

CIP Draft Presentation Questions - April 25, 2016 - Fitchburg

<u>Comment Number</u>	<u>Name</u>	<u>Comment/Question</u>	<u>MassDOT/MBTA Response</u>
1	Member of the Public	Concerned about the expansion in the regional transit budget (Worcester - Fitchburg Corridor). He likes the fact the bicycles are considered in the budget, but he would like more investment in transit, that are equitable with Boston. The existing services do not meet the needs of the community.	MassDOT provides match funding for RTA capital funding. Increasing service levels for the RTAs is mostly an issue for the operating budget for the RTAs. This comment has been shared with the Rail and Transit Division, but MassDOT recommends you reach out to the RTA directly. As part of the final CIP, a regional equity analysis was conducted and no disparate impacts were found across regions.
2	Lennie Axel (Director, Fitchburg DPW)	More emergency funding for bridge repairs. MassDOT recommended to close the Oak Hill Bridge due to safety concerns. This was a problem as it provided access to and from the fire station. It was explained that while it was good that MassDOT notified the community, it would be good to have emergency funding to take care of these needs.	Now that MassDOT is using a programmatic approach in capital investment planning, ideas such as these can be incorporated into future CIPs as additional program areas.
3	Dick O'Brien (Chairman, Leominster Land Trust)	Has money been set aside for a pending litigation suite against MassDOT referring to the Clean Water Act? The mitigation relates to 12 culverts on Rt. 2, leading into Pierce Pond. Case was settled 7-8 years ago.	As a result of the referenced lawsuit, MassDOT has engaged in a number of mitigation measures. However, according to the 2011 Memorandum and Order in Response to Civil Act 06-11295-WGY, the culverts in Leominster were not part of the required mitigation, and, as such, MassDOT does not have any projects addressing the referenced culverts in this CIP.
4	Member of the Public	Is the Fitchburg Rail project almost complete?	The Fitchburg Rail project is almost complete. Currently, work is being done on final construction activity items.
5	Member of the Public	What is the operational cost of the MART system? There is a direct correlation between poverty and transportation, so, understanding that this is about operations and not capital, what needs to happen to improve the operational system?	MassDOT provides match funding for RTA capital funding. Increasing service levels for the RTAs is mostly an issue for the operating budget for the RTAs. This comment has been shared with the Rail and Transit Division, but it is recommend you reach out to the RTA directly.
6	Andrea Freeman	The Leominster resident would like to see more Chap. 90 funding to address poor signage for bus stops and improving/adding bus shelters and expansion of mode shift initiatives. Compliments to including multi-modal priorities; Thank you for the rail trail money; Request for audience support for Fare Share Constitutional Amendment. How does the CIP help mode shift?	Chapter 90 is obligated by the legislature and distributed directly to municipalities. This CIP assumes that Chapter 90 funding remains level. MassDOT's Complete Streets Program and newly proposed municipal bridge program are additional funding sources to assist communities in addressing transportation issues. MassDOT is funding \$60 million for bicycle and pedestrian projects that are recommended as part of the Statewide Bicycle and Pedestrian Plans that are underway.
7	Member of the Public	Is the \$14.4 billion dollars in capital funding static?	This number is an estimate of funding availability for the five-year period, which will be adjusted accordingly, if necessary, as the CIP is updated.
8	Member of the Public	The transit in Fitchburg is not reliable, and not feasible for mode shift.	For service complaints, MassDOT recommends reaching out to the RTA directly. However, this comment is being shared with the MassDOT Rail and Transit Division.
9	Member of the Public	How does a project get recommended in the CIP, that is not listed?	MassDOT will be posting additional information on the process on the Project Selection Advisory Council website, but worked to follow the advice of the Council. Highway District staff scored projects, which were then reviewed by a committee of subject matter experts. As the scores aligned quite well with MPO scores, projects that were on the TIPs all remained in the plan. Write a letter to MassDOT and let us know what project should be in the CIP. It is not guaranteed that the project will make it in, but it will be documented and added to the project universe.
10	Member of the Public	The capital investment is heavily skewed towards highway, there needs to be more diversity in funding towards public transportation.	This CIP integrates both MassDOT and the MBTA's capital investments. The majority of Transit and Highway funds come from different sources, which limits the availability of discretionary funds that can be split between modes. This CIP funds transit and highway relatively evenly and at a higher amount than in previous years. Both the MBTA and Highway are at the limit of what each are able to deliver.
11	Member of the Public	Who appoints the Board of Directors for MassDOT?	They are appointed by the governor.
12	Kim Maxwell	What steps need to be taken for accessibility and expansion of transit services as it is a equity and poverty issue?	Continuing to improve accessibility is a priority for the MBTA. This year, the MBTA launched an initiative termed the Plan for Accessible Transit Infrastructure (PATI), which will survey every bus stop and station to identify access barriers. Following this, the MBTA will develop a long-term plan for making the system fully accessible. The current draft CIP includes over \$200 million worth of accessibility work.
13	Member of the Public	The timing of the MART meetings are not feasible nor accessible to the public as they are typically midday. MART provides 48 hours notice of meetings and the website does not have easily accessible information.	MassDOT does not schedule these meetings. It is recommend that you speak directly with MART staff.

14	Member of the Public	Are there any alternatives to replacing the MART system or supplementing it with van services or cab cars? (programs in NYC cited)	This comment has been shared with the Rail and Transit Division. Additionally, the MRPC joint transportation committee meeting where these concerns can be voiced. These meetings occur on the third Wednesday of each month and are open to the public and are seeking community membership.
15	Andrea Freeman	Noted that this public meeting was on the same day as Leominster City Council and a School Committee Meeting, so we may want to be conscious of these conflicts when scheduling public meetings.	MassDOT tries to minimize direct conflicts and will work to do better next time.
16	Member of the Public	1) Listening to WGBH story about the history of roads in Boston, which discussed the expansion of highway networks. The CIP allocates over 10x the funding to highway than other modes. It seems there needs to be a culture shift to support transit, bike, and ped. 2) The MART busses don't run well, you aren't treated well when you use them, and it's a humiliating experience.	Most non-Interstate pavement projects include on-road facilities for bicyclists and pedestrians. However, over \$150 million is available over five years for off-road multi-use paths. The program you are referencing is in addition to that funding that will be made available according to the recommendations that will come out of the Bicycle and Pedestrian Plans that will be underway over the next year. MassDOT provides match funding for RTA capital funding. Increasing service levels for the RTAs is mostly an issue for the operating budget for the RTAs. This comment has been shared with the Rail and Transit Division, but it is recommended you reach out to the RTA directly.

CIP Draft Presentation Questions - April 26, 2016 - Framingham

<u>Comment Number</u>	<u>Name</u>	<u>Comment/Question</u>	<u>MassDOT/MBTA Response</u>
17	Member of the Public	Framingham Secondary to Mansfield from CSX - how does it relate to Framingham-Worcester Line/still will be a freight line.	It is still freight. It connects Attleboro/Providence and Franklin lines. It is also made available for emergency/relief service. There are no current plans for passenger service.
18	William Hassen (Chair of Bike & Pedestrian Committee)	Bruce Freeman Trail development to Framingham - funding for bike/ped does not seem to be enough for 5 years (only \$25 million). Additional roadway projects will it include bike/ped uses?	MassDOT is currently funding two phases of the Bruce Freeman Rail Trail in this CIP. A portion of the trail in Sudbury is currently a MassDOT project and is at pre-25% design. Over \$150 million is available over five years for multi-use paths. An additional \$60 million of this funding will be made available according to the recommendations that will come out of the Bicycle and Pedestrian Plans that will be underway over the next year, which will include looking at additional connections for the Bruce Freeman Rail Trail. In addition to this funding for bicycle and pedestrian facilities, most non-Interstate pavement projects include facilities for bicyclists and pedestrians.
19	David Martin	North-South Rail Link - # of benefits. Has MassDOT looked at it? Where is funding for the study coming from?	There is \$2 million in the planning budget for an updated feasibility analysis to be undertaken. The funding is coming from the Legislature. The MBTA's Focus40 process will look at the transit needs of the region over the next 25 years and can consider this feedback.
20	Josh Ostroff (Transportation for MA)	1) CIP is ambitious in scope; hits right target, represents what folks expect out of transportation investments. How far does the plan get us to our strategic goals - e.g. how far to full SGR address, climate concerns, economic development opportunities, etc.? System that supports tomorrow's economic future - transportation opportunity for everyone. 2) Concern Chapter 90 & Municipal Bridge programs not meeting SGR for communities. Need to understand what's needed 3) complimented Secretary on complete Streets Program 4) Natick Issues: Accessibility proposals for commuter rail station in Natick Center is great; Cochituate Rail Trail - town got 50 % of money for acquisition from CSX - state matching money available for balance?	1) Scenario planning was done to determine the best way to allocate funds to achieve state of good repair goals and balancing those with other objectives. The final CIP will include estimated outcomes based on our investment levels for a range of measures. MassDOT is working to determine how to best assess some of the harder-to-measure outcomes. 2) Chapter 90 is obligated by the legislature and distributed directly to municipalities. This CIP assumes that Chapter 90 funding remains level. MassDOT's Complete Streets Program and newly proposed municipal bridge program are additional funding sources to assist communities in addressing transportation issues. 4) Funding was unable to be allocated to this project because of competing priorities and because it is generally against MassDOT policy to support the acquisition of ROW. However, \$60 million will be made available to specific projects according to the recommendations that will come out of the Bicycle and Pedestrian Plans that will be underway over the next year. Certain funding for this project could be considered as part of those plans.
21	Paul Matthews (I-495 Partnership)	1) PSAC to review projects to be selected for inclusion in CIP - great; Framingham Secondary - \$2M new use or carry over from prior plan? Concern - some public outreach maybe needed to educate folks as to plan for Framingham Secondary; willing to help I-495/I-90 project - happy its noted as critical linkages & from CIP. cost of project? 2) Rt 9/I-90 area re: AETS very congested area - address bottleneck once AET live & toll booths demolished	1) The \$2M for the Framingham Secondary is for capital maintenance; if passenger rail is pursued, additional money would be needed; there is no commitment to pilot at this time. 2) There is a \$220M estimate for now; FY21 estimates \$31M for the first year of construction. 3) Bottleneck reconstruction is not in the current plan, but will be considered for future study.

22	Mike Balcomb (Friends of Natick Trails)	Support of funds for Cochituate Trail to enable purchase from CSX, opportunity for policy to match public support	This rail trail has high community interest and construction is currently programmed. Communities are generally responsible for right of way acquisition and design. MassDOT is aware that the community is seeking additional funding for ROW acquisition.
23	Lee Toma (lives in Milton, works in Westborough)	support Cochituate Rail Trail; support of I-495 interchange; reverse commute Worcester line; Beacon Street Commuter line intersection - safety concerns; sidewalks for bike/ped; Mattapan Trolley - want continued support; want support of Red Line; Granite Ave Milton - need it to be a safer greenway connection - bikes	1) This rail trail has high community interest and construction is currently programmed. MassDOT is aware that the community is seeking additional funding for ROW acquisition, however, it is generally against MassDOT policy to support the acquisition of ROW. 2) Please provide more information about specific safety concerns in writing. MassDOT is currently developing updated Bicycle and Pedestrian Plans. 3) Potential opportunities for the Mattapan Trolley are currently being studied and will take community input into account along with the economic and transportation impacts of the various alternatives.

CIP Draft Presentation Questions - April 27, 2016 - Greenfield

<u>Comment Number</u>	<u>Name</u>	<u>Comment/Question</u>	<u>MassDOT/MBTA Response</u>
24	Jim Moore (Conway Selectman)	Rosenberg meeting - small towns, highway garages for DPW; spend ~160K on plans, didn't pass town vote; could MassDOT have 5-6 modifiable highway garage plans for towns to lease? Permitting is outrageously expensive with towns struggling. Has heard it can be done, no follow-up from MassDOT.	This comment has been shared with the Highway Division.
25	Connie (Inglor?) (runs MaxBus)	No reference in CIP - why? No preventative maintenance funding for more coaches. No bus components in Knowledge Corridor plan, usually an add-on in those types of things.	MassDOT is currently considering its commitment to BusPlus. MassDOT is also working to update its State Rail Plan which will help to detail our passenger rail approach in the future.
26	Charlie (Charlmont)	Bridge Inspections: 35 in town, 3 closed, 3 weight reduced, others questions. To fix by DOT standards is expensive, what about for very small (< 20 ft) bridges? Makes little sense. Reinstate ABP	\$2 billion is being allocated to bridges over the 5 years covered by this CIP. However, this funding can only go towards bridges greater than 20 feet wide. MassDOT recognizes that these smaller bridges are posing issues for municipalities, and as such has allocated \$50 million on a municipal bridge program over 5 years for these kinds of bridges.
27	Rich (Montague)	1) Pleased to see General Pierce on paper - still 2021? Concerned - bridge has had issues, emergency closures. Timeline issues with other bridge. 2) agree with Jim's comments on DPW building. Very expensive on a per sq. ft. basis. Told Chapter 30 bid laws don't allow pre-engineered buildings.	The General Pierce Bridge is a MassDOT-owned bridge with a proposed rehabilitation project (601168) currently programmed in the CIP. Thank you for your comment.
28	Maureen (Franklin MPO)	Project in one year of TIP not in CIP?	Projects in the TIP already have funds obligated and are thus included in the CIP. The CIP is a spending document. The CIP spans fiscal years 2017-2021 so any TIP projects underway in 2016 would not be reflected in the document.
29	Sheila Mosi (Northampton)	Lives near I-91. Nice when it opening, not maintained since. Plants at exits and underpasses still there from 50 years ago. Basic upkeep. No lights, trash, etc. - its not like this elsewhere. Restroom facilities awful all over. Haven't been getting response elsewhere. Maintenance is top priority, right? It's embarrassing for DOT. Shame for our communities. Other states are a lot better.	MassDOT has taken these comments into consideration, and will work with Highway Districts 1 and 2 to address routine and capital maintenance needs.
30	Member of the Public	Route 2, Scenic Hway signs, bus roads still mess. You can't see anything. How much set aside for maintenance? Sand in gutters, drainage, nothing for years.	MassDOT has taken these comments into consideration, and Highway Districts 1 and 2 will review Route 2 for routine and capital maintenance needs.
31	Member of the Public	Many issues/effects of deferred maintenance. All a balancing act. Are these issues lack of maintenance. Eventually you end with capital project. Don't just wait for them to rust away.	MassDOT has taken these comments into consideration and will work with Highway District offices to address routine and capital maintenance needs.
32	Jim (Conway)	Route 116 project, sets up possibility of damage to River. Another Irene could be disastrous. Messing with nature. Effects felt by community taken on by community. Re: small bridges - a lot more simple than DOT makes it.	MassDOT is not aware of an active project that meets this description. MassDOT follows all environmental regulations set forth by the NEPA and MEPA processes.
33	Doug Walsh (Athol DPW)	1) 7% Chapter 90? TIP released? Chapter 90 is key. More of 90, less that falls on TIP. We can do it cheaper on 90 than on TIP. 2) Re: maintenance, we've had bridge cues. Understand state's conundrum. Less people to do the job.	1) Thank you for your comment. Chapter 90 is obligated by the legislature and distributed directly to municipalities. This CIP assumes that Chapter 90 funding remains level. MassDOT's Complete Streets Program and newly proposed municipal bridge program are additional funding sources to assist communities in addressing transportation issues.
34	Michael Possank(FRTA)	Clarification on comment deadline. 1) List of projects include only on CIP? 2) Often asked about these types of conversations for operating money.	1) Yes. 2) Capital v. Operating can be confusing. Your point has been raised. Operations comments are passed along to the relevant divisions.

35	Ann-Marie (Northampton)	What is DOT's role in adoption/deployment of electric vehicles and stations?	The Commonwealth has a Zero Emission Vehicle Action plan with roles for each agency. MassDOT is working to fulfill its role under this action plan, which includes installing fast charging infrastructure and signage. MassDOT is also doing a study on HOV access for electric vehicles. Additionally, MassDOT has purchased plug-in vehicles where these meet our operational needs and is monitoring market development for opportunities to continue advancing this work.
36	Corinne	Hear a lot of resurfacing. Pierce bridge hasn't been done in 40 years. Public announcement when bridge gets funded would be nice, closures affect a lot of people. Move it up?	There are two main considerations in funding decisions. (1) Is it a priority? (2) Is it ready for construction? The General Pierce Bridge is a MassDOT-owned bridge with a proposed rehabilitation project (601168) currently listed in the draft CIP. MassDOT supports the inclusion of the bridge in the plan, but moving it up may be challenging due to readiness and balancing of needs and priorities. Providing a clear, written explanation of the importance of a project to your community can help MassDOT prioritize this project over others as long as the design is moving along.
37	Bob Seram (Emergency Manager, Greenfield)	General Pierce important. Nash's Mill important - cuts our community in half. Adds a lot of travel time to our response. Hope these considerations are kept in mind.	Both of these bridges are included in the CIP.
38	Sheila	How did this get created? Consult with us at all?	MassDOT engaged in a public process known as the Capital Conversations in Fall 2015 to kickoff development of the CIP. Sixteen (16) meetings were held across the Commonwealth and input from the Capital Conversations helped develop and size our priorities and programs.
39	Penny (Springfield City Council)	More effective for pols to comment?	One of the best ways for MassDOT to hear the diversity of concerns and comments is for individual people to write individual letters.
40	Connie	Aeronautics # is huge! Why?	95% of the funding comes from the FAA. It is MassDOT policy to match all Federal funds as much as possible.

CIP Draft Presentation Questions - April 27, 2016 - Barnstable

<u>Comment Number</u>	<u>Name</u>	<u>Comment/Question</u>	<u>MassDOT/MBTA Response</u>
41	John Carroll	Bourne & Falmouth: How much longer will MassDOT maintain the track running to the Otis Air National Guard Base? People are interest in using the rail for shipping trash out and for the shipping of bulk commodities. Is this Bourne/Falmouth corridor available for a multi-use path?	This stretch of track is actually owned by the Air Force, not MassDOT. Because of this, it is likely not available for a multi-use path, at least in the near-term.
42	Member of the Public	The funding split between the MBTA and Highway does not allow towns to recoup their fair share of tax money	Much of MBTA's funding comes from MBTA sources and not tax dollars. As part of the final CIP, a regional equity analysis was conducted and no disparate impacts were found across regions. Please see appendix.
43	Member of the Public	Are there special design standards that take into account the needs of rural communities?	FHWA guidance dictates many of the design standards. Most of MassDOT-specific design standards allow for context-sensitive design, such as with the healthy transportation directive.
44	Wendy Northcross (Cape Cod CoC)	The Chamber of Commerce appreciates the CIP; applauds MassDOT's innovative approaches to capital planning. 1) Support of the Canal Study (funded at \$1M in the CIP), which will address important safety issues. The funding provided for the plan in the CIP will help advance this plan. 2) Not in favor of renumbering highway exit signs and installing larger signs. The \$5M could be better spent elsewhere.	1) The Highway Administrator will be meeting with the Cape Cod delegation in the near future. After the meeting, information on the study will be presented to the business community, municipal officials and the general public. 2) Current plans do not include renumbering of the exits. However, this is a Federal requirement, which will need to be addressed in some fashion in the future.
45	Karen Greene (Yarmouth)	Board of Selectmen not in favor of highway exit renumbering or cantilevered signs	Current plans do not include renumbering of the exit signs. However, this is a Federal requirement, which will need to be addressed in some fashion in the future.
46	Steve Buckley	Federal requirements for public involvement are not being followed by MassDOT. Is there a venue in which to discuss which legal requirements are not being followed? Route 6 tree cutting is an example of lack of public input; the Cape Cod MPO's public outreach is only paper.	The Route 6 tree cutting project was a maintenance project, not a federal project, and MassDOT learned valuable lessons from this experience. MassDOT and the Cape Cod MPO make every effort to follow the public engagement policies outlined in their respective Public Participation Plans, which have been federally approved.
47	Member of the Public	There has been insufficient public outreach on the Cape Cod Canal Study and the \$50 million for the Bourne Rotary. Would like formal public hearings for these two projects.	Thank you for your comment. MassDOT will be conducting formal public hearings in the future as part of the Canal Area Study.

48	Member of the CCRTA and East Coast Greenway	1) The condition of Route 28 is bad, and there is sufficient space to make improvements. This should be addressed. Yarmouth Road at Route 28 is a major ambulance route. Improvements to this intersection are not included in this CIP and it cannot wait five years. 2) Route 6 former "suicide alley" has seen a drop in fatalities, but there are still lots of accidents. The road is not crowned properly, which leads to puddles and hydroplaning. 3) Bringing more trains to Cape Cod should be a goal, and will also help decrease traffic on the roads. 4) The East Coast Greenway is 33% complete. It should be extended to the Canal and should provide access to Cape Cod.	MassDOT is keenly aware of the unique needs and character of Cape Cod, and its importance to the Commonwealth. MassDOT will continue to work with the Cape Cod communities to address the issues raised by these comments and to advance and construct transportation improvement projects on the Cape. There are two intersection projects currently planned on Route 28 at Falmouth Road, Iyanough Road, Yarmouth Road, and Osterville-West Barnstable Road.
49	Ed DeWitt (Association to Preserve Cape Cod)	1) The CIP document should include a glossary of acronyms, regulatory and statutory citations. There are a number of positive aspect of the CIP. 2) Stormwater management – Water quality is a problem on Cape Cod. The CIP just lists the stormwater projects, but it would be helpful to know the details of these projects and the specific water treatment techniques employed. Cape Cod needs to do a better job of both stormwater management and treatment. 3) Complete Streets – The MassDOT complete street designs impose a suburban boulevard model. Cape Cod can do a better job of respecting complete streets without making boulevards. Want to keep the charm and beauty of Cape Cod. 4) Bridge planning – there is environmentally sensitive land on both sides of the canal. Bridges need to protect these environmentally sensitive lands and be efficient at transporting traffic	Thank you for your comment. MassDOT will develop a glossary to accompany the CIP. Stormwater is looked at for nearly every project. There is also a separate stormwater program that looks at the treatment of specific pollutants. The MassDOT Complete Streets program offers a variety of implementation models, as to be context sensitive to community needs.
50	Glen Cannon (Cape Cod Commission)	There is lots of flexibility within the MassDOT complete streets program, while there is less flexibility for federally funded projects. The Hyannis access study is moving forward; there is a plan for Yarmouth Road. The next step will be to address Airport Rotary. CCC has plans to extend the Shining Sea Bikeway.	Thank you for these updates.
51	Steve Buckley	Are there separate federal and state complete streets programs?	Yes, MassDOT has a separate Complete Streets program which provides more flexibility.
52	Mimi O'Connell (Cotuit)	Is there anything in the CIP for replacement of the Sagamore and Bourne bridges? Both bridges are deteriorating and expensive to maintain.	The Cape Cod Canal Study is determining traffic patterns in and around the canal area. The Army Corps of Engineers is going through a separate process of determining whether to replace or improve the bridges.
53	Member of the public (Barnstable)	The rotary at Bourne Bridge will present a major safety hazard in the event Cape Cod residents need to evacuate the Cape during a hurricane emergency. Sandwich Road needs to be double-barreled.	The Canal Area Study is early in the process and there will be public outreach.
54	Jim Krucker (Barnstable)	There needs to be a recognition of the different needs between urban and rural areas. If only state funding allows for flexibility, then Cape Cod needs more state funds.	There are various federal programs that have different levels of flexibility. MassDOT has about 200 pre-qualified designers that are familiar with state and federal requirements.
55	Member of the public	When looking at the cost of running the Cape Cod Flyer, the infrastructure costs, in addition to operating costs, need to be taken into account.	MassDOT provides match funding for RTA capital funding. Increasing service levels for the RTAs is mostly an issue for the operating budget for the RTAs. This comment has been shared with the Rail and Transit Division, but it is recommended that you reach out to the RTA directly. The MBTA's Focus40 process will look at the transit needs of the region over the next 25 years and can consider this feedback.

CIP Draft Presentation Questions - April 28, 2016 - New Bedford

<u>Comment Number</u>	<u>Name</u>	<u>Comment/Question</u>	<u>MassDOT/MBTA Response</u>
56	Representative Fiola	Acknowledges Governor, Lieutenant Governor, Secretary, District 5, and Headquarters for their work on the CIP. 1) Route 79 corridor project is significant for Fall River. 2) South Coast Rail piece of the CIP is significant 3) the CIP also contains a significant bike path project.	Thank you for your response and support. MassDOT will continue to work with the City of Fall River to advance the Route 79 project and address concerns where feasible. There is funding in this CIP to continue the design work for South Coast Rail.
57	Ian Abreau (New Bedford CoC)	The Chamber supports commuter rail service between the South Coast and Boston. Such service is critical to growth and economic development. It is also necessary to meet current and future transportation demand.	Thank you. There is funding in this CIP to continue the design work for South Coast Rail.

58	Mayor John Mitchell (New Bedford)	Appreciates the CIP approach, which was more public and transparent. 1) Appreciates Governor Baker's administration's support of South Coast Rail, the funds provided for in the CIP will help advance South Coast Rail. 2) JFK Highway Phase II reconstruction is set for next spring. 3) Airport work is very important. Currently looking at improvements to taxiways and runways. In the next few years, the focus will be on terminal improvements to meet TSA compliancy standards. There is a demand for flights to D.C., New York, and Florida. 4) The walkway on the hurricane barrier is a great project. The barrier has been a great asset, but has blocked the view of water. The walkway will open up the waterfront. This project is already underway. 5) An important project not in the CIP is the New Bedford-Fairhaven Bridge. This project would address a lot of needs. It has constrained development of the northern part of the harbor. Numerous studies have demonstrated the constraints caused by the bridge. It is also the source of vehicular traffic jams. MassDOT has also documented that the bridge is functionally obsolete. It will end up costing more if nothing is done soon.	MassDOT recognizes the importance of the New Bedford - Fairhaven Bridge to the South Coast Communities of New Bedford and Fairhaven. MassDOT will continue to work to advance the design of this critical project and to identify funding opportunities for construction in the future.
59	Councilor Steven Camara (Fall River)	Commends Jean Fox for work on South Coast Rail, applauds the efforts of the 79 Corridor study. Stresses the importance of connecting neighborhoods in Fall River to the river; there is a lack of bike/ped connection. As the 79 corridor study continues, it is important to incorporate bike/ped accommodations into the plan. Suggests continuing the bike path over the flyover (at Veterans Memorial Bridge), making the flyover a bike/ped facility. From a safety perspective, this area is a significant crash cluster.	The 79 Corridor Project is currently in the CIP. MassDOT will continue to work with the City of Fall River to advance the Route 79 project and address concerns where feasible.
60	Kenneth Fiola (Fall River Office of Economic Development)	1) Route 79 is the only project without a dollar figure. It is estimate at \$55 million. This is a very important project and represents a lot of new real estate. 2) Everyone agrees that South Coast Rail is very important for the S.E. region. It needs to be done in a foreseeable, cost effective, timeframe	Thank you for your comments. MassDOT will continue to work with the City of Fall River to advance the Route 79 project and address concerns where feasible. There is funding in this CIP to continue the design work for South Coast Rail.
61	Member of the Public	Supports the flyover scenario outlined by Steven Camara. The river is an important place for the community and is an important public space. It is currently difficult to access the river by walking on biking.	This project is included in the CIP. MassDOT will continue to work with the City of Fall River to advance the Route 79 project and address concerns where feasible.
62	Somerset Economic Development Committee	There needs to be a shift in focus. Social equity requires that commuting options to Boston include options for the current generation, not just future generations. Mass transit solutions are necessary. Residents of the region need to be able to access Boston.	Thank you for your comment. MassDOT is very concerned about social equity. There is funding in this CIP to continue the design work for South Coast Rail.
63	Resident of New Bedford	The loss of Sunday bus service in New Bedford has been difficult. SRTA is a doing a good job and ridership is up. Increased ridership was supposed to lead to a restoration of Sunday and evening service. Most of the additional money seems to go to new buses, not to expanded service. Many people depend on cabs. People are traveling to and spending money in New York and Rhode Island because there is a lack of bus service to Boston.	MassDOT provides matching funds for RTA capital requests. The RTA is responsible for operating costs and decisions. This comment has been shared with the Rail and Transit Division, and it is recommended that you reach out to the RTA directly.
64	Paul Chasse (CEO, Southeastern Massachusetts Association of Realtors; Chair, Rail to Boston Coalition)	S.E. Mass is the only region within 50 miles of Boston without commuter rail; wants to ensure that spending on the South Coast Rail project will continue. South Coast Rail represents accessibility; it is hard to imagine a project that will have a greater impact.	Thank you. There is funding in this CIP to continue the design work for South Coast Rail.
65	Resident of New Bedford	1) SRTA has no Sunday service. New Bedford is a religious community and people are required to walk too far. It is making it difficult to participate in the religious activities. 2) There is a lot of excitement for the Harborwalk.	Thank you for your comment. MassDOT provides match funding for RTA capital funding. Increasing service levels for the RTAs is mostly an issue for the operating budget for the RTAs. This comment has been shared with the Rail and Transit Division, but it is recommended that you reach out to the RTA directly.
66	Scott Lang (former Mayor, New Bedford)	South Coast Rail is a very important project; S.E. Mass. is the only region within commuting distance of Boston without commuter rail. The problem with South Coast Rail is that it was supposed to be in place by 2016. Proposes rail service within two years for a smaller price. This would be possible if the project were broken into phases. The first phase would simply add stations on the Middleborough line, which would cost around \$150 million. Phasing of the South Coast Rail project would also allow other big ticket items to make it onto the TIP.	Thank you. There is funding in this CIP to continue the design work for South Coast Rail, which will likely consider options for phasing the project.

CIP Draft Presentation Questions - May 2, 2016 - Boston Public Library

<u>Comment Number</u>	<u>Name</u>	<u>Comment/Question</u>	<u>MassDOT/MBTA Response</u>
67	Representative Liz Malia	Rep Malia read an abbreviated version of a letter submitted by her, Mayor Walsh, Congressman Capuano, Senator Chang-Diaz and others regarding the Arborway Yard Maintenance Facility. The letter was sent last fall. The facility requires funding for upgrades and to become permanent; a Memorandum of Understanding (MOU) was signed by the MBTA, the City of Boston and residents of Jamaica Plain in 2001. Rep Malia understands that the CIP might not be the right time but would like to urge for funding for the project.	The MBTA has been unable to accommodate the high cost of constructing such a facility as part of its annual capital budgeting process given the significant backlog of other state of good repair investment priorities this project must compete with. There have also been challenges in identifying a facility plan that would meet the long-term needs of the MBTA bus system consistent with the redevelopment vision the Jamaica Plain community has advocated for at this location. The prior facility plan would not meet the long term needs of the system.
68	Jessie Zimmer (Senator Chang-Diaz's office)	echoing what Rep Malia said, adding that the Arborway Maintenance facility is a long delayed project.	The MBTA has been unable to accommodate the high cost of constructing such a facility as part of its annual capital budgeting process given the significant backlog of other state of good repair investment priorities this project must compete with. There have also been challenges in identifying a facility plan that would meet the long-term needs of the MBTA bus system consistent with the redevelopment vision the Jamaica Plain community has advocated for at this location. The prior facility plan would not meet the long term needs of the system.
69	Kyle Smith (Jamaica Plain)	The commitment from the community for the temporary bus yard included 9 acres to be turned over to the community for green space. Also urging for funding/project completion.	The MBTA has been unable to accommodate the high cost of constructing such a facility as part of its annual capital budgeting process given the significant backlog of other state of good repair investment priorities this project must compete with. There have also been challenges in identifying a facility plan that would meet the long-term needs of the MBTA bus system consistent with the redevelopment vision the Jamaica Plain community has advocated for at this location. The prior facility plan would not meet the long term needs of the system.
70	Richard Friel (Lexington, Executive Director of MA Bicycle Coalition)	Good job with the CIP - would like to change the way we look at bike paths. Bike paths tend to be done in puzzle pieces instead of networks. Need to connect more to rail/rapid transit - success at Alewife. Plan these in networks.	Thank you for your comment. MassDOT is currently working towards the development of a Bicycle Plan and a Pedestrian Plan. These will work to address such critical linkages in the system.
71	Bob Van Meter (Acton, Executive Director LISC Boston)	Overall, applaud unified approach and PSAC evaluation approach. LISC works a lot with the Fairmount/Indigo Corridor. Disappointed that DMUs removed from the CIP. Pleased with investments in refurbished equipment. Supportive of Blue Hills Ave station; critical for Mattapan residents. Would like to see benchmarks to measure progress against goals - great to have the goals but need to make sure they are actually getting done/on time. GLX is a critical component of capital investment.	The MBTA's Focus40 process will look at the transit needs of the Boston region over the next 25 years and can consider this feedback. Some data will be published regarding how certain programs are helping MassDOT/MBTA work towards our goals in the final version of the CIP. MassDOT's Office of Performance Management and Innovation is currently in the process of reevaluating our performance measures and setting targets that will be track on an annual basis. A goal of this effort is that every CIP program will have a performance measure and target.
72	John Kypher (Roxbury, member of the Sierra Club Transportation Committee)	1) GLX is necessary; not just for residents of Cambridge/Somerville, but for those of us looking to go there and work there via rapid transit. 2) Happy to see accessibility upgrades at DTX and Ruggles. 3) South Station expansion is wasteful - it is a stub ending. Expanding it (and North Station) is a temporary solution. Instead \$ should be spent on the North-South Rail Link. It has better EIS and is better use of funds.	1) The Fiscal Management and Control Board and MassDOT Board have approved the new GLX plan, pending continued Federal support and other basic conditions being met. 2) Thank you for your support. 3) South Station has received Federal funding for the planning and environmental work that is currently underway. MassDOT will soon file an FEIR with MEPA. 3) MassDOT is funding a \$2 million study of the North-South Rail Link to better understand the costs, benefits, and feasibility of the project.
73	Josh Ostroff (Transportation for MA)	2 big questions: Where do we want to be? How do we get there? CIP is a solid plan, but does not tell us how close we get to these goals. Helpful to have the higher level view of Gov and Legislature.	Some data will be published regarding how certain programs are helping MassDOT/MBTA work towards our goals in the final version of the CIP. MassDOT's Office of Performance Management and Innovation is currently in the process of reevaluating our performance measures and setting targets that will be track on an annual basis. A goal of this effort is that every CIP program will have a performance measure and target.
74	Terry Dolan (Dorchester, Lower Mills Civic Association)	Support the Mattapan Trolley, appreciate funding in CIP for maintenance. The trolley is an economic necessity for Mattapan.	The MBTA is currently studying the issue and looking for ways to balance the unique attributes of the existing trolley system with the maintenance and liability challenges associated with the MBTA's oldest vehicle fleet.

75	Linda Louie (Dorchester, Lower Mills Civic Association)	Echoing Terry Dolan's comments; Mattapan trolley is essential for accessibility and development.	The MBTA is currently studying the issue and looking for ways to balance the unique attributes of the existing trolley system with the maintenance and liability challenges associated with the MBTA's oldest vehicle fleet.
76	Allan Ihrer (Jamaica Plain)	Lives near the Arborway Yard, commented on its absence in the CIP. The community took the buses in and was promised mitigation; asking T to honor prior commitments to community. The yard has resulted in lesser quality development in the area.	The MBTA has been unable to accommodate the high cost of constructing such a facility as part of its annual capital budgeting process given the significant backlog of other state of good repair investment priorities this project must compete with. There have also been challenges in identifying a facility plan that would meet the long-term needs of the MBTA bus system consistent with the redevelopment vision the Jamaica Plain community has advocated for at this location. The prior facility plan would not meet the long term needs of the system.
77	Mark Tedrow (Roslindale)	1) Happy to see \$60M for bike/ped infrastructure - hopes it is real infrastructure and not just lanes on an existing road. 2) Longwood area needs a new transportation plan; would like to see transit priority signaling. 3) \$ for Bowker Overpass is good. 4) Supports GLX, Community Path and 5) improving Arborway maintenance yard.	Thank you for your comments. 1) Most non-Interstate pavement projects include on-road facilities for bicyclists and pedestrians. However, over \$150 million is available over five years for off-road multi-use paths. The program you are referencing is in addition to that funding that will be made available according to the recommendations that will come out of the Bicycle and Pedestrian Plans that will be underway over the next year. 2) The Longwood area is an issue to raise with MASCO, the Transportation Management Association for the area and the City of Boston. MassDOT and the MBTA have conducted studies in that area in the recent past and will work with these entities on future planning. 3) Thank you for your support. 4) The MassDOT Board and FMCB voted to advance these projects. 5) The MBTA has been unable to accommodate the high cost of constructing such a facility as part of its annual capital budgeting process given the significant backlog of other state of good repair investment priorities this project must compete with. There have also been challenges in identifying a facility plan that would meet the long-term needs of the MBTA bus system consistent with the redevelopment vision the Jamaica Plain community has advocated for at this location. The prior facility plan would not meet the long term needs of the system.
78	Robert La Trémouille (Cambridge, Friends of the Charles River)	Pleased with MassDOT re: Charles River treatment. Concerned South Station running out of capacity. North-South Rail Link is a good investment, could also provide more storage. Use of Grand Junction could fail.	MassDOT is currently studying expanding South Station and has provided funding in this plan to study the feasibility of the North South Rail Link.
79	Mike Stanley (Transit X)	North South Rail Link is beneficial; it reduces train parking. Single main issue - high cost of mass transit - challenges this assumption. Transit X is developing low cost system to replace bus system with profitable mass transit.	Thank you for your comment. MassDOT is funding a \$2 million study of the North South Rail Link to better understand the costs, benefits, and feasibility of the project. The MBTA's Focus40 process will look at the transit needs of the region over the next 25 years and can incorporate feedback such as this.

CIP Draft Presentation Questions - May 3, 2016 - Quincy

<u>Comment Number</u>	<u>Name</u>	<u>Comment/Question</u>	<u>MassDOT/MBTA Response</u>
80	Senator Kennan	The senator thanked MassDOT for funding for the bridge repairs along route 18. The senator also explained that the Quincy Center/ Red Line needs repairs, especially at the garage. He stated that the intersection at Quincy and C street needs repairs and upgrades to handle the traffic volume. He also stated that the southeast expressway needs sound barriers.	The City of Quincy has taken the lead on what will be a public-private partnership between the city, the MBTA and the private development community to attract air rights development to the Quincy Center station site. The development of an RFP for this partnership is in the planning stages. If and when a developer is selected, a new garage with 500 spaces allocated to MBTA customers will be constructed as part of the project. The MBTA's Focus 40 will look at the transit needs of the region over the next 25 years and can consider this feedback.
81	Representative Chan	Rep. Chan highlighted the focus of the CIP and it's impacts on the economy and jobs. He also emphasized the importance of discretionary funding. The Rep. explained that ferry access at Swan Pond Park should be investigated as it is important to the community. He also thanked the state for their assistance with the Wollaston Train Station.	Thank you for your comments. The MBTA's Focus40 process will look at the transit needs of the region over the next 25 years and can consider this feedback.

82	Councilor DiBona	1) Emphasis on the improvement of roads as well as improved parking specifically at the Quincy Center. 2) He also wanted to know what particular improvements are being done at the RMV in Quincy.	The City of Quincy has taken the lead on what will be a public private partnership between the city, the MBTA, and the private development community to attract air rights development to the Quincy Center station site. The development of an RFP for this partnership is in the planning stages. If and when a developer is selected, a new garage with 500 spaces allocated to MBTA customers will be constructed as part of the project. The Quincy RMV improvements will consist of either upgrades to the current site or possibly a new administrative headquarters as the location approaches the end of the existing lease.
83	Emily Johnson	Mrs. Johnson echoed most of the statements that were made by the legislative officials. 1) Better security at the fare gates at Quincy Station based on the lost revenue from fare evasion. 2)She stated that she was pleased to see money going towards fixing the roads at SW Quincy. 3) Streets and sidewalks needed to be fixed in West Quincy. 4) Like to see funding go towards other neighborhoods in Quincy to fix other roads and sidewalks.	1) The MBTA is working on various efforts to reduce fare evasion including new fare technology. 2) Thank you. 3) Please make sure local officials are aware of the needs in Quincy.
84	#3 Eileen Lutz	She thanked the state for the bicycle and pedestrian funding that was included in the CIP. She indicated that the intersection at Quincy and C street needs to have improved bicycle and pedestrian accommodations. There should be a focus on alternative transportation solutions instead of simply focusing on roads.	This CIP does provide bicycle and pedestrian investments in highway expansion. This specific bicycle and pedestrian improvement has been referred to the Bicycle and Pedestrian Coordinator who is managing both the Bicycle and Pedestrian Plans.
85	Miscellaneous #1	When will the Quincy Center Parking Garage re-open?	The City of Quincy has taken the lead on what will be a public private partnership between the city, the MBTA and the private development community to attract air rights development to the Quincy Center station site. The development of an RFP for this partnership is in the planning stages. If and when a developer is selected, a new garage with 500 spaces allocated to MBTA customers will be constructed as part of the project.

CIP Draft Presentation Questions - May 4, 2016 - State House

<u>Comment Number</u>	<u>Name</u>	<u>Comment/Question</u>	<u>MassDOT/MBTA Response</u>
86	Representative Tom Stanley	128 In Waltham - developments are proposed, its becoming more like 93. Good ideas for improvements, want to flag it for funding.	Regarding Route 128 (I-95) in Waltham, MassDOT has been working with the City of Waltham and commercial interests in the area to develop concepts for improvements to the Route 20/Route 117 interchange and surrounding area which are needed to alleviating existing congestion and accommodating additional economic development. The area requires further study and review of alternatives to assess feasibility and need.
87	Rafael Mares (CLF)	Format of the CIP - thanks for combining MassDOT and MBTA into one CIP. Amount if info provided is good, more comprehensive. The way it is presented is difficult to understand for the average reader. Example of Green Line funding re: fleet on p46 and re: line signal p48. It gets confusing. Explain funded vs. recommended in graphs. insufficient funding for Green Line vehicle replacement. Lack of funding for expansion.	MassDOT will continue to develop a format to effectively share the CIP with the public, and your feedback is greatly appreciated. Thank you.
88	Charlie Moynihan	2009 Transportation Bond Bill \$1M for clean air transit buses for feasibility study at UMass Lowell. Could create 6,000 jobs.	MassDOT is aware of this issue and communicated several times its position on this earmark.
89	Renata ? (Charles River Conservancy Association)	Thoughtful planning. Think of mode shifting. Biking along the Charles, accessibility of underpasses. Specifically look at \$ for under Anderson Bridge, would like to work with MassDOT towards a solution.	Thank you for your comment, but the Anderson Underpass is not funded in the CIP.
90	Tegin Bennett (City of Cambridge CDD Office)	Good projects/graphics, good selection process. Wants more transparency to the selection process - how does the scoring system work? What if a project wasn't scored/how would it be chosen? Where is the \$ for bridges; are River and Western in it?	MassDOT has released scores for all projects that were able to be scored. This was MassDOT's first attempt at implementing the recommendations from the Project Selection Advisory Council. MassDOT will be working to improve the process based on lessons learned from this CIP and will be working to add documentation to the MassDOT website. MassDOT is providing \$2 billion over the next five years to dramatically reduce the number of structurally deficient bridges.
91	Carolyn Royce (JP Neighborhood Council)	Very happy MassDOT and MBTA are together/1 CIP document. The Arborway Maintenance Yard - 'everything temporary has become permanent'. Longstanding issue that needs to be addressed.	The MBTA has been unable to accommodate the high cost of constructing such a facility as part of its annual capital budgeting process given the significant backlog of other state of good repair investment priorities this project must compete with. There have also been challenges in identifying a facility plan that would meet the long-term needs of the MBTA bus system consistent with the redevelopment vision the Jamaica Plain community has advocated for at this location. The prior facility plan would not meet the long term needs of the system.

92	Geoff Lewis (Natick)	Cochituate Rail Trail funding - linking Natick to Framingham - major employers. Town of Natick spent \$800K on due diligence, 24% design, Phase 1 environmental statement, established friends of the trail to raise \$1M for acquisition - short \$3.5M towards acquisition cost of ROW from CSX Rail (total cost is \$6.4M).	A portion of the Multi-Use Path funding will be made available according to the recommendations that will come out of the Bicycle and Pedestrian Plans that will be underway over the next year. Generally, it is against MassDOT policy to support the acquisition of ROW.
93	Leonard Giffens (MBTA group?)	re: Rafael and Tegan - happy there is a lot of information available that is detailed; not sure about the scoring process. How do we measure if expansion projects meet their goal? Asset Management Phase 1 & 2 for MBTA needs more \$.	MassDOT is looking at revisiting the Project Selection Advisory Council recommendations to ensure that MassDOT's and the Commonwealth's priorities are reflected accurately in the scoring. A new formula and process will likely be developed and proposed over the next few months. In the meantime, MassDOT is working to put more information on the MassDOT website about the scoring process. MassDOT's Office of Performance Management and Innovation is working to refine performance measures and develop targets for each program in the CIP to measure progress towards MassDOT's goals. This process should be completed for the next update of the annual performance report "Tracker" and will be incorporated into subsequent CIPs.
94	Representative John Hecht	How will CIP respond to new development over the course of 5 years? A number of projects are in design/planning studies (ex. Watertown-Cambridge Greenway).	The CIP is revisited every year to take into account the changing context. This is related to changes in many different factors

CIP Draft Presentation Questions - May 4, 2016 - Lynn

<u>Comment Number</u>	<u>Name</u>	<u>Comment/Question</u>	<u>MassDOT/MBTA Response</u>
95	Senator Thomas McGee	Extending the Blue Line on the North Shore's commuter rail lines could make MA a national model for smart transportation. Making the Blue Line extension a priority 'ties into economic opportunity' for Lynn/North Shore.	Although planning work was done a decade ago regarding potential extension of the Blue Line to Lynn, a project of that cost and complexity would be difficult to accommodate within the five year budgets of the CIP. Focus40, the long-range plan for the MBTA, which launched in May 2017, will be assessing the best strategies to address long-term needs over the 25-year planning horizon. This project can be assessed during that process as MassDOT develops an updated list of investment solutions that addresses both needs recognized today as well as anticipated future needs, and then assess and prioritize projects based on how their benefits relate to their cost.
96	James Moore (Lynn Business Partnership)	Lynn Business Partnership continues to advocate for Blue Line extension.	Thank you for your comment. The MBTA's Focus40 process will look at the transit needs of the region over the next 25 years and can consider this feedback.
97	Beth Bresnahan (CEO, Lynn Daily Item)	Commuter Rail Service does not meet transit riders' needs. Blue line expansion will provide economic opportunity.	Thank you for your comment. The MBTA's Focus40 process will look at the transit needs of the region over the next 25 years and can incorporate feedback such as this.
98	Rep Brendan Crighton	pro blue line expansion	Thank you for your comment. The MBTA's Focus40 process will look at the transit needs of the region over the next 25 years and can consider this feedback.
99	Dan Cahill (Lynn City Council President)	pro blue line expansion	Thank you for your comment. The MBTA's Focus40 process will look at the transit needs of the region over the next 25 years and can consider this feedback.

CIP Draft Presentation Questions - May 5, 2016 - Pittsfield

<u>Comment Number</u>	<u>Name</u>	<u>Comment/Question</u>	<u>MassDOT/MBTA Response</u>
100	Member of the public	1) Pittsfield Airport has built a desk that is not ADA-compliant. Having a hard time getting a lower desk that is wheelchair accessible. How can MassDOT assist with that? 2) The MBTA is receiving tax money from the Berkshires while the Berkshire RTA is underfunded.	1) This comment has been shared with the Aeronautics Division. 2) MassDOT has done analysis as part of this CIP, and the Berkshire RTA is receiving slightly less funding per rider than the MBTA service area. High quality transit service is a goal of MassDOT, but in rural areas it can be more difficult to realize the same economies of scale due to budget constraints.

101	Joe Nowak (Adams Selectman)	Would like to plug the scenic rail project in Adams. In the beginning, the project was led by the federal government. Approximately half a mile is left to expand the rail to downtown Adams by the visitors' center. Would cost approximately \$1.5 million. Economic development is a regional activity. It would be good to connect Adams and North Adams. This seems to be the product of poor communication. Adams has made major improvements to downtown in anticipation of the rail running to the downtown.	The proposed extension of the active portion of the Adams Branch rail line would occur on DCR property and connect to a bike trail being built by DCR. The proposed extension of the existing freight line would not carry any freight traffic. The project was reviewed but it did not score well enough to be prioritized over other transportation projects at the present time. Nevertheless, MassDOT is moving the project through MEPA and would be willing to work with other state agencies (ex: MassWorks program) interested in advancing this project more rapidly than MassDOT can. MassDOT is also working to update its State Rail Plan which will help to detail our passenger rail approach in the future.
102	Bob Malnati (Berkshire RTA)	Is this version the final CIP? Wants to make sure Berkshire receives an equitable portion of the available funding.	As part of the final version, MassDOT has conducted an assessment of regional equity.
103	John Duval (Adams Selectman, MPO delegate)	The cost of the train station was \$620,000. Massachusetts Department of Conservation and Recreation invested around \$380,000. Town of Adams has one of the highest tax rates, is a low income community, and has a large elderly population. Tax payers have invested heavily into the building and a rail extension would have major economic impacts for the town. It would be a 0.6 mile extension to the visitors' center.	The proposed extension of the active portion of the Adams Branch rail line would occur on DCR property and connect to a bike trail being built by DCR. The proposed extension of the existing freight line would not carry any freight traffic. The project was reviewed but it did not score well enough to be prioritized over other transportation projects at the present time. Nevertheless, MassDOT is moving the project through MEPA and would be willing to work with other state agencies (ex: MassWorks program) interested in advancing this project more rapidly than MassDOT can.
104	Clete Kus (Berkshire RPA)	The Berkshire RPA is appreciative of MassDOT's efforts for this CIP. The CIP is a good document and the RPA supports the focus of long-term maintenance. The CIP provides funding for a municipal bridge program. The RPA has done a lot to educate communities on complete streets. There is money in the CIP for the Housatonic Rail, but doesn't appear that there is money for the last 0.6 miles. Strongly urges the funding of this last 0.6 miles. Understands that PSAC was used in the creating of this CIP – more information on PSAC should be included in the CIP. There are some cost discrepancies in the CIP compared to the TIP– this should be addressed on a continual basis to avoid future funding shortfalls.	Thank you for your comments. MassDOT is working to get more information on the project selection process on the website. The proposed extension of the active portion of the Adams Branch rail line would occur on DCR property and connect to a bike trail being built by DCR. The proposed extension of the existing freight line would not carry any freight traffic. The project was reviewed but it did not score well enough to be prioritized over other transportation projects at the present time. Nevertheless, MassDOT is moving the project through MEPA and would be willing to work with other state agencies (ex: MassWorks program) interested in advancing this project more rapidly than MassDOT can. MassDOT is also working to update its State Rail Plan which will help to detail our passenger rail approach in the future.
105	F. Colin Pease (Housatonic Railroad Company)	Submitted formal written comments as well. Five year plan is a good idea. As written, does not believe the CIP reflects current contracts with MassDOT. Rail traffic in this region is growing.	Funding for the Berkshire Line is recommended in 4 out of the 5 years covered by the proposed CIP. However, the timing of this spending will be impacted by the resolution of open contract issues currently being discussed by MassDOT and the former owner of the Berkshire Line. MassDOT supports increased freight rail traffic in the region and will work with the operating railroad to provide the agreed upon improvements.
106	Diane Marcella (Tyler Street Business Group, Pittsfield)	Low income community 1) Opening bridge will hopefully assist with traffic. 2) Concerned about parking garage where Woodlawn connects to Tyler Street. This will add a lot of traffic and the intersection needs work and is under-designed. 3) Bus shelters are very needed in the community. Many people don't own cars and have to stand out in the weather waiting for their bus. 4) There is a safety issue with the painted crosswalks by on-street parking. There are no signals and cars can't see people stepping out into the street.	This comment has been shared with the Rail and Transit Division. Comments will be forwarded accordingly to the municipality, to address municipal jurisdiction. MassDOT is currently working towards the development of a Pedestrian Plan, which will potentially address these issues.
107	Rene Senecal (Hinsdale Public Works)	How were the budget formulas arrived at? Could some of the expansion money be transferred to Chapter 90? Smaller communities track projects differently than the state does at the overall level.	MassDOT received funding from a variety of Federal sources, which are generally restricted to certain project types or locations. Certain state funds are also restricted to certain locations, such as toll revenue. State bond cap is more discretionary. The appendix to the CIP explains the various sources in more detail. For the development of this CIP, MassDOT used various asset management systems, historical spending amounts, staff expertise, and the PfP tool, which allows for performance comparisons across modes to help size the various reliability, capacity, and expansion programs. Chapter 90 is obligated by the legislature and distributed directly to municipalities. This CIP assumes that Chapter 90 funding remains level. MassDOT's Complete Streets Program and newly proposed municipal bridge program are additional funding sources to assist communities in addressing transportation issues.

CIP Draft Presentation Questions - May 9, 2016 - Mansfield

<u>Comment Number</u>	<u>Name</u>	<u>Comment/Question</u>	<u>MassDOT/MBTA Response</u>
108	Transit X	Transportation infrastructure is expensive. Past CIPs did not take into account emerging technologies, like Uber and the sharing economy. What sort of assumptions were made in this CIP to account for new technologies and the ability of the private sector to contribute funds to transportation?	The CIPs have been based more on historical trends, especially as they relate to public private partnerships. The MBTA's Focus 40 will look at the transit needs of the region over the next 25 years and can consider this feedback.
109	Member of the public	South Attleboro Station has languished for a long time. People are excited to see the project on the list. What is the time frame for this project?	Thank you for your feedback. One upcoming improvement is that the MBTA, in the draft CIP, has earmarked \$5 million for the design of significant station upgrades at South Attleboro Station. MassDOT is aiming to keep the station functioning while making the improvements. The MBTA is currently working on plans for how to do this and ultimately making the station accessible to today's standards. The scale of the project triggers the 30% assessed value rule for bringing into full compliance. The parking ramps are also part of ADA accessibility.
110	Lee Azinheira (Director Mansfield DPW)	Agree with the priority for investing in existing infrastructure. Some needed projects do not fall under one of the existing funding categories, for example the underpass built under the rail line. MassDOT invests substantially in bridges, but there is a lack of funding for municipalities to maintain bridges. Recommend funding to allow municipalities to be proactive in fixing bridges.	Thank you for your comment. In this CIP, MassDOT is funding a new Municipal Bridge Program, which is a \$50 million program for municipal bridge repair.
111	Susan C. Collins (Chairperson, Foxborough Commission on Disability)	GATRA service, especially for people with disabilities, is very limited.	Thank you for your feedback. This information has been passed along to GATRA.
112	William Ross (Mansfield Town Manager)	Need study on bridge funding sources and funding for bridge maintenance. Not enough Chapter 90 funding. Would encourage looking at more ways to fund local roads, since everyone pays gas tax and registration fees.	Chapter 90 is obligated by the legislature and distributed directly to municipalities. This CIP assumes that Chapter 90 funding remains level. MassDOT's Complete Streets Program and newly proposed municipal bridge program are additional funding sources to assist communities in addressing transportation issues. MassDOT will assess the effectiveness of these programs to see if additional programs of these sorts will be beneficial.
113	Member of the public	Could you address accessibility at Mansfield Station? The ramp system is massive.	was not feasible; however, the ramps will be covered with canopies.

CIP Draft Presentation Questions - May 10, 2016 - Worcester

<u>Comment Number</u>	<u>Name</u>	<u>Comment/Question</u>	<u>MassDOT/MBTA Response</u>
114	Member of the Public	This CIP does not contain operating costs, but would electric buses be in the CIP. WRTA covered this topic directly with the individual.	WRTA is responsible for their operations and addressed this question at the meeting.
115	Resident of Worcester	Worcester Providence RR, Springfield Rail expansion and could there be another South Worcester commuter rail stop?	Another commuter stop in Worcester is not currently identified or planned.
116	Frank Kartheiser (Worcester)	Support of \$5 million included as part of the Draft CIP for the pre-apprenticeship program.	MassDOT is working to update its State Rail Plan which will help to detail our passenger rail approach in the future.
117	Rep Mary Keefe (Worcester)	Said thank you for the express train from Worcester to Boston. She also commented that she was pleased the plan established the connection between economic opportunities and transportation.	Thank you. MassDOT heard from the community on this issue and has programmed funding in the CIP to continue with it.
118	Jeff (Worcester)	Thank you for the thorough plan. Connection between employment and transportation is important. Pre-apprenticeship program would be leveraging funding into workforce development for local residents. This is critical. He offered his strong support for the \$ 5 million in the plan.	Thank you for your comment.
119	Dianne (Worcester)	It is very important RTA transit has sufficient employees and new equipment.	Thank you. MassDOT heard from the community on this issue and has programmed funding in the CIP to continue with it.
120	Terry Kelly	Commented that Union Station is commuter unfriendly. The station needs many improvements for a better commuter experience. Worcester has a need to move the downtown area location. Create a new hub. There is a need for more WRTA buses. Was addressed by WRTA staff.	Thank you for your comment. We will share this concern with the Rail and Transit Division.
			Please provide more detail about your interests for the commuter rail station in writing. Focus40 will be looking at how to prioritize competing needs over the long-term. This comment has been shared with the Rail & Transit Division.

121	Rep Peter Durant (Spencer)	Thank you for including the Rte. 9 project in Spencer in the Draft CIP. He also came to advocate for repairing Rte. 31 in Spencer.	Thank you for your comment. Some funding has been included to advance this project in the CIP.
122	Member of the Public	Include Park and Ride expansion as well as a way to increase Chapter 90 funding for municipalities.	Secretary Pollack is very interested in doing a system-wide park and ride overview. A planning study will most likely take place on this issue. Chapter 90 is obligated by the legislature and distributed directly to municipalities. This CIP assumes that Chapter 90 funding remains level. MassDOT's Complete Streets Program and newly proposed municipal bridge program are additional funding sources to assist communities in addressing transportation issues.
123	Mary Ellen Blunt (CMRPC)	CMRPC applauds MassDOT for plan. Question about projects priorities going forward? How does this happen. CMRPC gets this ask often.	MassDOT brought the projects prioritized by the MPOs into the CIP. However, in the future, depending on a project's score, MassDOT may revisit priority discussions with the MPOs.
124	Member of the Public	Rail Station Park and Ride expansion is needed.	Focus40 will be looking at opportunities to address parking constraints at stations as well as any potential extensions of service.
125	Karen Walk (Bike Worcester)	Thank you for the commitment for the complete streets program. Would like to see more planning for implementation of bike/ped. facilities going forward.	MassDOT is currently working towards the development of both a Bicycle Plan and a Pedestrian Plan, which will address critical linkages in the system. \$60 million is allocated in the CIP for recommendations that will come out of the plan.
126	Member of the Public	Westboro Bike Pedestrian Committee member working the Boston Worcester airline trolley line. She asked why this project is not listed in the DRAFT CIP.	MassDOT is currently working towards the development of both a Bicycle Plan and a Pedestrian Plan, which will address critical linkages in the system. \$60 million is allocated in the CIP for recommendations that will come out of the plan.
127	Rick Kennedy (Center for Living and Working)	He expressed that he is pleased accessibility is part of the CIP. Accessibility is important to enhancing economic capabilities for the disabled population. Please make sure all materials online are accessible. Thank you for coming to Worcester.	Thank you for your comments. MassDOT makes every effort to assure that all materials posted on the website are accessible, through a number of internal review processes. If you find that materials are inaccessible, please contact the appropriate project manager or staff person.
128	Member of the Public	Can we include better times for RTA and commuter rail service?	MassDOT provides match funding for RTA capital funding. Increasing service levels for the RTAs is mostly an issue for the operating budget for the RTAs. This comment has been shared with the Rail and Transit Division, but it is recommend you reach out to the RTA directly. Concerning commuter rail schedules, the MBTA's Focus40 process will look at the transit needs of the region over the next 25 years and can consider this feedback.
129	Member of the Public	ADA Elevators between Union Station and WRTA should be on at on times.	Elevators located within Union Station and WRTA should be operational during all hours of service. The appropriate parties will be informed of this issue.
130	Member of the Public (Northern Worcester County)	Why so much funding is being spent on local airports? Seems excessive.	95% of this funding comes from the FAA. It is MassDOT policy to match all Federal funds as much as possible.

CIP Draft Presentation Questions - May 10, 2016 - Westfield

<u>Comment Number</u>	<u>Name</u>	<u>Comment/Question</u>	<u>MassDOT/MBTA Response</u>
131	Member of the public	Connect Westfield to Springfield - How do we get involved in the plan for the Knowledge Corridor?	The Massachusetts Department of Transportation and the Vermont Agency of Transportation, in collaboration with the Connecticut Department of Transportation, are conducting a study to examine the opportunities and impacts of more frequent and higher speed intercity passenger rail service on two major rail corridors known as the Inland Route and the Boston to Montreal Route. The study of these two rail corridors has been designated the Northern New England Intercity Rail Initiative. Check out the website for more information.
132	Member of the public	Concern about bridge over 202. Bridge Limit (12 tons) - traffic rerouted to Shaker Road in Westfield. Need bridge (towards Southwick) to be reconstructed.	The Cowles Bridge is a MassDOT-owned bridge currently weight posted, with a proposed bridge replacement project (400103) currently programmed in the CIP. Thank you for your comment.
133	Member of the public	1) Level of funding for capital investments - cost increases TIP day & ROW preparedness. Projects should not be delayed due to ROW issues. 2) Lack of funding for PVTA main facility in spring.	1) MassDOT always works to advance projects as quickly as possible, but there is a process that needs to be followed. 2) MassDOT is funding the PVTA maintenance facility in the final CIP.
134	Pat Dunfey (Rep Aaron Vega's office)	Reconstruction of road between Williamsburg and Whately (6.8 miles). \$5.6M earmark; projects too large for Chapter 90.	Most roadway capacity projects included in the CIP are already underway. Additional capacity funding supports bicycle and pedestrian improvements. This road is represented by project 605983. At this point, the project lacks design funding, and currently, the general MassDOT policy requires municipalities to fund project design.

135	Rick Sullivan (President & CEO, Western MA EDC)	Most of the projects in Western MA reflected in CIP, little work done post Big Dig in Western MA. Concern about other large projects (e.g. GLX) taking up significant \$ for western part of the State.	As part of the final CIP, a regional equity analysis was conducted and no disparate impacts were found across regions. Please see appendix.
136	Mark Marasco (President, Maple Leaf Distribution Service)	Freight service - need for freight sometimes overlooked. NE Central Railroad - weight capacity does not meet national standards. Wants rails upgraded to meet capacity demand. Provides options for shippers if upgraded; consider freight rail an investment.	MassDOT is currently working towards the development of a freight plan which will address the needs of the freight community in Massachusetts.
137	Member of the public	Understand value of strategic investment plan. Glad to see Knowledge Corridor pilot program, Columbia-Greenfield Rail Trail, Route 147 project. Concerned about: 1) PVTA maintenance facility not in the plan - important for system point of view 2) Long range improvements to Route 9 3) Rail connection Boston, Springfield, Hartford, New Haven	1) The PVTA maintenance facilities are now funded in the CIP. 2) Regarding Route 9 in Hadley, as the MassDOT Study of Route 9 proceeds, alternatives studied for the MEPA process, and project scope(s) and costs finalized, MassDOT will then consider Hadley Route 9 for the CIP. 3) The Massachusetts Department of Transportation and the Vermont Agency of Transportation, in collaboration with the Connecticut Department of Transportation, are conducting a study to examine the opportunities and impacts of more frequent and higher speed intercity passenger rail service on two major rail corridors known as the Inland Route and the Boston to Montreal Route. The study of these two rail corridors has been designated the Northern New England Intercity Rail Initiative.
138	Member of the public	Pedestrian Rail Trails - purpose is to connect rail trails in Westfield should ultimately connect to East Coast Greenway trail through cities and towns.	MassDOT is currently working towards the development of both a Bicycle Plan and a Pedestrian Plan, which will address critical linkages in the system. \$60 million is allocated in the CIP for recommendations that will come out of the plan, which could address connections such as this one.
139	David Callahan (CEO, Palmer Paving Corp)	Paving contractor for DOT. CIP represents new approach but does not include a lot of \$ for modernization of budget and road projects; not enough \$ dedicated to roads relative to traffic volumes. Road traffic contributes significant \$ from tolls, taxes. Not enough \$ in plan to be spent on paving. No plans to replace ABP program; bridges will continue to deteriorate - no \$ to major interchange reconstruction. 78% of lane miles are local roads; reprioritize fixing roads.	MassDOT's number one priority for this plan is to improve reliability by fixing existing assets. Additionally, \$2 billion is in the plan to significantly reduce the number of structurally deficient bridges and to address several large bridge needs. Based on the models, if funding continued at this rate, only 2% of bridges will be structurally deficient in 10 years. The allocation of dollars in the CIP is split relatively evenly between transit and highway.
140	Josh Ostroff (T4MA)	Interested in all modes of transportation. Brought up PVTA Main Facility replacement. How far do we get to achieving our goals - need measures to advocate for additional resources for investment.	Thank you for your comment.
141	Transportation Advocate for Mass PIRG	not enough resources to meet the needs of Central & Western MA. PVTA is the crown jewel of the RTA system - they need the maintenance facility - will serve Pioneer Valley & Worcester. Pie needs to get bigger to fund the projects in the region.	Based on public feedback regarding the need for improved maintenance facilities for PVTA, MassDOT is including funding in this CIP for a new maintenance facility.

CIP Draft Presentation Questions - May 11, 2016 - Andover

<u>Comment Number</u>	<u>Name</u>	<u>Comment/Question</u>	<u>MassDOT/MBTA Response</u>
142	Mayor Donna Holaday (Newburyport)	Very complimentary of the CIP and the process behind it - good job listening, great partnerships with municipalities. Thanks for Whittier Bridge w/ shared use path, intermodal facility in Newburyport. One problem is the Chapter 90 funding - would like it to be \$300M/yr as suggested by the MMA. Also had a question about the Municipal Bridge Program regarding a MassDOT owned bridge over a rail trail.	Thank you for your response and support. Chapter 90 is obligated by the legislature and distributed directly to municipalities. This CIP assumes that Chapter 90 funding remains level. MassDOT's Complete Streets Program and newly proposed municipal bridge program are additional funding sources to assist communities in addressing transportation issues. \$2 billion is being allocated to bridges over the 5 years covered by this CIP. However, this funding can only go towards bridges greater than 20 feet wide. MassDOT recognizes that these smaller bridges are posing issues for municipalities, and as such, \$50 million has been allocated for the Municipal Bridge Program over 5 years for these kinds of bridges
143	Sharon Magnusor (Andover)	1) Haverhill Line trains don't run frequently enough. Subway is always so stuffed - our public transportation is an embarrassment. Can more trains be added so it is more feasible to go back and forth even off-peak times? 2) North-South Rail Link was promised in the Big Dig. It needs to be built.	1) Haverhill Line double tracking work is being funded by the federal government (American Recovery and Reinvestment Act, TIGER). The issue with that line in particular is the shared track with Amtrak (Downeaster service) and freight. The new train schedule, which started May 23rd, adds one more evening train and more full-line runs on the Haverhill line. 2) MassDOT is funding a \$2 million study of the North South Rail Link to better understand the costs, benefits, and feasibility of the project.

144	Mayor Ed Kennedy (Lowell)	Requesting \$1M in the CIP to fund an environmental study on the Rourke Bridge. A feasibility study was completed in November 2013, want to get the environmental study completed before the feasibility study is considered dated. This has been a temporary bridge for over 20 years near the Drum Hill area. It is critical for emergency response - the Northern side of the bridge is near the hospital and acute rehab center.	This bridge was unable to be funded in this CIP.
145	Chris Clemens (Waltham)	1) What is a project universe? 2) Local bus service in Waltham. Bad for worker types, hardly runs, not on weekends. Is there a plan to fix it?	1) The project universe is the list of all projects that have been received by the Commonwealth in the form of conceptual ideas, projects approved to advance through design, or projects approved for funding. 2) The MBTA will soon be undertaking a new service plan, which will look at issues such as these. However, additional bus service in the system overall will require new maintenance facilities. Focus40, the long range capital plan for the MBTA, will be looking at capital needs and priorities over the next 25 years and will be focusing on ways to improve bus service.
146	Nicolas Bosenetto (Lowell Department of Planning and Development)	1) Lord Overpass Project - MassDOT signed agreement with commitment letter & contract. It is under design for FY2019-2020. 2) Rourke Bridge - \$1M/yr to maintain the bridge, need \$1M for environmental review 3)TIGER grant -> should be in the CIP	The TIGER Grant is funded with federal funds and matching funds from ENEL, UMass Lowell, and the City of Lowell for the ENEL bridges in Lowell. Therefore, it is not included in the CIP as MassDOT is not funding the match. The Lord Overpass project in Lowell has been added to the CIP. The Rourke Bridge in Lowell was unable to be funded in this CIP.
147	Rep Rady Mom (Lowell)	Thank you for having this meeting. The Rourke Bridge is very important for big emergencies/public safety.	This bridge was unable to be funded in this CIP.
148	Beverly Woods (Lowell)	The next closest bridge is in Tyngsboro. LGH is the regional trauma center. 28,000 vehicles/day travel over the Rourke Bridge. Also has pedestrian traffic - connects UMass Lowell's North Campus.	This bridge was unable to be funded in this CIP.
149	Deb Forgione and Mary Freeman (Lowell)	Moved to Lowell in 1989 - it was a temporary bridge then. Adds 40 minutes to any commute.	This bridge was unable to be funded in this CIP.
150	Theresa Park (Lawrence Office of Planning)	1) condense funding to the nature of the project? 2) Projects more immediate/pressing - other avenues for funding? 3) \$500K for traffic signal improvement (scaled back from TIP)	MassDOT is reviewing our process for project development to continue to improve our process. As MassDOT continues on this new approach of programs, such comments could head towards new programs in future CIPs. The CIP details every source of funding available to the agency. The traffic signal improvement project will need to move through the MPO.
151	(MVPC)	documents work together. Better connection by Fed and State; TIP and CIP/STIP.	five year cycle, to start the process of better aligning the CIP and TIPs/STIP. This will be an ongoing process to link

CIP Draft Presentation Questions - May 12, 2016 - Chelsea

<u>Comment Number</u>	<u>Name</u>	<u>Comment/Question</u>	<u>MassDOT/MBTA Response</u>
152	Member of the public	Concerning Silver Line expansion, commenter was glad to hear that Phase 1 funds were secure. Commenter questioned the status of funding and scope for Phase 2.	Phase 2 includes a new commuter rail station that is fully accessible, along with a fourth BRT lane to accompany the 3 BRT lanes in Phase 1. All greenway improvements will be made in Phase 1. Regarding funding, MassDOT has applied for a Federal TIGER (Transportation Investment Generating Economic Recovery) grant for Phase 2.
153	Member of the public	Will new commuter rail and BRT stations would be buildings or open-air stops? Commenter also questioned the location of the commuter rail platform behind Market Basket, saying that it will create a lot of inaccessibility, and suggested a location adjacent to the current platform.	There will be a BRT station at Washington Avenue and a platform for commuter rail. The Market Basket location of the new commuter rail platform was necessary for accessibility requirements as required by the federal government. The location identified by the commenter would not provide enough space to run the Silver Line next to the commuter rail. The MBTA's Focus40 process will look at the transit needs of the region over the next 25 years and can consider this feedback.

154	Rep from the City of Lynn	The city was disappointed to learn that Phase 2 funding is not part of the 5-year CIP, noting that the TIGER funding is not guaranteed and leading to a concern whether Phase 2 will ever be developed. Representative noted that Silver Line Gateway is a vital transit improvement for Chelsea that has good projected ridership at a low cost per rider. He suggested that MassDOT should prioritize cost-effective projects that are advantageous for environmental justice communities.	Phase 2 includes a new commuter rail station that is fully accessible, along with a fourth BRT lane to accompany the 3 BRT lanes in Phase 1. All greenway improvements will be made in Phase 1. Regarding funding, MassDOT has applied for a Federal TIGER (Transportation Investment Generating Economic Recovery) grant for Phase 2. As part of the final CIP, a regional equity analysis was conducted and no disparate impacts were found across regions. Please see appendix.
155	Member of the public	Questioned what "modernization" looks like. He noted that in Chelsea, there are problems with Route 1 and the Tobin Bridge, such as snow removal, that he hoped modernization funding could address.	Modernization refers to projects that go beyond state of good repair to substantially improve existing assets. This category includes capacity enhancements to accommodate demand on existing transportation systems. Snow removal is a type of maintenance funding.

CIP Draft Presentation - Letters to the Secretary

<u>Comment Number</u>	<u>Name</u>	<u>Comment/Question</u>	<u>MassDOT/MBTA Response</u>
156	David E. Mathers (Chairman, Williamsburg Board of Selectmen)	The Selectman would like funding for the Mountain Street and Haydenville Road project included in the CIP, funding for this project was authorized in Chapter 79 of the Acts of 2014. This project affects the towns of Williamsburg and Whately and the city of Northampton; it is a key connector between Route 9 and Route 5. Delaying this projects picks Northampton's drinking water at risk - the Northampton Reservoir provides 99% of the city's drinking water and is at risk from typical roadway pollutants and possibly a major spill. Representatives from Williamsburg, Whately and Northampton met with two MassDOT district officials to discuss the project in July 2014.	Thank you for your comment. While this comment was scored and reviewed for inclusion in the CIP, unfortunately, it is not included in this CIP due to competing priorities.
157	Rep Gailanne Cariddi	Rep Cariddi would like funding for the Sand Mill Road Bridge project in Cheshire. The bridge has been out of service since March 2015. This effects emergency response which requires vehicles to travel 3-4 miles longer than the normal route. The design plan is at the MassDOT Boston office.	Now that MassDOT is using a programmatic approach in capital investment planning, ideas such as these can be incorporated into future CIPs as additional program areas.
158	Senator Patricia Jehlen, Rep Paul Donato, Rep Christine Barber, Rep Sean Garballey	Senator Jehlen et al. would like funding for a series of intersections along Main Street in Medford. This stretch of road has a confusing traffic pattern and many of the pedestrian lights are not up modern standards. The legislature authorized funding for this project in Chapter 79 of the Acts of 2014 and would like it included in the CIP.	This project was initiated in 2009, but has not yet been approved by the Highway Division's Project Review Committee. The City of Medford should work with Highway District 4 to complete the project initiation process so the project can be considered for funding in future CIPs.
159	Richard P. Jennett Jr. (Chair, Natick Board of Selectmen)	The Selectman would like funds for the acquisition of land from CSX for the Cochituate Rail Trail project. At Town Meeting, Natick voted with a 90% majority to authorize \$2.5M in town funds towards the acquisition. Additionally, there has been over \$800K in local funding. The acquisition price is \$6.345M.	This rail trail has high community interest and construction is currently programmed. Communities are generally responsible for right of way acquisition and design. MassDOT is aware that the community is seeking additional funding for ROW acquisition.
160	Harbor Development Commission	The Harbor Development Commission is pleased with the open approach of the CIP and the ability to comment before it is completed. The HDC would like for MassDOT to include funding for the New Bedford-Fairhaven Bridge; the structure is classified by MassDOT as "functionally obsolete". In 2015, two alternative replacements were recommended ranging in cost from \$85M to \$120M; to keep and repair the current bridge would be \$45M. Studies as early as 1996 have recommended replacing, not repairing, the bridge. The bridge poses a significant problem to water traffic - large vessels are unable to pass through the 95 foot channel on either side of the open bridge. The bridge is also the only pedestrian or bicycle access point between Fairhaven and downtown New Bedford.	MassDOT recognizes the importance of the New Bedford - Fairhaven Bridge to the South Coast Communities of New Bedford and Fairhaven. MassDOT will continue to work with these communities to advance the design of this critical projects and to identify funding opportunities for construction.
161	Rep Garrett Bradley	Rep Bradley would for the Atlantic Avenue Reconstruction Project to be funded in the CIP. It is one of three means of access into Hull. The Complete Streets enhancements proposed are in accordance with Boston MPO and MassDOT's Healthy Transportation Policy. Hull has worked with MassDOT since 2009 to advance design to 75% completion.	Thank you for your comment. Unfortunately, MassDOT was unable to fund this project in this CIP.

162	Nathaniel W. Karns, AICP (Berkshire Regional Planning Commission)	The Berkshire Regional Planning Commission is pleased with the CIP in general, particularly the acknowledgement of rural projects, the Complete Streets Program, the Municipal Bridge Program and investments in rail in Berkshire County. 1) The BRPC is disappointed in the lack of funding for the 0.6 miles of track needed to resume service on the Berkshire Scenic Railway Museum's Hoosac Valley tourist train. 2) The BRPC is confused by the scoring system as well as when it is/is not used. A chart is also provided with inconsistencies in funding for projects in the regional TIP and the CIP.	The proposed extension of the active portion of the Adams Branch rail line would occur on DCR property and connect to a bike trail being built by DCR. The proposed extension of the existing freight line would not carry any freight traffic. The project was reviewed but it did not score well enough to be prioritized over other transportation projects at the present time. Nevertheless, MassDOT is moving the project through MEPA and would be willing to work with other state agencies (ex: MassWorks program) interested in advancing this project more rapidly than MassDOT can. MassDOT has released scores for all projects that were able to be scored. MassDOT will look into opportunities to release more information in a useful way. This was MassDOT's first attempt at implementing the recommendations from the Project Selection Advisory Council. MassDOT will be working to improve the process based on lessons learned from this CIP and will be working to add documentation to the MassDOT website.
163	Valerie Bassett (Executive Director, The Women's Fund of Southeastern MA)	The Women's Fund of Southeastern MA would like to support 2 priorities from their Economic Blueprint for Women that appear in the CIP: 1) \$4.6M to expand the pre-apprenticeship programs for women and people of color - increasing workplace diversity and benefit our regional economy 2) South Coast Rail early action projects - it will open up educational and employment opportunities.	Thank you. MassDOT heard from the community on this issue and has programmed funding in the CIP to continue with it.
164	Rep Carole Fiola	Rep Fiola sent the Secretary a packet of letters from constituents urging MassDOT to include the Route 79/Davol Street Corridor Project in the CIP.	This project is currently in the CIP.
165	Rep Carole Fiola, Rep Paul Schmid, Rep Alan Silvia	Thank you for including the Route 79/Davol Street Corridor Project in Fall River. This will help transform the waterfront and economic well-being of the city.	Thank you for your support of this project.
166	Tim Kilhart (Hubbardston DPW)	The CIP has Chapter 90 funding at \$200M/year for the next 5 years. MMA and MHA have been advocating for an increase to \$300M/year - support that increase.	Chapter 90 is obligated by the legislature and distributed directly to municipalities. This CIP assumes that Chapter 90 funding remains level. MassDOT's Complete Streets Program and newly proposed municipal bridge program are additional funding sources to assist communities in addressing transportation issues.
167	MA Artists Leaders Coalition	The MALC would like urge its support for the \$4.6M in funding for expanding the Pre-Apprenticeship Pilot Program (page 24 of the CIP) to include opportunities for women and people of color.	Thank you. MassDOT heard from the community on this issue and has programmed funding in the CIP to continue with it.
168	Senator Jason Lewis	Senator Lewis would like to thank the Secretary and MassDOT's inclusion of the following projects in the CIP: Winchester Center Commuter Rail Improvements, Stoneham-Winchester-Woburn Tri-Community Bikeway, Wakefield-Lynnfield Rail Trail Extension. He also mentions the following projects he would like funding for: Stoneham Signal & Intersection Improvements at Route 28/North Street, Medford-Methuen-Stoneham-Woburn Bridge Painting on I-93 Corridor, Reading to Lynnfield - Guide and Traffic Sign Replacement (Hopkins St. Over I-95), Winchester-Stormwater Improvements along Route 3, Vertical Transportation Improvements - Oak Grove.	Thank you for your comment. In Stoneham, Route 28 & North Street (Project 602165) is funded by the Boston MPO in 2017. The Medford/Methuen/Stoneham/Woburn Bridge painting on I-93 corridor (Project 605421) is funded in the CIP. Guide and traffic sign replacement from Reading to Lynnfield (Project 608205) will be funded by the Boston MPO in 2019. Storm water improvements in Winchester along Route 3 (Project 608214) are funded in the CIP. Improvements to Oak Grove station are funded in the CIP.
169	Jim Reger (Lexington)	1) Upset that funding in the CIP for the MBTA which he fees should be spent on highway projects such as expanding Route 3. 2) Upset that there is "lots of money to bail out MBTA, pay for overtime and buy Chinese railcars." Thinks the priority needs to be on the majority of people in MA who do not use the MBTA.	MassDOT appreciates your feelings on this issue. However, please keep in mind that the MBTA benefits non-users by keeping 1.3 million people off the roads every day and in that it supports the regional and state economy. The Fiscal Management and Control Board is working to reduce the operating budget and make the MBTA more efficient. This CIP integrates both MassDOT and the MBTA's capital investments. The majority of Transit and Highway funds come from different sources, which limits the availability of discretionary funds that can be split between modes. This CIP funds transit and highway relatively evenly and at a higher amount than in previous years. Both the MBTA and Highway are at the limit of what each are able to deliver. Funding for highways has actually increased this year - the number cited in the FY 2016 CIP was not fully representative of actual spending and was therefore inflated.

170	Housatonic Rail Road Company	Draft CIP doesn't reflect the necessity to replace rail on the Berkshire line and fails to reflect specific contractual agreements between MassDOT and Housatonic Railroad. Discussions over a period of several years explored possibility passenger service between NYC and the Berkshires; phase 1 of this project required Housatonic Rail Road convey its property to MA. MassDOT used an outside consultant to determine what work was essential to complete the proposed phase 1 freight rehab; among the conclusions, it was deemed essential to replace all the 107 lb. rail. The FRA has also urged for it to be replaced. Needs to be solid as Housatonic's rail cars are frequently filled to maximum capacity and the freight industry in the region is growing.	Funding for the Berkshire Line is recommended in 4 out of the 5 years covered by the proposed CIP. However, the timing of this spending will be impacted by the resolution of open contract issues currently being discussed by MassDOT and the former owner of the Berkshire Line.
171	Town of Hubbardston Board of Selectmen	The Town of Hubbardston Board of Selectmen are concerned about the lack of Chapter 90 funding in the CIP. Chapter 90 funding is critical for road improvements; some streets have had to return to dirt roads to high upkeep expense. The BOS would like MassDOT to increase Chapter 90 funding to \$300M in the CIP.	Chapter 90 is obligated by the legislature and distributed directly to municipalities. This CIP assumes that Chapter 90 funding remains level. MassDOT's Complete Streets Program and newly proposed municipal bridge program are additional funding sources to assist communities in addressing transportation issues.
172	Reinald G. Ledoux, Jr. (Administrator, BAT)	BAT requested ~\$26.7M for funding, only ~\$13.7M provided in the CIP. Concerned mostly with absent funding in FY2019 - FY2021.	Thank you for your comment. Funding levels will be reassessed during the next CIP process.
173	Dick Kilhart (DPW Director, Ware)	The Ware DPW would like Chapter 90 funding to be \$300M/year as advocated by the MMA and MHA.	Chapter 90 is obligated by the legislature and distributed directly to municipalities. This CIP assumes that Chapter 90 funding remains level. MassDOT's Complete Streets Program and newly proposed municipal bridge program are additional funding sources to assist communities in addressing transportation issues.
174	Mike Jaillet (Town Administrator, Westwood)	The Route 93/95 Interchange in Canton should be included in the CIP. Project has 3 phases: Phase 1 is complete, Phase 2 - building ramps on and off Route 95 to Dedham St - has funding and is ready to go. Phase 3 is the interchange itself. Needs a new northbound off-ramp from Route 95 North that allows traffic to exit to Dedham St and access University Station. Adding a fourth travel lane will decrease congestion/smooth traffic flow. More than 30 acres of land will be transferred back to open space at the base of the Blue Hills.	MassDOT was unable to fund this project in the current CIP. The only roadway expansion projects that were funded in this CIP were already underway.
175	Rep John Fernandes	Request to include ID #607428 - Hopedale-Milford Resurfacing & Intersection Improvements on Route 16. 25% of the project design is complete, the rest will be completed this year. The section of road in question has not been paved in over 30 years.	This project is currently programmed for FY2019. The work includes improvements to a State Highway intersection.
176	Bob Romanow (Cambridge)	Request to include funding for an underpass for the Anderson Bridge. It would increase safety for bikes/pedestrians and reduce pollution. It is already being designed by Gill Engineering.	Thank you for your comment, but the Anderson Underpass is not funded in the CIP.
177	Rep Brendan Creighton	Following up on comments made at the Lynn Public Meeting - would like funding for the Blue Line extension which is desperately needed for the City of Lynn. Would offer an alternative for commuters and help alleviate parking at Logan Airport.	Although planning work was done a decade ago regarding potential extensions of the blue line to Lynn, a project of that cost and complexity would be difficult to accommodate within the five year budgets of the CIP. Focus40, the long-range plan for the MBTA, which launched in May 2016, will assess the best strategies to meet long-term needs over the 25-year planning horizon. This project can be addressed during that process as MassDOT develops an updated list of investment solutions for today's needs and anticipated future needs. MassDOT will assess and prioritize projects based on how their benefits relate to their cost.
178	Mayor Alex Morse (Holyoke)	Request to include the Pioneer Valley Regional Bike Share project in the CIP. It will be the region's first bike sharing opportunity. It is currently scheduled in the FY17 TIP.	This project is anticipated to be programmed in the Pioneer Valley FFY2017-2021 TIP.
179	Jeffrey M. Snoonian (Chair of the BOS, Adams)	Request for funding for the .6 mile extension of the Adams Branch Rail Line from Renfrew Street to Hoosac Street in Adams. The project's completion had been promised in FY2017 had been promised by MassDOT officials in the Baker administration last year. Estimated cost is \$1.3M, it is needed to complete the "Hoosac Valley Service" project. This project is necessary to improve the economic stability and long-term viability of both Adams and North Adams.	The proposed extension of the active portion of the Adams Branch rail line would occur on DCR property and connect to a bike trail being built by DCR. The proposed extension of the existing freight line would not carry any freight traffic. The project was reviewed but it did not score well enough to be prioritized over other transportation projects at the present time. Nevertheless, MassDOT is moving the project through MEPA and would be willing to work with other state agencies (ex: MassWorks program) interested in advancing this project more rapidly than MassDOT can.
180	Victoria Sheehan (Commissioner, New Hampshire DOT)	Would like the NECR "286K" plan to upgrade the MA portion of their rail line in the CIP. State of New Hampshire has worked with the State of VT and NECR in conjunction with the feds. Modernization of the north-south rail connections to accommodate the modern gross weight rail standard of 286K lbs will allow for the critical east-west connections with the Class I freight lines. Similar projects underway in Connecticut, only the MA portion of the route needs to be completed.	Some funding has been included in the CIP for this project so that it can pursue federal discretionary funds.

181	Senator Tom McGee	Following up on comments made at the Lynn Public Meeting - would like funding for the Blue Line extension which is desperately needed for the City of Lynn. Recognizing the fiscal constraints our transportation system faces, this proposal to take advantage of the infrastructure that already exists, would substantially reduce the cost of the project. This could make the Blue Line a national model.	Although planning work was done a decade ago regarding potential extensions of the blue line to Lynn, a project of that cost and complexity would be difficult to accommodate within the five year budgets of the CIP. Focus40, the long-range plan for the MBTA, which launched in May 2016, will assess the best strategies to meet long-term needs over the 25-year planning horizon. This project can be addressed during that process as MassDOT develops an updated list of investment solutions for today's needs and anticipated future needs. MassDOT will assess and prioritize projects based on how their benefits relate to their cost.
182	Rep William C. Galvin	Would like inclusion for the complete reconstruction of the Route 93/95 Canton Interchange. Phase 1 and 2 are complete/ongoing. Phase 3 requires completion.	MassDOT was unable to fund this project in the current CIP. The only roadway expansion projects that were funded in this CIP were already underway.
183	Jonathan Henry (Chairman of the SRPEDD Commission)	The Southeastern Regional Planning and Economic Development District (SRPEDD) Commission has 3 main critiques: 1) the draft plan provides no additional info on methodology of how projects are scored 2) lists in Part III of the document do not specify where the funding comes from 3) 3 priorities in the 2016 RTP for Southern MA not in the CIP: replacement of the Middleborough Rotary, the Fairhaven/New Bedford Route 6 Bridge, the Route 140/Route 24 Interchange. All 3 projects are under engineering design.	1) MassDOT will be posting additional information on the process on the Project Selection Advisory Council website, but worked to follow the advice of the Council. Highway District staff scored projects, which were then reviewed by a committee of subject matter experts. As the scores aligned quite well with MPO scores, projects that were on the TIPs all remained in the plan. 2) The appendix of the document includes sources and tables. 3) The Fairhaven New Bedford Bridge is currently underway. The other two projects were unable to be funded, despite strong community support, due to many competing priorities.
184	Jonathan Butler (VP and COO, 1Berkshire)	Thank you for the investment for the Berkshire line and Adams Branch. Would also like funding included for .6 miles of new track in order to resume service for the popular Berkshire Scenic Railway Museum Hoosac Valley Service tourist train into downtown Adams.	The proposed extension of the active portion of the Adams Branch rail line would occur on DCR property and connect to a bike trail being built by DCR. The proposed extension of the existing freight line would not carry any freight traffic. The project was reviewed but it did not score well enough to be prioritized over other transportation projects at the present time. Nevertheless, MassDOT is moving the project through MEPA and would be willing to work with other state agencies (ex: MassWorks program) interested in advancing this project more rapidly than MassDOT can.
185	Paul S. Grogan (President and CEO, The Boston Foundation)	Support the two Fairmount/Indigo Line-related projects in the CIP: 1)\$90M for refurbished Commuter Rail locomotives 2) \$26M for Fairmount Corridor Stations. Separately, the MBTA needs to implement critical operational and policy improvements.	Thank you for your comment. The MBTA's Focus40 process will look at the transit needs of the region over the next 25 years and can consider this feedback.
186	Allentza Michel (Fairmount/Indigo Network Coordinator)	Fairmount/Indigo Network is an umbrella entity comprised of a multitude of organizations and coalitions working on comprehensive campaigns and research along the corridor neighborhoods of Roxbury, Dorchester, Mattapan and Hyde Park. 1)disappointed DMU procurement removed from CIP, appreciate the \$90M to refurbish locomotives. Does not explicitly state whether it will be Fairmount/Indigo line cars - they should be a priority. 2) Appreciate the \$26M for the fed SIP commitment for construction of Blue Hills Ave. Also support efforts to increase minority hiring and prime/subcontracting for each monitored and regulated construction process	Thank you for your comments. The locomotives are not assigned to a particular branch at this time. The MBTA's Focus40 process will look at the transit needs of the Boston region over the next 25 years and can consider this feedback.
187	John M. Pourbaix (Executive Director, Construction Industries of MA)	The draft CIP proposes to cut the Highway Division's budget by 27% over the next 5 years. 1) MA motorists contribute roughly \$3B in revenue per year via state/federal motor fuel taxes; 88.9% of commuters drive/carpool to work. 2) Highway is also where funding for bridges comes from; our structurally deficient bridges are projected to increase to 17% which will be among the worst in the US. There needs to be a plan to replace the ABP which is ending this year. 3) No funding is dedicated to congestion/capacity issues facing major interchanges. 4) there is not enough revenue to do what is needed in the projects in the draft CIP	The allocation of dollars in the CIP is split relatively evenly between transit and highway. The Highway Division is increasing spending for reliability and modernization across all asset categories. MassDOT is allocating \$200 million in bridge spending to significantly reduce the number of structurally deficient bridges. All highway roadway expansion projects included in the CIP are already underway. Additional highway expansion funding is allocated to bicycle and pedestrian transportation improvements.
188	John Olson (President, Columbia Insurance Agency, Inc.)	Request to fund a study analyzing the Blue Line's extension into Lynn in the CIP.	Although planning work was done a decade ago regarding potential extensions of the blue line to Lynn, a project of that cost and complexity would be difficult to accommodate within the five year budgets of the CIP. Focus40, the long-range plan for the MBTA, which launched in May 2016, will assess the best strategies to meet long-term needs over the 25-year planning horizon. This project can be addressed during that process as MassDOT develops an updated list of investment solutions for today's needs and anticipated future needs. MassDOT will assess and prioritize projects based on how their benefits relate to their cost.
189	James Corless (Director, Transportation for America)	T4America congratulates MassDOT for employing a new, quantitative selection process to select projects in the CIP. The project scores should be readily available and the process/logic behind those scores should be transparent. References the Virginia and Tennessee systems as well executed.	Thank you for your comment. MassDOT is working to continue improving its use of Project Selection Criteria tools and is making every effort to be as transparent as possible.

190	Peter M. McConarty, P.E., P.L.S. (Deputy Director DPW, Falmouth)	Request to include funding for the Town of Falmouth Master Transportation Plan in the CIP, specifically 4.3 miles of roadway starting at Ter Heun Drive and Palmer Avenue through Main Street, Davis Straits Road, Teaticket Highway and ending at Ox Bow Lane (roads are state and town jurisdiction). A Chapter 90 funding request was made in April 2016. Design phase of this project is expected to be complete by Fall 2017.	MassDOT will continue to work with the Town of Falmouth to implement transportation improvements where feasible. The District will be contacting the town to set up a meeting.
191	Congressman Michael E. Capuano (MA-7)	Pleased the CIP is organized into three areas of prioritization. Realize and appreciate the expansion projects are the smallest category; pleased to see GLX is the largest expansion project included. Supportive of almost all expansion projects, hope others in the queue (e.g. South Coast Rail, South Station Expansion, etc.) aren't forgotten. Would like to explore/define the concept of having towns paying a local contribution to projects - references Medford, Cambridge and Somerville in relation to GLX. Should consider other 'costs' that aren't as blatant such as paying for subpar MBTA service all these years. Understands and supports the idea of local contribution, but that also requires increased levels of transparency so that other communities will know what they are getting into as they pursue other large scale projects with MassDOT/MBTA.	Thank you for your comments. MassDOT looks forward to continue discussing the issue of local contribution with you. This issue does not apply to the CIP but is applicable to major projects.
192	Pasquale Ciaramella (Executive Director, Old Colony Planning Council)	Appreciative of several projects in the Brockton area listed in the letter. 1) Would like inclusion of the Resurfacing and Sidewalk Construction on Bedford Street (Route 18) from Whitman Street (Route 106) to Central Street in East Bridgewater (#607941). 2) Would like the following two projects added for Highway System Capacity Investments 1: Route 3 Capacity Enhancement from Route 18 in Weymouth to Route 44 in Plymouth, 2: Route 24 Conversion to Interstate Standards (I-195 to Route 128). 3) Increase Chapter 90 funding to \$300M/yr 4) supports South Coast Rail Project and Cape Cod Commuter Rail Project (extension of Commuter Rail to Buzzard's Bay)	D5: Thank you for bringing the East Bridgewater project to our attention. This will be included in the final CIP. Most roadway capacity projects included in the CIP are already underway. Additional capacity funding supports bicycle and pedestrian improvements. Chapter 90 is obligated by the legislature and distributed directly to municipalities. This CIP assumes that Chapter 90 funding remains level. MassDOT's Complete Streets Program and newly proposed municipal bridge program are additional funding sources to assist communities in addressing transportation issues.
193	Leslie Gould (President/CEO, Lynn Area CoC)	The Lynn Area Chamber of Commerce requests inclusion of a Blue Line Extension Study in the CIP. Blue Line Extension will enhance and increase residential and commercial development along the Lynnway waterfront to further stimulate and attract economic growth. Lynn is only 10 miles from Boston, Logan Airport and South Station; extension would help alleviate traffic/parking congestion.	Although planning work was done a decade ago regarding potential extensions of the blue line to Lynn, a project of that cost and complexity would be difficult to accommodate within the five year budgets of the CIP. Focus40, the long-range plan for the MBTA, which launched in May 2016, will assess the best strategies to meet long-term needs over the 25-year planning horizon. This project can be addressed during that process as MassDOT develops an updated list of investment solutions for today's needs and anticipated future needs. MassDOT will assess and prioritize projects based on how their benefits relate to their cost.
194	Peter Hechenbleikner (Interim Town Manager, Amherst)	Requests that the Pioneer Valley Bike Share project be included in the CIP. It will be the region's first bike share program and will support bike/ped and GreenDOT goals.	This project is anticipated to be programmed in the Pioneer Valley FFY2017-2021 TIP.
195	Kristina Egan (T4MA)	1) Glad GLX is still prominent in the CIP following the May 9th Board Meeting. 2) supports spending \$765M/yr on state of good repair investments for MBTA; encourages that to be a minimum - it would take 25 years to address the backlog at that rate. 3) supports transit investments in RTAs, Fairmount Line/Blue Hills Ave and Knowledge Corridor. 4) pleased that most expansion projects are bike/ped friendly 5) supports funding for a study of the North-South Rail Link proposal 6) thanks for keeping Western MA tolls in Western MA projects. 7) CIP provides insufficient funding for many projects. Increase Chapter 90 funding back to \$300M/yr. 8) transparency in project selection data/process. OTHER key questions to think about - How does the plan help the state meet important goals? How will service improve from the customer perspective? Do MassDOT and the MBTA have the capacity to deliver the projects in this plan?	Thank you for your comments. Chapter 90 is obligated by the legislature and distributed directly to municipalities. This CIP assumes that Chapter 90 funding remains level. MassDOT's Complete Streets Program and newly proposed municipal bridge program are additional funding sources to assist communities in addressing transportation issues. MassDOT is working to provide additional information about the project selection process on the website and is providing additional information about anticipated outcomes from this plan as part of the final CIP.
196	Karen Dumaine (Executive Director (AlewifeTMA))	Alewife TMA offers support for a variety of projects affecting the station and surrounding area including Traffic Signal Improvements at the Route 2 and 16 intersection, enhance/modernize the intersection of Fresh Pond Parkway and Mount Auburn Street and bike/ped bridge linking Alewife quad to Alewife triangle and MBTA Alewife station. Would like to include consideration for Alewife as a Commuter Rail stop on the Fitchburg Line.	Thank you for your comment. As part of Focus40, the long-term capital plan for the MBTA, Alewife as a Commuter Rail stop can be considered.

197	Charles Hunter (Assistant VP, Gov't Affairs, NECR)	Request \$36M for upgrade to NECR line in Western MA to accommodate the modern rail freight standard weight of 286K. The NECR 286K Project is a public-private partnership between the NECR and the Commonwealth of MA to maintain and grow rail freight business in MA. The line runs from the Canadian border through MA to New London, CT, a deep water port. Upgrading the NECR route will also benefit the businesses on connecting railroads. It is a vital north-south freight link that also provides east-west connections within MA and New England. NECR has committed \$9M in funds to close the gap.	Some funding has been included in the CIP for this project so that it can pursue federal discretionary funds.
198	Julia Prange Wallerice and Patrick Sullivan (ED and Managing Director, MassCommute)	MassCommute is supportive of the CIP and the following projects in particular: GLX, bike/ped infrastructure, Complete Streets Program, State of good repair, Fairmount Line/Blue Hills Ave Commuter Rail station.	Thank you for your comment.
199	Richard Rossi (City Manager, Cambridge)	City of Cambridge is pleased with the inclusion of several critical project consistent with their priorities, including GLX, Alewife bike/ped bridge. 1) Happy to see funding for Red Line reliability - would like to see additional details on investment package in signals, track, power and other infrastructure. 2) Would like reconstruction of River and Western Avenue bridges included in the CIP. 3) Thanks for more clearly defined/ordered priorities and new project selection criteria. Lots of info that is difficult to sort through - looking forward to the evolution of that becoming more digestible. 4) Look at maintaining the current transit system with a multi-modal approach.	1) This information will be provided as the projects develop. 2) We appreciate the interest in these projects, but were unable to fund them in this CIP. 3) MassDOT has released scores for all projects that were able to be scored. 4) MassDOT is reviewing the project selection criteria this summer and will consider this feedback.
200	Maureen Mullaney (Transportation and GIS Program Manager, FRCOG)	The Franklin Regional Council of Governments (FRCOG) would like the following projects included in the CIP: 1) Project 606463: Buckland Reconstruction & Minor Widening on Conway Street, South Street & Conway Road; 2) Project 607245: Sunderland Resurfacing & Related Work on a Section of North Main Street (Route 47). FRCOG is appreciative of funding for the Greenfield Rail Station.	1) This project is currently at pre-25% design by Nitsch Engineering. District and MassDOT Hydraulics Engineer recently met with Nitsch to discuss culvert design requirements. 2) District 2 worked with the town and their designer to initiate this project. This project supports the Franklin County Bikeway and Connecticut River Scenic Byway and will improve bicycle and pedestrian accommodations. 2) District 2 worked with the town and their designer to initiate the Rt. 47 Resurfacing project. This project supports the Franklin County Bikeway and Connecticut River Scenic Byway and will improve bicycle and pedestrian accommodations.

<p>201</p>	<p>Beverly Woods (Executive Director, NMCOG)</p>	<p>The Northern Middlesex Council of Governments (NMCOG) would like the following projects included in the CIP: 1) a permanent structure to replace the Rourke Bridge in Lowell, it is essential for emergency response to Lowell General Hospital and a link for UMass Lowell's North Campus; 2) the Lord Overpass project in Lowell which has previously signed an agreement with MassDOT 3) improvements to the intersection of Route 38, Salem Street and South Street in Tewksbury (MassDOT Project #608346) and the resurfacing and sidewalk construction along Route 38 in Tewksbury (MassDOT Project #608297) 4) intersection improvements at Boston Road and Concord Road in Chelmsford (MassDOT Project # 608375), project is proposed for programming in FY2020.</p>	<p>1) The Rourke Bridge project in Lowell will replace a temporary bridge that has been in place for over 25 years. The bridge is functionally obsolete and lacks full pedestrian and bicycle accommodations. A comprehensive public planning study was completed in 2013 that evaluated various alternatives that would meet the regional goals of improving connectivity across the Merrimack River, reducing congestion, and enhancing safety. The next phase of project development would likely entail a comprehensive environmental and engineering study of the various alternatives to assess feasibility and costs.</p> <p>2) The Lord Overpass project in Lowell will address safety and congestion concerns and support the ongoing redevelopment of the Hamilton Canal District. MassDOT previously entered into separate agreements with the City of Lowell to allow construction of an early action phase associated with the project and to begin development of design plans for roadway and bridge reconstruction on this section of Thorndike Street.</p> <p>3) The Route 38 at South Street and Salem Road project in Tewksbury will reconstruct the intersections and add traffic signal control to improve vehicular traffic flow and safety as well as add sidewalks and dedicated bike lanes. Contrary to the comment, the project is not currently on the region's Transportation Improvement Program (TIP). The Route 38 project in Tewksbury will rehabilitate the roadway and add sidewalk and bike lanes.</p> <p>4) The Boston Road at Concord Road project in Chelmsford will realign the existing skewed intersection and install traffic signal control to improve vehicular traffic flow and safety. The project also includes the replacement of a culvert that is no longer capable of handling the runoff from larger storm events. Contrary to the comment, the project is not currently on the region's Transportation Improvement Program (TIP).</p>
<p>202</p>	<p>MBTA Rider Oversight Committee</p>	<p>The ROC had a few comments on the CIP including the following: 1) more transparency regarding the scores given to projects. 2) more spending necessary for the Asset Management Plan to be successful. 3) Good that IT has its own section but will need more spending to be effective. 4) Emergency Repair Services, Equipment Resiliency, and Fire Prevention/Sprinkler Repairs programs should be funded immediately.</p>	<p>1) MassDOT has released scores for all projects that were able to be scored. We will look into opportunities to release more information in a useful way. 2) MassDOT is currently working on and improving important asset databases for our Asset Management Plan. 3) MassDOT can only allocate the funding available. Information technology investments over the next five years include infrastructure resiliency and public safety modernization for both MassDOT and the MBTA. 4) These sorts of programs are currently funded out of operating budgets.</p>
<p>203</p>	<p>Fairmount/Indigo Corridor Collaborative</p>	<p>The Fairmount Indigo Line CDC Collaborative is comprised of the three CDCs whose service areas include the Fairmount commuter rail line. Pleased to see the inclusion of \$26M for the new Blue Hills Ave station. Would like the CIP to state exactly how many two-car train sets will be devoted to the Fairmount Line. Would also like the installation of Charlie Card readers, validating machines at all stations on the Fairmount Line included in the CIP; this currently exists at all above-ground stations of the Riverside branch of the Green Line.</p>	<p>Thank you for your comment. At this time the MBTA has no specific plans to change the service model on the Fairmount Line. Any changes to fare collection equipment / policy will be contemplated as part of the MBTA's ongoing effort to design the next (post-CharlieCard) generation of fare collection media.</p>
<p>204</p>	<p>Chris Mancini (Executive Director, Groundwork Somerville)</p>	<p>Several requests including the following: 1) fully fund the Community Path Extension. 2) build the GLX. 3) ensure any redesign options for GLX and CPX have a public process. 4)charge a toll on I-93 and road congestion pricing - unfair to charge fares for each transit trip but not trips on major roads/highways</p>	<p>1) The MBTA Fiscal and Management Control Board and MassDOT Board of Directors voted to approve GLX and spend \$20 million on the Community Path Extension, pending continued Federal support and other basic conditions being met. The MBTA held many community meetings regarding the future of the project and will continue to engage throughout the design and project development process. 4) Under current Federal law, Massachusetts is unable to toll an Interstate Highway. The gas tax is the primary means for Massachusetts to charge for roadway usage beyond tolling I-90 and the Tobin Bridge. All Massachusetts highways that are tolled were grandfathered in.</p>
<p>205</p>	<p>Geoffrey C. Beckwith (Executive Director & CEO, MMA)</p>	<p>The MA Municipal Association urges MassDOT to return Chapter 90 funding to \$300M/yr; it is the main source of funding for road construction/repair for most cities and towns.</p>	<p>Chapter 90 is obligated by the legislature and distributed directly to municipalities. This CIP assumes that Chapter 90 funding remains level. MassDOT's Complete Streets Program and newly proposed municipal bridge program are additional funding sources to assist communities in addressing transportation issues.</p>

206	Constance Englert (Principal & Managing Director, TrueNorth Transit Group LLC)	CIP does not contain support or further investment in BusPlus+. Program was intended as a way for MassDOT to report and receive substantial FTA Section 5307 transit funding. Also recommends a bus overhaul program for the 46 intercity over-the-road (OTR) coaches similar to the program the MBTA bus fleet receives.	MassDOT is currently considering its commitment to BusPlus. MassDOT is also working to update its State Rail Plan which will help to detail our passenger rail approach in the future.
207	Richard A. Montuori (Town Manager, Tewksbury)	Request the following projects be added to the CIP: 1) #608346 Tewksbury-Intersection Improvements at Main Street, Salem Road and South Street (\$2.1M). 2) #608297 Resurfacing and Sidewalk Reconstruction on Route 38 (\$4M). 3) #607534 Bridge number T-03-003 carrying Mill Street over the Shawsheen River (\$1.2M)	MassDOT was able to program Project #607534 in the CIP. Unfortunately, the others are not included due to competing needs.
208	Sivan Sergott (Swampscott)	Request to fund a study analyzing the Blue Line's extension into Lynn in the CIP.	Although planning work was done a decade ago regarding potential extensions of the blue line to Lynn, a project of that cost and complexity would be difficult to accommodate within the five year budgets of the CIP. Focus40, the long-range plan for the MBTA, which launched in May 2016, will assess the best strategies to meet long-term needs over the 25-year planning horizon. This project can be addressed during that process as MassDOT develops an updated list of investment solutions for today's needs and anticipated future needs. MassDOT will assess and prioritize projects based on how their benefits relate to their cost.
209	Rep William Straus	The \$2M in funding for a study examining North-South Rail Link should be removed - the project has had numerous permitting and review rejections over decades.	Thank you for your comment. MassDOT looks forward to continuing the discussion on the best way forward for this.
210	Alan Moore (Somerville)	1) insufficient funding for the \$20-30B in unmet transportation needs of the Commonwealth. 2) list of critical projects that should remain a top priority including GLX, Blue Hills Ave station, Complete Streets Program. 3) Omissions that need to be addressed including the following: GLX, South Station Expansion, N/S Rail Link, Allston/Brighton Interchange project, bike/ped access, Red/Blue Line Connector, Blue Line Extension. 4) Transparency in the project selection process.	1) MassDOT is only able to program the funds made available to us. 2) Thank you for your support of these projects that are funded and included in the CIP. 3) South Station has received federal funding for the planning and environmental work that is currently underway. MassDOT is funding a \$2 million study of the North South Rail Link to better understand the costs, benefits, and feasibility of the project. The Allston/Brighton Interchange project is currently in the planning stages. Although planning work was done a decade ago regarding potential extensions of the Blue Line to Lynn, a project of that cost and complexity would be difficult to accommodate within the five year budgets of the CIP. Focus40, the long-range plan for the MBTA, which launched in May 2016, will be assessing the best strategies to address long-term needs over the 25-year planning horizon. This project can be assessed during that process as MassDOT works to develop an updated list of investment solutions that address both needs recognized today as well as anticipated future needs, and then assesses and prioritizes them based on how their benefits relate to their cost. 4) MassDOT has released scores for all projects that were able to be scored.
211	Lynn Weissman and Alan Moore (Co- Presidents, Friends of the Community Path)	1) Thank you for continuing to fund GLX. 2) The CPX should be fully funded - a link to the Friends of the Community Path design for the CPX is included. 3) No Commuter Rail Substitutions for the GLX. 4) more bed/ped/transit funding/ 5) CIP Public Hearing locations to better represent population density. 6) Toll I-93 and road congestion pricing.	2) The MBTA Fiscal and Management Control Board and MassDOT Board of Directors voted to spend \$20 million on the Community Path Extension. 3) Commuter Rail is not currently part of the GLX plans. 4) MassDOT is funding \$60 million for bicycle and pedestrian projects that are recommended as part of the Statewide Bicycle and Pedestrian Plans that are underway. 5) During the public engagement process, MassDOT made every effort to hold meetings equitably across the Commonwealth. The Capital Conversations consisted of thirteen meetings across the state, and fifteen public meetings took place after the draft was released for public comment. 6) Under current Federal law, Massachusetts is unable to toll an Interstate Highway. The gas tax is the primary means for Massachusetts to charge for roadway usage beyond tolling I-90 and the Tobin Bridge. All Massachusetts highways that are tolled were grandfathered in.
212	Paul Ruscio (2016 Chairman, MRA)	The MA Railroad Association would like the Industrial Rail Access program (IRAP) funding returned to \$3M/yr. The CIP has decreased funding by \$500K annually.	IRAP is a very successful program and MassDOT has restored funding to \$3 million/year in the final version of the CIP.
213	Marilyn Swartz-Lloyd (President and CEO, MASCO)	Medical, Academic and Scientific Community Organization, Inc. (MASCO) is a charitable corporation established to plan, develop and enhance the Longwood Medical and Academic Area. MASCO has the following recommendations: 1) Green Line Power System Capacity, Signal Improvements and 3-Car Trains. Longwood is served by the D and E branches of the Green Line. 3 car trains would help with congestion. 2) Crosstown Transit - Longwood is 3 miles outside of downtown Boston. Need more options - pursuing projects similar in nature to the Urban Ring would be helpful. Also, maintaining "Key Bus Routes". 3) New MBTA Bus Maintenance and Storage Facilities. 4) South Station Expansion. 5) I-90 Allston Interchange.	Thank you for your comments. The MBTA's Focus40 process will look at the transit needs of the region over the next 25 years and can consider this feedback.

214	Timothy W. Brennan (Executive Director, PVPC)	The Pioneer Valley Planning Commission (PVPC) is appreciative of 6 projects in the CIP including PVTA Transit Fleet Renewal and Enhanced Passenger Rail Knowledge Corridor. PVPC would like inclusion of the following priority projects into the CIP: 1) NECR Freight Upgrade, 2) Hadley Route 9 Congestion Management, 3) Route 21 Putts Bridge reconstruction in Springfield/Ludlow, 4) Inland Route and connecting rail, 5) PVTA Springfield Bus Operations and Maintenance Facility, 6) Regional Bike Share Program.	Some funding is now being made available for NECR so that it can pursue federal discretionary funds. The PVTA Maintenance Facility is also being funded.
215	Andrew P. Mangels (Vice Chancellor for Administration & Finance, UMass Amherst)	UMass Amherst requests MassDOT include the Pioneer Valley Regional Bike Share project in the CIP. It would be the region's first bike-share opportunity. Currently in the FY16 regional TIP.	This project is anticipated to be programmed in the Pioneer Valley FFY2017-2021 TIP.
216	Mayor Martin Walsh (Boston)	Overall pleased with the CIP. Requests consideration on including the following: 1) Increase Chapter 90 funding to \$300M/yr. 2) Specific allocation of funds for improving the Fairmount Line and the Silver Line; greater investment in urban rail service (DMU or EMU). 3) Lost of worthy roadway improvement projects including Rutherford Ave/Sullivan Square, Kosciuszko Circle/Morrissey Boulevard, and Commonwealth Avenue (Phase 3/4). 4) Rebuilding of the Northern Avenue Bridge. 5) Planning for investment considered for Track 61 connecting the Back Bay and the South Boston Waterfront.	1) Chapter 90 is obligated by the legislature and distributed directly to municipalities. This CIP assumes that Chapter 90 funding remains level. MassDOT's Complete Streets Program and newly proposed municipal bridge program are additional funding sources to assist communities in addressing transportation issues. 2) Over \$165 million has already been obligated towards improvements to the Fairmount Line. This CIP also continues to fund a Fairmount Corridor Improvements Study. There is also funding available for replacement vehicles to improve the Silver Line, and MassDOT has put full support behind a TIGER grant application for Phase II of the Silver Line Gateway project. DMUs and EMUs are being considered for future study. 3) Rutherford Avenue has been added to the final CIP. 5) Track 61 is also being considered for future study.
217	495/MetroWest Partnership	Overall pleased with the CIP - lists projects in the region and highlights satisfaction with the I-495-I-90 Interchange as a "Critical Linkage". Would like consideration of the following: 1) increase in Chapter 90 funding. 2) pilot commuter rail service in Foxborough/use of the Framingham Secondary Line. 3) funding for a MassDOT study at the Framingham Tech Park and 9/90 Corporate Center in Framingham. 4) the in changes at I-495/Route 9 and I-495/I-290	Chapter 90 is obligated by the legislature and distributed directly to municipalities. This CIP assumes that Chapter 90 funding remains level. MassDOT's Complete Streets Program and newly proposed municipal bridge program are additional funding sources to assist communities in addressing transportation issues. Piloting Commuter Rail service in Foxborough is not currently included in this CIP. If and when such service is proposed to the Boards and approved, funding will be added to the CIP. MassDOT currently has no plans to fund a study at the Framingham Tech Park and 9/90 Corporate Center in Framingham. Capital funding for I-495/Route 9 and I-495/I-290 is not currently included in the CIP.
218	James J. Czach, P.E. (Town Engineer, West Springfield)	Would like inclusion of 2 specific projects of high importance to West Springfield: 1) Project # 604746 CSX Railroad Bridge over Union Street - currently under design and being managed by MassDOT. 2) Project # 608374 Memorial Avenue - Route 147 Complete Streets Project - currently under design and being managed by the Town of West Springfield. Supporting materials attached.	1) MassDOT is working with CSX in hopes of moving ahead with a design concept. Correspondence has occurred as recently as May 6, 2016. 2) As the scope of the improvements on Memorial Avenue is refined and the project development process advances, this project will be considered in the future.
219	Rafael Mares (CLF)	Conservation Law Foundation pleased to see the CIP investing in projects such as GLX and Red and Orange Line vehicle procurement. Would like to address the following omissions from the CIP: 1) RTA Maintenance Facilities need to be modernized to be fully functional. References the PVTA facility. 2) Replacement of Green Line Cars - CIP sets no funding aside for GL vehicles. 3) Replacement of MBTA buses - by the final year of the CIP 908 of the currently active buses will be beyond their useful life. CIP calls for the purchase of 104 new buses which is not enough. 4) Lack of Investment in Growing the System - would like to see more funding/initiative on expansion projects such as South Coast Rail, Allston/Brighton Interchange Project. 5) Format of the CIP should be easier to understand/information should be easier to digest.	1) Based on public feedback regarding the need for improved maintenance facilities for PVTA, MassDOT is including funding in this CIP for a new maintenance facility. 2) \$5 million has been allocated to Green Line Fleet Replacement. 3) Including procurements already underway, over 1000 bus vehicles are set to be replaced in the current CIP. 4) The long-range capital plan for the MBTA, Focus40, which launched publicly this May, will consider more significant capital investments that should take place over the next 25 years. Longer-term expansion projects are difficult to fit into the CIP, due to a 5-year outlook, but MassDOT continues to consider expansions as they show significant merit. 5) MassDOT will continue to develop a format to effectively share the CIP with the public, and your feedback is greatly appreciated. Thank you.
220	Richard A. Dimino (President and CEO, ABC)	Pleased to see certain priority projects including the GLX, improvements to the Seaport District in Boston, replacement of signals for Red, Orange and Green Line. Would like for MassDOT to consider the following: 1) MassDOT spends an average of 82% of their approved capital budget each year, invest the rest in management and staff resources. 2) State of Good Repair spending is at \$765M/yr, does not consider the 3% annual construction cost inflation as originally proposed by the FMCB. 3) Chapter 90 funding should gradually increasing over the course of the CIP, not remain flat. 4) Missing Investments - should include funding for projects such as procurement of Green Line fleet replacement, DMU vehicles on Fairmount Line, etc. 5) target signature projects - not all projects should be treated equally.	Thank you for your comment. Chapter 90 is obligated by the legislature and distributed directly to municipalities. This CIP assumes that Chapter 90 funding remains level. MassDOT's Complete Streets Program and newly proposed municipal bridge program are additional funding sources to assist communities in addressing transportation issues. MassDOT is working to provide additional information about the project selection process on the website and is providing additional information about anticipated outcomes from this plan as part of the final CIP. Additionally, the MBTA's Focus 40 process will look at the transit needs of the region over the next 25 years and can consider this feedback.

221	Henry Mattuchio (Deputy Director of Apprentice Standards, DLS)	Supports the \$4.6M to expand the Pre-Apprenticeship Pilot Program - funding will allow for expanded development of MassDOT's construction workforce increasing access to construction jobs for women and people of color.	Thank you for your comment.
222	Jay Monty (Everett Transportation Planner)	The City of Everett would like the Beacham Street Reconstruction Project included in the CIP. It is an important regional corridor; essential for commercial traffic - 1,600 trucks per day. The corridor is 'the most important bypass route for avoiding cross-harbor tolls' including oversize/hazardous loads not allowed in the Ted Williams tunnel, Sumner/Callahan Tunnels and the Tobin Bridge. Design deficiencies have the road extremely narrow, particularly around the Route 99 intersection. The City has unsuccessfully submitted advanced 100% design plans to support Massworks grant applications in 2012, 2013 and 2014.	Thank you for your comment. Unfortunately, MassDOT was unable to fund this project in this CIP.
223	Dick Cugini (Natick)	Request for \$3M to help by for the acquisition of land in Natick for the Cochituate Rail Trail from CSX. During Town Meeting, Natick spent 2 hours listening to a presentation and discussing the project where they voted to put \$2.5M in town funds into the project.	This rail trail has high community interest and construction is currently programmed. Communities are generally responsible for right of way acquisition and design. MassDOT is aware that the community is seeking additional funding for ROW acquisition.
224	Residents of Cambridge	Petition signed by 18 residents of Cambridge requesting funding for an underpass for the Anderson Bridge in the CIP.	Thank you for your comment, but the Anderson Underpass is not funded in the CIP.

Email Comments*

<u>Comment Number</u>	<u>Frequency of Comment</u>	<u>Comment/Question</u>	<u>MassDOT/MBTA Response</u>
225	175 (Boston, Cambridge)	Support constructing an underpass with bike/ped access under the Anderson Bridge. Improve safety/accessibility conditions - one letter was from someone who had been hit by a car while biking under the bridge.	Thank you for your comment, but the Anderson Underpass is not funded in the CIP.
226	1 (Cambridge)	I have repeatedly praised MassDOT for being the adult in the room in the part of the Charles River standing up to Cambridge, the DCR and the fraudulently named Charles River "Conservancy. Thank you, MassDOT, for being the ADULT in the room in an area which features too many very irresponsible people lying about which side they are on.	Thank you for your comment.
227	5 (Boston)	Would like funding for a permanent structure at the Arborway Maintenance Yard. City of Boston and MBTA signed a MOU with the people of JP in 2001 promising a permanent facility. Has been an eyesore and hindered development in the neighborhood.	The MBTA has been unable to accommodate the high cost of constructing such a facility as part of its annual capital budgeting process given the significant backlog of other state of good repair investment priorities this project must compete with. There have also been challenges in identifying a facility plan that would meet the long-term needs of the MBTA bus system consistent with the redevelopment vision the Jamaica Plain community has advocated for at this location. The prior facility plan would not meet the long term needs of the system.
228	1 (Swampscott)	1) Traffic/Congestion at Bell Circle in; it has to be one of the worst traffic points in the US. I would think it would be relatively easy to fix the traffic/road problems in the Bell Circle. 2) In Swampscott, we have had very unfortunate traffic deaths due to difficulties in crossing streets like the Paradise Road at the Swampscott Mall. It could be easily fixed installing a pedestrian bridge across the street using a pre-cast system. A pre-cast system correctly designed could fit a number of similar situations and solve traffic accidents. 3) Pre-cast system may also be able to solve another Swampscott/Salem traffic problem, at the Paradise Rd/Vinnin Str., another "ill-designed" traffic situation, by having one of the roads going underneath the crossing road thus eliminate traffic stops, jams and reduce accidents, save peoples time and most certainly gasoline. 4) Hopefully, the state leans toward the thinking of Paul Krugman and proven theories of infrastructure spending as a good thing, with possible debt being that a healthy thing in our overall state economy.	1) In Revere, regarding Bell Circle/Mahoney Circle, the location is comprised of a complex system of signalized intersections that accommodate traffic through the Circle. Traffic signal and pedestrian crossing improvements are anticipated to be evaluated and included as part of the development of the Wynn Everett Casino. In Swampscott at Vinnin Square, this location is currently being studied by the Central Transportation Planning Staff (CTPS) for operational and safety improvements. MassDOT is actively participating in the study.
229	6 (Cambridge, Danvers, Quincy, Somerville, Wellesley)	Supportive of all measures in the CIP that improve bike/pedestrian access; encourage MassDOT to continue expanding opportunities for people in the hopes of reducing the number of cars on the road and lowering emissions.	Thank you for your comment. The MBTA's Focus40 process will look at the transit needs of the region over the next 25 years and can consider this feedback.

230	4 (Lynn, Salem)	Would like funding to extend the Blue Line to Lynn included in the CIP. Would help growth in the City of Lynn and offer an alternative to commuters who either ride the CR or drive to Wonderland. Would also help alleviate parking congestion at Logan.	Although planning work was done a decade ago regarding potential extensions of the blue line to Lynn, a project of that cost and complexity would be difficult to accommodate within the five year budgets of the CIP. Focus40, the long-range plan for the MBTA, which launched in May 2016, will assess the best strategies to meet long-term needs over the 25-year planning horizon. This project can be addressed during that process as MassDOT develops an updated list of investment solutions for today's needs and anticipated future needs. MassDOT will assess and prioritize projects based on how their benefits relate to their cost.
231	2 (Boston)	The area continues to be a complete dumping site. Fences are broken down, giving a perfect environment for addicts to consume alcohol/drugs; it is a safety hazard for the community. Residents are in fear of walking anywhere near Alexander St or Ceylon St due to its conditions.	MassDOT will look into this issue further and coordinate with relevant parties.
232	1 (Hubbardston)	Would like Chapter 90 funding in the CIP to be \$300M/yr as proposed by the MMA; benefits every citizen of the Commonwealth from Boston to Pittsfield.	Chapter 90 is obligated by the legislature and distributed directly to municipalities. This CIP assumes that Chapter 90 funding remains level. MassDOT's Complete Streets Program and newly proposed municipal bridge program are additional funding sources to assist communities in addressing transportation issues.
233	1 (Sheffield)	Phase out the use of fossil fuels, equipment and materials manufactured with use of fossil fuels and phase out the use of cement -- the materials that cause heavy emissions of CO2 into the atmosphere. Buildings can be passive construction. Vehicles can use new forms of energy. We can use fewer vehicles. Paving materials can be natural, roads often can drain into vegetation rather than ditches, dirt roads can have proper slope. The design of connecting byways can accommodate walkers and bikers. Invest more in free public transportation.	MassDOT is working to use more environmentally friendly methods for improving transportation infrastructure in the Commonwealth, including warm mix asphalt (274799 Tons in 2014) instead of hot mix and applying stormwater Best Management Practices wherever possible. Current technology for natural paving materials require significant maintenance, but MassDOT is monitoring the technology. MassDOT is currently working towards the development of a Bicycle Plan and a Pedestrian Plan. These will work to address critical linkages in the system.
234	43 (Natick, Northborough)	Please include \$3M in funding to secure the acquisition of land from CSX Rail for the Cochituate Rail Trail. Will be an asset to the area, boost tourism and provide an alternative for bikers/commuters in the area.	This rail trail has high community interest and construction is currently programmed. Communities are generally responsible for right of way acquisition and design. MassDOT is aware that the community is seeking additional funding for ROW acquisition.
235	53	I applaud your commitment to funding the Complete Streets Program as part of the CIP. With your commitment to modernize the transportation system, to make it safer and more accessible, and to accommodate growth, we believe that our communities within the Commonwealth will be optimal for healthy living. The presence of active transportation infrastructure in a community encourages residents to lead more active, healthier lifestyles.	Thank you for your comments.
236	1 (Acton)	1) Please improve the Concord Rotary as you have the Concord Route 2/2A interchange - it is unsafe and the frequent site of many collisions and even more near misses. It is a vital artery for so many, especially medical staff/ambulances getting to Emerson Hospital. It is also the location of the State Police, MA Highway depot, and the prison. Towns adjacent are dependent upon the rotary to get to work to the east and/or in Boston. 2) While I am grateful for the ease of navigation in downtown Boston by the Big Dig and Zakim Bridge, the feeder roads continue to be a disaster Concord flyover has been a help, but the entire Route 2 corridor needs to be upgraded. 3) Widen and straighten Route 128 above the 95 split, toward Beverly and Gloucester. It is unnecessarily clogged and dangerous; the impact on both commercial enterprise and the environment is significant.	1 and 2) MassDOT was unable to fund the Concord Rotary or significant improvements on Route 2 and 2A in this CIP due to various competing needs across the Commonwealth. 3) Regarding the Gloucester and Beverly stretch of I-95/Route 128, there are no active studies of this location; however, MassDOT is presently implementing paving and safety upgrades on the section of Route 128 in Beverly as part of a resurfacing project.
237	Emil Jacob (Cambridge)	Requests MassDOT consider cTrain, automated mini-elevated trains, that could increase mass transit access across the city and area.	Thank you for your comment. The MBTA's Focus40 process will look at the transit needs of the region over the next 25 years and will incorporate feedback such as this.
238	3 (Boston)	1) Concerned about the lack of infrastructure to support basic services of CharlieCard stations along the Fairmount Line. 2) I commend MDOT/MBTA for exploring refurbished rail cars/locomotives as a solution to provide the benefits of DMUs. However, this appears to be a short term strategy. 3) Better synchronicity of the schedules between buses and trains so that travel for riders can be easier between buses and trains. 4) Support Blue Hill Ave Station - it is critical to Mattapan that these additional investments and resources are realized along the corridor. 5) It is critical that as the Mattapan station goes through procurement to building, at all facets from build to completion, that the MBTA is committed to being strong partners with the Mattapan community in ensuring and prioritizing local and minority hiring.	Potential opportunities for the Mattapan Trolley are currently being studied and will take community input into account along with the economic and transportation impacts of the various alternatives. The MBTA's Focus40 process will look at the transit needs of the Boston region over the next 25 years and can consider this feedback.

239	5 (Greenfield)	1) Does the CIP include funding to enable FRTA to enact phase 2 of their CSA ? If not Franklin County will not see Saturday service for another 5 years. FRTA is the only RTA that does not have evening or weekend service; essential to the region which is rural in nature and has one of the highest poverty rates in the state. 2) Please include funding for a replacement garage for the Greenfield FRTA. The buses are being serviced in an old GRTA-Greenfield town owned garage that is in very bad shape and it is not cost effective to try and repair it. 3) Please include funding for new buses – the FRTA fleet is in need of new vehicles.	MassDOT provides match funding for RTA capital funding. Increasing service levels for the RTAs is mostly an issue for the operating budget for the RTAs. This comment will be shared with the Rail and Transit Division, but it is recommended that you reach out to the RTA directly.
240	2 (Melrose)	1) It appears this plan focuses heavily on the T, they should not come at a cost to the road network where the vast majority of daily trips (including my own daily commute) are made. 2) I see no plans for major interchange improvements to alleviate traffic congestion. The average budget over the next five years is \$1.18 billion which is more than a 25% cut from the FY 2016 budget of \$1.6 billion. 3) I also see no plan to continue to improve the conditions of the state's bridges. ABP was very successful in reducing the number of structurally deficient bridges; similar program would be beneficial to continue this trend.	1) This CIP integrates both MassDOT and the MBTA's capital investments. The majority of Transit and Highway funds come from different sources, which limits the availability of discretionary funds that can be split between modes. This CIP funds transit and highway relatively evenly and at a higher amount than in previous years. Both the MBTA and Highway are at the limit of what each are able to deliver. 2) Funding for highways has actually increased this year - the number cited in the FY 2016 CIP was not fully representative of actual spending and was therefore inflated. 3) MassDOT is allocating \$2 billion over the five years of this CIP for bridge spending, which, according to our analysis, would reduce the number of structurally deficient bridges to only 2% of the bridge inventory if continued for 10 years.
241	3 (Falmouth, Beverly, Millbury)	1) More funding should be given to the highway department. Most people use roads, investments in other modes should come second to maintaining the roads. MBTA funding is disproportionate. 2) Traffic plans should be made to reduce congestion and increase capacity.	1) The majority of MBTA funding is Federal or from MBTA sources, so it is not taking away significant resources from roadway or other projects. 2) A list of planning studies is being included in the final version of this CIP.
242	1 (Boston)	1) None of the projects included in the CIP specifically the Sustainability and Climate Change issues facing us. Use more renewable energy systems in highway and transit projects, as well as design and construction tools to mitigate Climate Change and rising sea-level. 2) Concerned that ABP funding is going away. 3) I don't understand the reasons for a flat projected money source of MassDOT Toll Revenues and Reserves. 4) The majority of the programs are too large and under-funded.	Focus40, the long range-capital planning effort for the MBTA, is currently underway and is looking at demographic shifts within the MBTA service area to best address the needs of customers and adjust service accordingly.
243	2 (Boston)	MBTA should expand Boston service as the population has grown, particularly to the Fort Point and South End neighborhoods.	Thank you for your comment. Both the MassDOT Board of Directors and the MBTA Fiscal and Management Control Board voted to continue advancing the Green Line Extension, which includes \$20 million for the Community Path Extension.
244	36 (Somerville, Cambridge, Arlington, Boston)	Pro GLX as promised during the Big Dig. GLX will help many elderly and lower-income residents by bringing public transportation closer to their homes. Creating local commuter rail stops is not a substitute for the GLX, because of the carcinogenic diesel pollution that would be released by the commuter rail trains if they stopped and restarted at each such station. If the Community Path is not completed now, it will be much more expensive, if not impossible to build later, because the CPX needs to share infrastructure with the GLX, along with heavy construction machinery in the railroad right-of-way during construction	This CIP integrates both MassDOT and the MBTA's capital investments. The majority of Transit and Highway funds come from different sources, which limits the availability of discretionary funds that can be split between modes. This CIP funds transit and highway relatively evenly and at a higher amount than in previous years. Both the MBTA and Highway are at the limit of what each are able to deliver. Funding for highways has actually increased this year - the number cited in the FY 2016 CIP was not fully representative of actual spending and was therefore inflated.
245	11 (Ashland, Attleboro, Boylston, Brimfield, Monson, Palmer, Somerville, Southbridge, Stoughton, Stow, Westwood)	More funding should go to road/highway projects. 90% of commuters use the roads, should be where most of the funding is. Unacceptable that the planned budget for the Highway Division over the next 5 years is 27% less than the current budget.	Under current Federal law, Massachusetts is unable to toll I-93. The gas tax is the primary means for Massachusetts to charge for roadway usage beyond tolling I-90 and the Tobin Bridge. All Massachusetts highways that are tolled were grandfathered.
246	1	Add tolls on I-93 N before the NH line and on I-93S before the RI line. It is unfair that residents west of Boston along the MassPike pay for projects that involve the entire state.	Thank you for your comment. MassDOT was unable to fund this project in the current CIP. The only roadway expansion projects that were funded in this CIP were already underway.
247	Town of Canton, Neponset Valley CoC	Include funding for Phase 3 of the I-93/I-95 Interchange Project in the CIP. New NB off-ramp from I-95N and fourth traffic lane will help alleviate congestion and allow for smoother traffic flow. Will also make the roadway much safer, particularly for trucks.	The MBTA is currently studying the issue and looking for ways to balance the unique attributes of the existing trolley system with the maintenance and liability challenges associated with the MBTA's oldest vehicle fleet.

248	2 (Boston)	Please do not discontinue Mattapan Trolley service/convert it to a bus line. It is critically important to the neighborhoods of Lower Mills, Milton and Mattapan. Also a tourist attraction for the area.	<p>The Bedford and Billerica project (Phase III) will reconstruct the section of Middlesex Turnpike from Crosby Drive in Bedford to Manning Road in Billerica to improve vehicular traffic flow and safety. The project includes the provision of bicycle and pedestrian accommodations throughout the corridor. The project is programmed in MassDOT's Capital Investment Plan (CIP) and on the region's Transportation Improvement Program (TIP).</p> <p>There are no active studies of Route 3 at I-495 in Lowell and Chelmsford; however, MassDOT is presently implementing pavement and safety upgrades on this section of I-495 as part of an Interstate Maintenance Resurfacing project.</p> <p>There are no active studies of Route 3 at I-95 in Burlington; however, MassDOT is presently implementing pavement and safety upgrades on this section of I-95 (Route 128) as part of an Interstate Maintenance Resurfacing project. Consistent with the findings of a prior study that evaluated regional bottleneck locations, some minor additional widening and associated pavement marking modifications along several of the interchange ramps are being incorporated into the project to improve vehicular traffic flow and safety. MassDOT is not currently considering bus rapid transit in this corridor.</p>
249	Middlesex 3 Coalition	The Middlesex 3 Coalition is a regional partnership of 9 Middlesex County Communities (Bedford, Billerica, Burlington, Chelmsford, Lexington, Lowell, Tewksbury, Tyngsborough, Westford) with the support of MA EOHED. Please consider adding these 3 projects to the CIP: 1) complete Phase 3 of the Middlesex Turnpike - widening to 2 lines per side in Billerica and Bedford. It is in the FY17 TIP. 2) Interchange Improvements at Route128/3 in Burlington and Route 495 /3 in Lowell. 3) Bus rapid transit (BRT) on Route 3 North - BRT would likely originate north of Lowell and include stops at major employment centers along Route 3 including Crosby Drive and Burlington Mall. This concept requires further feasibility and planning study.	This project is a DCR road. This comment will be forwarded accordingly.
250	1 (Boston)	Please include the reconstruction of Morrissey Boulevard in Dorchester, at least the first phase of the project between Bianculli Blvd and Freeport Street, in the CIP.	Nash's Mill Bridge is a town-owned bridge with a proposed bridge replacement project (608235) and is currently programmed in the CIP.
251	9 (Greenfield)	Please include funding in the CIP for the repair of the Nash's Mill Bridge. Currently operating with 1 open lane and served by traffic lights that are 100% locally funded. Serves 4,700 trips daily during no-peak season; essential for public safety. Necessary to maintain housing prices in nearby upper-middleclass neighborhood.	Thank you for your comment. The MBTA's Focus40 process will look at the transit needs of the region over the next 25 years and can consider this feedback.
252	1 (Newton)	Support funding for the Newton Highlands MBTA station that is on the list of recommended projects in the CIP.	<p>The proposed extension of the active portion of the Adams Branch rail line would occur on DCR property and connect to a bike trail being built by DCR. The proposed extension of the existing freight line would not carry any freight traffic. The project was reviewed but it did not score well enough to be prioritized over other transportation projects at the present time. Nevertheless, MassDOT is moving the project through MEPA and would be willing to work with other state agencies (ex: MassWorks program) interested in advancing this project more rapidly than MassDOT can.</p> <p>The proposed extension of the active portion of the Adams Branch rail line would occur on DCR property and connect to a bike trail being built by DCR. The proposed extension of the existing freight line would not carry any freight traffic. The project was reviewed but it did not score well enough to be prioritized over other transportation projects at the present time. Nevertheless, MassDOT is moving the project through MEPA and would be willing to work with other state agencies (ex: MassWorks program) interested in advancing this project more rapidly than MassDOT can.</p>
253	43 (Adams, North Adams, Cheshire)	Please fund the one mile of track construction to continue to downtown Adams so that this project has the opportunity to contribute its full potential to the community. Adams and North Adams were counting on this project to boost local tourism, and our local businesses. . Simply put the full economic impact of this "attraction" is not being exploited. This one project has the potential to be a significant driver of tourists to the Town of Adams and the City of North Adams, with its concomitant effect on their respective economies--not to mention its more subtle impact on the overall quality of life.	<p>The proposed extension of the active portion of the Adams Branch rail line would occur on DCR property and connect to a bike trail being built by DCR. The proposed extension of the existing freight line would not carry any freight traffic. The project was reviewed but it did not score well enough to be prioritized over other transportation projects at the present time. Nevertheless, MassDOT is moving the project through MEPA and would be willing to work with other state agencies (ex: MassWorks program) interested in advancing this project more rapidly than MassDOT can.</p> <p>MassDOT is also working to update its State Rail Plan which will help to detail our passenger rail approach in the future.</p>
254	1 (Adams)	The purchase of an old car wash to turn it into a train station was a boondoggle from the start. Line is an industrial spur which goes by a strip mining operation, sewage plant, Walmart, junkyard, yet proponents claim it a scenic line. Extension of the bike trail is a much more worthwhile endeavor	Focus40 will be looking at opportunities to address parking constraints at stations as well as any potential extensions of service.
255	1 (Lynnfield)	Please invest in parking on the orange line so people can actually use your service to get into the city. Also, please expand the line North.	Thank you. MassDOT heard from the community on this issue and has programmed funding in the CIP to continue with it.

256	7 (Boston, Bourne, Northampton)	Support the \$4.6M investment in the pre-apprenticeship program on page 24 of the CIP.	MassDOT provides match funding for RTA capital funding. Increasing service levels for the RTAs is mostly an issue for the operating budget for the RTAs. This comment has been shared with the Rail and Transit Division, but it is recommended that you reach out to the RTA directly.
257	1 (North Amherst)	Please provide expanded service and more bus shelters for the PVTA.	1) Route 1 is a major project that needs to be addressed in smaller elements. Currently, there is a project in this area being handled by District 4. 2) MassDOT has initiated a paint project for Tobin that was advertised on 3/12/16. This project will allow for the Tobin to receive regular painting and maintenance.
258	1 (Winthrop)	1) US Rt. 1 SB exit to Rt. 60 – one lane exit, traffic backs causing a dangerous situation. Add a lane and change traffic pattern to alleviate back-up. 2) Tobin Bridge – Certain sections of this bridge are in dire need of a paint job. Why can't priming and painting this bridge be an ongoing project? Costs less money and would less difficult to maintain.	Thank you for your comment, but this project was not able to be included in this CIP.
259	Town of Ashland	Town would like the Ashland Reconstruction of Route 126 (Project 604123) included in the CIP. Project is currently in the Boston MPO TIP for FY2020. Important MetroWest Corridor running from Holliston to Framingham.	The town is working to develop conceptual plans and community support along the State Highway portion of the corridor. Once this occurs, MassDOT will review project initiation documents and assess the project.
260	1 (Grafton)	Support for the modernization of Rt 140 between Snow Road and the Grafton Common. The route is the key historic, economic, and cultural and it has awful pedestrian access - intermittent sidewalks and unsafe crossing.	1) Regarding Route 3 at I-495 in Lowell/Chelmsford, there are no active studies of this location; however, MassDOT is presently implementing pavement and safety upgrades on this section of I-495 as part of an Interstate Maintenance Resurfacing project. 2 and 3) Thank you for your comments. MassDOT and the MBTA are working towards improving reliability of the system. As discussed in the CIP, MassDOT is committed to addressing critical linkages in the transportation system when prioritizing large investments and expansion projects. Future iterations of the CIP will take this into account.
261	1 (Tewksbury)	1) Every afternoon rush hour, where Rt 3 merges with I-495N, there is a backup; I'd extend one lane to the next exit off 495 so there is a more gradual merge. 2) For public transportation to succeed, it must be more convenient, cheap or quicker than the alternative to drive. Rail or Bus will never be as convenient as driving where you can set the schedule. On an average day, driving is faster even if you hit the station times just before. If you miss the train by 1 minute, you add 30 minutes to your commute. 3) Our road infrastructure does need help. We should maintain what we have. We should invest in less expensive improvements to fix choke points. As someone who lives and works in the suburbs, I know that public transport won't help me directly, but the more attractive it is, the fewer people will drive and that helps those of us with no choice.	There is a project (604203) under development, and it is currently funded by the Pioneer Valley Metropolitan Planning Organization to make improvements to the intersection of Route 187 and Route 57.
262	1 (Agawam)	It is time to finish up the route 57 extension that has been on the books for years. All the traffic at the end of route 57 gets diverted into the intersection of South Westfield St and Springfield St.	This project is included in the CIP. MassDOT will continue to work with the City of Fall River to advance the Route 79 project and address concerns where feasible.
263	3 (Fall River)	Keep the Route 79/Davol Street Corridor Project in Fall River as part of the CIP. This project will provide an abundance of economic opportunities for Fall River and the region, and it will be vital to our community's ongoing efforts to revitalize our waterfront.	The district has worked with the town and their designer to initiate this project (606517). Route 9 is an NHS roadway and a major east-west corridor within the region. Unfortunately, MassDOT is unable to fund it this year due to many competing needs. MassDOT has released scores for all projects that were able to be scored. MassDOT will look into opportunities to release more information in a useful way. This was MassDOT's first attempt at implementing the recommendations from the Project Selection Advisory Council. MassDOT will be working to improve the process based on lessons learned from this CIP and will be working to add documentation to the MassDOT website. MassDOT expects to continually review the CIP process for improvements regarding scoring and long range planning and will continue to score as many projects as possible.
264	CMMPO	1) Need to include CMMPO LRTP project #606517 West Brookfield – Route 9 in CIP universe. 2) Please score all Major Infrastructure projects in the next year. This would help MPOs to see differences in scoring and better align with statewide priorities. 3) The CIP process should evolve into a 10 year plan.	This feedback has been shared with the Highway Division. MassDOT also offers opportunities for members of the public to adopt a highway or businesses to sponsor a highway. Please see our website for more information: https://www.massdot.state.ma.us/highway/DoingBusinessWithUs/PermitsRoadAccessPrograms.aspx .

265	1	How does the prioritization of roadside trash removal occur? It's really bad this year. How can the public help?	1) At this time, MassDOT cannot provide funding for the environmental study of the Rourke Bridge. 2) In regards to the Lord Overpass in Lowell, MassDOT is providing funding in this CIP for this project. 3) Pertaining to the Lowell ENEL bridges, the City is seeking a grant from the Federal Highway Administration's (FHWA) TIGER VII program for the replacement and rehabilitation of six bridges in the Lowell downtown area. Many of the bridges are deteriorated and have significant weight restrictions. They are presently owned by ENEL Corporation, which operates the Canal. The project will eliminate the weight restrictions and improve safety, mobility and access to and within the downtown area.
266	City of Lowell	Please incorporate the following into the CIP: 1) Project 607887 - \$1M in funding for an environmental study of the Rourke Bridge. 2) Project 607862 - Secretary Davey signed an agreement committing MassDOT to fund design and construction of the Lord Overpass. 3) Project 608420 - federal TIGER grant project and is to be closely coordinated with MassDOT.	Thank you. There is funding in this CIP to continue the design work for South Coast Rail.
267	2 (New Bedford, Boston)	Support South Coast Rail funding be added to the CIP.	Thank you for your comment. The MBTA's Focus40 process will look at the transit needs of the Boston region over the next 25 years and can consider this feedback.
268	1 (New Bedford)	I don't agree that commuter rail for New Bedford and Fall River is necessary; too much money to spend on what seems like an unnecessary project. People don't need to commute to work all the way into Boston if the jobs are developed locally. Spend the money to develop job opportunities on the South Coast.	Thank you for your comment. This comment has been relayed to the Rail and Transit Division.
269	1 (New Bedford)	I have been riding the local buses for most of my life. I do not have a driver's license. It has become nearly impossible to function as a normal human being without a car in the New Bedford area. Not having anything but the bare minimum of public transit in this area forces people to be polluters whether they care about their carbon footprint or not. If they don't have a car to pollute with, they become second class citizens. It just doesn't make economic sense - people can't make money or spend money if they're unable to move.	MassDOT will continue to work with the Town of Dartmouth on this project.
270	David T. Hickox (DPW Director, Dartmouth)	Please include the Tucker Road Realignment Project (Project No. 607871) in the CIP The Town has developed 25% plans and anticipate a Design Public Hearing will take place soon. There is concern the Town will not be able to afford the ROW acquisition cost.	The proposed extension of the active portion of the Adams Branch rail line would occur on DCR property and connect to a bike trail being built by DCR. The proposed extension of the existing freight line would not carry any freight traffic. The project was reviewed but it did not score well enough to be prioritized over other transportation projects at the present time. Nevertheless, MassDOT is moving the project through MEPA and would be willing to work with other state agencies (ex: MassWorks program) interested in advancing this project more rapidly than MassDOT can. MassDOT is also working to update its State Rail Plan which will help to detail our passenger rail approach in the future.
271	1 (Lenox)	1) Great that service to direct rail service to Springfield is being explored, should not be referred to as "cross-state". Springfield is far from the Western border. To truly pursue "cross-state", need to pursue service to Pittsfield/partner with NYDOT. We could create an "iron triangle" of passenger rail anchored by Boston,	

Letters Received After the Deadline

<u>Comment Number</u>	<u>Name</u>	<u>Comment/Question</u>	<u>MassDOT/MBTA Response</u>
272	Rep Tom Golden, Rep David Nangle, Rep Rady Mom	Request for MassDOT initiate the design and environmental permitting process for the construction of a permanent river crossing to replace the Rourke Bridge.	This bridge was unable to be funded in this CIP.
273	Senator Jason Lewis, Senator Patricia Jehlen, Rep Michael Day	Thank you for including the Winchester Center CR Station in the CIP.	Thank you for your comment.

274	Andrew Goodman (CEO/President, Sherwood Lumber)	Would like \$36M in funding to upgrade NECR's line in Western MA so that it is up to the modern freight weight load carry standard of 286K lbs.	Some funding has been included in the CIP for this project so that it can pursue federal discretionary funds.
275	Brian Costenbader (VP Logistics, Essroc Cement Corp.)	Note: same letter as the one received from Sherwood Lumber. Would like \$36M in funding to upgrade NECR's line in Western MA so that it is up to the modern freight weight load carry standard of 286K lbs.	Some funding has been included in the CIP for this project so that it can pursue federal discretionary funds.
276	Chris Cole (Secretary of Transportation, Vermont)	Would like \$36M in funding to upgrade 32-miles of NECR's line in Western MA so that it is up to the modern freight weight load carry standard of 286K lbs. State of VT has invested over \$63M to upgrade the track that runs through VT and NH.	Some funding has been included in the CIP for this project so that it can pursue federal discretionary funds.
277	Kendall Square Association	pleased that the CIP is multi-modal/combines investments for MassDOT/MBTA. 1) needs to include 3% annual construction cost inflation. 2) need to distinguish/clarify work on the Red, Orange and Green Lines and give a timeline for when it will occur.3) need to prioritize Red Line signal system - \$300M to \$500M. 4)should begin planning for expansion/use of DMUs at Grand Junction. 5) need to be specific with how the new bus purchases will be used	Inflation costs are included in cost estimates. The CIP includes \$1 billion for MBTA signal upgrades. The MBTA's Focus40 process will look at the transit needs of the Boston region over the next 25 years and can consider this feedback.
278	Senator Eileen Donoghue	Requests MassDOT initiate the design/environmental permitting process for the construction of a permanent river crossing at the Rourke Bridge site. A copy of the November 2013 feasibility study is included.	This bridge was unable to be funded in this CIP.
279	Jeffrey J. Winward (Lowell Fire Chief)	Replace the Rourk Bridge for the following reasons: 1) due to weight limit, none of the 4 ladder trucks can use it. 2) In constant need of repair. When it is closed, causes significant delays even for emergency response. 3) If a recreational user needs rescue/medical attention, cannot pull them up the Rourke Bridge due to weight limit.	This bridge was unable to be funded in this CIP.
280	John P. Chemaly (President & CEO, Trinity EMS, Inc.)	Trinity EMS Inc. has been Lowell's 911 emergency ambulance provider since 1991 and for Chelmsford since 1994. The bridge is a main artery to Lowell General Hospital. Please provide \$1M in funding for the environmental study.	This bridge was unable to be funded in this CIP.
281	John F. Power (Principal, Farley White Management)	Please provide \$1M in funding for the environmental study for the Rourke Bridge in the CIP.	This bridge was unable to be funded in this CIP.
282	Pawtucketville Citizens Council	Please provide \$1M in funding for the environmental study for the Rourke Bridge in the CIP.	This bridge was unable to be funded in this CIP.
283	Nancy A. Judge (Chairperson, Highlands Neighborhood Association)	Please provide \$1M in funding for the environmental study for the Rourke Bridge in the CIP.	This bridge was unable to be funded in this CIP.
284	Joseph White (President, Lowell General Hospital)	Please provide \$1M in funding for the environmental study for the Rourke Bridge in the CIP. LGH is the largest employer in Lowell; bridge is vital to its function.	This bridge was unable to be funded in this CIP.
285	City Council of Lowell	The City Council of Lowell wishes to be recorded as requesting that MassDOT include \$1M for the purpose of completing an environmental impact study necessary for the construction of a permanent replacement of the Rourke Bridge. Included is a resolution from the Lowell City Council adopted on May 17, 2016 and a resolution from the Northern Middlesex Council of Governments adopted on May 18, 2016.	This bridge was unable to be funded in this CIP.

CIP Draft Presentation - Web Comments			
<u>Comment Number</u>	<u>Name</u>	<u>Comment/Question</u>	<u>MassDOT/MBTA Response</u>
286	Member of the public (New Bedford)	I support the CIP. There are a lot of benefits to the City of New Bedford & the Southcoast. I was pleased to see funding in there for SRTA Bus I ride the buses every day & I think SRTA does a great service.	Thank you for your comment.
287	John MacDougall (350Mass)	I am a member of the Transportation Working Group of 350Mass., which advocates for major policy changes on climate-change issues. There are some very good points in the draft CIP: stresses system reliability/state of good repair as key goals; figures out broad criteria for selecting projects. However, there are major drawbacks in the CIP. 1) It doesn't mention climate change as a huge problem. We need massive investments in transit/bike/ped. over the next several decades to fulfill the GreenDOT mandate of tripling noncar trips by 2030. 2) We NEED REVENUE. Should make proposals for major increases in taxes and/or fees, with the new revenue dedicated to sustainable transportation. 3) Full construction of the rerouted Mass. Turnpike in Allston, plus associated transit/bike/pedestrian projects should be in the CIP, not just early-stage work like design. 4) There should be sufficient funds to build the badly-needed maintenance facility in Springfield for the Pioneer Valley transit Authority.	Thank you for your comments. MassDOT is funding \$60 million for bicycle and pedestrian projects that are recommended as part of the Statewide Bicycle and Pedestrian Plans that are underway. The MBTA's Focus40 process will look at the transit needs of the region over the next 25 years. This process will be articulating a vision and goals for the MBTA to achieve over this period and will be looking at such things as climate change. The Allston/Brighton Interchange project is currently in the planning stages. Based on public feedback regarding the need for improved maintenance facilities for PVT, MassDOT is including funding in this CIP for a new maintenance facility.
288	Member of the public (Foxborough)	After going to the meeting, I have concerns about the disabled/the way the accessible ramps will be handled especially at the Mansfield Station. The plan will NOT work for the actual disabled person who will be using those long winding ramps. If they are a single independent person how will they manage that in the snow/rain/sleet in a wheelchair? walker? cane? etc., I understand an elevator is not convenient for you but it is for the disabled who NEED to use daily to commute to work every day.	The renovated Mansfield Station will be a significant accessibility upgrade for all customers. Installing elevators was not feasible; however, the ramps will be covered with canopies.
289	Member of the public (Leominster)	Support the Complete Streets Program and Twin Cities Rail Trail. More should be invested in mode shift (e.g. bike/ped accessibility). Improve service on the Fitchburg Line. Improve Route 2 west of I-495.	MassDOT is currently working towards the development of both a Bicycle Plan and a Pedestrian Plan, which will address critical linkages in the system. \$60 million is allocated in the CIP for recommendations that will come out of the plan. The CIP also provides more resources for improvements on non-interstate roadways. The Fitchburg line has recently undergone improvements including double-tracking and a new station at Littleton. The updated MBTA schedule also includes a reverse commute daily train from Boston to Fitchburg. Additionally, the MBTA's Focus40 process will look at the transit needs of the region over the next 25 years.
290	Member of the public	Most of the funding is allocated at the state level, providing more to regions/towns/cities to allocate directly would provide the flexibility needed to take care of local priorities.	Federal funding is passed through the state to be allocated by the Metropolitan Planning Organizations (MPOs) who are responsible for planning, prioritizing, and programming regional projects that utilize federal dollars. This funding is reflected in the CIP as it passes through the state and requires state matching funds. Chapter 90 is obligated by the legislature and distributed directly to municipalities. This CIP assumes that Chapter 90 funding remains level. MassDOT's Complete Streets Program and newly proposed municipal bridge program are additional funding sources to assist communities in addressing transportation issues.
291	Member of the public (Somerville)	I fully support on-going maintenance and investment in a variety of transportation options. I encourage the focus on the MBTA rail system emphasized in this plan. GLX is a priority for me as a citizen of Somerville, both to reduce traffic congestion and to more fully enable members of the GLX communities to meet their work and living transportation needs.	Thank you for your comment.
292	Member of the public	Happy to see funding for more bike/ped access. I would hope that the emphasis would refocus onto pedestrians and cyclists and away from cars/trucks. They are necessary but exclusive road users.	Thank you for your comment. MassDOT is funding \$60 million for bicycle and pedestrian projects that are recommended as part of the Statewide Bicycle and Pedestrian Plans that are underway
293	Member of the public (Newton)	There should be planning funds for extending fast train service to Springfield and Western Mass. This could link up with the Knowledge Corridor route to Hartford, New Haven, and New York. Fast train service to Springfield would be a major economic boost to the Greater Springfield economy. The CIP seems to be oriented to maintaining the existing infrastructure. To truly promote economic development throughout MA there has to be more of a long-term vision for investment. It will more than pay for itself.	MassDOT is working to update its State Rail Plan, which will help to detail our passenger rail approach in the future.

294	Member of the public	Please provide funding to extend the Blue Line to Lynn and beyond.	Although planning work was done a decade ago regarding potential extensions of the blue line to Lynn, a project of that cost and complexity would be difficult to accommodate within the five year budgets of the CIP. Focus40, the long-range plan for the MBTA, which launched in May 2016, will assess the best strategies to meet long-term needs over the 25-year planning horizon. This project can be addressed during that process as MassDOT develops an updated list of investment solutions for today's needs and anticipated future needs. MassDOT will assess and prioritize projects based on how their benefits relate to their cost.
295	Member of the public (Chelsea)	I notice that funds have been secured for silver line phase 1 expansion in Chelsea, but MassDOT will try to secure additional funds for phase 2. I was hoping to be able to learn more about the multiple phases of the project. Also surprised to learn the increase in capital spending projected for 2016 almost 500M.	The Silver Line Gateway project was split into phases to reflect the fact that different departments were constructing different elements. MassDOT's Highway Division is currently constructing Phase 1, which consists of a 1.1 mile busway along a former railroad right of way in Chelsea, a 0.6 mile shared use path, drainage, lighting and landscaping improvements associated with the busway and path, and three new Silver Line busway stations in Chelsea. The MBTA's Design and Construction department is currently designing Phase 2 of the project. This phase will include the construction of the fourth and final Chelsea Silver Line Station (Bellingham Square), a new and relocated Chelsea Commuter Rail station, and intersection upgrades at the Silver Line's 5 at-grade intersections in Chelsea, which will allow for Transit Signal Priority.
296	Member of the public (Adams)	The .6 miles of train track in Adams needs to be completed. Please finish what was started.	The proposed extension of the active portion of the Adams Branch rail line would occur on DCR property and connect to a bike trail being built by DCR. The proposed extension of the existing freight line would not carry any freight traffic. The project was reviewed but it did not score well enough to be prioritized over other transportation projects at the present time. Nevertheless, MassDOT is moving the project through MEPA and would be willing to work with other state agencies (ex: MassWorks program) interested in advancing this project more rapidly than MassDOT can.
297	Member of the public (Greenfield)	1) Too much on roads! I understand that road and bridge infrastructure need to be maintained, but it's time that we spent more on public transit/ways to discourage single-occupant vehicle use. 2) The MBTA needs more investment, including a stronger plan for infrastructure upkeep. There's always been too much focus on capital investments rather than ongoing maintenance. I'd like to know how the MBTA costs will be funded. These costs must not be passed on to users; it's time for real funding of the system. 3) Biking and walking are becoming more popular - should be included in this plan! I appreciate the inclusion of several multi-use paths, but there are so many more, not to mention making streets safe for cyclists. London is a great example of how to include cycling in overall transportation planning in a huge urban area. 4) What, if any, funding is going to western MA, specifically to Franklin County, where I live. It's disappointingly little (though at least there is some), and all for PVTA equipment; no paths or other mechanisms.	1) Thank you for your comment, but we would like to highlight that the allocation of dollars in the CIP is split relatively evenly between transit and highway projects, and a significant amount of highway funding is going towards bicycle and pedestrian infrastructure to provide better travel options for residents. 2) MassDOT is significantly increasing MBTA spending on reliability improvements and modernization. Funding for the MBTA capital projects includes a combination of federal funds, state bond cap, and revenue bonds, among other sources, all of which are detailed in the CIP. 4) In the project universe file, you can look up projects in your area. MassDOT has also conducted a regional equity analysis and has determined that Franklin County is getting an appropriate share of resources.
298	Member of the public (Holyoke)	Support the transparent nature of the document and sortable excel format. 1) Route 9 between Amherst and Northampton is bad for sure, but I would prefer to see a bus priority lane installed instead of a general travel lane. 2) I hope that bicycle facilities will be added to the improved roadway. Triple convergence means that adding capacity will only solve the problem for a short time, alternative modes are the only real solution.	Thank you for your comment. MassDOT is aware that project has high community interest and will look at opportunities to address the roadway condition.
299	Member of the public (Back Bay, Boston)	Would like to see more focus on greenways and protected bike paths, protected bike lane on Comm Ave all the way to downtown, path to the sea via Melnea Cass Blv to the Waterfront.	MassDOT is funding \$60 million for bicycle and pedestrian projects that are recommended as part of the Statewide Bicycle and Pedestrian Plans that are underway.
300	Member of the public (West Roxbury, Boston)	Replace roof over the upper busway at Forest Hills Station.	Thank you for your comment. Your comment will be passed to the appropriate party.
301	Member of the public (Lowell)	1) Too much is put into Boston, I believe we should have a more distributed economy across the state. 2) Lowell Connector is scheduled for work between Thorndike and Gorham streets- I would prefer it come to grade at Thorndike and use the space to Gorham for a connecting street with room for development on the side. 3) Fewer highways in cities, instead some dedicated public transportation and bike routes.	MassDOT has conducted a regional equity analysis as part of the final CIP. While significant funds are going to Boston, funding is distributed throughout the state. Please see appendix. 2) This comment has been relayed to the MassDOT Highway Division. 3) This comment has been relayed to the Rail and Transit Division. MassDOT is currently working towards the development of both a Bicycle Plan and a Pedestrian Plan, which will address critical linkages in the system. \$60 million is allocated in the CIP for recommendations that will come out of the plan

302	Member of the public (Brookline)	Later hours for people who can't or don't drive (including drunken college students, of which there are many in Massachusetts!)	Thank you for your comment. The MBTA's Focus40 process will look at the transit needs of the region over the next 25 years and can incorporate feedback such as this.
303	Member of the public (Somerville)	1) More emphasis on modernizing our transportation system for bikes and pedestrians, beyond just highways and trains. 2) Disappointed that the new GLX plan doesn't include fare gates. 3) Consideration of pedestrian concerns in new neighborhoods--there's no reason that the Seaport, a brand new area, is terrible for pedestrians, and yet it is.	MassDOT is currently working towards the development of both a Bicycle Plan and a Pedestrian Plan, which will address critical linkages in the system. \$60 million is allocated in the CIP for recommendations that will come out of the plan.
304	Member of the Public (Jamaica Plain, Boston)	More protected bike lanes. Supportive of the Complete Streets program.	Thank you for your comment. MassDOT's Separated Bike Lane Planning and Design Guide will be utilized in implementation of future bicycle infrastructure projects. The Complete Streets program is also included in the final CIP.
305	Member of the public (New Bedford)	Supports South Coast Rail and replacement of New Bedford-Fairhaven bridge.	MassDOT recognizes the importance of the New Bedford - Fairhaven Bridge to the South Coast Communities of New Bedford and Fairhaven. MassDOT will continue to work with these communities to advance the design of this critical project and to identify funding opportunities for construction in the future.
306	Member of the public	1) To address structural inequality, the ratio between spending allocated to highways and spending allocation to public transit should be more balanced. 2) The MBTA needs to think about increasing bus frequency. Also think about how to provide buses with priority over other types of street traffic (bus lanes, priority laws etc.) to reduce travel times. 3) GLX is important, but MBTA's top priority should be reliability.	1) The allocation of dollars in the CIP is split relatively evenly between transit and highway. 2) The long range capital plan for the MBTA, Focus40, which launched publicly this May, will be looking MBTA service planning over the next 25 years. Looking into MBTA bus service and possible priority lanes is within the scope of the Focus40 effort. 3) Thank you for your comment and support of the CIP's top priority.
307	Member of the public (Adams)	Please include finding for FRTA service on Sundays.	MassDOT provides match funding for RTA capital funding. Increasing service levels for the RTAs is mostly an issue for the operating budget for the RTAs. This comment will be shared with the Rail and Transit Division, but it is recommended that you reach out to the RTA directly.
308	Member of the public (South Boston)	1) Too much emphasis on bike paths. 2) Stop pouring \$ into South Coast Rail, and instead focus on cheaper to implement daily Cape Service.	Thank you for your comment. MassDOT supports improving access for bikes and pedestrians. The CIP contains funding to continue the design work for South Coast Rail.
309	Member of the public (Kendall/Central Square, Cambridge)	This is not nearly enough. I rely on MBTA daily to work in downtown Boston, but the poor state of MA transit and the lack of vision/awareness of how much better other cities are doing really frustrates me. MBTA maintenance backlog frightens me. We should be talking about dramatically expanding the frequency, schedule, and geographic reach of the system, and only then considering raising the cost.	The MBTA's Focus40 process will look at the transit needs of the region over the next 25 years and can consider this feedback.
310	Member of the public (Seaport District, Boston)	Pro North-South Rail Link	Thank you for your comment. MassDOT is funding a \$2 million study of the North South Rail Link to better understand the costs, benefits, and feasibility of the project.
311	Member of the public (Amherst)	1) I'm someone who is trying to live without a car for environmental, health and financial reasons, I APPLAUD your efforts to integrate all modes of transportation: walking, bicycling, buses, rail, vehicles, etc. 2)Also, direct connections to the Amtrak station in Northampton would be helpful, as well as more trains per day, and train connections in Springfield for Boston.	Thank you for your comment. MassDOT is in the process of completing the Northern New England Intercity Rail Initiative (NNEIRI) conceptual planning study. This study included, but is not limited to, an examination of passenger rail service between Boston and Springfield. The recommendations of the NNEIRI study will be incorporated into MassDOT's State Rail Plan study process that is currently underway to identify passenger rail needs and to prioritize projects on a statewide basis.
312	Member of the public (North Cambridge)	1) Work with businesses and municipalities to subsidize express commuter bus services from Boston suburbs to MBTA end-of-line train stations. An example of this would be rush hour express buses on Route 2 to the MBTA Alewife Station. This will reduce the current gridlock traffic conditions on Alewife and Fresh Pond parkways. 2) Borrow funds from future bikeway projects to fund the Somerville Community Path to its original plan length of 10,000 feet.	1) Transportation Management Agencies (TMAs) are public-private partnerships that provide shuttle services to transit. As part of Focus40, the long term capital plan for the MBTA, services like these can also be examined. 2) Thank you for your comment. The Fiscal Management and Control Board has voted to allow a \$20 million Community Path as part of the Green Line Extension project.
313	Member of the public (Lexington)	Great plan. Like the Bike/Ped stuff, especially the Complete Streets, small bridge programs and the emphasis on one MassDOT - MBTA & Highway together. 1) Chapter 90 still low - around 78% of roads are local roads under Muni jurisdiction. 2) More emphasis on transit, TMAs and RTAs would be helpful	Thank you for your comment. 1) Chapter 90 is obligated by the legislature and distributed directly to municipalities. This CIP assumes that Chapter 90 funding remains level. MassDOT's Complete Streets Program and newly proposed municipal bridge program are additional funding sources to assist communities in addressing transportation issues.
314	Member of the public (Medford)	1) I think we need to work more to get bicycle and walking paths off street/protected along streets to help move people around much better than our highways do. Work with local communities to identify the best locations for these paths/protected lanes so that people will use them and vehicular traffic may even be lessened. There is a need for more bicycle parking in high volume areas like Kendall Square, Seaport, Back Bay, etc. 2) pro GLX and CPX	MassDOT is currently working towards the development of both a Bicycle Plan and a Pedestrian Plan, which will address critical linkages in the system. \$60 million is allocated in the CIP for recommendations that will come out of the plan.

315	Member of the Public (Jamaica Plain, Boston)	Roads, transportation, maintenance, and up-keep for everyone. Modes should be suitable to the value of space in each locality.	Thank you for your comment.
316	Member of the public (Davis Square, Somerville)	I like the focus on reliability and limiting new construction until what we have is in a reliable state.	Thank you for your comment.
317	Member of the public (Raynham)	The plan doesn't go far enough to support public transportation. people who use public transportation have been subsidizing the highway system for years. 1) We need to increase fees on automobile registrations to help pay for public transportation: more ridership = less congestion, less wear and tear on roads, and better health for our citizens. 2) Expansion of parking for all public transportation. Braintree/Commuter rail T stop parking garage is FULL by 8 am. 3) Collaboration between MBTA and other regional transportation, also making sure that the schedules coincide. The bus from Brookfield to Worcester arrives too late to take the commuter rail.	Thank you for your comment. The allocation of dollars in the CIP is split relatively evenly between transit and highway projects. The MBTA's Focus40 process will look at the transit needs of the Boston region over the next 25 years and can consider this feedback.
318	Member of the public (Lincoln)	North/South connector, Green Line Extension, 24/7 bus service	MassDOT is funding a \$2 million study of the North South Rail Link to better understand the costs, benefits, and feasibility of the project. GLX is included in the CIP. The MBTA's Focus40 process will look at the transit needs of the region over the next 25 years and will incorporate this feedback.
319	Member of the public (Groton)	I would like to have seen more data populations/communities impacted by the proposed projects. I'd prefer to see some weighting added in favor of projects that improve options and services in areas where their impacts are expected to have the highest economic effects proportional to their community's economic needs.	As part of the final CIP, a regional equity analysis was conducted and no disparate impacts were found across regions. Please see appendix.
320	Member of the public (Arlington)	1) Walking is the most effective means of transportation, bike next, bus and train next, and car is last. Fund them that way. 2) The function of transportation is to make us healthy, happy and prosperous - not to give patronage jobs to relatives. Everyone who works for the MTBA has to give good service, which they currently do not.	Over \$150 million is available over five years for multi-use paths. An additional \$60 million of this funding will be made available according to the recommendations that will come out of the Bicycle and Pedestrian Plans that will be underway over the next year.
321	Member of the public (Lynn)	I wish Complete Streets funding were in the high priority section - for Lynn, it is such an important investment opportunity for our community.	Thank you for your comment.
322	Member of the public (Taunton)	We are spending \$0 on public transportation in Fall River & Taunton & \$0 on bike/ped access in these areas. People in SE MA need public transportation. We don't need the GLX. That \$ could be used to fund public transportation and bike/ped access in this area.	MassDOT is funding \$60 million for bicycle and pedestrian projects that are recommended as part of the Statewide Bicycle and Pedestrian Plans that are underway. This could provide additional opportunity for funding in the southeastern region. As part of the final CIP, a regional equity analysis was conducted and no disparate impacts were found across regions. Please see appendix.
323	Member of the public (North Adams)	The rail line in Adams being extended since they spent a ton of money in good faith ahead of time for the station!	The proposed extension of the active portion of the Adams Branch rail line would occur on DCR property and connect to a bike trail being built by DCR. The proposed extension of the existing freight line would not carry any freight traffic. The project was reviewed but it did not score well enough to be prioritized over other transportation projects at the present time. Nevertheless, MassDOT is moving the project through MEPA and would be willing to work with other state agencies (ex: MassWorks program) interested in advancing this project more rapidly than MassDOT can.
324	Member of the public (Adams)	The community in Adams needs and should get funding for the .6 miles of track to Adams Station. We invested a lot of local money in this project just to have the state put a stop to it.	The proposed extension of the active portion of the Adams Branch rail line would occur on DCR property and connect to a bike trail being built by DCR. The proposed extension of the existing freight line would not carry any freight traffic. The project was reviewed but it did not score well enough to be prioritized over other transportation projects at the present time. Nevertheless, MassDOT is moving the project through MEPA and would be willing to work with other state agencies (ex: MassWorks program) interested in advancing this project more rapidly than MassDOT can.
325	Member of the public (Taunton)	pro South Coast Rail; expand public transportation access throughout Southern MA particularly Taunton and Fall River.	Thank you. There is funding in this CIP to continue the design work for South Coast Rail.
326	Member of the public (Cummington)	1) More public busses and less school busses; hitch-hiking stops where people can be picked up for shopping trips etc.; promoting hitch hiking; encouraging trip sharing, e.g. for going to work--99% of all cars seem to have no passengers. 2) In more remote areas, bus stops with parking places, with bus schedules for shopping trips; bus schedules from places where many leave at the same time, e.g. hospitals and factories where there are shifts, to outlying parking spaces. 3) Does the future of electric vehicles have to be taken into account--"filling stations".	MassDOT is sharing these comments with the Rail and Transit Division, but items 1 and 2 are generally issues for the RTA. 3) MassDOT's role in advancing the deployment of zero emissions vehicles includes installing fast-charging infrastructure and signage to provide a network to support these vehicles.

327	Member of the public (Newton)	Suburb to suburb public transit not necessarily to/from or connected to Boston, current system is too Boston centric, not useful to my needs.	Thank you for your comment. The MBTA's Focus40 process will look at the transit needs of the region over the next 25 years and can consider this feedback.
328	Member of the public (Haverhill)	1) The Haverhill line is atrocious - the engines are either not getting a chance to warm up, or they desperately need service. Cutting service AND raising fares, that isn't right. 2) "pay your fare, it's only fair"/social media campaign to prepare us in advance for winter-failures is a waste of money. 3) It'd be great if you could finally reopen the Haverhill bridge, and start using both sets of tracks.	The Merrimack River Bridge Project is scheduled to switch tracks this July, but that will mean approximately one more year. This bridge is in need of this work, and this work must be done in concert with train operations. Pertaining to the schedules, service did not get cut, but there were some station stop adjustments. This was done across the system, as the MBTA identified several locations that needed to be addressed in a different manner than previously. MassDOT is confident that the changes will bring about significant improvement to our reliability and resiliency.
329	Member of the public (Salem)	Funding for a program to force conductors to collect fares on commuter rail.	The MBTA has been working with its commuter rail contractor (Keolis), which has responsibility for fare collection, on a service improvement program. As part of this program, Keolis has launched a "Fare is Fair" campaign to promote fare collection requirements by crew on commuter rail and at stations.
330	Member of the public	Specific pet peeve is that the rail is called "Commuter Rail". Everything wrong with the system is summed up by the very accurate name. What if someone else wants to use it? I don't mean this hypothetically - it's too expensive, can't be relied on, and may force you to wait several hours to get a return train. Try going in to Boston from Ayer at 10 am, get over to a meeting in Gov't Center, then be home again by 1? Why can't that work?	As part of the Focus40 effort, the MBTA's long range capital plan, potential solutions to this issue will be considered.
331	Member of the public	I feel strongly that the Commonwealth must spend adequately to maintain the MBTA. If taxes must increase, so be it.	Thank you for your comment.
332	Member of the public	Please fund a bike bridge connecting Malden bike path to Somerville Assembly Row!	The Wynn Casino is funding a study of a bicycle and pedestrian bridge connecting Assembly Row to Everett. The Bicycle Plan that is currently underway will be assessing additional potential connections.
333	Member of the public (Newton)	Please continue the support of Bike/ped/transit projects as well as funding for local implementation of Complete Streets! Focus spending on maintenance and replacement vs. expansion.	Thank you for your comment. MassDOT is currently working towards the development of a Bicycle Plan and a Pedestrian Plan. These will work to address critical linkages in the system.
334	Member of the public (Roslindale, Boston)	Extend the Orange Line past Forest Hills to Mount Hope St, Cummins Highway or Roslindale Village.	The MBTA's Focus40 process will look at the transit needs of the region over the next 25 years and can consider this feedback.
335	Member of the public (Pittsfield)	1) The Berkshires need direct rail service to and from NYC. 2) Rail and T access are inadequate for people visiting Boston Metro - I try to use the services but there is never any parking available to the west of the city so I end up driving into town. 3) When will you fix the 84 interchange with the Mass Pike?	Amtrak service to NYC is currently available through either Albany, NY or Springfield, MA. MassDOT plans to improve the Berkshire line that it purchased, but neither MA nor CT have immediate plans to invest in this potential connection. At this time, funding is not included in the CIP for the I-84 interchange.
336	Member of the Public (Jamaica Plain, Boston)	1) I'm concerned that so few resources are being devoted to making bicycling easier and safer. Other cities, including NYC and DC, are far out in front of Boston in providing multi-use off road trails and bicycle lanes that are separated from traffic. 2) High priority should be given to connecting the various parts of the Emerald Necklace trail to create a useful commuting route into the city. Overall, the plan should include more money for developing bicycle infrastructure.	The CIP includes \$60 million of funding that will be made available according to the recommendations coming out of the Bicycle and Pedestrian Plans that are underway over the next year.
337	Member of the public (Lowell)	support the Complete Streets Program	Thank you for your comment.
338	Member of the public (Springfield)	support the Complete Streets Program	Thank you for your comment.
339	Member of the public (Melrose)	1) support the Complete Streets program, give it more funding. 2) Additional funding for ped/bike accommodations on existing roads and creation of a long distance connected network of off-road paved multi-use paths.	Thank you for your comment. The CIP contains \$150 million in funding for bike/pedestrian projects, including multi-use paths in the highway department.
340	Member of the public (Taunton)	Complete Streets projects are essential if we are going to make it safer for people who want or need to use alternative modes of transportation, please keep \$50M in the CIP.	Thank you for your comment.
341	Member of the public (Easton)	CIP needs more funding for expanding accessibility for bikes and pedestrians. Keep the \$50 million for Complete Streets in the plan. We need to create towns and cities that are less car focused, safer and easier for pedestrians and bikes.	Thank you for your comments. MassDOT is funding \$60 million for bicycle and pedestrian projects that are recommended as part of the Statewide Bicycle and Pedestrian Plans that are underway.

342	Member of the public (Leominster)	1) I'm NOT in favor of MassDOT capital funding going to the tiny airports, such as Fitchburg. Who benefits from them? I know no one who's ever flown in and out of the Fitchburg airport. The money could be better spent to improve public transportation. 2) in favor of Twin Cities Rail Trail 3) Improve the intersection of 190 & Rt. 12 in Sterling	Thank you for your comments. 95% of Aeronautics funding comes from the Federal Aviation Administration. It is MassDOT policy to match all federal funds. The Twin Cities Rail Trail is programmed in the CIP.
343	Member of the public (Brookline)	Please keep \$50M for Complete Streets funding in the Plan. This funding is critical for communities like mine, where projects and technical assistance (prioritization plan) simply won't get done without it. More funding for multi-modal projects.	Thank you for your comment.
344	Member of the public (New Bedford)	Complete Streets funding is very important to me; please keep the \$50 million in the plan.	Thank you for your comment.
345	Member of the public (Harvard Square, Cambridge)	Extension of local and express service to serve the community beyond commuting hours, that means as late as midnight all week, and more regular service on weekends. No one will use a service that comes once every 40 minutes; if you miss one, it's an intolerable wait. Invest in smaller, energy-efficient buses for less popular routes and save money and pollution.	The MBTA's Focus40 process will look at the transit needs of the Boston region over the next 25 years and can consider this feedback.
346	Member of the public	1) Maintenance money for the MBTA is absolutely vital; we can't afford another winter like 2015. I appreciate that roadway expansion is primarily aimed at making it more accessible to non-automobile modes of transit. 2) pro North-South rail link. 3) GLX should proceed as originally planned, even if this requires more money. 4) Please involve the BU community in the planning of the Allston interchange. 5) The BU Bridge area badly needs to be made more pedestrian-friendly.	MassDOT is currently working towards the development of both a Bicycle Plan and a Pedestrian Plan, which will address critical linkages in the system. \$60 million is allocated in the CIP for recommendations that will come out of the plan. MassDOT is funding a \$2 million study of the North/South Rail Link to better understand the costs, benefits, and feasibility of the project. The Allston Interchange project will include a robust public involvement process.
347	Member of the public	Why so little investment in public transit? This is the only way to cost-effectively accommodate population growth in an environmentally and health-friendly way.	MassDOT provides match funding for RTA capital funding. Increasing service levels for the RTAs is mostly an issue for the operating budget for the RTAs. This comment has been shared with the Rail and Transit Division, but it is recommended you reach out to the RTA directly. The MBTA's Focus40 process will look at the transit needs of the Boston region specifically over the next 25 years and can consider this feedback.
348	Member of the public (Lexington)	Need more funding for bike, pedestrian, transit, commuter rail, inter-city rail, and slow down on the bridge replacement. I also drive and want strong bridges, but doing them all at once means they will just collapse all at once. It takes 10,000 bicycles to match the impact of a single car on the infrastructure. For every car we take off the road we extend the life of the infrastructure.	This CIP integrates both MassDOT and the MBTA's capital investments. The majority of Transit and Highway funds come from different sources, which limits the availability of discretionary funds that can be split between modes. This CIP funds transit and highway relatively evenly and at a higher amount than in previous years. Over \$150 million is available over five years for multi-use paths. An additional \$60 million of this funding will be made available according to the recommendations that will come out of the Bicycle and Pedestrian Plans that will be underway over the next year. MassDOT provides match funding for RTA capital funding. Increasing service levels for the RTAs is mostly an issue for the operating budget for the RTAs. This comment will be shared with the Rail and Transit Division, but it is recommended that you reach out to the RTA directly. The MBTA's Focus40 process will look at the transit needs of the Boston region specifically over the next 25 years and can consider this feedback.
349	Member of the public (Brewster)	I would like to see recognition that, despite the worthy objectives of the Complete Streets initiative, all streets in differing communities are not "one size fits all." There needs to be more flexibility in the design of streets, particularly with regard to the requirement for hard granite curbs, wide shoulders, etc.	Thank you for your comments. MassDOT is funding \$60 million for bicycle and pedestrian projects that are recommended as part of the Statewide Bicycle and Pedestrian Plans that are underway. MassDOT hopes that the design guide provides flexibility so that Complete Streets can be modified to meet local needs. Additionally, design exceptions are available when warranted.
350	Member of the public (Springfield)	As much funding as possible for complete streets! We need more pedestrian and bicycle friendly infrastructure!	Thank you for your comment.
351	Member of the public (Medford)	1) We'll never meet the requirements of the Global Warming Solutions Act without far greater investment in transit, cycling and walking. 2) Charlestown Bridge replacement needs to include the safe, separated cycling and walking paths shown in one of the proposals I've seen online. 3) Far more investment in safe cycling and walking.	Thank you for your comment. MassDOT is currently working towards the development of both a Bicycle Plan and a Pedestrian Plan, which will address critical linkages in the system. \$60 million is allocated in the CIP for recommendations that will come out of the plan.

352	Member of the public (Allston, Boston)	Consideration of a privately-funded personal mass transit system, such as Transit X, which could supplant buses, cars, trains, and trucks with a carbon-free transportation network.	Thank you for your comment. The MBTA's Focus40 process will look at the transit needs of the region over the next 25 years and can consider this feedback.
353	Member of the public	We strongly support the support the dedication of \$4.6 million in the CIP to expand Pre-Apprenticeship Programs. Quality pre-apprenticeship programs (PAPs) provide a gateway for local residents, particularly those from under-served communities, including women, people of color and transitioning veterans, to gain access to Building Trades careers, while meeting the workforce demands of the industry.	Thank you. MassDOT heard from the community on this issue and has programmed funding in the CIP to continue with it.
354	Member of the Public (Jamaica Plain, Boston)	Wish there were more resources allocated for complete streets, bicycle and pedestrian infrastructure. Also would like to see investments in bus rapid transit.	Thank you for your comment. The MBTA's Focus40 process will look at the transit needs of the region over the next 25 years and can incorporate feedback such as this.
355	Member of Westborough Bicycle & Pedestrian Authority	1) It was very large with no executive summary so it felt a little intimidating. At least I could find the spreadsheet of CIP projects. 2) The BWALT multi-use path: Boston Worcester Air Line Trail from Framingham to Worcester. We are planning (and building!) some of the first sections of the trail, gaining trail easements, and moving forward. Town Meeting voted funds to start construction on one section to get things started!	Thank you for your comment. MassDOT is currently working towards the development of both a Bicycle Plan and a Pedestrian Plan, which will address critical linkages in the system. \$60 million is allocated in the CIP for recommendations that will come out of the plan.
356	WalkBike Worcester	Appreciates MassDOT's commitment to increasing walking and biking in MA through funding of the Complete Streets program, multi-use paths and incorporating pedestrian and bicycle infrastructure into other projects. Please keep the Complete Streets funding at \$50 million. We would like to see in the CIP how these investments will further the state's mode shift goal.	Thank you for your comment.
357	Member of the public (Rowley)	I would like to see the state address the intersection of Route 1 and Route 133 in Rowley; it is in a state of disrepair. It is currently impossible for pedestrians or bicyclists to cross this intersection. Although there are no sidewalks, many people walk along the sides of Route 133. This intersection effectively cuts the town in half so that people need to use a vehicle to get from one side of town to the other. Since Rowley does have a train station on the east side, it would be beneficial to be able to bike or walk from the west side to the train station. It is wide enough to make room for a multi-modal path on at least one side.	This is an uninitiated project idea and is in the project universe as proposed. The community of Rowley would have to work with Highway Division District 4 to officially initiate the project in order to be considered for funding. MassDOT is currently working towards the development of both a Bicycle Plan and a Pedestrian Plan, which will address critical linkages in the system. \$60 million is allocated in the CIP for recommendations that will come out of the plan.
358	Member of the public (Worcester)	1) After reviewing the budget allocation for the WRTA, I would love to see funding going into making the bus options higher in frequency along a few main route and not all going through the central hub. 2) I would love to see the adoption of Complete Streets in Worcester and surrounding areas, a shift away from pedestrian scrambles at streetlights (move to concurrent crossing).	1) This is an operations question that will be referred to the Rail and Transit Division. 2) All of MassDOT funded projects require the inclusion of bicycle and pedestrian facilities where viable. The CIP also includes a Complete Streets funding program, which Worcester can participate in after passing a Complete Streets policy.
359	Member of the public (Ashland)	Please add funding for Route 126/Pond St in Ashland to the CIP.	Thank you for your comment, but this project was not able to be included in this CIP.
360	Member of the public (Hudson)	Money allocated for Complete Streets projects are extremely beneficial to our communities! Please keep \$50M in the CIP for Complete Streets efforts to help local municipalities plan and build for the next generation of frequent walkers, bicyclists, and transit commuters! Also supportive of rail trails.	Thank you for your comment.
361	Member of the public (Lynn)	I cannot stress the known benefits to a low income community the extension to Lynn of the Blue Line would provide. Far more feasible than others like GLX with greater benefit!	Although planning work was done a decade ago regarding potential extensions of the blue line to Lynn, a project of that cost and complexity would be difficult to accommodate within the five year budgets of the CIP. Focus40, the long-range plan for the MBTA, which launched in May 2016, will assess the best strategies to meet long-term needs over the 25-year planning horizon. This project can be addressed during that process as MassDOT develops an updated list of investment solutions for today's needs and anticipated future needs. MassDOT will assess and prioritize projects based on how their benefits relate to their cost.
362	Member of the public (Somerville)	1) Procurement of new Green Line cars should not be lumped as part of cost of GLX specifically; it benefits the whole line; same with the Maintenance Facility. Having lumped those costs into the GLX artificially drives up the cost. 2) Although MassDOT likes to say it is committed to multi-modal (What happened to "GreenDOT"?) the way the Somerville Community Path is being redesigned is poorly thought out -- and putting cyclists/peds into McGrath is a horrible solution and no way to connect the Minuteman Bikeway to the Boston network of paths.	Thank you for your comment. Both the MassDOT Board of Directors and the MBTA Fiscal and Management Control Board voted to continue advancing the Green Line Extension, which includes \$20 million for the Community Path Extension.

363	Member of the public	1) Good that MA DOT has combined highway/MBTA and is taking a strategic approach. What is missing is tying the strategy to a longer term vision for the transportation system - we need to create a shared vision that is sustainable, reduces green house gases, through a multi-modal vision 2) I believe that the cost of 12 of the new	Thank you for your comment. The MBTA's Focus40 process will look at the transit needs of the Boston region over the next 25 years and can
364	Member of the public (Somerville)	Stop spending on South Coast Rail and South Station Expansion until MA has more transportation revenue, not cost-effective. The GLX. and North-South rail link are cost-effective!	South Station has received federal funding for the planning and environmental work that is currently underway. GLX is included in the CIP and MassDOT is funding a \$2 million study of the North South Rail Link to better understand the costs, benefits, and feasibility of the project. This CIP continues to fund early action and design for South Coast Rail.
365	Members of the public	1) Thank you for looking at investments in a rigorous, priority and data-based way, looking particularly at which investments would most efficiently move the most people and goods. 2) Pleased that accessibility for the Auburndale CR stop and Newton Highlands T stop are included!	Thank you for your comments.
366	Member of the public (Wakefield)	More articulated vision for our transit goals beyond 'good repair'. That's a fine focus for a system in recovery - but we also need benchmarks against other metro systems, and a more specific vision for what the transit vision is we're building toward. Statements of system-wide environmental impact regarding emissions. (gross emissions by transit type, per passenger mile).	The MBTA's Focus40 process will look at the transit needs of the region over the next 25 years. This process will be articulating a vision and goals for the MBTA to achieve over this period and will be looking at such things as climate change.
367	27 Comments	pro Complete Streets Program	Thank you for your comment.

Additional Letters

<u>Comment Number</u>	<u>Name</u>	<u>Comment/Question</u>	<u>MassDOT/MBTA Response</u>
368	Senator Barbara L'Italien, Rep Jim Miceli, Rep Jim Lyons	Please include the following projects in the CIP: 1) Intersection Improvements at Main Street, Salem Road and South Street (#608346); 2) Resurfacing and Sidewalk Reconstruction on Route 38 (#608297); 3) Bridge Replacement, T-03-003, Mill Street over Shawsheen River (#607534) - included in Part 3, would like to add Bridge Street bridge to the project.	Thank you for your comments. While MassDOT cannot fund all projects that are competing for funding, Project #607534 is now included in the CIP.
369	Rep Hannah Kane, Rep Carolyn Dykema	Thank you for including this project in the CIP. Would like answers for the following questions: 1) What is the estimated percentage split of how much of this project would be paid for by toll revenue? 2) How much of the project is in the Boston Region MPO versus the Central MA MPO? 3) What is the best mechanism and timing for amending the Long Range Transportation Plans for both the Boston and Central MA MPOs in order to have this project listed and therefore eligible for federal highway dollars going forward?	The MPO regional percentage split is 70% Boston and 30% Central MA. MassDOT's Office of Transportation Planning is working with both relevant MPO agencies to schedule Long Range Transportation Plan amendments and other such actions.
370	Rep Alice Peisch	Please make at least one of the 3 Wellesley Commuter Rail Stations ADA compliant.	Continuing to improve accessibility is a priority for the MBTA. This year, the MBTA launched an initiative termed the Plan for Accessible Transit Infrastructure (PATI), which will survey every bus stop and station to identify access barriers. Following this, the MBTA will develop a long-term plan for making the system fully accessible. The current draft CIP includes over \$200 million worth of accessibility work.
371	Mayor David J. Narkewicz (Northampton)	City of Northampton supports the roadway projects involving the new stormwater drainage systems near the Mountain Street Reservoir in Williamsburg. The higher traffic volume on Mountain Street increases the risk of roadway spills contaminating the tributaries.	Thank you for your comment. This project is included in the CIP.
372	Mayor William Martin (Greenfield)	Would like the funding for the Greenfield-Bridge Replacement, G-12-006, Nash's Mill Road over Green River (608235) reprioritized. Currently scheduled for summer 2018 - needs to be sooner. The bridge is currently unusable and delays emergency response by 20 minutes.	Thank you for your comment. However, MassDOT does not have the capacity to move the bridge forward into FY17 at this time.