24	Requests a project to add a third south bound lane to Rt 140 below the Rt 24 bridge. This would allow for free flow right turns for cars to exit Rt. 24 south and move without stopping at the signal.	Thank you for your comment. As we begin the process for the 2020-2024 CIP, we are reflecting upon the comments received this past year. We look forward to your continued engagement in our process and will consider this suggestion as we develop our next CIP.
Taunton Municipal Airport	Please include funding for the Taunton Municipal Airport.	\$4 million is included in the 2019-2023 CIP for the Taunton Municipal Airport.
Universe of Projects	Is a universe of projects available as was released in prior years?	As part of the 2017-2021 CIP MassDOT provided a list that captured all projects identified from recent bond bills, from local and state planning studies known to MassDOT, from regional planning organizations, and other sources on the MassDOT website. The project universe can be found at https://www.mass.gov/service-details/capital-investment-plan-cip under CIP previous years documents (2017-2021).
Vision Zero	Recent nationwide trends have shown a frightening uptick in traffic crashes and fatalities, and cities like Boston and Cambridge have responded by committing to programs like Vision Zero, a multi-department initiative to address traffic crashes through new approaches in education, engineering, engagement, etc. In addition to aiding the coordination between abutting Vision Zero cities, MassDOT should encourage other cities and towns to take up this initiative locally.	Thank you for your comment and idea.

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Watertown Projects	Status of projects involving Watertown Square - Watertown Square Community Path and Watertown Square Improvement projects carried in previous CIPs but not in the 2019-2023 is CIP. Status of project recommendations outlined in the MassDOT Arsenal corridor study and Watertown Yard and Carhouse facility.	The 2019-2023 CIP includes Highway Project 608806 - Multi-Use Path Phase II project between Watertown and Cambridge that was also included as part of the 2018-2022 CIP and Highway Project 608564, which funds intersection improvements at Route 16 and Galen Street adjacent to Watertown Square. Watertown is evaluating improvements to Watertown Square based on the recommendations of the Arsenal Corridor Study. As a follow on activity to the Integrated Fleet and Facilities Plan, the MBTA recently convened an internal task force to begin planning for new or expanded bus maintenance facilities to improve the state of good repair of our garages and accommodate future bus fleets. The task force will examine costs and benefits of different approaches and locations which will inform more precise budget estimates for future capital plans.
West Natick MBTA Station	Requests a project expanding commuter parking at the West Natick Station. The lot is at capacity very early in the morning throughout the year and a project needs to be prioritized as ridership capacity increases on the Worcester/Framingham Line with the potential addition of a third track.	Thank you for your comment. We are appreciative of your ideas for investing in the Commonwealth's transportation system. As we begin the process for the 2020-2024 CIP, we are reflecting upon the comments received this past year and will consider this suggestions as we develop our next CIP.
Westborough - I-90/I-495 Interchange Improvement Project	The 495/Metrowest Partnership appreciates the continued time, attention and resources directed to the I-90/I-495 Interchange Improvement Project (607977) given the significant economic and environmental benefits from this project serving both regional commuters and travelers moving through this region to other destinations. We are extremely pleased with the continued increase in CIP funds directed toward the project. We look forward to continuing our dialogue with MassDOT and key project stakeholders as the design process moves forward and are happy to conduct outreach when appropriate.	Thank you for your support of the I-90/I-495 Interchange Improvement Project.
Winchester - Safe Routes to School (SRTS) - Vinson-Owen Elementary School	Supports the SRTS improvements project near the Vinson-Owen elementary school included in this CIP. The intersection poses a significant risk to the safety of children and parents walking to the elementary school given the speed and volume of traffic along the corridor, and the history of traffic accidents.	Thank you for expressing support for this project. The project (MassDOT Project # 608791) is included in year 2020 of the CIP.
Winchester Commuter Rail Station	Supports the Winchester Center Commuter Rail Station renovation and requests that this CIP include the full \$54 million construction estimate. The station is a critical component of the regional transportation network and local economy and is becoming increasingly unsafe for commuter and pedestrians.	Thank you for your comment and support for the Winchester Center Station project. Per the direction of the Fiscal and Management Control Board (FMCB), the MBTA is proceeding to 100% design for the station rehabilitation. On June 18,2018 the FMCB approved a contract award to Jacobs Engineering for Final Design and Construction Phase Services. Construction funding for this project will be considered in future CIPs.
Worcester Line - Third Track	Was there a study about adding track capacity in 2004? What is the scope of this study/status/outcome of that study?	The 2018-2022 CIP included funding for a feasibility study for adding a third track to the Worcester commuter rail line. The study is ongoing and the 2019-2023 CIP includes the spending on the study through 2022. The outcome of the study and recommendations will be used to develop options for future consideration.
Worthington - Rt. 143	Concerned that Worthington's Route 143 Reconstruction project is listed on the TIP, but not included in this years CIP.	Project has-been included in final CIP with construction commencing in 2020 and proceeding through 2022.
Wrentham - Route 1A	Concerned about Intersection Improvements along Route 1A in Wrentham being included in Boston TIP, but not in the draft CIP.	Project was inadvertently not included in the draft CIP but is included in the final approved CIP. Project #603739 is included in the Boston MPO TIP for 2023 and is scheduled to be advertised for construction in January 2023. Given the mid-year advertising date there will be no construction spending in state fiscal year 2023. The project is included in the CIP but spending will occur after 2023.