

2020-2024 Capital Investment Plan (CIP) Summary of Public Comments Received		
Subject	Comment	MassDOT Response
Acquire and Rehabilitate MBTA Surplus Coaches and Locomotives	Why is this listed under Rail and Transit Division and not the MBTA? Where are these cars intended to be used?	These cars are being used on other non-MBTA rail services outside of the MBTA service area.
Acton - Concord- Bruce Freeman Rail Trail	Great to see this bike path work proceed. Please consider removing the lights.	Thank you for your comment.
Additional Capacity on I-90 and I-495	Since the I-495 belt has not been fully built out and development of affordable housing is a big priority, MassDOT should consider adding lanes to I-90 and I-495. The interchanges of I-495 south and I-290 west should also be a priority.	Thank you for your comment.
Allston Multi-Modal Project	Please provide information on the schedule of meetings in Metro West to discuss the Allston Multi-Modal project.	All meetings will be posted on the project page at <a href="http://www.mass.gov/allston-multimodal-project">www.mass.gov/allston-multimodal-project</a>
Amherst - Resurfacing and Related Work on Belchertown Road (Route 9)	The Town's work on the project is underway and with the inclusion of this project in the CIP, it will enable the Town to stay on schedule for a 2022 project start.	Thank you for your comment.
Amherst - Station Road Bridge	The Town requests approval for the temporary bridge and funding for the permanent bridge. The Town applied for a small bridge grant for the Station Road bridge, which is currently under review. The construction of a suitable permanent bridge will depend on State investment and the Town. Requests that the Station Road Bridge be included in the 2020-2024 CIP.	The Small Bridge Grant application is currently under review by the Highway Division and awards will be based on available funding in the program; it is MassDOT's understanding that the temporary bridge opened this summer.
Amherst / Palmer - New England Central Railroad Corridor	Please provide more information on the New England Central Railroad Corridor. Is there a connection with the improvement to the rail line that goes North-South through Amherst and Palmer?	New England Central Railroad Corridor is a freight rail line (no passenger service). There is no connection to the rail line that goes North- South through Amherst and Palmer.
Ashuwillticook Rail Trail	The Ashuwillticook Trail is a real gem and should be kept in good repair. The segment from Pittsfield town line to the Adams Visitor Centre should be resurfaced.	Thank you for your comment.
Automated Fare Collection (AFC) 2.0	Does AFC 2.0 penalize those who only have access to cash?	With our new fare payment system, the MBTA is aiming to maintain and expand access to the MBTA. We will be expanding the network of locations where our customers can load cash onto a Charlie Card. That means there will be new retail locations where a card can be obtained and loaded with cash, as well as new fare vending machines at some of our bus stops around the service area. All of these locations will accept cash. To learn more visit our website at <a href="http://www.mbta.com/afc2">www.mbta.com/afc2</a> .
Automated Fare Collection (AFC) 2.0	Is the AFC 2.0 payment method also for the Fairmount line?	Under the new fare payment system, customers will be able to use their Charlie Card (or smartphone or contactless credit card) on all services that the MBTA operates. That means all buses, trolleys, subways, ferry, and Commuter Rail lines (including the Fairmount line) will work as one unified system. To learn more visit our website at <a href="http://www.mbta.com/afc2">www.mbta.com/afc2</a> .
Automated Fare Collection 2.0	Why spend eight million on AFC 1.0 if it will be replaced with AFC 2.0 in the next two years?	The MBTA wants to ensure a seamless transition from our current fare payment system to the new one. To do this, investment in the maintenance of the current system is required. We are ensuring that during our time of transition to AFC 2.0 that the current system is fully functional and supported during this time. The current fare payment system will remain in place until the new one is up and running in tandem. Following the successful transition of all of our customers to the new system, the current system will be turned off and removed. To learn more visit our website at <a href="http://www.mbta.com/afc2">www.mbta.com/afc2</a> .

Automated Fare Collection 2.0	Support AFC 2.0	Thank you for your support. To keep up to date on our progress visit our website at <a href="http://www.mbta.com/afc2">www.mbta.com/afc2</a> .
Automated Passenger Counters	Support automated passenger counters. It is very important to get accurate counts of ridership in order to properly plan for future levels of service and investment in the system.	Thank you for your comment. The 2020-2024 CIP includes approximately \$11 million for the purchase and installation of automated passenger counting devices on the MBTA commuter rail coach fleet.
Bedford - Minuteman Bikeway Extension	This is an extremely worthwhile project. Connecting to the Minuteman bike path and Bedford's Narrow Gauge path provides a route for a significant portion of the commuters who bike along the corridor to easily connect with Alewife MBTA Station as well as services and employment centers around Route 128 and Hanscom Field.	Thank you for your comment.
Berkshire County - Hi-speed Rail	Consider a long-term plan for high-speed rail in the Berkshires.	MassDOT is working on East-West Passenger Rail Study, which is a conceptual planning study that is examining the benefits, impacts and costs of improving passenger rail service connectivity and mobility along the East - West corridor between Pittsfield and Boston.
Berkshire Line Improvements	What improvements are planned for the Berkshire Line?	There are a number of capital improvements programmed for the Berkshire line in the 2020-2024 CIP including rehabilitation of 4 grade crossings, replacement of 45,000 ties over the entire 36 miles, 3 bridges will be replaced and 3 other bridges repaired and replacement of jointed rail with continuous welded rail.
Berkshires - Sidewalk Infrastructure	Sidewalks are needed in many of the roads in the Berkshires because it is not safe to walk on a lot of the roads to get to the center of towns.	Individual communities can apply for a funding grant under the Complete Streets program which is designed to help provide bicycle and pedestrian accommodations.
Better Bus Project	This will go along way toward transit equity.	Thank you for your comment and support. The 2020-2024 CIP includes approximately \$13.7 million to support the building of bus transit priority infrastructure as part of the Better Bus project.
Better Bus Project	Are dedicated bus lanes part of this project?	The 2020-2024 CIP includes approximately \$13.7 million to support the building of bus transit priority infrastructure as part of the Better Bus project.
Bicycle & Pedestrian Infrastructure	We need continuously connected long distance bicycle-friendly routes. MassDOT should work with utility companies to build paths along power line corridors and add multi-use paths where it makes sense in interstate highway corridors.	Thank you for input. With the completion of the statewide Bicycle and Pedestrian plans, MassDOT will consider these comments as we revise and develop policies, training, and design guidance with respect to people biking and walking. For more information on the statewide Bicycle Transportation Plan, please visit: <a href="https://www.mass.gov/service-details/bicycle-plan">https://www.mass.gov/service-details/bicycle-plan</a>
Bicycle & Pedestrian Safety	Motorists' lack awareness of the cycling community is a significant safety concern for bicyclists. Please provide information on steps MassDOT is taking to address bicycle safety.	MassDOT has a program dedicated to identifying critical gaps in the bicycle and pedestrian network and is working on projects that will address safety.
Bicycle Parking	Please utilize the expertise of the bicycle industry to identify the best bicycle racks possible. Bicycle racks are crucial for end-of-trip accommodations for riders.	Thank you for your comment. To learn more about the three different types of bike parking offered by the MBTA by visiting our website <a href="http://www.mbta.com/bikes/bike-parking">www.mbta.com/bikes/bike-parking</a> .
Billerica - Yankee Doodle Bicycle Path	This represents a great extension of the Minuteman Commuter Bikeway. It will serve as an excellent connection between residents and nearby enterprises.	Thank you for your comment.
Blue Line Extension	Does the CIP include anything relative to the Blue Line extension?	The Blue Line Extension was identified in Focus40, the MBTA's long range investment plan as a Big Idea we are imagining. In addition, a feasibility study was included by the legislature as part of the operating budget.

Blue Line Resiliency	Given the Blue Line's vulnerability along the coast, it is essential to rethink how to protect it, including raising the track infrastructure above the flood level.	Thank you for your comment.
Blue Line Signal System	Blue Line signals should be completely replaced with a modern system before the Red-Blue Connector and the next generation of revenue vehicles are procured. With new development in Suffolk Downs and Wonderland, it will soon become necessary to make improvements to the Blue Line frequency of service comparable to those changes planned for the Red and Orange Lines.	Thank you for your comment. The 2020-2024 CIP includes approximately \$1.9 million for the Blue Line mechanical trip stops, baseline analysis project.
Boston - Allston Commuter Rail Layover Facility	With all-day service there is no need for a Boston layover facility; just send those trains to the far end of the line.	Thank you for your feedback. The proposed Allston Commuter Rail Layover Facility project is currently in an early planning phase and will be closely coordinated with the ongoing Commuter Rail Vision, which will inform the ultimate vision for the entire Commuter Rail system. We will take operational efficiencies into consideration as the Commuter Rail Vision is advanced.
Boston - Aquarium Station	Aquarium Station must be made more resilient by strategically raising the head houses and elevators above flood level. This will involve rebuilding escalators, elevators and stairs, which are essential to protecting the station from rising sea water in the Harbor.	Thank you for your comment.
Boston - Arborway Yard Bus Maintenance facility	Support funding for a permanent bus maintenance facility at the Arborway Yard.	Thank you for your comment.
Boston - Back Bay Station Ventilation	It is exciting to see the air quality issues for passengers at Back Bay being addressed. Electrification of the entire Commuter Rail system would drastically improve the air quality at stations and also along all train yards and tracks.	Thank you for your support. The MBTA Commuter Rail Vision process is evaluating seven alternatives to better understand the potential costs and benefits of each. Those results will be presented to the FMCB in the summer and fall, with the goal of identifying a desired future state for the MBTA commuter rail system by the end of the year. The 2021-2025 CIP will be the first opportunity to consider programming investments in support of the Commuter Rail Vision.
Boston - Cabot Maintenance Facility	Community notification needs to be part of the process in this residential neighborhood.	Thank you for your comment.
Boston - Forest Hills Station Improvements	Forest Hills Station needs improvements.	Thank you for your comment. The 2020-2024 CIP includes approximately \$32 million for Forest Hills Station improvements. The project includes upgraded elevators, bathrooms, egress stairs, Orange Line and Commuter Rail platforms and renovated accessible spaces.
Boston - Hynes Convention Center Station Improvements	The Hynes Convention Center Station rebuild should be integrated with more entrances/exits, accessibility improvements, and connections to retail.	Thank you for your comment.
Boston - Increased Bus Service	Please increase the routes and frequency of busses in Dorchester, Mattapan, and Roxbury.	Thank you for your comment.
Boston - Mattapan High Speed Line Transformation	The Mattapan High Speed Line is a vital transit link for a historically underserved community. While the historical character of the current infrastructure and rolling stock is charming, it is also indicative of a serious failure to invest in the area's transit needs. The transformation of the Mattapan High Speed Line supports our economy, supports social equity, and adds capacity to the existing transit network.	Thank you for your comment. The 2020-2024 CIP includes \$118 million for the Mattapan Transformation which includes state of good repair and accessibility improvements to all stations, improvements to the power infrastructure, strengthening of corridor bridges, improvements to corridor drainage and other infrastructure improvements.
Boston - Orange Line Expansion to Roslindale	The Orange Line should be expanded to Roslindale Square's Commuter Rail Station.	Thank you for your comment.

Boston - Red Line Expansion	Consider extending the Red Line to Mattapan when the current Presidents Conference Committee (PCC) cars are no longer in service.	Thank you for your comment.
Boston - Robert Street Bridge	The replacement bridge should be able to accommodate future double tracking.	The Robert Street Bridge will be designed to accommodate two tracks.
Boston - Roxbury Crossing Station	The station roof leaks in numerous places both in the head house and on the platform. Several leaks are located next to the track and freeze during cold weather. Concrete is spalling and chipping away on one portion of the retaining wall beside the outbound track, near the base of the stairway to the platform. Weeds are growing in the cracks between the concrete slabs that support the track, including beside the third rail. Litter has accumulated in the track pit and is rarely cleaned out. The station could use a secondary egress at the far end of the platform.	Thank you for your feedback and bringing your observations to our attention. We do our best to maintain and repair our stations. The Stations Needs Assessment will take a holistic look at transit stations across the system and create a plan to prioritize future capital investments and projects.
Boston - Ruggles Station Roof Repair and Replacement	The current roof provides very little protection from rain and results in water pooling everywhere further damaging the interior of the station, especially in the winter.	Thank you for your comment. The 2020-2024 CIP includes approximately \$20 million towards improvements at Ruggles Station.
Boston - South Station Expansion (SSX)	Disapprove South Station Expansion.	The South Station Expansion Study has progressed with funding from an FRA grant. MassDOT has completed 30% design and cleared state and federal environmental reviews for the Project. MassDOT was just awarded \$41.5 million to construct improvements to Tower 1, which is a component of the overall Project. This element will help to improve the reliability of train service at South Station.
Boston - South-Side Commuter Rail Maintenance Facility	There needs to be a maintenance facility for the new Electric Multiple Units (EMUs).	Thank you for your feedback. The South-Side Commuter Rail Maintenance Facility project will be closely coordinated with the ongoing Commuter Rail Vision study, as well as any future equipment procurements. The project will also be closely coordinated with the Allston Multimodal program.
Boston - Symphony Station Improvements	Support planned improvements to Symphony Station.	Thank you for your comment. The 2020-2024 CIP includes approximately \$40 million to upgrade Symphony Station into a modern, accessible, station.
Boston - Tower 1	Does Tower 1 rely on South Station Expansion (SSX) or could it be used with the current station layout?	Tower 1 is an early action item for South Station Expansion (SSX). It does not require the full expansion to be advanced.
Boston - West Station	This project will add more connectivity to the region.	Thank you for your comment.
Bourne Rail Trail	This project will bring tremendous benefits to the Town of Bourne, Upper Cape, and the Cape Cod Region as a whole. It also improves safety for all users, adds recreational opportunities, and promotes economic development. The completion of this strategically important project to the region and State cannot happen soon enough.	MassDOT and the Governor's Trails Team recognize the importance of this project in promoting active transportation, bicycle tourism, recreational opportunities and connecting the regional trail network. To that end, Phase I of the Bourne Rail Trail project is fully funded for construction and is included in the proposed STIP for 2024; since the project will be initiated in federal fiscal year 2024, given the timing of the initial spending, no spending is shown in SFY 2024 for this project. The initial spending will be reflected in the next CIP update for 2021-2025.
Bruce Freeman Rail Trail	Please maintain progress on the Bruce Freeman Trail.	Thank you for your comment.
Bus Maintenance Facilities	Can MassDOT include more money for new bus maintenance facilities?	The current 2020-2024 CIP includes approximately \$371 million for facilities. The program includes initial planning and design for bus maintenance facilities across the network as the MBTA looks to increase bus service, complete critical climate resiliency projects and advance master plans to improve our operating resiliency.

Bus Stop Shelters	Please consider more element-sheltered, heated bus stops. More people will use the buses.	The 2020-2024 CIP includes \$2 million for the Connectivity & Customer Convenience Program, which will aim to add shelters, real-time passenger information and improved connectivity for customer trips.
Cambridge - Alewife Garage	What is the current status of the Alewife Garage rehabilitation? How much is programmed in the 2020-2024 CIP?	The 2020-2024 CIP includes approximately \$14 million for the redevelopment of the Alewife Garage.
Cambridge - Harvard Square and Central Square Station Elevators	The elevators at both of these stations have been unusable for longer than anticipated.	We apologize for the inconvenience. These elevators have been out of service for longer than expected due to unforeseen construction related issues. The Harvard elevator is scheduled to remain out of service until the end of 2019 and the Central elevator will remain out of service through Spring 2020.
Canton - I-93/I-95 Interchange	What is the status of the project? Why hasn't the I-93/I-95 Interchange in Canton project been included in this 2020-2024 CIP? The next step was a 25% design meeting. When will that be scheduled?	MassDOT's Highway Division is now exploring short term safety improvements that could be implemented to improve safety and operations at this location in a future CIP.
Cape Cod - Additional RMV Locations	There was talk about an RMV in Hyannis. Is that not happening now?	A design study for a new RMV customer service center in Hyannis was completed in collaboration with the CCRTA. Given the costs associated with a potential new facility at that location, it was determined that other options for a new facility and/or location should be considered for funding as either part of the operating budget or a future capital plan.
Cape Cod - Cape Main	Please increase the funding to improve the track and right-of-way on the Cape Main. The Cape Flyer takes too long to reach Hyannis.	We will review the track structure to see if improvements can be made to increase speed.
Cape Cod - Increased Bus Service	Add additional operating hours and bus routes on Cape Cod.	Thank you for your comment.
Cape Cod - Railroad Wye at Canal Junction	Constructing a railroad wye at canal junction will facilitate use of the complete rail network at Cape Cod. This would reduce maintenance on the Bourne bridge and reduce maritime disruption by eliminating the lowering of the Bourne bridge. Please continue to improve the rail line so the overall travel time of the Cape FLYER can be reduced.	We will review your comment to determine if current and future train traffic will require this. The operating railroad is servicing the transfer station and is responsible for the maintenance of this track.
Cape Cod - Rehabilitate the Otis Industrial Track	The transfer station in need of a safe and reliable rail line to ensure that waste materials can be shipped off the cape to other states for disposal.	The operating railroad that is servicing the transfer station is responsible for the maintenance of this track.
Cape Cod -Yarmouth RMV Location	Are there no plans for physical improvements to the Yarmouth RMV location?	No significant improvements are currently planned for this location.
CCRTA Accessibility	Please make it easier for those in wheelchairs to get to and on the buses.	Thank you for your comment.
CCRTA Parking Facility	Last year the CIP included funding for CCRTA to reconfigure the parking facility and expand the space by 50%. That project was completed and it is beautiful.	Thank you for your support.
Chapter 90 Program	The level-funding of the Chapter 90 program is inconsistent with the CIP's priority of maintaining existing assets and with sound capital planning. Chapter 90 needs more funding.	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.

Charles River Greenway	Please open the section of the Charles River Greenway lost to highways for bicycle and pedestrian traffic and continue the Charles River Greenway from Newton through Weston into Wellesley to continue the bike network.	Thank you for your comment.
CIP Acronyms	Can the acronyms used in the CIP be spelled-out? What do the following mean: ABP GANS; OTP; AFC; and ARRA?	MassDOT will endeavor to define any remaining acronyms not included in the Glossary of Terms section or otherwise defined in the document; future updates will likely also include a table of abbreviations. Per your specific questions, here are the acronyms you asked about. ABP GANS - Accelerated Bridge Program Grant Anticipation Notes; OTP - Office of Transportation Planning; AFC 2.0 - Automatic Fare Collection 2.0 (MBTA); ARRA - American Recovery and Reinvestment Act of 2008
CIP Meeting Livestream and Playback	Thank you for making a video recording available of one of the CIP public meetings. This was helpful for people who were not able to travel to one of the meeting locations.	Thank you for your comment.
CIP Online Comment and Navigation Tool	Please include a search option to search for projects to comment on. For example, it is difficult to find the comment option for South Station Tower 1.	The 2020-2024 CIP does not include a specific project for the Tower 1 improvements and thus there is no comment section for the project. Thank you for your comment on the search option. We will review options for our CIP update next year.
CIP Online Comment and Navigation Tool	Some projects that are included in Investment Details sheets do not appear on the list of projects under the CIP Comment Tool. An example, Rail and Transit Division project 20.2 "Vermont (PRIAA 209)" and Highway Project 609262 "Bourne Rail Trail Construction Phase 1)". Future CIPs should allow the public to comment on all projects.	Thank you for your feedback concerning the functionality of the comment and navigation tool for the CIP. Our GeoDOT team is working diligently to improve the website's user friendliness aspects and your feedback will be used to assess how to improve the user's interaction with the document for future CIP updates.
CIP Online Comment and Navigation Tool	The summary of projects should also include the total number of comments for each project in addition to the total number of times the "support" button was pushed.	Thank you for your comment. We will consider this for future updates.
CIP Online Comment Tool	The navigation/comment tool only allows comments on projects, neglecting comments on the plan/process.	Thank you for your feedback concerning the functionality of the comment and navigation tool for the CIP. Our GeoDOT team is working diligently to improve the website's user friendliness aspects and your feedback will be used to assess how to improve the user's interaction with the document for future CIP updates.
CIP Process	Are projects set in stone once the draft is finalized?	The final approved CIP reflects status of projects as of a point in time. Projects may shift; the majority of the changes related to these shifts are in projects already in the plan and will be reflected in the next CIP update.
CIP Process	There are some projects that have a total funding amount listed but no previous funding amount listed.	Projects that begin in the first year of the CIP will have not have spending in previous years.
CIP Process	How do we get questions answered directly?	The best way is to attend a public meeting for an immediate response to specific questions, submit a comment on-line regarding the draft document or submit an email or letter.
CIP Project Universe	The 2020-2024 CIP includes a number of new projects that were not included in previous years CIPs. As example, Highway Project 609262, "Bourne Rail Trail Construction (Phase 1)." New projects that have been added to the CIP should be flagged so that they can easily identified by the reader in the Investment Details sheets. This could be done by inserting the word "NEW" into the project title, or by adding a column to the Investment Detail sheet to flag the new projects.	Thank you for your comment. We will consider this for future updates.

CIP Website	Is there a text only version?	For ease of reading the 2020-2024 CIP, a text only version of the full CIP (minus the graphics and photos) can be found on the CIP website <a href="http://www.mass.gov/massdot/cip">www.mass.gov/massdot/cip</a>
CIP Website Investment Details Legend	The legend for the Investment Details download states that the "Prior Years" column is the "the spending on the investment that pre-dates the plan update." To be more accurate, you should change this wording so that it reads "the spending on the investment during the period 2017-2019." Unless these dates are included how are members of the public supposed to have any idea how far the "look back" is for the general term "prior years?"	Thank you for your comment. We will consider this for future updates.
CIP Website Investment Details Legend	The legend for the Investment Details download includes a reference to a column labeled "Post-CIP – the spending estimated to occur beyond the plan horizon." There is no column in the 2020-2024 CIP Investment Detail Downloads with this title. This column needs to be added so that readers of the Investment Detail sheets have a complete picture of the spending involved with each CIP project.	Thank you for pointing out the discrepancy. We have corrected the document.
Cochituate Rail Trail	Pleased to see the ongoing regional and statewide investment in trails projects that will ultimately serve people who use Cochituate Rail Trail to access commercial, employment, recreational and cultural destinations.	MassDOT and the Governor's Trails Team recognizes the importance of this project in promoting active transportation, recreational opportunities and connecting the regional trail network. To that end, this project is fully funded in the 2020-2024 CIP and is currently in its construction phase.
Commuter Rail Coach Procurement (Hyundai Rotem)	All coach procurement programs should be halted and the funds reprogrammed to the procurement of articulated multiple-unit trainsets (preferably electric).	The ongoing commuter rail Vision study will conduct a thorough evaluation of costs, ridership potential, and operational feasibility of various alternatives, and will inform the ultimate vision for the future of the Commuter Rail. We will take your comment into consideration as the study advances.
Commuter Rail Electrification	Electrify the commuter rail system.	The ongoing commuter rail Vision study will conduct a thorough evaluation of costs, ridership potential, and operational feasibility of various alternatives, and will inform the ultimate vision for the future of the Commuter Rail. Additional information on the Rail Vision study can be found at <a href="http://www.mbta.com/projects/rail-vision">www.mbta.com/projects/rail-vision</a> . We will take your comment into consideration as the study advances.
Commuter Rail Fares	AFC 2.0 should allow for the commuter rail fares to be the same as MBTA bus and subway lines that are adjacent.	The MBTA is currently conducting two studies regarding commuter rail. The first concerns Commuter Rail zones and related fares and the second focuses on the MBTA's long-term vision for the Commuter Rail (including alternative service options). To learn more about the Rail Vision study visit our website <a href="http://www.mbta.com/projects/rail-vision">www.mbta.com/projects/rail-vision</a> .
Commuter Rail Legacy Fleet Investment	While no new coaches or diesel locomotives should be procured, overhauls of existing rolling stock are necessary and should be pursued to extend the service life until modern equipment is delivered.	Thank you for your feedback. The 2020-2024 CIP includes \$84.1 million for refurbishment of the existing F40 locomotive fleet.
Commuter Rail Strategy	Is this a new study? It looks like a duplicate of Project ID P0567 - the Rail Vision Study which is ongoing.	The Commuter Rail Vision study will conduct a thorough evaluation of costs, ridership potential, and operational feasibility of various alternatives, and will inform the ultimate vision for the future of the commuter rail. The Commuter Rail Strategy project will explore various options for a new, or extended, commuter rail operations contract.

Commuter Rail Systemwide Tree Removal	Why does it cost \$28.5 million for tree removal?	The Commuter Rail Systemwide Tree Removal project is a multi-year effort that spans all twelve active rail lines across the network. The purpose of the project is to remove trees along rail lines that are likely to experience slippery rail issues during the autumn months. Slippery rail is a condition when leaves fall on the tracks and oils from the leaves coat the rails leaving a slippery condition, which causes the wheels of a locomotive to lose contact with the track and damage traction motors.
Commuter Rail Vision	Please support option 6 - a full transformation of the entire system. Although it is more expensive, it will save more in the long run.	The MBTA Commuter Rail Vision study is evaluating seven alternatives to better understand the potential costs and benefits of each. Those results will be presented to the FMCB in the summer and fall, with the goal of identifying a desired future state for the MBTA commuter rail system by the end of the year. The 2021-2025 CIP will be the first opportunity to consider programming investments in support of the Rail Vision.
Complete Streets Program	Increase resources for the Complete Streets Program funding.	Thank you for supporting the Complete Streets program. MassDOT continues to advance the program with additional trainings for municipal staff, updated guidance, technical assistance, and construction grants. The Environmental Bond Bill (chapter 209 of the Acts of 2018) authorized an additional \$50 million to continue this successful program.
Dartmouth - Bicycle and Pedestrian Accommodations on Route 6 and Hathaway Road	Please include protected bicycle and pedestrian accommodations on Route 6 and Hathaway Road which is heavily utilized as a cycling/walking route and abuts senior and veteran housing units. This would provide equitable modes of safe transportation for commuting to workplace, retail, medical or University of Massachusetts Dartmouth.	With the completion of the statewide Bicycle and Pedestrian plans, MassDOT will consider these comments as we revise and develop policies, training, and design guidance with respect to people biking and walking. For more information on the statewide Bicycle Transportation Plan, please visit: <a href="https://www.mass.gov/service-details/bicycle-plan">https://www.mass.gov/service-details/bicycle-plan</a>
Dartmouth - Corridor improvements on Dartmouth Street And Prospect Street	Please incorporate bicycle accommodations.	With the completion of the statewide Bicycle and Pedestrian plans, MassDOT will consider these comments as we revise and develop policies, training, and design guidance with respect to people biking and walking. For more information on the statewide Bicycle Transportation Plan, please visit: <a href="https://www.mass.gov/service-details/bicycle-plan">https://www.mass.gov/service-details/bicycle-plan</a>
Deerfield - Rail Yard Improvements	What is this for? Is not the rail yard owned by a private railroad?	This project is to improve the track structure in the yard; the Commonwealth owns the yard.
East-West Rail Study	Support for studies aimed at restoring and modernizing passenger service on the east-west routes.	Thank you for your support. MassDOT has recently begun the East - West Passenger Rail Study, which is a conceptual planning study that is examining the benefits, impacts and, costs of improving passenger rail service connectivity and mobility along the East - West corridor between Pittsfield and Boston.
Electric Buses and Infrastructure	Support for an electric bus network. Please prepare the necessary infrastructure to accommodate electric buses in the future including charging infrastructure.	Thank you for your comment and support. The 2020-2024 CIP includes approximately \$52.9 million for the procurement of 35 battery electric, 40 foot buses and related infrastructure.
Electric Vehicle Charging Stations at MBTA Parking Lots	Develop electric vehicle charging stations at MBTA parking lots.	Thank you for your comment. To learn more about electric vehicle charging stations at some MBTA lots and garages visit our website at <a href="http://www.mbta.com/parking/parking-rules-and-policies">www.mbta.com/parking/parking-rules-and-policies</a> .
Electronic Tolling	How much money does electronic tolling earn and how do you collect tolls from out-of-state persons?	For those without a E-ZPass transponder, Pay by plate is in place and a toll bill is mailed to the registered address. E-ZPass transactions account for 80% of the tolls paid and MassDOT has reciprocity agreements with Maine, New Hampshire, Rhode Island, and New York.



Erving - Route 2 Reconstruction and Improvements	This project should be included for both design and construction in the 2020-2024 CIP. The safety of this area is an important priority.	Thank you for your comment.
Erving/Gill - Suicide barriers on the French King Bridge	Do not put barriers on the French King Bridge that connects Erving and Gill. This is a regional landmark and a destination for tourists. A barrier will impede the view from the bridge.	MassDOT commits to advancing design of the barrier type selected by its stakeholder working group and supported by the towns of Erving and Gill that will satisfy bridge design criteria and environmental permitting requirements. MassDOT will work towards identifying construction funding in a future CIP as the design progresses.
Erving/Gill - Suicide barriers on the French King Bridge	Suicide barriers are needed on the French King Bridge to prevent more deaths.	MassDOT commits to advancing design of the barrier type selected by its stakeholder working group and supported by the towns of Erving and Gill that will satisfy bridge design criteria and environmental permitting requirements. MassDOT will work towards identifying construction funding in a future CIP as the design progresses.
Everett - Silver Line to Everett	Please prioritize the Silver Line to Everett.	Focus40 included the Silver Line to Everett as a Next Priority, and the final 2020-2024 CIP includes \$1 million to advance project development work. During this phase, the MBTA will be able to evaluate the various design elements that would make an extension successful and identify any opportunities or barriers to delivering them.
Expanding Tolls	Both I-93 and Route 2 should have tolls.	Federal Highway regulations currently do not permit the state to toll Interstate highways with the exception of I-90.
Fall River - Daylighting the Quequechan River	The Quequechan River is of major historical significance to Fall River. The river was put underground with the construction of I-195. The multi-purpose Albert J. Lima Quequechan River Rail Trail has proven to be enormously successful. The river has been cleaned up and is now an asset to the city, so now is the time to daylight the underground portion. MassDOT should fund a study (in the 2020-2024 CIP) on the best way to daylight that portion.	Thank you for your comment. MassDOT will consider this proposal with other regional and statewide transportation priorities.
Fall River - Decking over I-195	There is a project that should be included in the 2020-2024 CIP, covering up of a section of I-195 east of the Government Center in Fall River, looking towards New Bedford. This area is bounded by Third and Fourth Streets, and Sullivan Drive and Pleasant Street. The City Planner discussed putting in a foundation on the abutments that would support a building over the area in the future. An Urban Renewal Plan is being prepared by a consultant, and it is time to consider whether the site should be closed over and developed as part of a larger plan. The open section above I-195 is also an eyesore. In addition, there are two sections on either side of the open area that need urban renewal work. If this area was covered over, the opportunity to build on both sides of the area would be enhanced.	Thank you for your comment. Such a project, as referenced, would be possible with private developer involvement. There is strong competition for bridge funding. MassDOT routinely identifies the prioritization of projects based upon the inspection of bridge conditions undertaken annually for the statewide bridge inventory. The project would not likely be eligible for federal bridge funds.
Falmouth Secondary	The money for rail investments does not include funding for the Falmouth Secondary. Also please clarify where the investments are to be made to the Otis Spur.	No work is being done on the Falmouth secondary and the Otis Spur is not owned by the state.
Feasibility study of remaining inaccessible Commuter Rail Stations	Support for this study.	Thank you for your support.
Federal Infrastructure Bill	Are there any thoughts on the Federal Infrastructure Bill?	MassDOT continues to follow the federal government transportation legislation and monitor any progress on passage of a national transportation infrastructure bill.

Framingham Secondary	The Framingham Secondary line needs funding.	The line is being improved pursuant to the purchase agreement with CSX Transportation, which will also improve the line for MBTA purposes that are still under consideration.
Franklin / Milford - CSX ROW Property Acquisition	What CSX line(s) are to be acquired?	The project refers to purchase of the Milford Secondary Line from Franklin to Milford.
Funding for National Highway System Roads	How does MassDOT funnel money to cities to fix roads on the National Highway System (NHS)?	A Municipality can propose a project to MassDOT that they are designing, which, if prioritized by the relevant Metropolitan Planning Organization (MPO), could be funded under the regional TIP for their area. At this point there is not a separate statewide program to fund municipally owned NHS roadways.
Future CIP Projects	Please inform the public on the website how to suggest projects for inclusion in a future CIP.	We will consider adding guidance on the main CIP webpage on how the public can submit comments and participate through their local MPO, RTA, elected officials, etc. and how they can offer suggestions for projects for consideration in future CIPs.
Green Line Transformation	This would be a big improvement and reduce over-crowding and delays.	Thank you for your comment. The Green Line Transformation (GLT) is a portfolio of over 90 projects aimed at holistically revitalizing the Green Line. It unifies all existing projects and new initiatives to form a cohesive investment strategy and unified Green Line capital program. To meet the needs of today and the future, the MBTA is making significant investments to carry out existing state of good repair improvements, modernize the system, increase capacity, and procure the Type 10 Supercar. The 2020-2024 CIP includes initial funding for the replacement of the existing Green Line Type 7 and 8 Fleets with the Type 10 Light Rail Vehicle.
Greenfield - Montague - Bridge Rehabilitation at Montague City Road over Connecticut River	This project is a high priority for Montague and Franklin County.	Thank you for your comment.
Greenfield - Northampton - Knowledge Corridor Stations	State funds should not be used to resurface the privately owned station parking area since they do not allow anyone to park next to the station to take the train.	Thank you for your comment.
Greenfield - Resurfacing Route 2	Route 2 has worn pavement near Greenfield. What is the quality control of the asphalt that goes into streets?	That specific stretch of road has been scheduled for repaving and MassDOT has a comprehensive quality control policy - monitoring both the initial application and also how the surface wears over time. MassDOT performs hot mix asphalt plant inspections, ensures pavement quality to meet current specifications at the job site and requires contractors to verify quality assurance criteria as part of all of our current projects.
Hadley - Bridge Replacement - Bay Road (Route 47) over the Fort River	This project should continue to be prioritized for funding.	Thank you for your comment.
Hadley - Route 9 Reconstruction from Middle Street to Maple/South Maple Street	This project should continue to be prioritized for funding.	Thank you for your comment.
Hatfield - Route 10 Bridge	There is a small highway bridge located in Hatfield, MA that needs to be repaired or replaced. The bridge carries MA State Route 10 over a brook known as the Running Gutter located north of Linseed Road. The marker on the bridge says milepost 26.653. This is not currently included in the 2020-2024 CIP.	Thank you for your comment. MassDOT routinely assesses the condition and capacity of its structures and uses to determine investments. This location will be re-evaluated for future investment prioritization.
Haverhill Layover Facility Relocation	Thank you for your continued efforts to resolve the environmental and health issues associated with the Bradford Layover Station in the City of Haverhill.	Thank you for your feedback and support. The 2020-2024 CIP includes \$5 million to begin planning and potential real estate acquisition of a relocated layover facility for Commuter Rail service in Haverhill.
Haverhill Line Double Tracking and Other Improvements	This is necessary to increase speed and help to eliminate delays on the Haverhill Commuter Rail line.	Thank you for your comment.

Highway Rest Area Locations' Trash Collection	All Massachusetts rest area locations should become fully recyclable.	Requiring all restaurants to use 100% recyclable materials is a good idea; we will consider adding a recycling provision when rest area management contracts are up for renewal.
Housatonic Rail Line	Support investment in passenger rail service on the Berkshire (Housatonic) Line to New York via Danbury CT, where efforts are underway now to restore service on the line between Southeast and Danbury and Danbury and New Milford.	Investment is underway to rehabilitate the MassDOT portion of the Housatonic Line. The line you refer to in Connecticut is an active freight line and discussions on the Connecticut portion of rehabilitation will continue as budget factors allow.
Housatonic Rail Line	Support for passenger rail service on the Housatonic Rail Line, connecting Pittsfield to NYC, via Great Barrington and other towns in Massachusetts and Connecticut. New rails are already lying next to the current tracks, ready to be replaced. This upgrade will make the Housatonic Line from Pittsfield to the MA-CT border up to passenger rail standards. Additional funding from the CIP would expedite this upgrade, and will help make passenger service to the Berkshires a reality within the next couple of years.	Thank you for your feedback. The CIP is informed by various planning studies undertaken by MassDOT. The 2018 Massachusetts State Rail Plan (Rail Plan) did not recommend further action on passenger rail service along the Housatonic Line. The state of Connecticut has no current plans to invest in its portion of the rail line in order to make service improvements.
HOV Lanes	System-wide HOV lanes should be instituted.	As part of MassDOT's recent Congestion Study report, one recommendation is to explore Managed Lanes.
Hull - Reconstruction of Atlantic Avenue	Please evaluate how this critical evacuation route could be reconstructed to better operate during storm and flooding events.	This project is programmed for funding in the FY 2021 in the Boston MPO Region 2020-2024 TIP.
Industrial Rail Access Program (IRAP)	This is a very worthwhile program and the funding should be increased.	The MassDOT Rail Group will review and see if IRAP funding should be increased.
Lynn - Ferry to Boston	Please support ferry service from Lynn to Boston.	Thank you for your comment.
Lynn - Saugus - Belden Bly Bridge Replacement	Please complete this bridge replacement.	Thank you for your comment. The bridge project is scheduled to be bid in fall 2019 with construction to commence in 2020.
Malden - Malden Center Station Improvements	Please include the renovation of the Malden Center MBTA Station as a priority project. The interior staircases are crumbling with spalling concrete posing serious tripping hazards to commuters. The escalator is old and the elevator functions poorly. Additionally, the outdoor plaza area has deteriorating curbing and sidewalks that make it extremely difficult for commuters with physical disabilities to navigate. The entrances and exits to the station are worn out, the interior and exterior lighting is insufficient and the landscaping needs significant improvement. The restrooms are consistently not operational.	Thank you for your comment.
Mansfield - Mansfield Commuter Rail Station	Build full-length, high-level platform to accommodate the high passenger volumes. It would be great to consider construction of a full-width bypass track (not a gauntlet) to allow Amtrak to pass in addition to Strategic Rail Corridor Network (STRACNET).	Thank you for your feedback and suggestion. The 2020 - 2024 CIP includes \$6.6 million for planning and preliminary engineering for the Mansfield Station Accessibility Improvements project.
Marion - Shared Use Path construction	Please support the construction of this section of the Marion Shared Use Path.	Thank you for your comment.
Marion - Wareham - Wareham Street Bridge Replacement	This project should be planned in conjunction with other Route 6 improvements (lane diets and environmental storm water upgrades).	Thank you for your comments. You will be able to share your thoughts and comments this fall when MassDOT will be undertaking early environmental coordination and public outreach/engagement efforts in preparation of advertising the project for competitive bids in summer 2021.
Mass Central Rail Trail - Wayside section	Please continue to support this project.	Thank you for your comment.

MassDOT and MBTA Staff Diversity	It is important to see more diversity in the transit authority staff especially in leadership.	MassDOT and the MBTA's HR departments and Office of Diversity and Civil Rights continue to work together and with Senior Leadership in both organizations to increase diversity among all strata of the workforce. Both organizations are developing contacts and relationships with diverse professional organizations to have qualified applicants and candidates for leadership positions. As part of a long term strategy, particular emphasis is being placed on the creation and development of a "pipeline" of qualified diverse applicants for mid-level management positions within agencies with the goal of those individuals rising to Senior Leadership positions.
MassDOT Board of Directors	Does the MassDOT Board of Directors include representation of the Cape?	The MassDOT Board of Directors considers the needs across the entire transportation system, including the Cape.
Mattapoisett - Multi-Use Path Construction	Support the completion of this critical segment of the South Coast Bikeway.	Thank you for your comment.
MBTA Fares	Make transit free for riders.	The MBTA is working to ensure that services provided are as efficient and reliable as possible. Fare revenue makes up a significant portion of the MBTA's total revenue and, therefore, we are working on AFC 2.0 to collect those fares efficiently. To learn more visit our website at <a href="http://www.mbta.com/afc2">www.mbta.com/afc2</a> . The MBTA is making significant investments to improve service and customer experience. To learn more about all of the projects underway visit our website <a href="http://www.mbta.com/projects">www.mbta.com/projects</a> .
MBTA Train Car Rehabilitation	During the rehabilitation of the trains, please replace the seats with plastic instead of cloth for cleanliness.	Thank you for your suggestion.
Medford - Intersection of Main Street / South Street to Mystic Avenue	MassDOT should fund the redesign of this intersection and update signals and traffic patterns at Main Street / South Street to Mystic Avenue. Currently there are multiple flashing yellow signals on a very complicated intersection/off-ramp with high volume traffic and frequent left turns across traffic. The current blinking lights are dangerous to pedestrians, bikes, and cars trying to cross multiple lanes with no gaps in traffic during commuting hours. To further compound the issue, there have been significant road and bridge closures due to the GLX project and other improvement projects. These projects are rerouting hundreds of additional cars through Medford causing significant risk of incident at this location. In their current state of condition, these flashing signals cannot be restored to full operation.	This intersection is under the City of Medford jurisdiction and the Highway District 4 office in Arlington has been actively participating in meetings recently with Medford officials following the recently completed Central Transportation Planning Staff (CTPS) Traffic Study of the Medford Square area. MassDOT supports advancing a project for the section of Main Street at South Street to Mystic Avenue. and will continue these discussions and a new project may be initiated once the City and District office can identify a specific project to advance to project initiation.
Medford - Green Line Extension to Mystic Valley Parkway	Please support the additional stop at Route 16.	Thank you for your comment. Focus40 included the completion of environmental review for the GLX to Mystic Valley Parkway as a Next Priority, and the final 2020-2024 CIP includes \$9 million to advance that work.

Milton - Status of Milton highway projects	Please provide info on the current status of highway projects in Milton.	Although the following projects were not programmed in the FFY 2024 - FFY 2024 TIP, they remain in the TIP universe of projects and will continue to be considered for funding in future TIP cycles as long as they remain a priority for the Town of Milton: Project 607330 Milton- Deck Reconstruction over SE expressway; Project 607342 Intersection & signal improvements at Route 28 (Randolph Avenue) & Chickatawbut Road; Project 608484 Canton- Milton- roadway improvements on Route 138; and 609396 Randolph- Milton- resurfacing and related work on Route 28. Regarding 608406: Reconstruction of Granite Avenue, from Neponset River to Squantum Street (5,000 feet) and Project 608955 Intersection improvements Squantum Street at Adams Street.
Montague - 5th and 6th Street Bridge replacements (over Power Canal)	Montague requests that MassDOT prioritize the replacement of the 5th and 6th Street bridges over the Power Canal in the Turners Falls Canal District	MassDOT identifies and prioritizes bridge projects based upon the routine annual inspection of bridge conditions undertaken as part of the statewide bridge inventory. These bridges will be prioritized based on these inspection reports.
Montgomery - Small bridge and culvert repairs	Montgomery needs bridge and culvert repairs. The bridge is too small for the Small Bridge Program.	A Municipality can propose a project they have designed to MassDOT which could be funded under the regional TIP for their area; however, if the bridge/culvert structures do not match available funding programs, contact the District 2 Office for assistance.
MPO / TIP Project Prioritization	<p>The CIP overview identifies significant federal investment in the municipalities via the MPO however, MassDOT originated, designed and expedited projects compete for those funds with the advantage of moving smaller projects quickly and stealing away much needed funding for the municipalities. Similarly underfunding the transit element leads to programing of those needs in the regional TIP Highway element. Further inadequate rail funding leads, again, to programing of those needs in the regional TIP Highway element.</p> <p>Flexibility seems to suffer in establishing a rigid, fully programed, 5 year plan suggesting any new initiative needs to wait to an out year to be programed. Recent MassDOT directive suggests municipal projects that do not move or see action in two years will be dropped. This creates an impasse.</p>	The universe of projects eligible for federal programming in an MPO's TIP includes both municipal proponent and MassDOT projects. However, the discretion of programming in the TIP is at the behest of the respective MPO's board through project selection criteria and a prioritization process that is also vetted by each MPO board. MassDOT's current policy encourages municipalities to continue to show progress on projects that are considered for TIP funding, as MassDOT dedicates state and federal resources under its jurisdiction to the review and delivery of these projects.
Natick - Bicycle & Pedestrian access at Spring Street Bridge	The Town has previously requested that pedestrian and bicycle access at the location of the Spring Street Bridge be restored in the event that the structure, currently closed to access, is demolished.	Thank you for your comment. A section of the bridge deck will be maintained and open for pedestrians. There are no plans at this time to demolish or restrict access.
Natick - Bicycle accommodations on Route 27	Barrier curbs should not be used for this project due to the hazards they present to bicyclists. If a vehicle veers towards a bicyclist, the bicyclists' only option is to hit the square barrier curb which could cause the bicyclist to go over the handle bars. Rollover curbs would be a better option and would allow bicyclists a smooth transition from street to sidewalk.	Thank you for the input. With the completion of the statewide Bicycle and Pedestrian plans, MassDOT will consider these comments as we revise and develop policies, training, and design guidance with respect to people biking and walking. For more information on the statewide Bicycle Transportation Plan, please visit: <a href="http://www.mass.gov/service-details/bicycle-plan">www.mass.gov/service-details/bicycle-plan</a>
Natick - Cochituate Rail Trail	It is expected that the Cochituate Rail Trail project's connection to Natick Center will be initiated in 2019 and seek design funding through MassTrails in 2020. This should be included in the TIP to be constructed immediately upon completion of the Natick Center MBTA Station.	Thank you for your comment.

Natick - Multi-use path along Route 9	Explore a multi-use path along Route 9 right of way to facilitate bicycle and pedestrian access from West Natick to the commuter rail station.	Thank you for your comment on a shared use paths along Route 9 in Natick. MassDOT has been considering the feasibility for this network connection and will be advancing the preferred concept to preliminary design.
Natick - Natick Center	Thank you for funding accessibility improvements at the Natick Center MBTA Station.	Thank you for your feedback and support of the Natick Center Station Accessibility project.
Natick - Parking Capacity at West Natick Commuter Rail Station	There is an interest in expanded parking capacity at the West Natick MBTA Station.	Thank you for your comment. Once the Commuter Rail Vision study is completed, we will better understand current and future ridership needs, as well as parking demand and capacity requirements at our parking facilities. Additional information on the Rail Vision study can be found at <a href="http://www.mbta.com/projects/rail-vision">www.mbta.com/projects/rail-vision</a> .
Natick - Routes 9/27 Interchange Replacement	Advance the Routes 9/ 27 interchange replacement. This interchange is regionally important and experiences high crash volumes attributable to its outdated design. This project is not yet in the CIP.	Although this project was not programmed in the FFY 2020 - 2024 TIP, it remains a priority for the Highway Division. The project is in the TIP universe of projects and will continue to be considered for funding in future TIP cycles as long as it remains a priority for the Town of Natick.
Natick - Speen Street/Route 30 interchange	We advocate for design and construction when there is consensus on a preferred alternative.	The planning study that was completed identified the need for future improvements and outlined some goals for the interchange improvements, but further concept level planning would be needed between the communities and MassDOT to identify a preferred alternative.
New Bedford - Bicycle accommodations on Route 140	This road is part of a proposed South Coast Bikeway path to link New Bedford and Fall River with bike paths. Bicyclists should be able to safely navigate King's Highway, which is the location of the proposed Commuter Rail station, retail, and densely populated housing. A bicycle bridge over Route 140 would connect to a more rural continuation of the bike path through Dartmouth and connecting onto Fall River.	With the completion of the statewide Bicycle and Pedestrian plans, MassDOT will consider these comments as we revise and develop policies, training, and design guidance with respect to people biking and walking. For more information on the statewide Bicycle Transportation Plan, please visit: <a href="https://www.mass.gov/service-details/bicycle-plan">https://www.mass.gov/service-details/bicycle-plan</a>
New Bedford - Intersection Improvements at Hathaway Road, Mount Pleasant Street, and Nauset Street	There are no low traffic alternate routes for vulnerable road users to traverse this area. Intersection improvements would be appreciated in this neighborhood and will encourage more pedestrian use.	This project is programmed in FFY 2020 for \$2,871,848 with Surface Transportation Block Grant funds.
New Bedford - Intersection Improvements at Rockdale Avenue and Allen Street	Roadway improvements at this important intersection can only make bicycle connections between Dartmouth and New Bedford safer and more enjoyable.	Thank you for your comment. MassDOT recognizes the importance of this project in improving vehicular and bicycle operations. Toward that end, this project is programmed in 2022 for approximately \$1.7 million of federal and state funding.
New Bedford - Reconstruction of Route 18	Improved bicycle friendliness along this route is critical to encouraging greater use of existing water edge bike amenities in the city.	Thank you for your comment.
New Bedford - Safe Routes to School program	Roadway improvements at Ashely and Lincoln elementary schools will help make them more bicycle friendly and assist in the Safe-Routes-to-School network	Thank you for your comment. Ashley and Lincoln are already partner schools in the program.
New Bedford - Superstructure Replacement of I-195 Eastbound and Westbound Ramps over Route 18, Country Street, State Street, and Mass Coastal Railroad	Sight distance improvements for southbound turns onto Route 18 will be welcomed. Landscape improvements, including green infrastructure, at the ground plane will improve this location.	Thank you for your comments. Your suggestions will be passed along to the design team for this important project which is scheduled to be advertised in 2023. Public engagement/outreach opportunities will be provided during the design development process.

Newburyport - Improvements at Nock Middle School and Molin Upper Elementary School	This is an important project to improve the safety of pedestrians along and across this primary transportation corridor. Please note that the map locations associated with this project (#608792) in the CIP is incorrect. It should be on a portion of Route 113/High Street, not portions of Low St, Johnson St, and Toppans Lane.	Project #608792 was recently advertised for construction bids on July 27, 2019. Bids will be opened in the fall/winter 2019 and construction will commence in the spring/summer 2020. The map location associated with this project was corrected.
Newton - Newton Commuter Rail Stations Accessibility Improvements	These stations need to be redesigned and rebuilt with full high-level platforms on both tracks for accessibility and functionality. Please provide for the eventual electrification of the line to transform our outdated commuter model into a robust regional rail system.	Thank you for your comment. The Newton Commuter Rail Stations Design project includes Auburndale, West Newton, and Newtonville Stations, in the City of Newton. The project currently consists of one high-level and fully accessible side platform that is located on the north side of each station (along Track 1).
Non-MBTA Yards and Rail Support Facilities	Where will these facilities be constructed?	These non-MBTA facilities are privately owned by the freight railroads and are constructed and maintained by the private companies.
Northfield - Bridge Replacement - Birnam Road Over Mill Brook	The replacement of this bridge was approved in 1997 after submission of a "Project Initiation Form". A Notice to Proceed on the engineering design was approved in 2013. However since 2013, there has been little to no progress and the conditions of the bridge have only worsened.	MassDOT identifies and prioritizes bridge projects based upon the routine annual inspection of bridge conditions undertaken as part of the statewide bridge inventory. This project will be prioritized based on these inspection reports.
North-South Rail Link	Support for North-South Rail Link.	MassDOT recently complete a Feasibility Reassessment for the North-South Rail Link and has included it in one of the MBTA Rail Vision alternatives.
Norwottuck Rail Trail	This is a wonderful community resource; please keep this trail in good repair as it is a valuable addition to our state trail network.	Thank you for your comment.
Onboard Passenger Train Information Systems (PTIS) Modernization	Definitely needed; the current onboard information is broken and inconsistent.	Thank you for your comment. The 2020-2024 CIP includes approximately \$2.6 million for the modernization of the onboard passenger train information system (PTIS). The benefits of the new system will include enhanced ability for the MBTA to communicate with passengers in real time, enhanced ability to customize and change on-board passenger experience, significantly improved back-end data management and modernized interfaces between other systems.
Opportunities for Public Feedback	When the 2020-2024 CIP update is finalized you should send everyone who participated and provided an email address, an on-line survey to ask for feedback on the overall CIP and the public process for reviewing the draft CIP. An on-line survey is a useful tool that would allow MassDOT to make further improvements to the CIP process.	The comments provided during the CIP process are taken into consideration during our CIP process review that we engage in upon completion of the current CIP. The process review serves to inform improvements in the process for subsequent CIPs.
Patriot Corridor Double Stack Clearance Study	When will this study be finished and when will it be posted online for the public to read?	Project work will be complete by summer 2020.
Pavement Management Program	Investing in highways is important for economic development. The non-interstate highway pavement management program needs more funding.	Thank you for your comment.
Pittsfield - Parking Facilities	What transit program funds parking structures?	This is under RTA replacement facility programs.
Positive Train Control (PTC) Implementation	This is a good opportunity to increase the permitted train speed up to the 80 mph design speed of the FRA class 4 tracks that are currently in use on all the MBTA commuter rail lines.	Thank you for your feedback and suggestion.

Pre-Apprenticeship Programs	Support more funding for pre-apprenticeship programs.	MassDOT plans to continue support for the pre-apprenticeship programs. MassDOT recognizes the outstanding work our partners, the various community organizations, have done in the program and looks forward to continue serving the citizens of the Commonwealth through the collaborative relationships.
Public Comment Period	How long does the CIP public comment period last?	Public comment period for the 2020-2024 CIP was May 21 through June 10, 2019 (close of business).
Public Comments at CIP Meetings	Is there a speaker limit or time limit for public comments at CIP meetings?	The general public is encouraged to comment at the CIP public meetings. There was no limit imposed on the time or number of speakers at each public meeting.
Public Outreach and Representation	CIP meetings have been excellent, although there was not enough Dudley representation. We need more people in these meetings, especially disadvantaged groups.	Public outreach for CIP meetings consisted of a targeted approach, both by email and on the ground, to various organizations such as community organizations, faith groups, senior centers, and civic organizations. This targeted outreach was done in Dudley, as well as all of the immediate and surrounding areas where CIP meetings were held.
PVTA/ WRTA Connectivity	Please make a complete connection between the WRTA bus system and the PVTA bus system to facilitate regional transportation throughout central MA.	Thank you for your comment.
Rail Line Capacity Project - New England Central Railroad	Why does the project description include the line "Passenger Rights?"	The primary purpose of the project is freight, but there may be a derivative opportunity for passenger related options which benefit from improvements such as new rail and reduced speed restrictions.
Reading - Noise Barrier Installation	Please install noise barriers between Bay State Road and Route 128 / I-95.	Thank you for your comment.
Real Estate Land Transfers	Funding should be allocated to locating and tracking right-of-ways that abut rail corridors to make sure they are preserved for public good.	Thank you for your suggestion.
Red/Orange Line Improvement Program	Procuring new trains is only half the battle. It is crucial that the infrastructure where the new trains will be running is capable of supporting them and allowing them to run at the headways they were designed to achieve.	The Red/Orange Line Improvement program includes all investments related to replacing and expanding the Red Line and Orange Line fleets and upgrading the facilities and infrastructure needed to support the new vehicles. When fully implemented these investments are expected to allow three minute headways on the Red Line and four and a half minute headways on the Orange Line.
Red-Blue Connector	This is a critically important project for improving the entire MBTA subway network.	Focus40 included the Red Blue Connector as a Next Priority, and the final 2020-2024 CIP includes \$15 million to advance project development work.
Replacement of RIDE Revenue Vehicles	The RIDE system should push for newer vehicles to replace the aging fleet.	The 2020-2024 CIP includes \$13.8 million for the replacement of RIDE revenue vehicles.



Replacement of the Cape Cod Bridges	Replacement of the Sagamore and Bourne Bridges and modernization of the Commonwealth's associated roadways are necessary to ensure safe and efficient travel to and from Cape Cod for area residents, workers, and visitors, and for the transportation of goods and services needed on the Cape and Islands. After a decade of advocacy and study, we are reaching a pivotal point toward the modernization of Canal area transportation infrastructure. It is essential that this momentum be carried into the next phases of permitting and funding, and that deliberate and expedient progress continues toward successful modernization of cross-canal road infrastructure. The Commonwealth's leadership in this joint endeavor with the U.S. Army Corps of Engineers is essential.	Thank you for your feedback. MassDOT recognizes the importance of this vital transportation infrastructure to Cape Cod, the islands of Nantucket and Martha's Vineyard, and the Commonwealth. The Bourne and Sagamore Bridges are under the jurisdiction of the U.S. Army Corps of Engineers (USACE), which is currently conducting a study that will decide whether to conduct major rehabilitation or replace its bridges. Ultimately, funding for the recommended course of action is assumed to be the responsibility of the USACE. MassDOT also recently completed the Cape Cod Canal Transportation Study that recommended improvements to its own infrastructure, and the 2020-2024 CIP includes \$10,000,000 in funding to begin early project development on the study's recommendations. Any construction funding necessary for improvements that move forward as a result of MassDOT's study is beyond the timeframe of the draft 2020-2024 CIP and would need to be programmed in a subsequent CIP once the projects have advanced further into the project development process. MassDOT will continue to work closely and collaboratively with our federal partners to ensure that both the bridges and adjacent infrastructure provide safe, efficient and multimodal mobility for the long-term, while also minimizing impacts to private right-of-way, environmental, cultural, and social resources.
Route 1 Resurfacing	It is very important to provide a reliable Route 1 corridor. It is also important to improve bicycle and pedestrian accommodations for those crossing Route 1 and for everyone's safety in the rotaries.	Thank you for your comment.
Route 116 Resurfacing and related work	The work on Route 116 needs to include improvements to sidewalks and roads as well as increases accessibility and new safety measures.	Thank you for your comment.
Route 9 Resurfacing	Resurfacing projects for Route 9 should upgrade pedestrian facilities along the right of way, consistent with the State's Complete Streets policy.	Thank you for your concern for people walking on the Route 9 corridor. Federal policy requires that as part of all roadway resurfacing projects, pedestrian curb ramps be ADA compliant. MassDOT aims to exceed that requirement and fill sidewalk gaps, reconstruct non-ADA compliant sidewalk panels, and provide other enhanced pedestrian accommodations where feasible.
RTA Bus Stop Lighting	A well lit bus stop is critical in making the stop more usable, accessible and attractive to riders for all RTA's and the MBTA.	Thank you for your comment.
Salisbury - Border to Boston Trail	Please support the construction of the extension of the Border to Boston Trail.	Thank you for your comment.
Signage on I-195 and Route 24	Clear and accurate signage is critical for the traffic pattern here.	Thank you for your comment.
Silver Line Gateway - Phase 2	A very small investment in signage and on-line information could add great value to the Silver Line. Please upgrade the MBTA website and apps so more people can use this valuable service. Signal priority, dedicated lanes and queue jumps would be beneficial for the Silver Line.	Thank you for your comment. The 2020-2024 CIP currently includes approximately \$37 million for the Silver Line Gateway - Phase 2 project.
Somerville - Green Line Extension (GLX)	The Gilman Street Station should have an elevator so that people can easily access it from City Hall. Elevators should be functioning as soon as the station is functional.	Thank you for your comment.

Somerville - Green Line Extension (GLX)	The community is concerned about accessibility at the proposed Union Square Station through a steep ramp. Elevators should be added to the station design.	The current Union Square Station design is ADA code compliant. An accessible path is provided from the station entrance to the public right-of-way at the intersection of Prospect St. at Bennett Court. There is path-equivalency for people dependent on mobility devices and those that are not. In order to put the current design in perspective, it is important to reflect on the history of GLX. As you may be aware, Green Line Extension (GLX) project was in serious jeopardy 3 ½ years ago due to considerable projected cost overruns. A re-procurement strategy was developed to ensure that a reliable cost estimate, viable cost reduction strategies, and appropriate risk allocation were incorporated. The result of this work was a successful re-bid process that has allowed GLX to move forward under a tight budget and aggressive schedule. In order to build the project within the budget approved by the MassDOT Board and MBTA Fiscal Management Control Board, changes had to be made to almost every element of GLX, including stations, the community path, the Vehicle Maintenance Facility, etc. If the MBTA were to start adding new elements, outside the scope of the existing project budget, we risk finding ourselves in the same situation that almost brought GLX to a permanent halt three years ago. While a significant redesign was required through the re-procurement to achieve optimal cost control, all stations, facilities, and project infrastructure are compliant with building regulations and required building codes. We greatly appreciate your input and involvement as we deliver this long-awaited project.
Somerville - Green Line Extension (GLX) - Community Path Extension (CPX)	Ensure that the Community Path extension be built with a 14-foot paved width (or as close to that as possible), plus shoulders and setbacks. Ensure that a bicycle and pedestrian connection from the Grand Junction Path can be from the "to-be-built" Staybridge hotel ramp to the path by building a culvert through a GLX retained embankment wall. Add rest areas to the 2000-foot viaduct from East Somerville Station to Cambridge Crossing.	The present MBTA/GLX Project includes a community path with two additive options, a community path connection to Chester Street and extending the community path from East Somerville to the North Point Park in Cambridge. These additive options provide a continuous connection to the Charles River Path Network. No additional design or construction changes are currently under consideration.
Somerville - McGrath Highway	McGrath Highway should be groundred after the GLX project is complete. It poses air quality, aesthetic, and safety issues in its current condition.	The McGrath Highway project is currently included in the Boston MPO's Long Range Transportation Plan (LRTP) in the 2025-2034 time band. Given that status, the project will not be programmed for construction in the CIP until the project can be fully funded by the MPO on the TIP in 2026 or beyond. However, MassDOT continues to partner with the City of Somerville and key stakeholders as the Boston MPO updates its LRTP and affirms the project's position in the plan.
Somerville - Sullivan Square Station Rehabilitation	Create a second entrance on other side of Sullivan Square station.	Thank you for your comment. The 2020-2024 CIP includes over \$6 million to study and identify potential customer improvements and structural repairs needed at Sullivan Square Station.

South Coast Rail Program	How many trains will be servicing Fall River per day once South Coast Rail is online and how long is the commute? What will the fare be? This rail line would be better if it was electric rather than diesel fuel. Also, is funding for Phase II included?	The current plan is for 24 trips per day from Middleboro where they would split off toward Fall River & New Bedford. The projected trip time would be 90 minutes. Unfortunately it is too early to determine the trip fare. With regards to electric and diesel, the MBTA Rail Vision process is evaluating seven alternatives to better understand the potential costs and benefits of each. Those results will be presented to the FMCB in the summer and fall, with the goal of identifying a desired future state for the MBTA commuter rail system by the end of the year. The 2021-2025 CIP will be the first opportunity to consider programming investments in support of the Rail Vision. The 2020-2024 CIP includes some funding for preliminary design of South Coast Rail Phase II.
South Coast Rail Program	Support for the South Coast Rail program.	Thank you for your support.
Southampton - East Street Bridge	Southampton needs additional funding for East Street Bridge.	MassDOT identifies and prioritizes bridge projects based upon the routine annual inspection of bridge conditions undertaken as part of the statewide bridge inventory. This project will be prioritized based on these inspection reports
Spring/Summer Station Blitz	This should be factored into the operational budget and executed on a consistent schedule throughout the year.	Thank you for your comment. We will consider your request as we develop future operating budgets.
Springfield - Additional Shuttles	Please support increased service.	Thank you for your comment.
Springfield - Springfield Union Station Increased Connectivity	The rebuilt Springfield Union Station platform should be served by frequent East-West trains, linking to the Connecticut trains (both Amtrak & CT Rail) and to Knowledge Corridor service.	Thank you for your comment.
Springfield - Union Station	The platform at Union Station in Springfield needs work.	The new high rail platform at Union Station in Springfield is scheduled to be completed by the fall 2019.
Statewide Emergency Repairs	Please clarify what is an emergency repair.	Conditions that cause track outages or delays of service.
Sturbridge - Champeaux Road Bridge	As part of the 2014 Transportation Bond Bill (Chapter 79 of the Acts of 2014), \$1,450,000 was earmarked for the replacement of this important piece of infrastructure. Please support this funding and prioritize this project in the 2020-2024 CIP. This project would significantly improve the community while also decreasing traffic on busy roads and highways.	Thank you for your comment. MassDOT routinely inspects and evaluates the condition of the bridge structures within each district and prioritizes rehabilitation and replacement efforts accordingly within the availability of bridge funds in the CIP. MassDOT will re-evaluate Champeaux Road for a future CIP.
Sunderland - Main Street (Route 47) resurfacing and related work	This area is heavily trafficked and these improvements are necessary.	Thank you for your comment.
Sunderland - Roundabout at Routes 47 & 116	Please support a roundabout in Sunderland, MA at the junction of routes 47 and 116. Pedestrian crossings are lengthy and dangerous at present, affecting traffic flow in other parts of town, entering and exiting route 116 in particular. Traffic builds up for along distances during commute times. Is there should be a way to ensure pedestrians can safely and easily cross with a new roundabout.	MassDOT's CIP incorporates regional priority projects identified by our regional planning organization partners. MassDOT encourages you and your community to advocate for the identification of MassDOT Project #608783 Sunderland Roundabout construction at the intersection of Routes 116 (Amherst Road) & Route 47 (Main Street) as a regional priority project of the Franklin County Transportation Planning Organization as part of its Transportation Improvement Program (TIP) for incorporation in a future MassDOT CIP. In the interim, the Highway Division's District Office will review signal, sign, pavement marking and other adjustments that can contribute to improved safety and operations of the existing intersection for potential implementation in the shorter term.
Systemwide Full-Length, High-Level Platforms Across the Commuter Rail Network.	Constructing full-length, high-level platforms at all stations is an improvement to the commuter rail network, above and beyond the accessibility benefits, to reduce over-long dwell times. Priority should be given to the heaviest traffic lines.	Thank you for your feedback.

Transit Signal Priority Implementation	This represents an excellent cost-benefit.	Thank you for your comment. The 2020-2024 CIP includes \$1 million for the implementation of transit signal priority.
Transit Van Replacements	Maintain clean and working vans for accessibility for patrons as well as for smaller capacity routes.	Thank you for your comment.
Transportation Funding	Additional \$3 billion over five years is not nearly enough for expansion projects. With the reliability and modernization emphasis currently, there needs to also be more aggressive expansion funding statewide including underserved regions.	The 2020-2024 CIP represents an unprecedented projected spending level for transportation capital investments. The CIP programs all the funds available to the various Divisions including annual federal funding provided by Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration and federal grants made available to Massachusetts along with state funds (bonds), toll funds, and MBTA bonds based on market conditions.
Transportation Planning	There has been some reference about Greenhouse Gases and the effect it has on transportation planning, can you characterize how extensive that is?	Massachusetts' Metropolitan Planning Organizations (MPOs) are integrally involved in supporting the greenhouse gas (GHG) reductions mandated under the Global Warming Solutions Act (GWSA). In addition to monitoring the GHG impacts of all projects programmed in their respective Transportation Improvement Programs (TIPs), MPOs are involved in helping to achieve the GHG emissions reductions through the promotion of healthy transportation modes through prioritizing and programming an appropriate balance of roadway, transit, bicycle and pedestrian investments – and assisting smart growth development patterns through the creation of a balanced multi-modal transportation system. This is realized through the transportation goals and policies espoused in each region's 2020 Regional Transportation Plans (RTPs); the major projects planned in those RTPs; and the mix of new transportation projects that are programmed and implemented through the TIPs. GHG tracking and evaluation processes enable the MPOs to identify anticipated GHG impacts of planned and programmed projects, and also to use GHG impacts as a criterion in prioritizing transportation projects.
Vermont	Have any Vermont projects been included in other projects?	Amtrak is providing both the Vermont service and the Greenfield Pilot service. The funding in the CIP is combined due to the services being provided by the same agency on the same infrastructure with the same qualified crews.
Wachusett - Wachusett Extension	Fitchburg Line service was extended to Wachusett in late 2016. Why is money being allocated to this project?	The remaining costs for the Wachusett Extension project are for close-out work. This is typical with any construction project.
Wakefield - Lynnfield - Rail Trail Extension	The community supports a Rail Trail in Wakefield. Lynnfield has approved the trail and together our towns can create a great path for both communities. We request state funding to complete the final steps.	Thank you for your comment.
Wakefield - Wakefield Commuter Rail Station Accessibility Improvements	Include funding for a mini-high platform at Wakefield Station. This important accessibility improvement would make the station accessible for the entire community, including those in wheelchairs or with strollers.	Thank you for your feedback and support. The MBTA recently established a set of accessibility priorities through its Plan for Accessible Transit Infrastructure (PATI). However, due to the ongoing Commuter Rail Vision study, the MBTA is waiting to finalize Commuter Rail-related recommendations. A mini-high platform at Wakefield Station was proposed as part of the 2020-2024 CIP but due to funding availability improvements will need to wait for a future CIP.
Wareham - Bicycle and Pedestrian Accommodations	Please support safe bicycle and pedestrian accommodations to the Wareham portion of the South Coast Bikeway.	Thank you for your comment.

Wareham - Route 6 and Route 28 Reconstruction	Continue to support this project.	Thank you for your comment.
Wareham to Bourne - Sign Replacement on Route 25	Clear and accurate signage is critical for this complicated traffic pattern and connection.	Thank you for your comment.
Warwick - Culvert at the base of the Gulf on Route 78/Orange Road Gulf	Warwick's approved FEMA disaster mitigation plan identifies the culvert at the base of the Gulf on Route 78 / Orange Road Gulf as the town's greatest potential fail point. The project does not score high in FEMA overall ranking despite being Warwick's most heavily traveled way. This project should be included in the 2020-2024 CIP.	A municipality can propose a project they have designed to MassDOT which could be funded under the regional TIP for their area; however, if the bridge/culvert structures do not match available funding programs, contact the District 2 Office for assistance.
Warwick - Culvert on Athol Road near Gale Road Intersection	This project has not previously been included in past CIPs but MassDOT should consider it for future inclusion. This provides a steam crossing on one of Warwick's five major arteries.	A municipality can propose a project they have designed to MassDOT which could be funded under the regional TIP for their area; however, if the bridge/culvert structures do not match available funding programs, contact the District 2 Office for assistance.
Warwick - Double Culverts on Wendell Road near the intersection of Hockanum Road	On Wendell Road there are double culverts near the intersection of Hockanum Road which handles the outflow of Moores Pond. This project has not previously been included in the CIP and we respectfully request that MassDOT consider it for future inclusion.	A municipality can propose a project to MassDOT that they have or are designing which could be funded under the regional TIP for their area; however, if the bridge/culvert structures do not match available funding programs, contact the District 2 Office for assistance.
Warwick - Gale Road Bridge	Gale Road Bridge is a small bridge for which the Town of Warwick obtained a \$500,000 Small Bridge Grant from MassDOT. At this point, the Town is unable to allocate the full year's worth of Chapter 90 funding to meet the additional \$500,000 cost of this project. This bridge cuts off ten Warwick residents from direct access to fire and police, as vehicles must leave town and enter from the neighboring town of Orange. For these households and for a rural town of 780 people, this issue is significant.	A municipality can propose to a project to MassDOT that they have or are designing which could be funded under the Regional TIP Program for their Region; however, if the bridge structure does not match available funding programs, contact the District 2 Office for assistance.
Warwick - Northfield Road repaving and bridge repair	Please focus on Northfield Road, which needs repaving and a bridge which needs minor repair. The Town of Warwick is considering a STRAP grant but with only \$8 million available annually statewide to small towns, the competition is fierce. This major East-West artery is a high priority for the Town. This project has not previously been included in the CIP and we respectfully request that MassDOT look into it for future inclusion.	Thank you for your comment.
Wayland - Main Street (Route 27) intersection improvements	A 4-foot shoulder with new pavement markings for bicycle and pedestrian safety needs to be included.	Thank you for your comment.
Westfield - Bicycle Path Connectivity	Westfield needs funding to connect the Columbia Greenway Rail Trail with another bike path in Westfield.	A municipality can propose projects they design to MassDOT which could be funded under the regional TIP for their area; Westfield has successfully advocated for projects funded through the Pioneer Valley Region MPO.
Westport - Route 88 resurfacing and related work	Please include bicycle accommodations when resurfacing this road. This would allow cyclists to safely travel from Drift Road south to Horseneck Beach.	Thank you for your comment.
Whately - Rehabilitation of Haydenville Road	Haydenville Road is one of the most frequently traveled roads in town, serving as a regionally important connector between Route 9 and Route 5/I-91. The average daily traffic from cars and trucks well exceeds the original design capacity of the road. Each year that passes, the road becomes increasingly hazardous forcing the Town to spend a disproportionate amount of its Chapter 90 funds to the detriment of other roads in town. Please move this project forward through design to construction.	Thank you for your comment.

Wildlife Crossings	Is MassDOT building wildlife road crossings? Do they follow federal guidelines?	Stream crossing guidelines are present in Massachusetts, and may include direction from the federal guidelines if federal money is involved. When culverts are replaced they meet state stream crossing standards.
Woburn - I-93 South Slip Ramp	Please continue to support the I-93 South Slip Ramp Project in Woburn.	Thank you for your comment.
Worcester Line Third Track Feasibility Study	Will there be a regional meeting to discuss this project?	The 2020-2024 CIP includes \$12.4 million for the Worcester Third Track Feasibility Study. The Worcester Third Track Feasibility Study is currently in conceptual design (15% design).
Workforce Transportation Program	How can municipalities take advantage of this program?	The proposed Workforce Transportation program will redirect approximately \$10 million over 2020-2024 in federal Congestion Management and Air Quality funds (plus state match) from programs that provide information about transit alternatives to programs that actually provide transportation alternatives for workers. Eligible grantees will include employers, non-profits, municipalities, transportation management associations, and regional transit authorities. Grants could be used for first mile/last mile services, subscription services, shuttle buses, or even bike share – as long as the result is more workers getting to work and the promotion of better air quality. The awards will be competitive and applicants will be asked to identify quantifiable and sustainable measures of success. The application process will open this summer and the first round of awards will be made during the Federal Fiscal Year that will start in October 2019.