massDOT
Office of Transportation Planning

ROUTE 1A CORRIDOR STUDY

Working Group #5

December 15, 2022

East Boston – Revere

Zoom Controls

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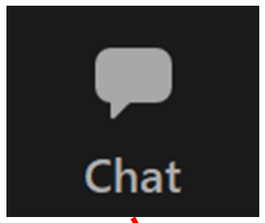

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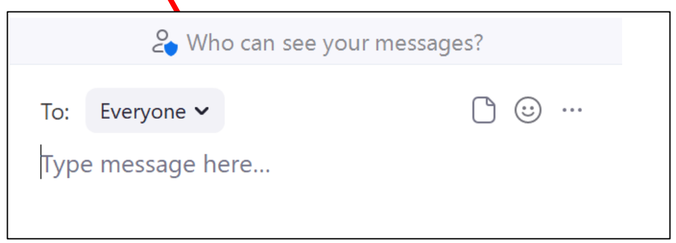

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Today's Agenda

1 Project Overview

2 Goals & Objectives

3 Rail Corridor Alternatives

(1) Shared Use Path Only

(2) Bypass Road + Shared Use Path

4 Alternatives Analysis and Evaluation

5 Key Findings and Next Steps

Meeting Purposes

- Present evaluation of alternatives
- Present Key Findings and solicit feedback from the Working Group
    - Working Group presentation and recording will be posted to the study website
- Begin the public comment period on the alternatives and Key Findings
    - Series of 2 (two) virtual Public Meetings to present Key Findings and solicit feedback:
        - Tuesday, December 20, 2022 at 6:00PM
        - Thursday, January 19, 2023 at 6:00PM
    - Based on feedback from the Working Group and 2 (two) Public Meetings, release a draft report for 30-day public comment period in late January 2023

Why Was This Study Initiated?

After receiving public feedback in response to a request to lease the inactive rail parcels along the Chelsea Creek, the MBTA's Fiscal and Management Control Board and MassDOT committed to conducting a study of the rail corridor.

Study Purpose and Need

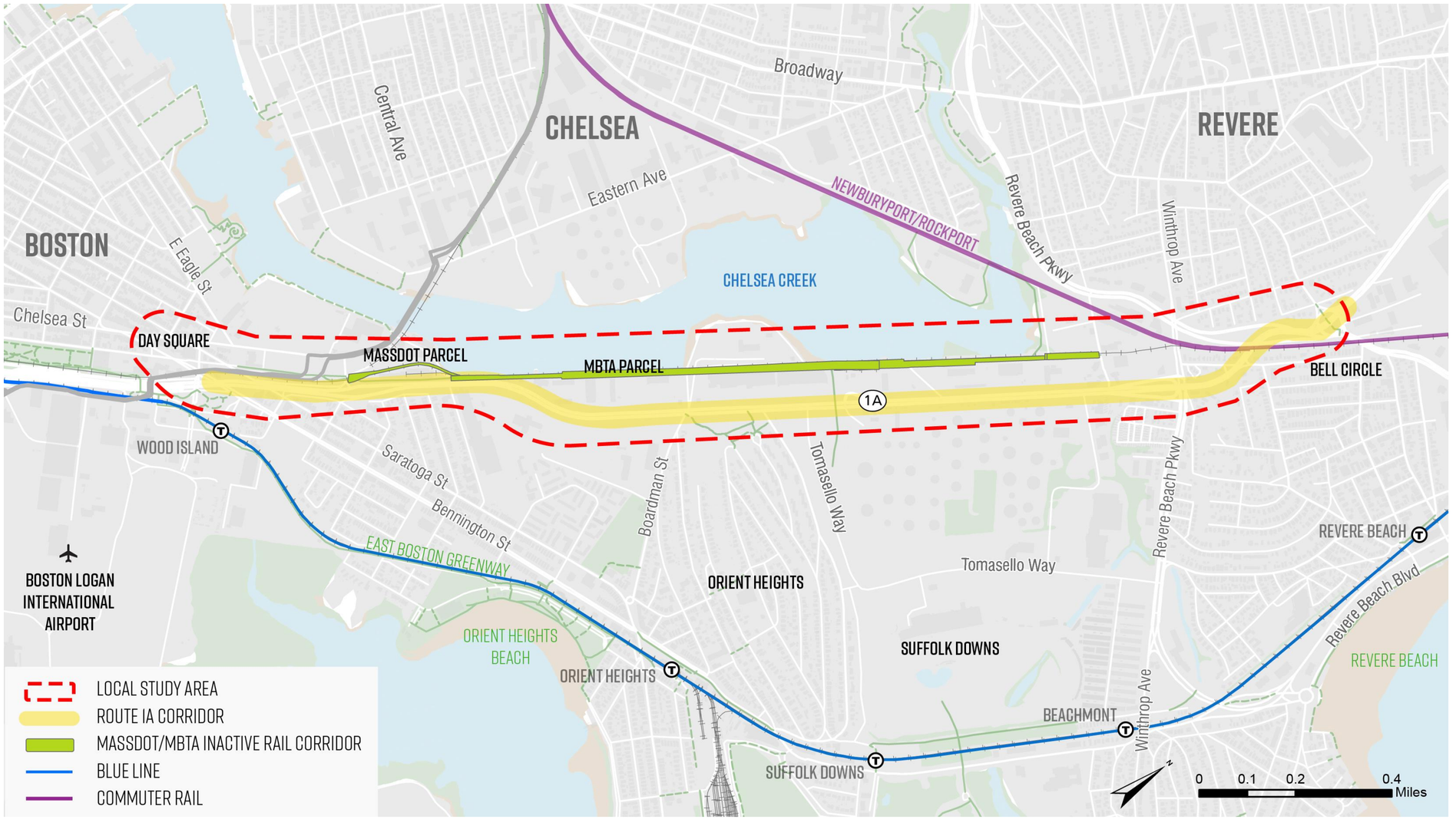
The purpose of this study is to assess the potential uses of the MassDOT and MBTA rail parcels located between Route 1A and the Chelsea Creek in East Boston, and evaluate the Route 1A corridor between Bell Circle and Day Square.

The study will identify opportunities to:

- improve walking, biking, and transit conditions
- address safety deficiencies for all users
- accommodate freight needs and increasing demand on the corridor due to new development
- mitigate potential impacts of climate change

Study Corridor

Our study corridor includes the MassDOT/MBTA owned rail parcels along the Chelsea Creek and Route 1A from Chelsea Street in East Boston to Bell Circle in Revere.



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Study Goals

Safety

- Improve safety for people using all modes of transportation (walking, biking, transit, driving, etc.)

Connectivity

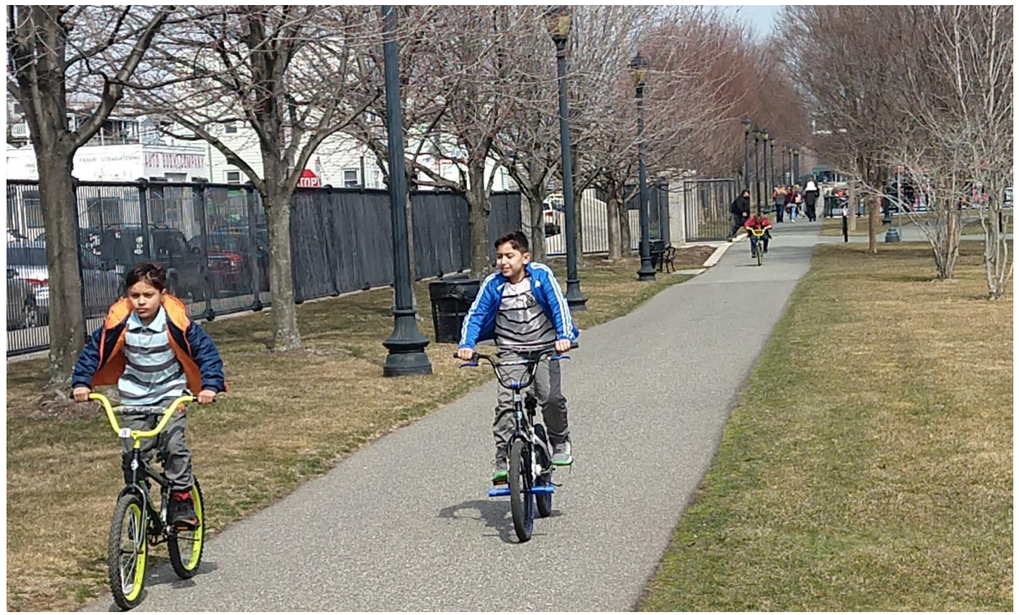
- Expand and enhance connectivity for users of all modes of transportation along and across the Route 1A corridor
- Balance local and regional transportation needs and improve the reliability of freight transportation

Sustainability and Climate Change Resiliency

- Improve air quality and access to public and natural resources
- Enhance resilience of corridor infrastructure and surrounding area

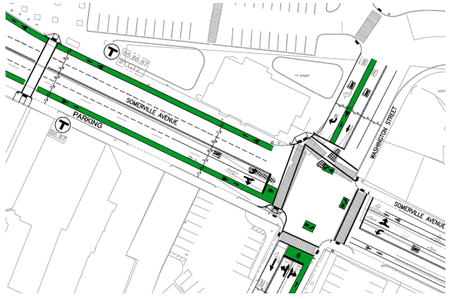
Equity

- Enhance corridor benefits and reduce corridor burdens on Environmental Justice communities



Study Schedule

Public Involvement

Study Context	Existing & Future Conditions	Alternatives Development	Alternatives Analysis	Findings & Recommendations
				
Fall 2021	**Fall 2021/ Winter 2022**	**Spring 2022**	**Spring/Summer 2022**	**Fall 2022**

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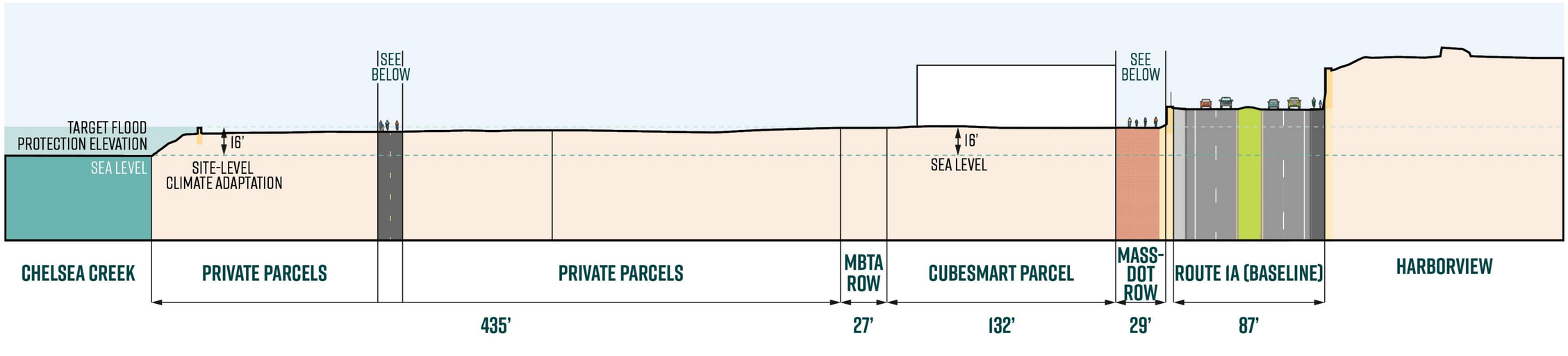
Alternatives

Alternative 1: Shared Use Path Only

Alternative 1: Shared Use Path Only – Curtis Street to Addison Street



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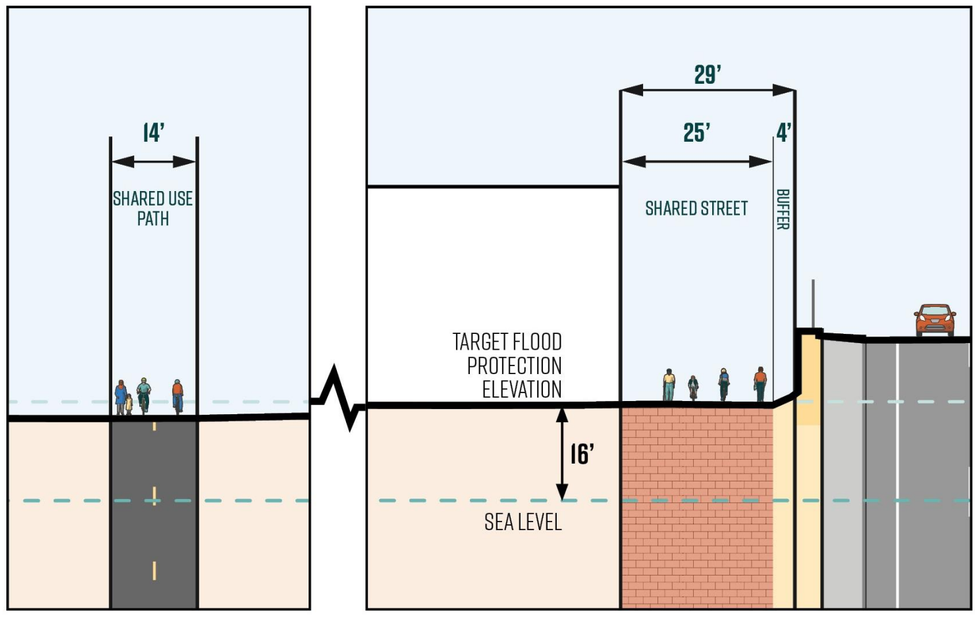

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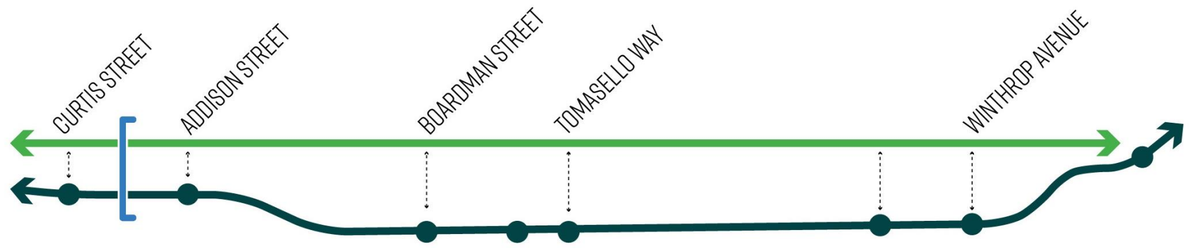

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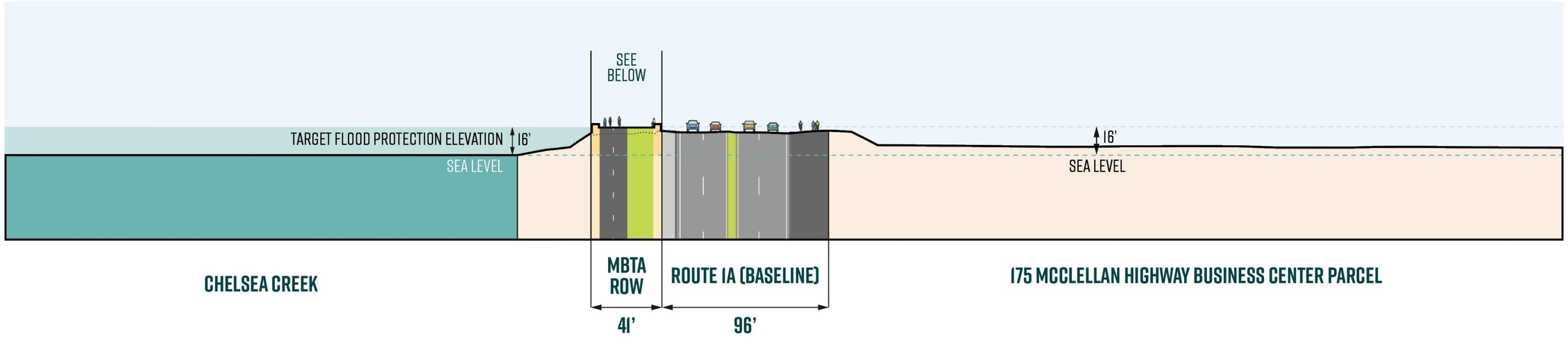
Alternative 1: Path Only – North of Addison Street to Boardman Street

Alternative 1: Shared Use Path Only – North of Addison Street



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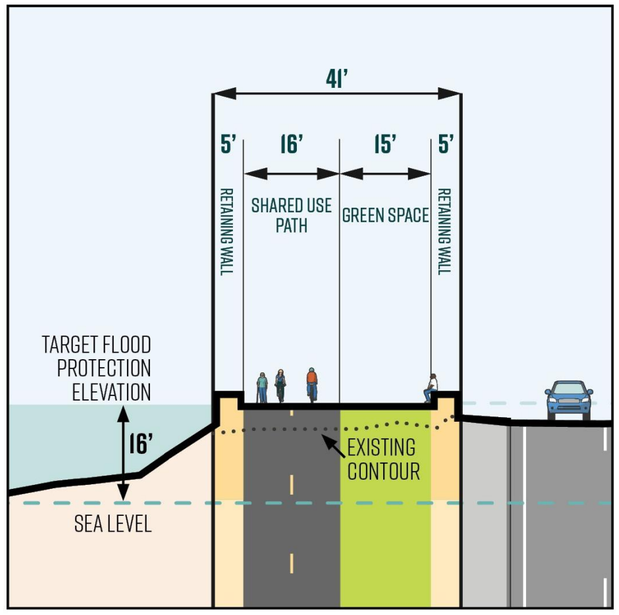

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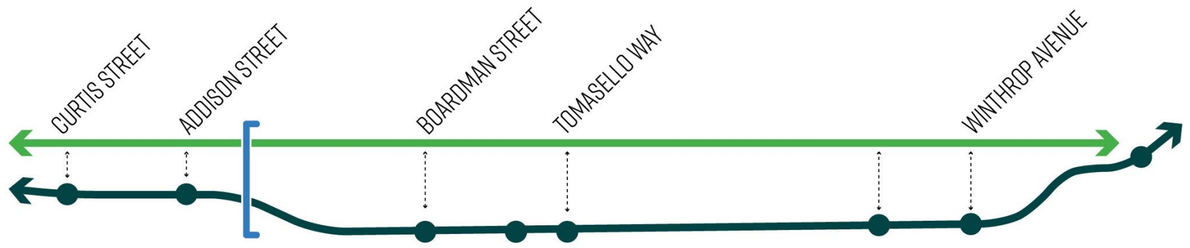
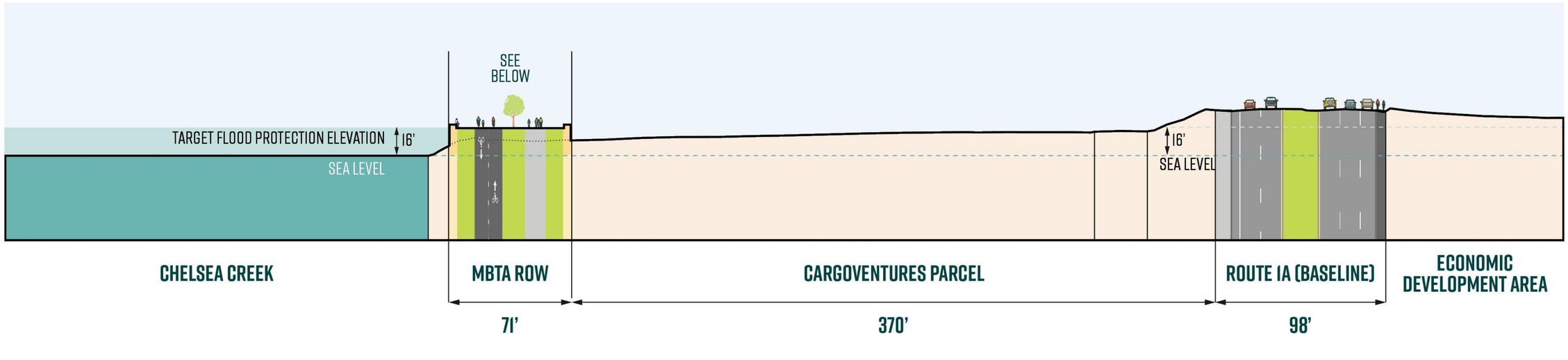


Alternative 1: Shared Use Path Only – South of Boardman Street



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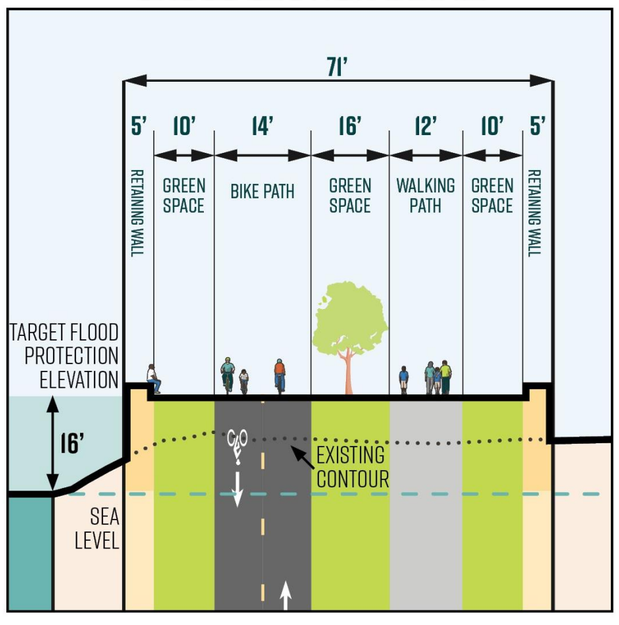

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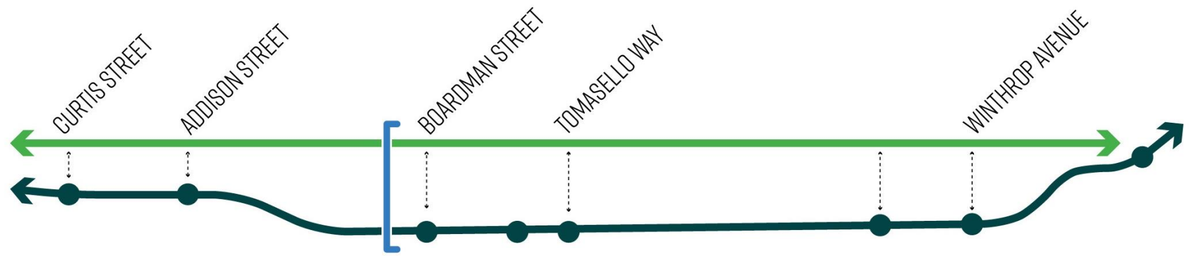

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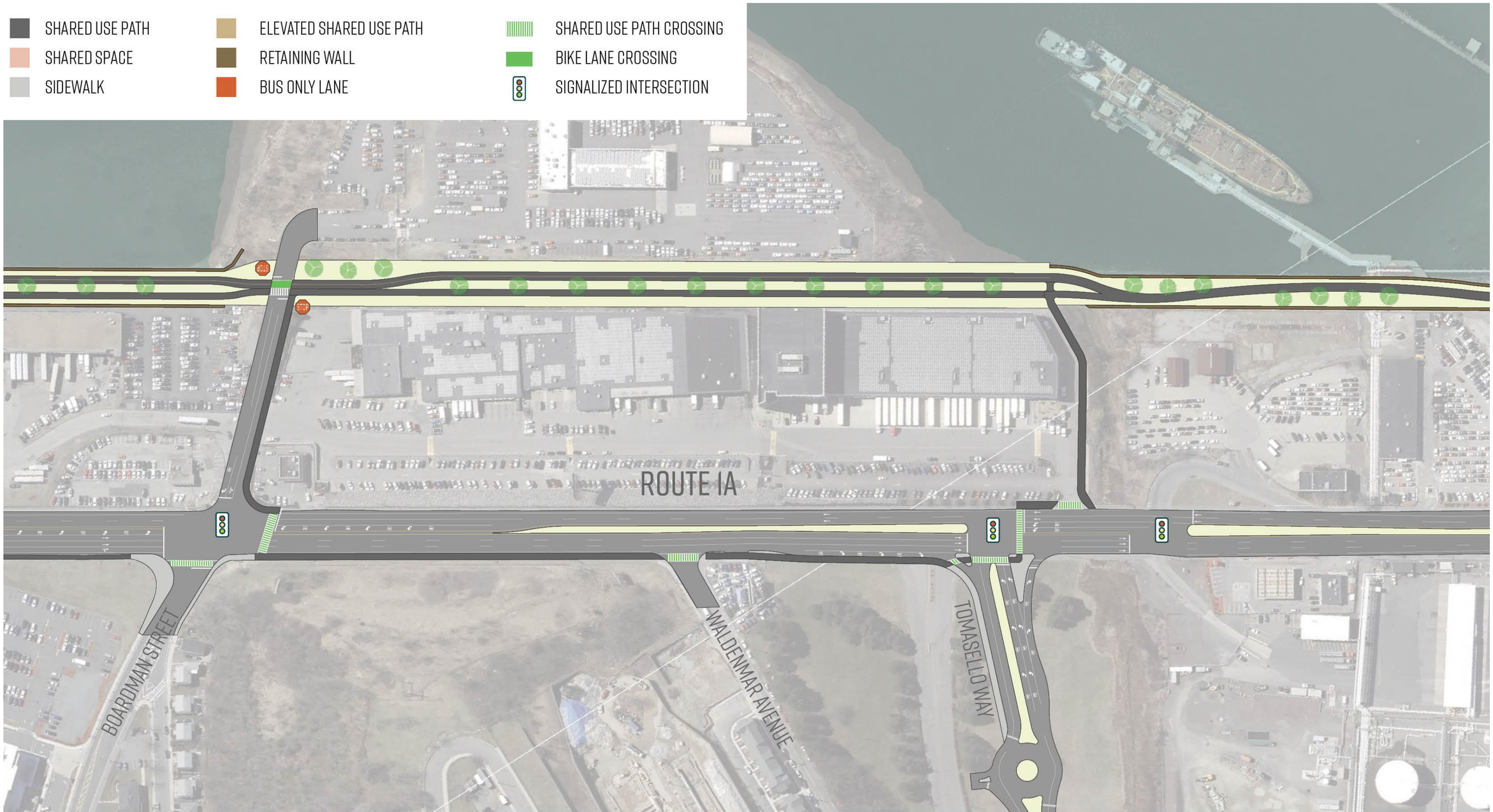
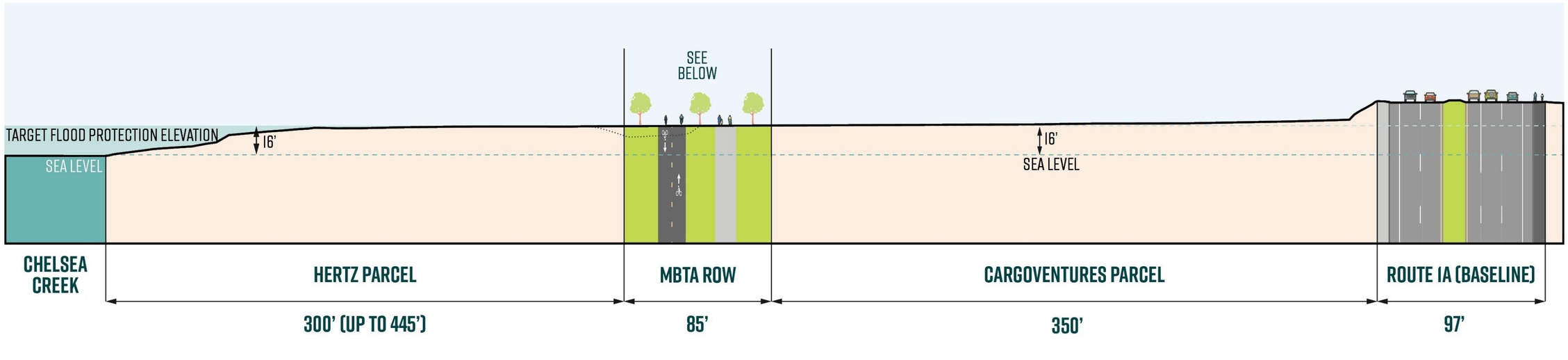
Alternative 1: Path Only – Boardman Street to Tomasello Way



Alternative 1: Shared Use Path Only – South of Tomasello Way



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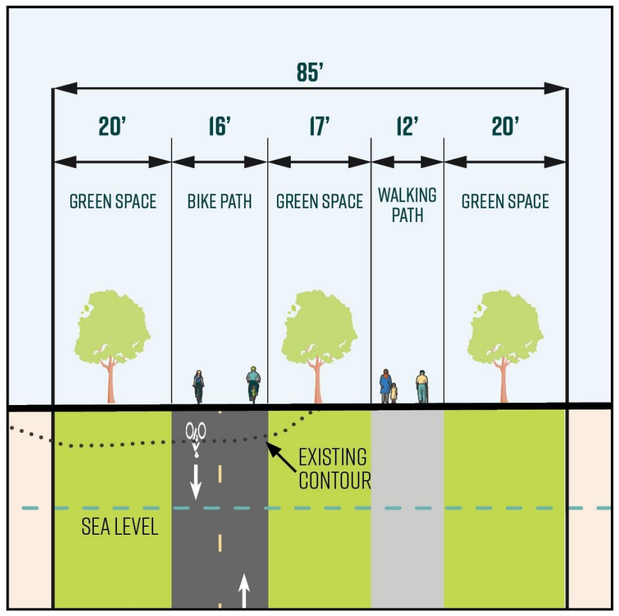

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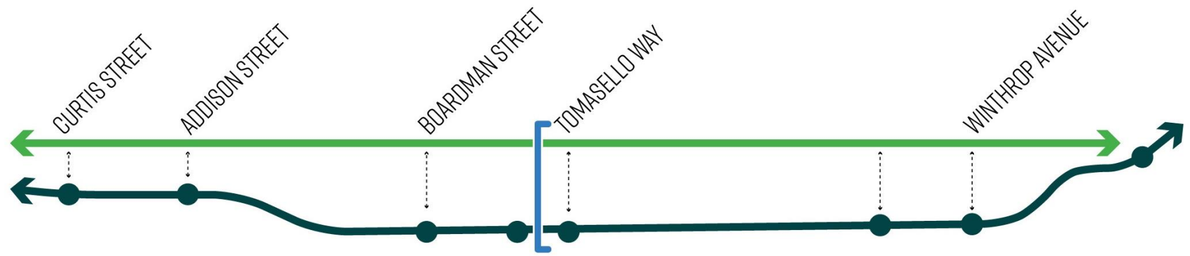

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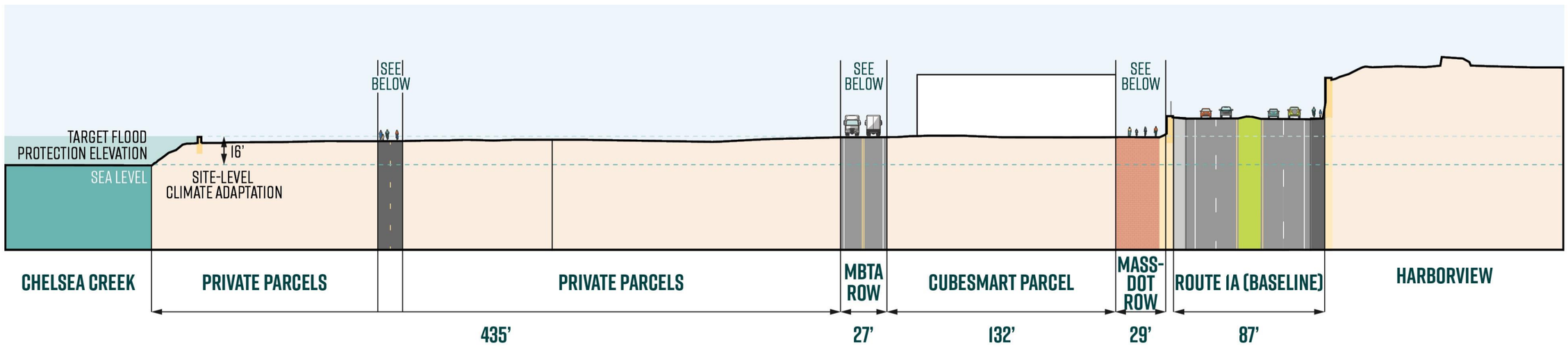
Alternative 2: Bypass Road and Shared Use Path

Alternative 2: Bypass with Shared Use Path – Curtis St. to Addison St.



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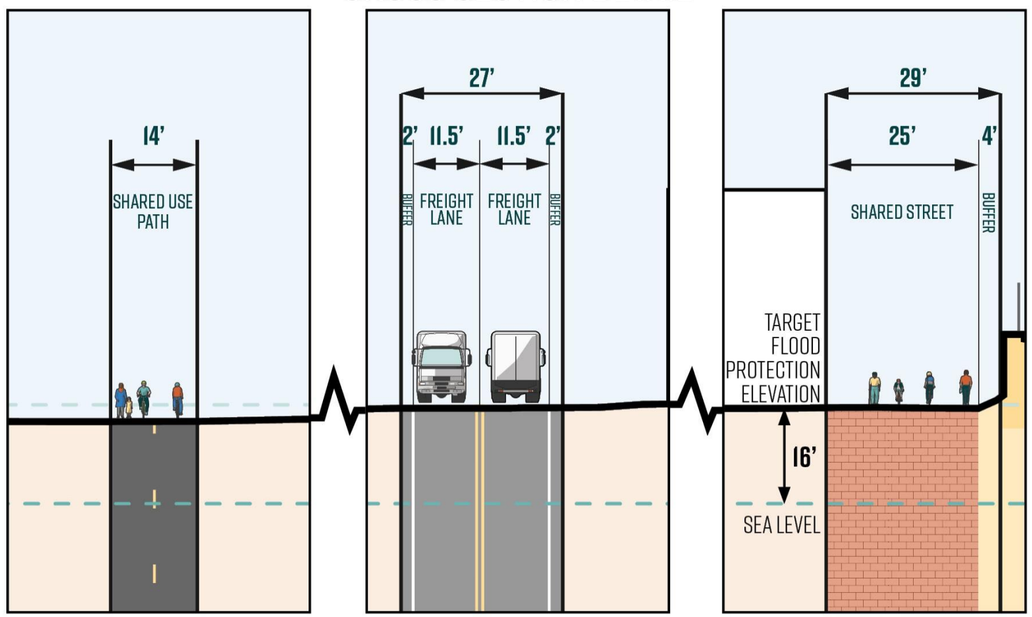

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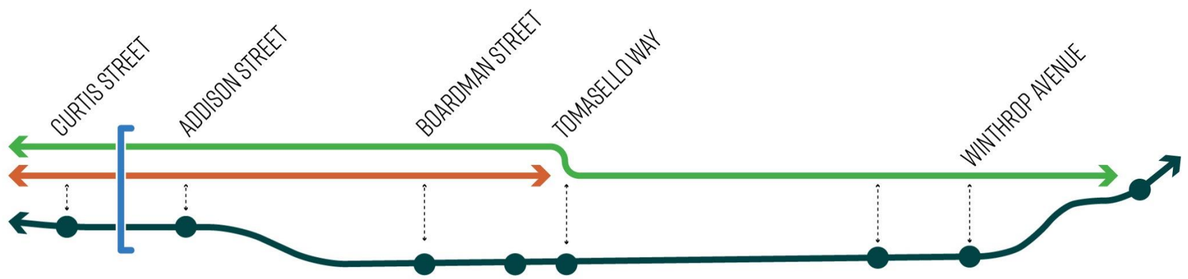

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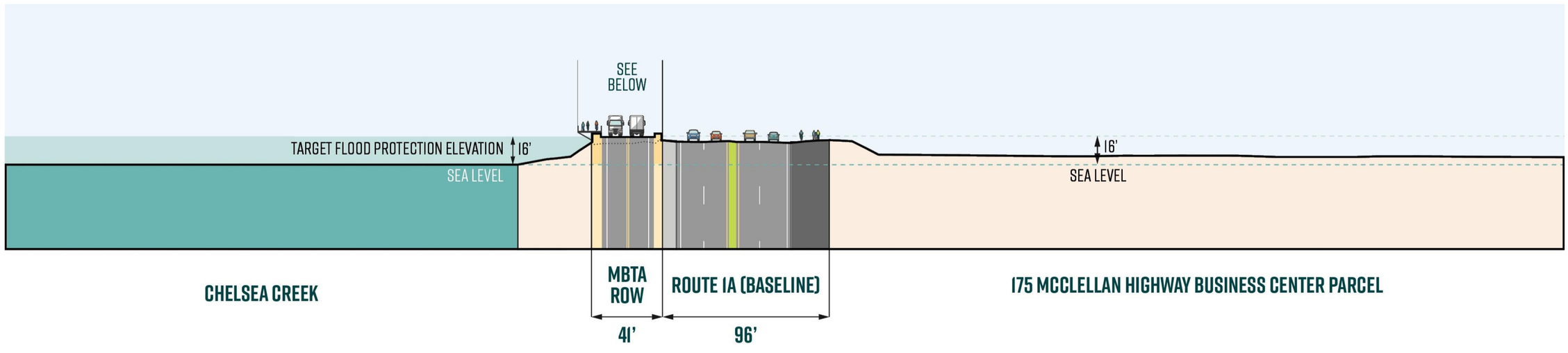
Alternative 2: Bypass with Path – North of Addison St. to Boardman St.

Alternative 2: Bypass with Shared Use Path – North of Addison Street



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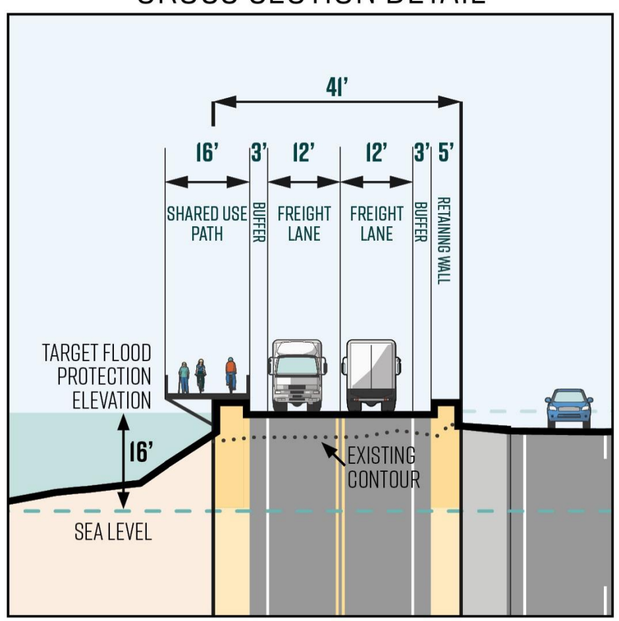

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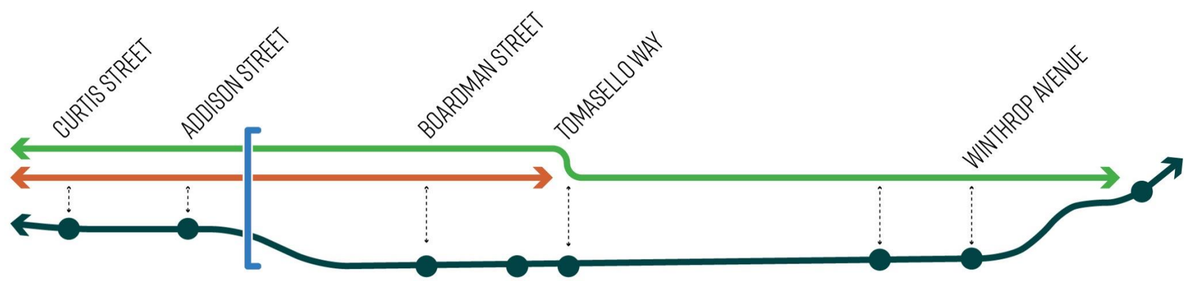

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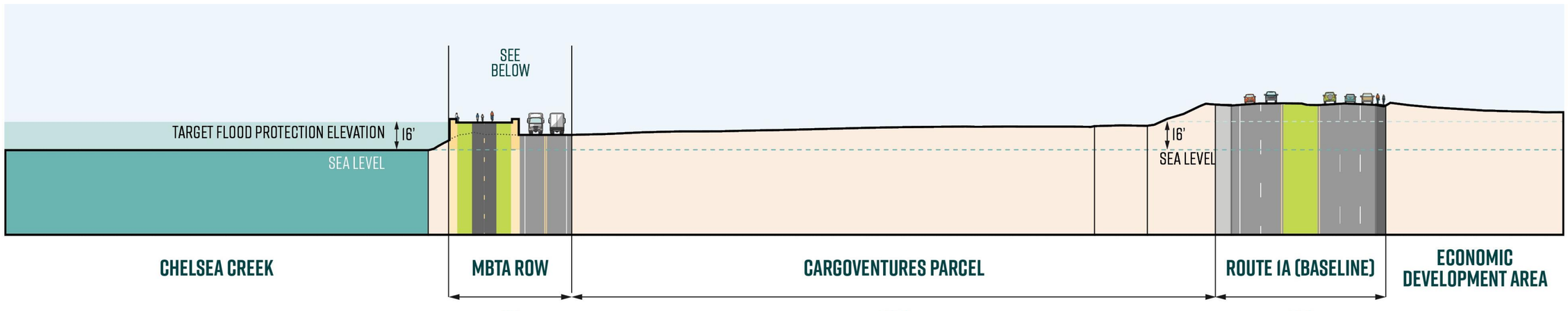
Alternative 2: Bypass with Shared Use Path – South of Boardman St.



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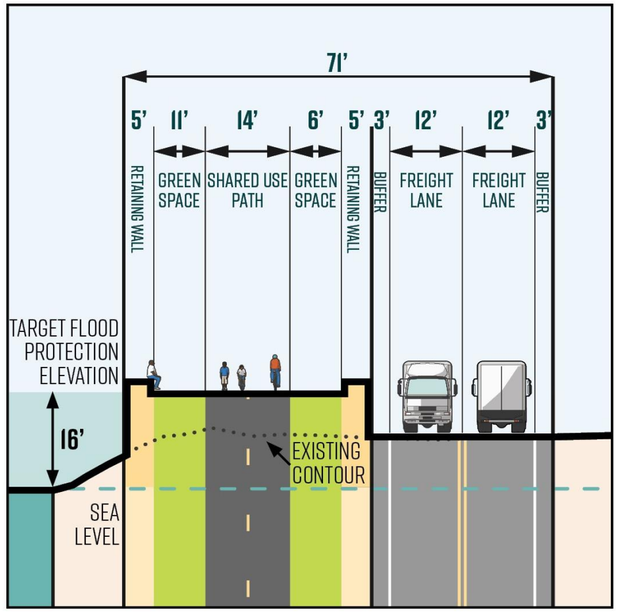

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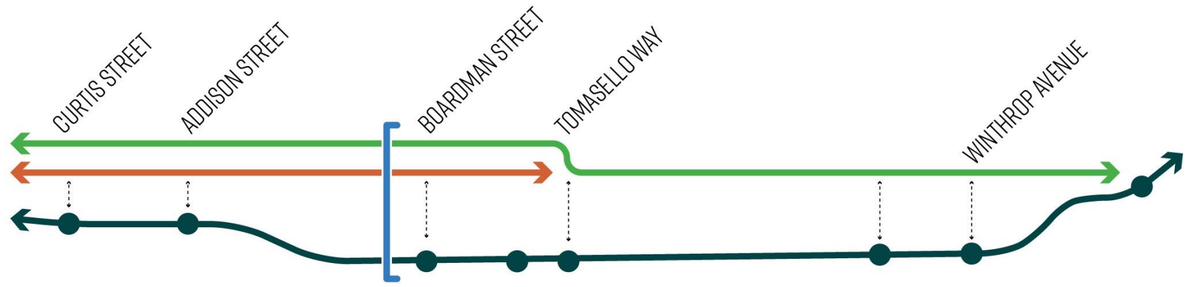

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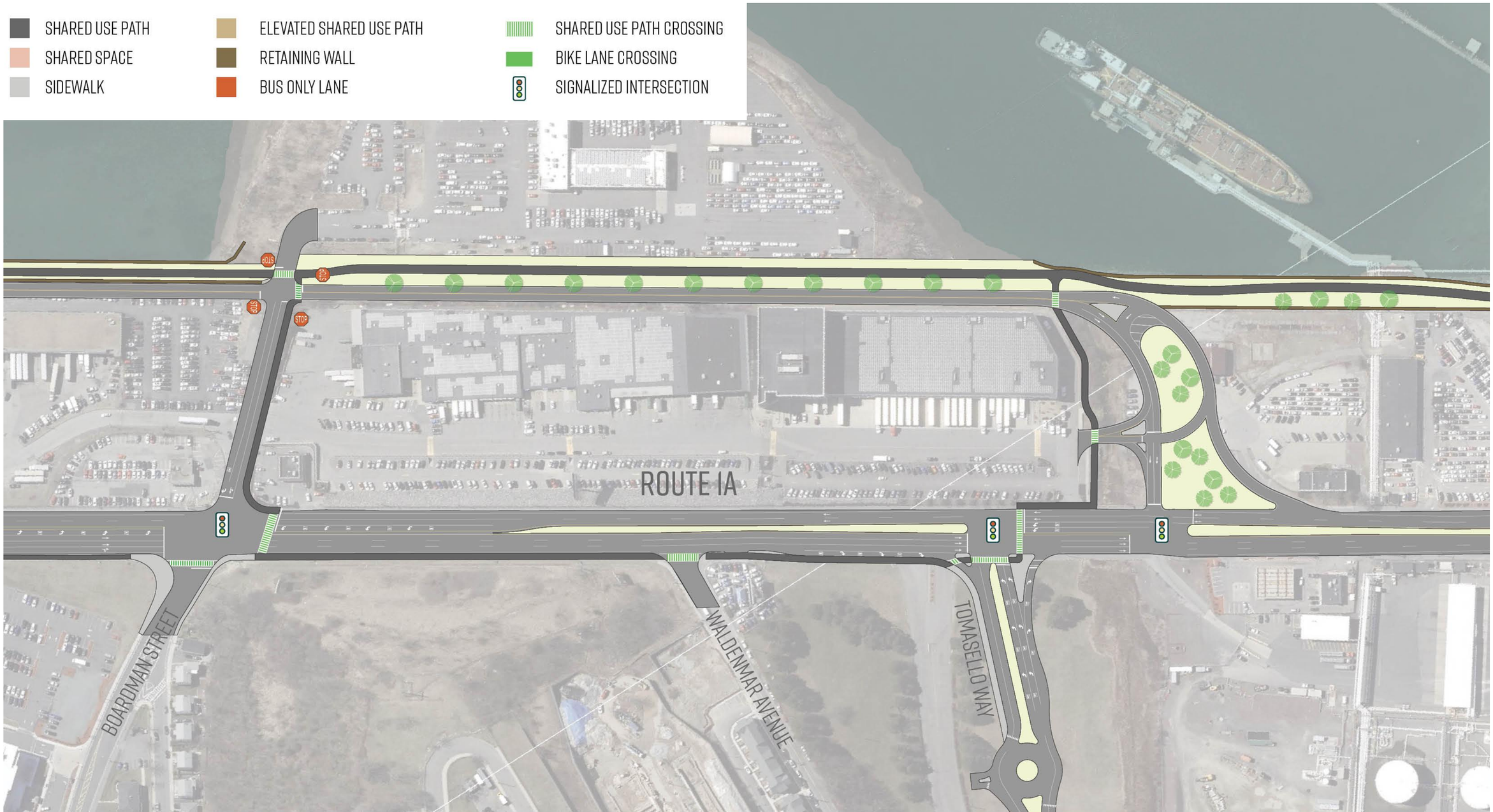
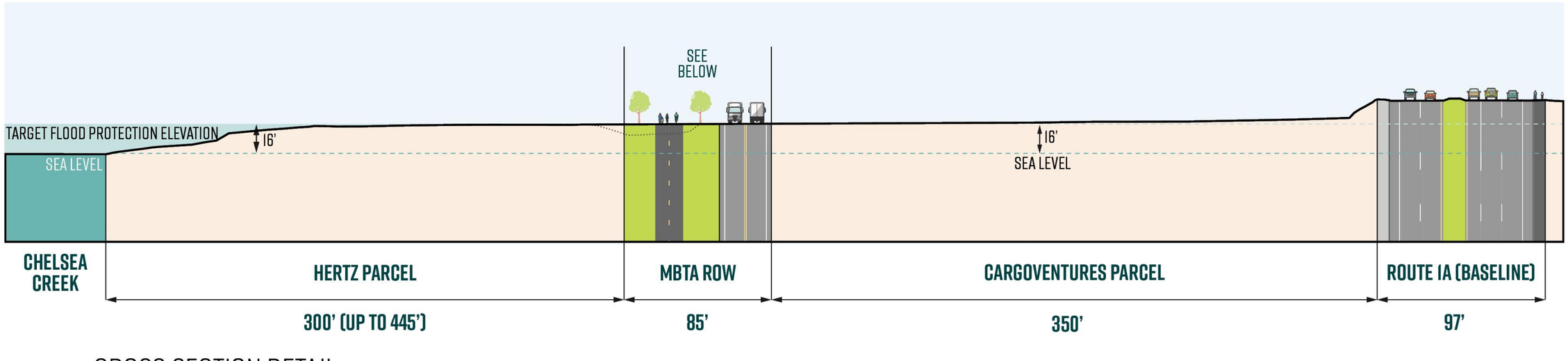
Alternative 2: Bypass with Path – Boardman Street to Tomasello Way



Alternative 2: Bypass with Shared Use Path – South of Tomasello Way



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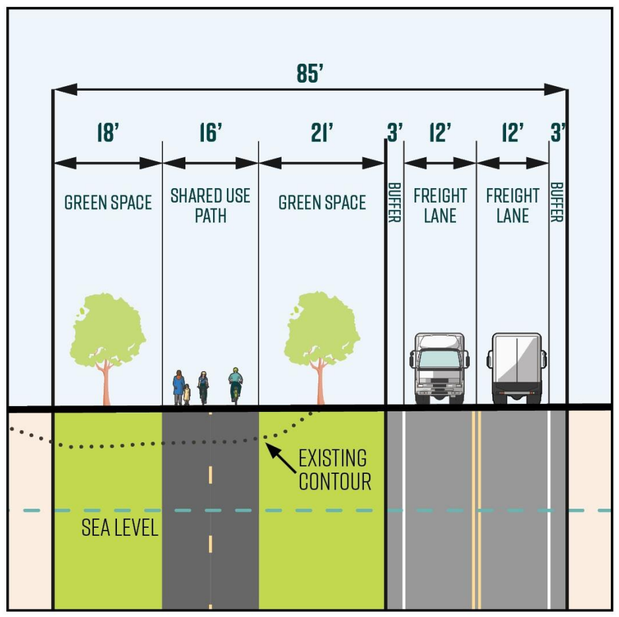

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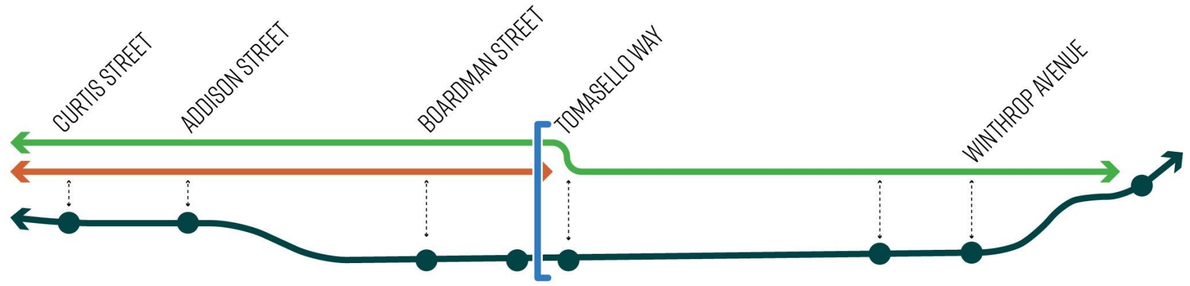

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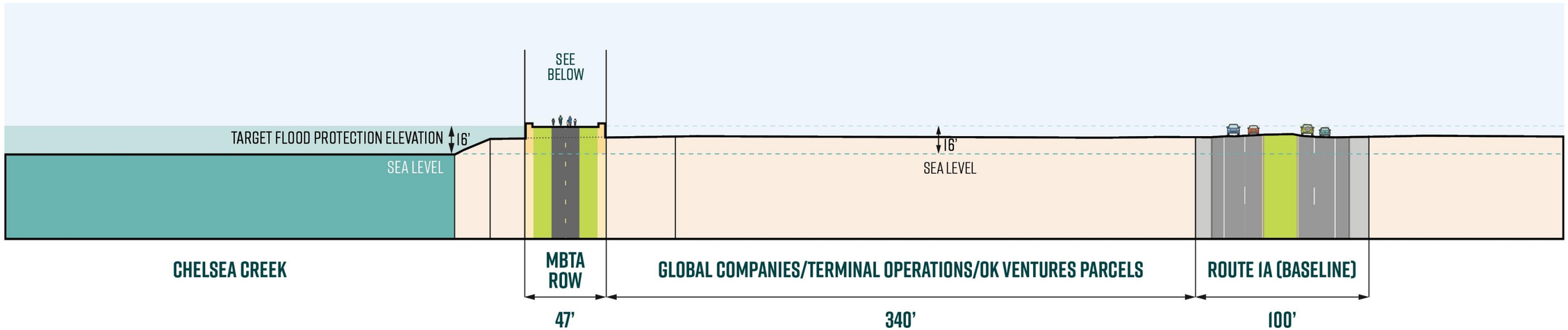
Both Alternatives – North of Tomasello Way to Railroad Street

Both Alternatives – South of Railroad Street



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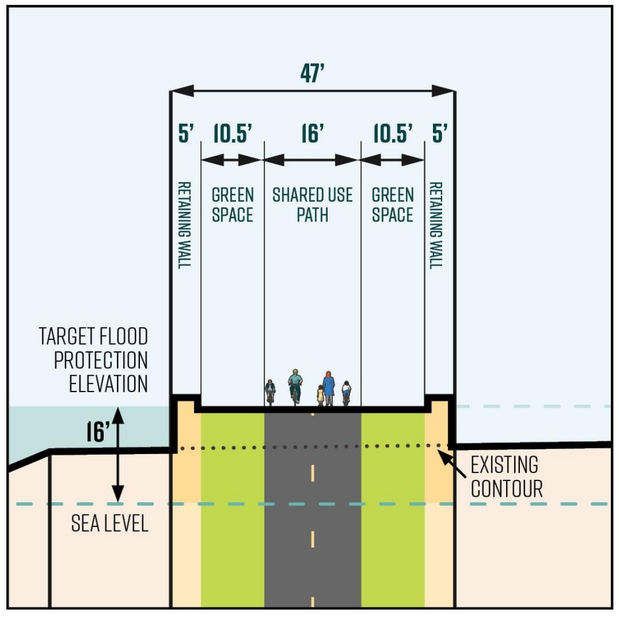

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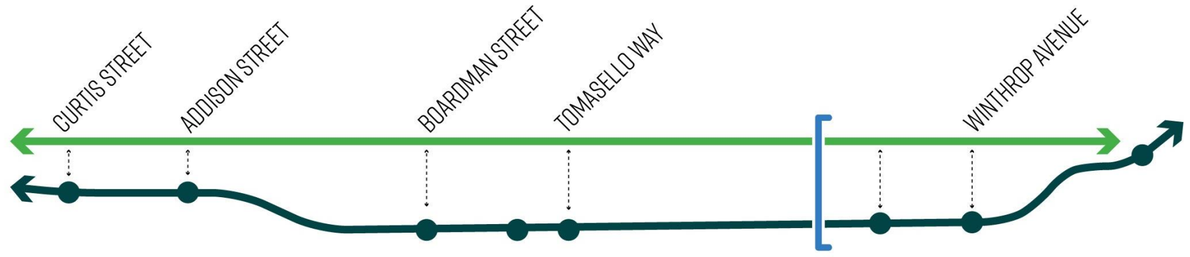

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Both Alternatives – Railroad Street to Winthrop Avenue

Bell Circle Connections – Option A (Harris Street)

Bell Circle Connections – Option B (Revere Beach Parkway)

Evaluation of Alternatives

Heat Island and Natural Resources – Both Alternatives

- **Alternative 1** has more permeable surface, better flooding and heat performance
  - Permeable pavement could be used for the shared use path in both alternatives

Changes in Land Surface Permeability under Each Alternative Based on Pavement Type Used within Proposed Shared Use Path
(Total Rail Parcel Area = 12.10 acres)

Element / Surface Type	*BASELINE*	*ALTERNATIVE 1 Shared Use Path*	*ALTERNATIVE 2 Freight Bypass Road & Shared Use Path*
Total Impermeable Surface (If Path Pavement Is Impermeable)	9.0%	37.1%	51.4%
Total Impermeable Surface (If Path Pavement is Permeable)	9.0%	9.4%	35.3%

Flood Protection – Alternative 1: Shared Use Path Only

- Shared use path at 16-foot elevation, with an extra two-foot vertical lip / sea wall
- Shared use path provides shoreline flood protection to withstand 2070 sea-level rise

Flood Protection – Alternative 2: Bypass Road with Shared Use Path

- Alternative 2 has same shared use path barrier in the northern flood zone
- In the southern flood zone, it has a raised Bypass Road at 16-foot elevation, with an extra two-foot vertical lip / sea wall and cantilevered shared use path
- Both barriers provide shoreline flood protection to withstand 2070 sea-level rise

Wetlands – Both Alternatives

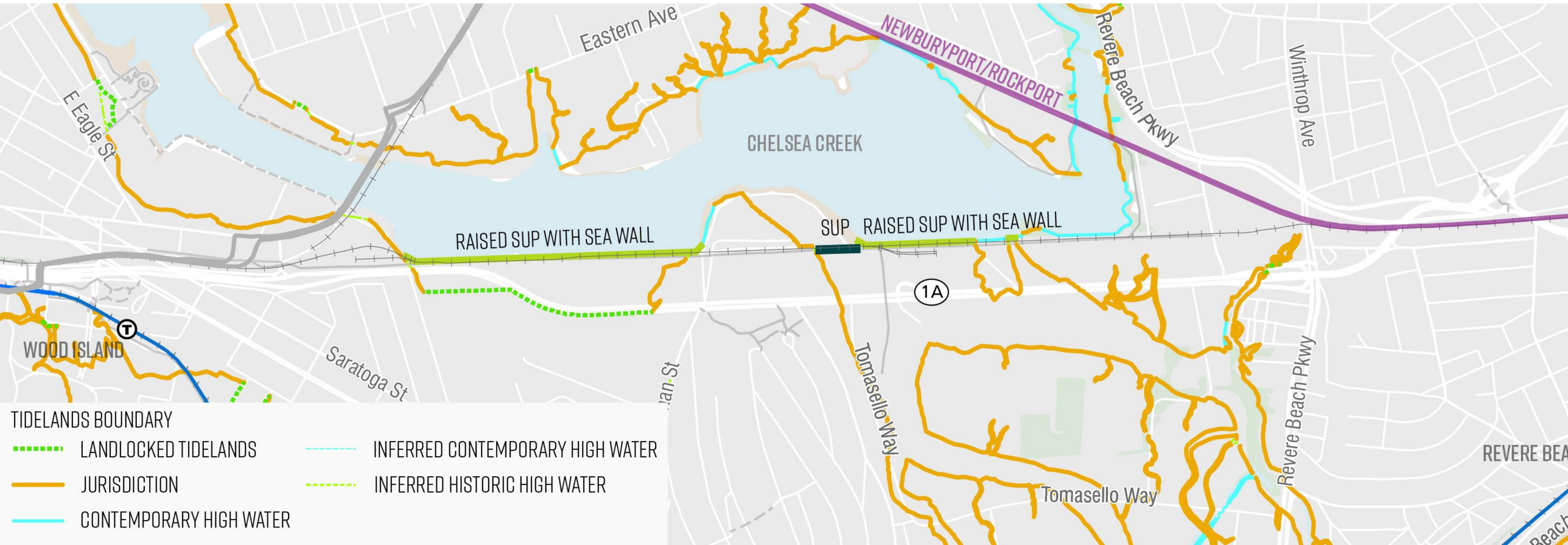
- **Alternative 1** affect smaller area of wetlands
- **Alternative 2** encroaches deeper into wetland areas between path structure and Boardman Street for approximately 1,000 ft

Affected Wetland Areas by Project Element (Acres)

Element / Surface Type	*BASELINE*	*ALTERNATIVE 1 Shared Use Path*	*ALTERNATIVE 2 Freight Bypass Road & Shared Use Path*
Sea Wall	-	*0.18*	*0.31*
SUP Area	-	*0.21*	*0.40*
-- Path	-	*0.07*	*0.13*
-- Green Space	-	*0.14*	*0.27*
Path (Structure)	-	-	*0.30*
Road Surface	-	-	*0.02*
TOTAL	*0*	*0.39*	*1.03*

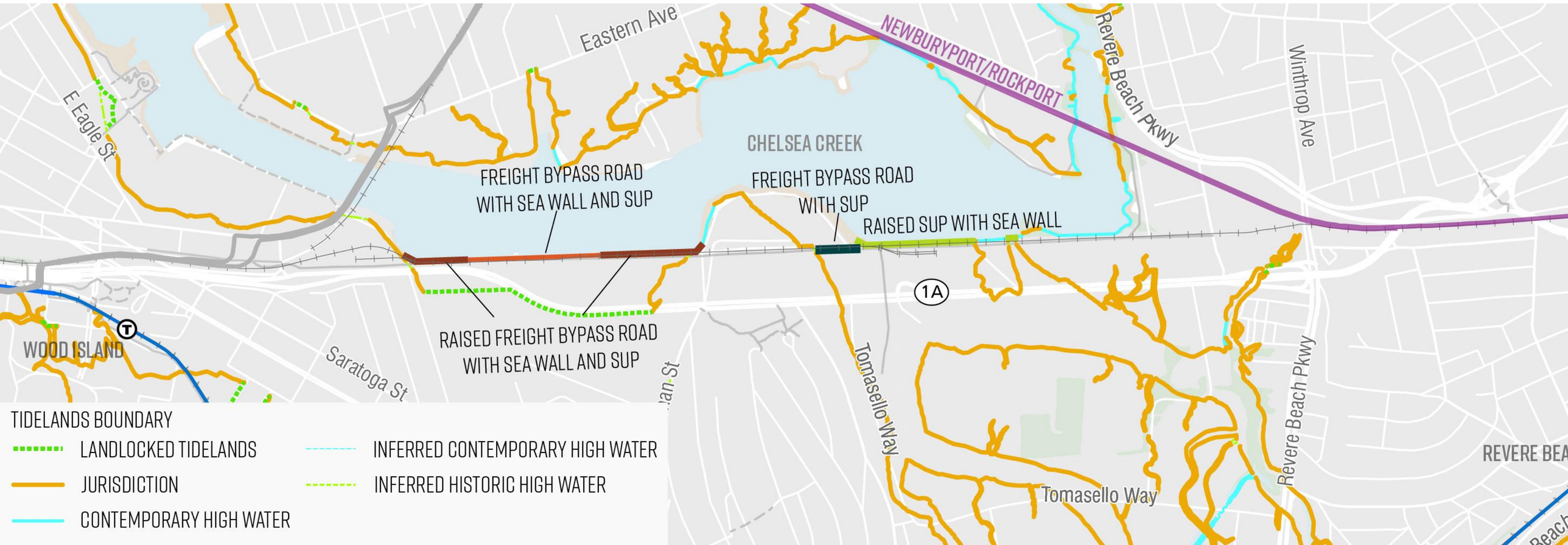
Tidelands – Alternative 1: Shared Use Path Only

- Approximately 55% of the existing rail ROW's length occupies Chapter 91 tideland area
- Both alternatives need to obtain authorization from MassDEP of a Waterways License
- **Alternative 1:** Raised SUP with Sea Wall provide new flood protection and public access to the waterfront area.



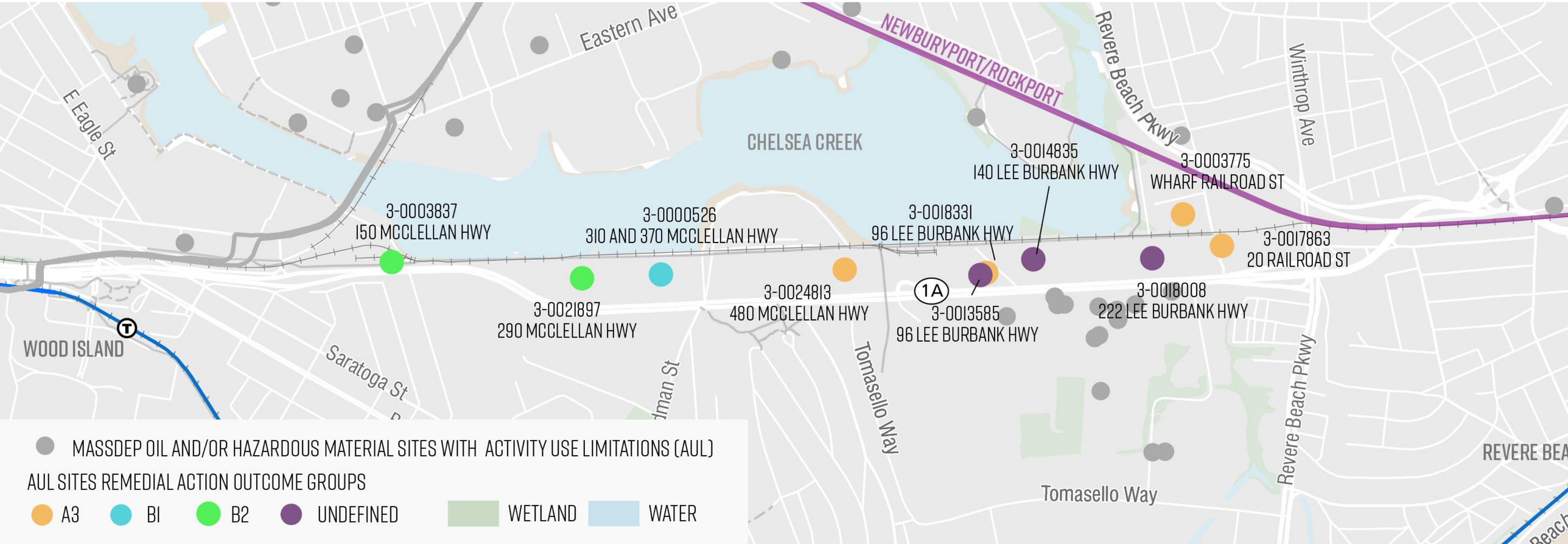
Tidelands – Alternative 2: Bypass Road with Shared Use Path

- **Alternative 2:** Raised Freight Bypass Road with sea wall and SUP on southern half
- Flood protection and public access maintained



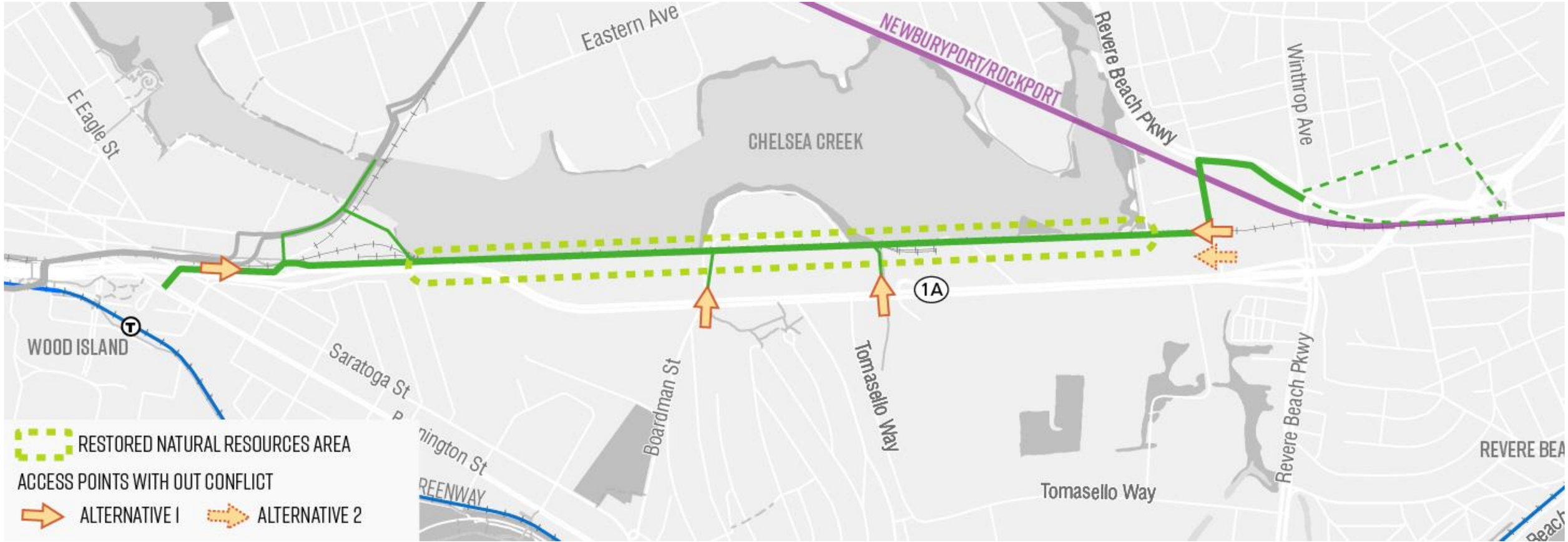
Hazards Materials and Solid Waste – Both Alternatives

- 10 Activity Use Limitation (AUL) locations present adjacent to the rail ROW
- 3 permanent AUL, 3 with no significant risk contingent on AUL, 2 undefined



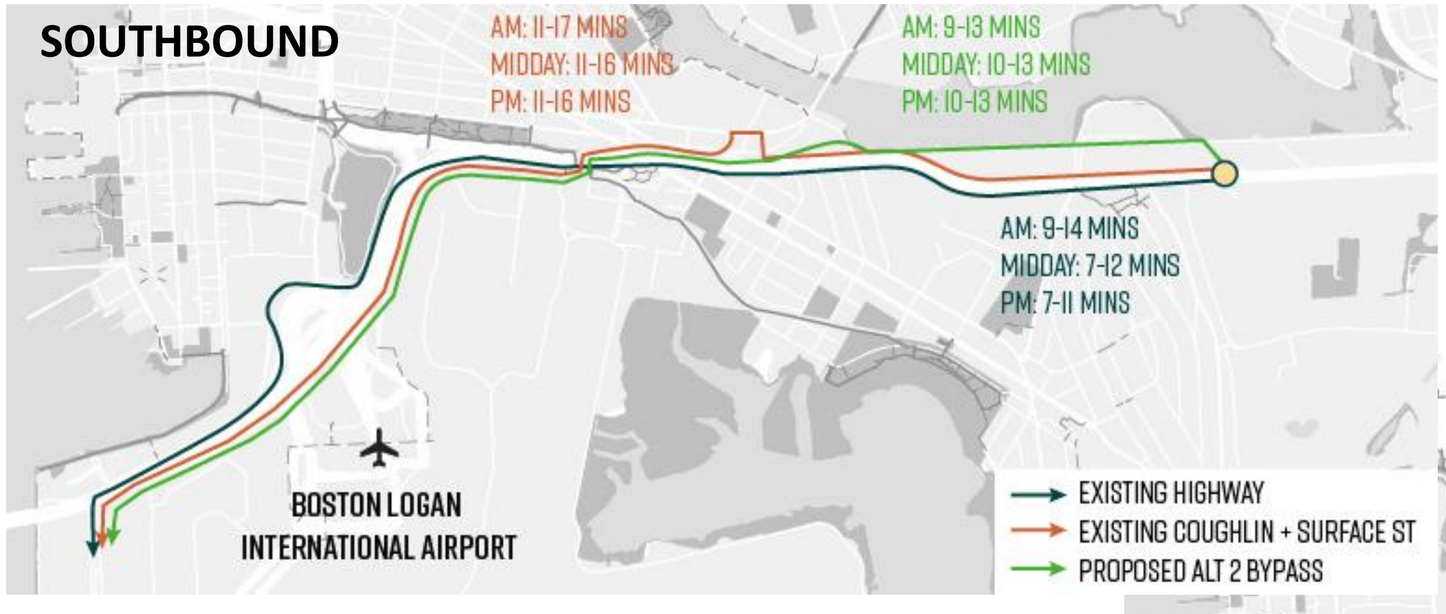
Restored or Improved Natural Resources – Both Alternatives

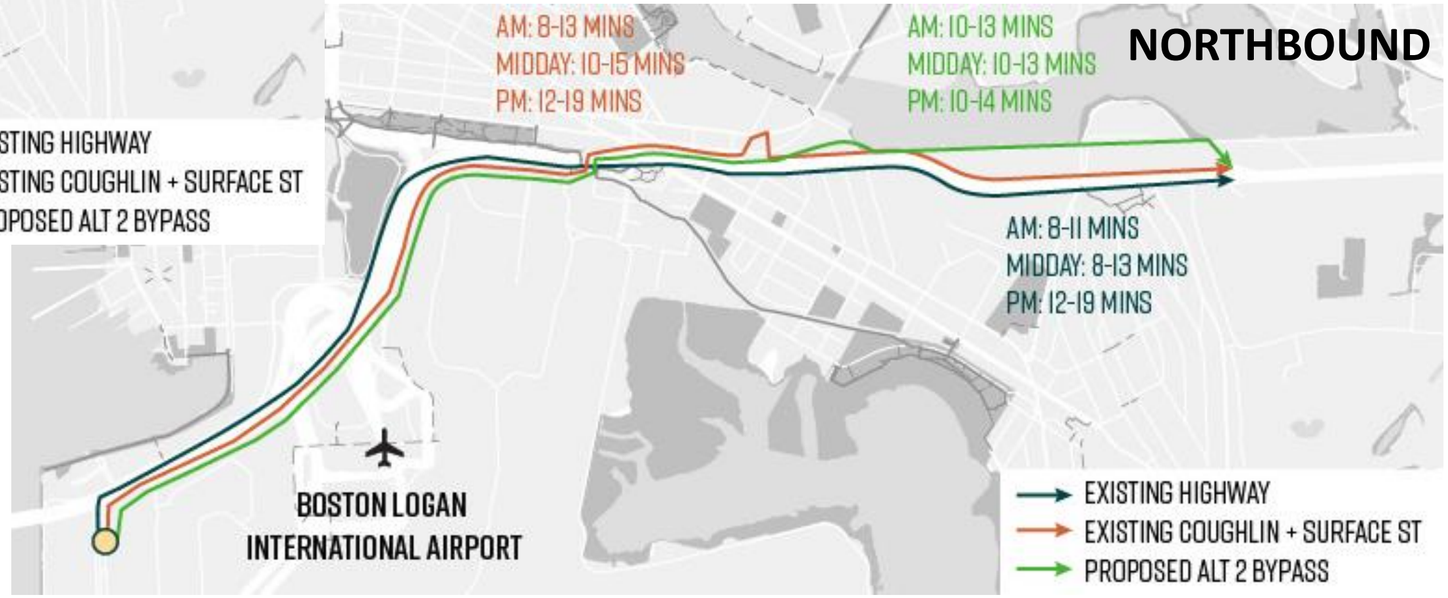
- Both alternatives would improve natural resources and provide access to waterfront space for public use
- **Alternative 1** has more accessible open space (+3.4 acres), better waterfront access, and fewer vehicular conflicts for the shared use path compared to **Alternative 2**



Truck Diversions to Bypass Road – Alternative 2: Travel Time Analysis

- Diversions based on vehicle travel times
- Travel times between jughandle and Airport shorter on Bypass Road during peak directional periods (Southbound AM, Northbound PM), otherwise shorter via Route 1A
- Travel times on Bypass Road generally more reliable due to separation from road network





Truck Diversions from Route 1A to Bypass Road – Alternative 2

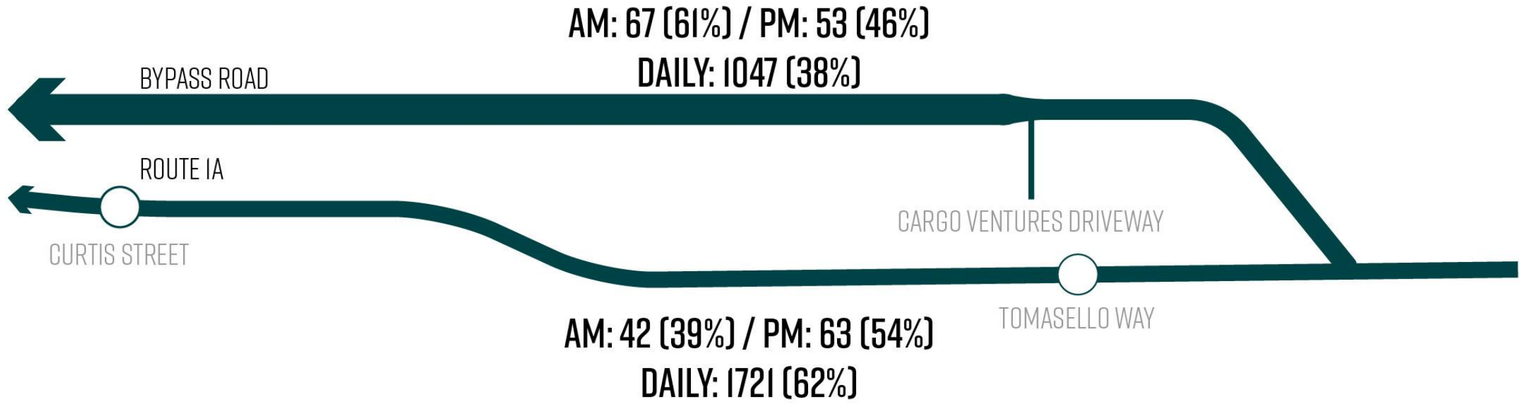
2040 Traffic Projections	AM Peak Hour	PM Peak Hour	Daily
SB Trucks – Bypass Road	67	53	1,047
SB Trucks – Route 1A	42	63	1,721
SB Total Route 1A Traffic	2,427	2,449	44,824
NB Trucks – Bypass Road	42	50	821
NB Trucks – Route 1A	123	86	1,801
NB Total Route 1A Traffic	1,646	2,830	38,722

Note: 2040 travel conditions, development, travel times, and truck volumes assumed for this analysis. Current travel patterns of freight vehicles informed by StreetLight data.

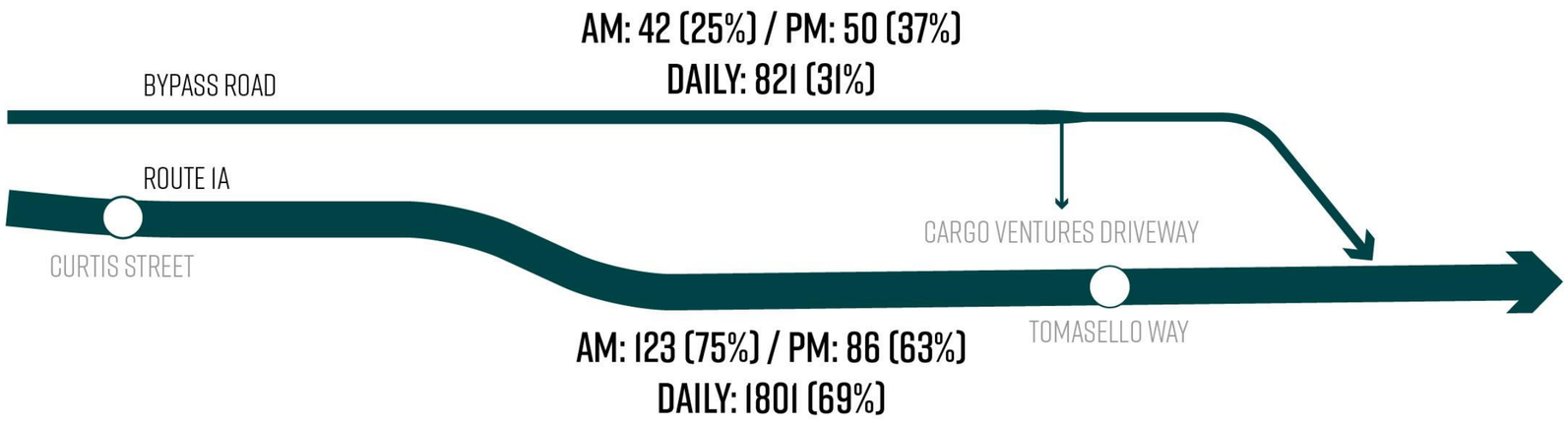
- Estimated peak hour truck diversions to Bypass Road in 2040
  - ~42 – 67 trucks would use new bypass road during each peak hour
  - Heavier SB demand for Bypass (AM = 61%, PM = 46%) than NB (AM = 25%, PM = 37%)
- Estimated daily truck diversions to Bypass Road in 2040
  - ~1,870 trucks would use the new Bypass Road on a daily basis
  - ~35% of Route 1A truck traffic, ~2% Route 1A total traffic in 2040

Peak Hour Truck Volumes – Alternative 2: Bypass Road with Path

SOUTHBOUND TRUCK VOLUMES

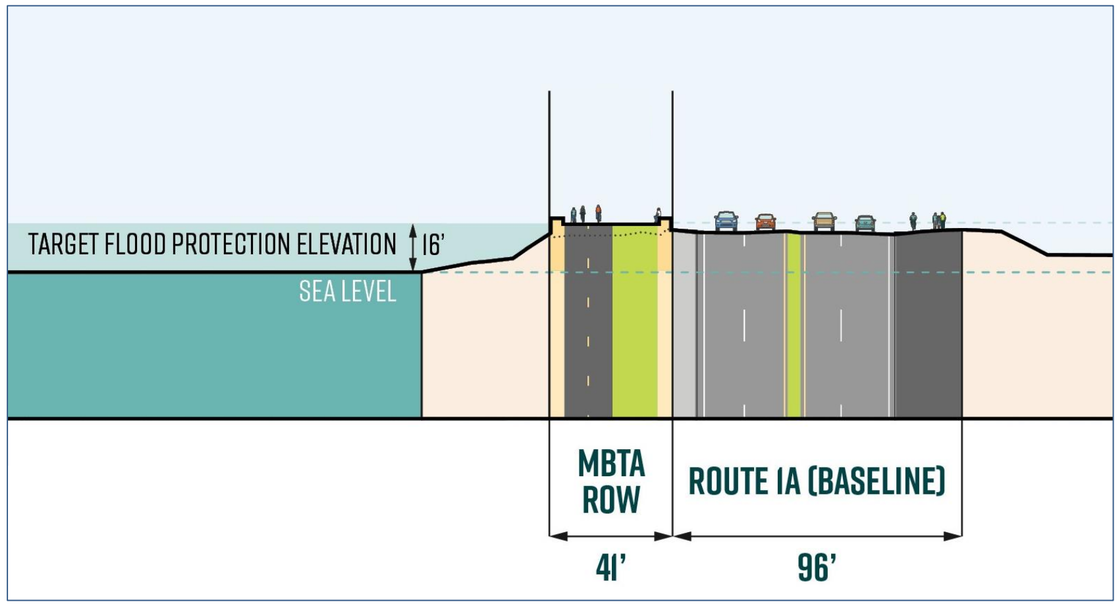


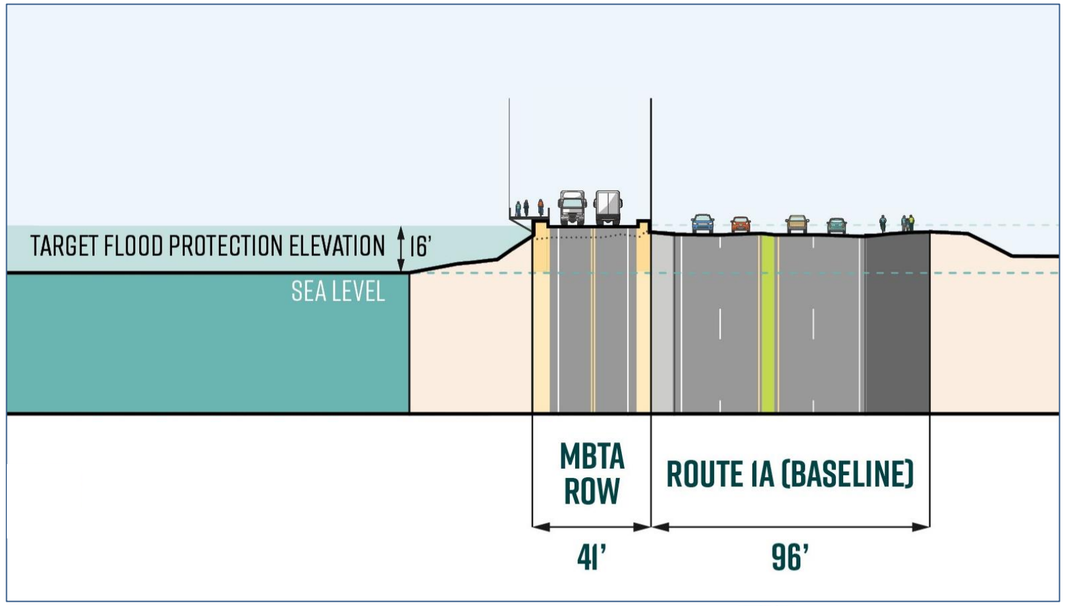
NORTHBOUND TRUCK VOLUMES



Potential for Transit Access

- Future Baseline
  - Bus Network Redesign eliminates Route 1A bus service
  - Current land use, zoning not conducive to transit demand
- Alternative 1 – Shared Use Path Only
  - No separate roadway for potential transit use
  - Transit priority would require use of Route 1A
- Alternative 2 – Bypass Road with Path
  - Bypass Road could allow transit vehicles
  - Potential for transit priority away from Route 1A congestion



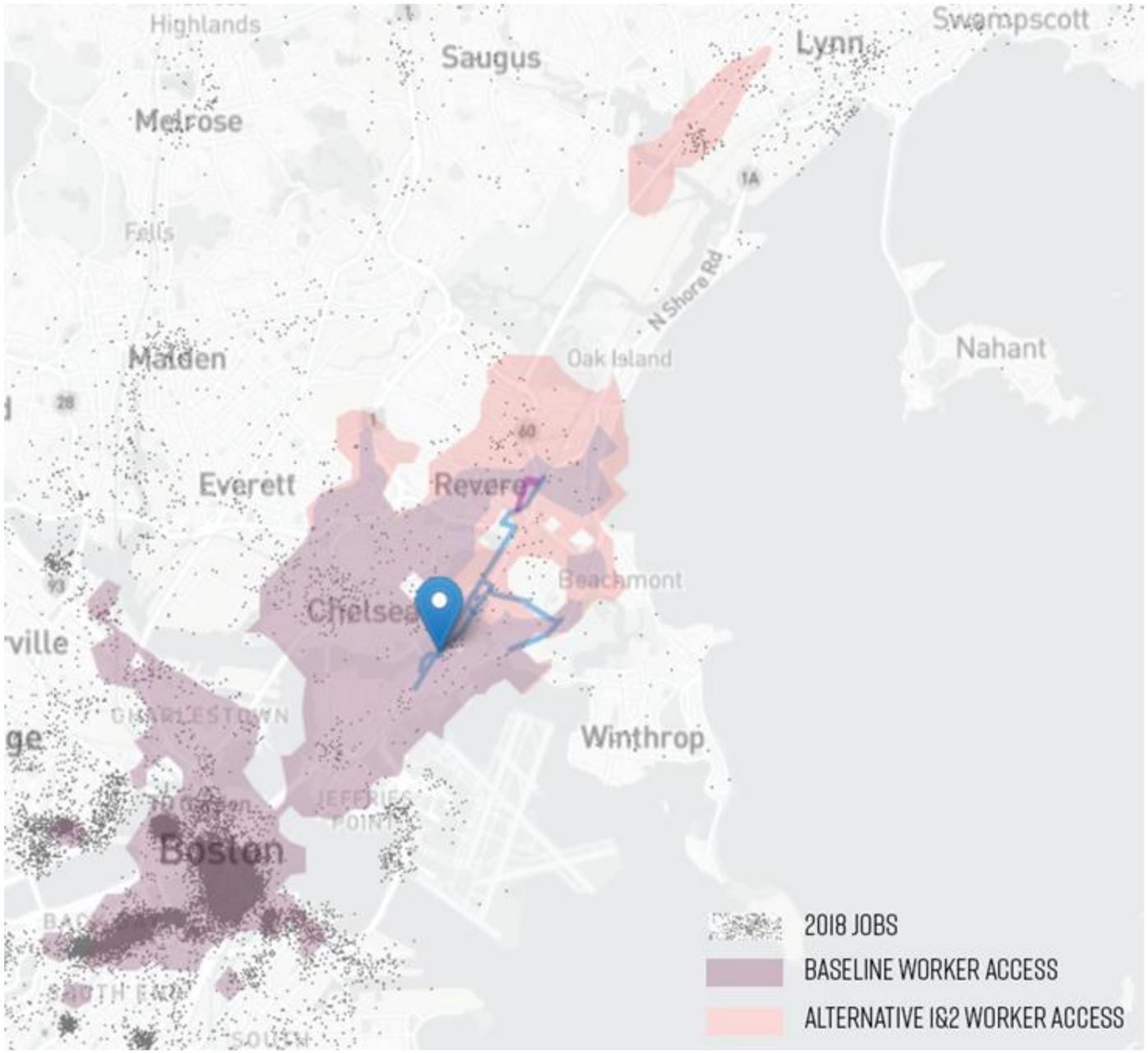


Employment Access via Shared Use Path – Both Alternatives

- Change in job access – “number of jobs within X-minute commute” – with or without the shared use path
- Residents benefit from more access to jobs based in:
  - Revere and Chelsea
  - Parts of Everett and Lynn

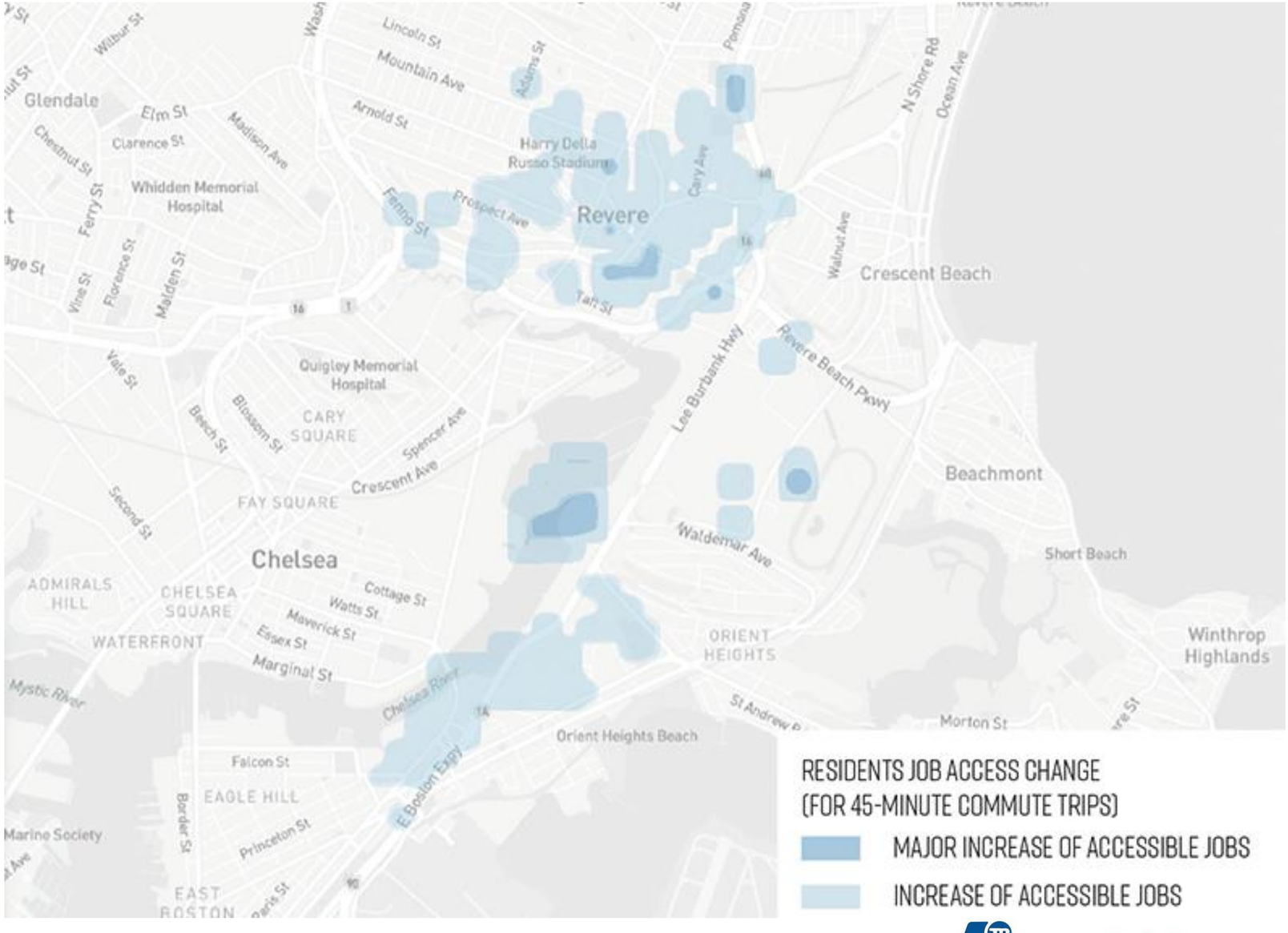
Jobs Accessible within 45 Minutes by Transit – Walk – Bike

INDUSTRY CATEGORY	*BASELINE*	*SHARED USE PATH*	*INCREASE*
Retail Trade	17,175	18,087	5%
Light or Heavy Industry	25,473	29,847	17%
Professional or Managerial Services	176,373	178,348	1%
Government or Institutional	143,831	146,616	2%
Other Industries	11,958	12,318	3%
Total Jobs	**374,810**	**385,216**	**3%**



Employment Access via Shared Use Path – Both Alternatives

- Path expands access to these areas:
  - West of Bell Circle
  - North of Day Square
- Regional workers benefit by being able to reach job sites faster
- Effects would be similar for both alternatives



Crash Modification Factors

- Evaluation of potential safety outcomes based on research and safety data
- Key safety differences between alternatives are at the following locations:

Curtis Street

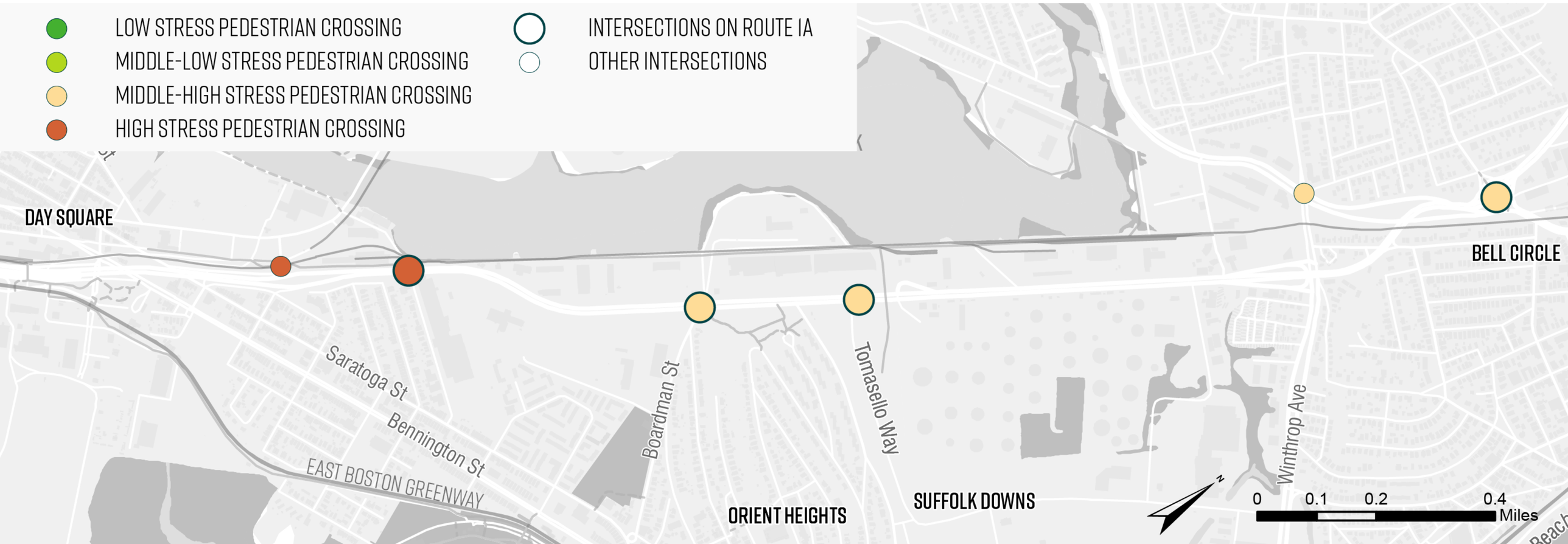
- Alternative 1: Pedestrians and bicyclists on shared use path pass beneath bridge, separated from traffic conflicts
- Alternative 2: Pedestrians and bicyclists on shared use path cross Curtis Street at surface, but have traffic signal protection

Conflicts between Freight Bypass Road and Shared Use Path

- Bypass road creates four conflict points between Bypass Road traffic and pedestrians/bicyclists on shared use path

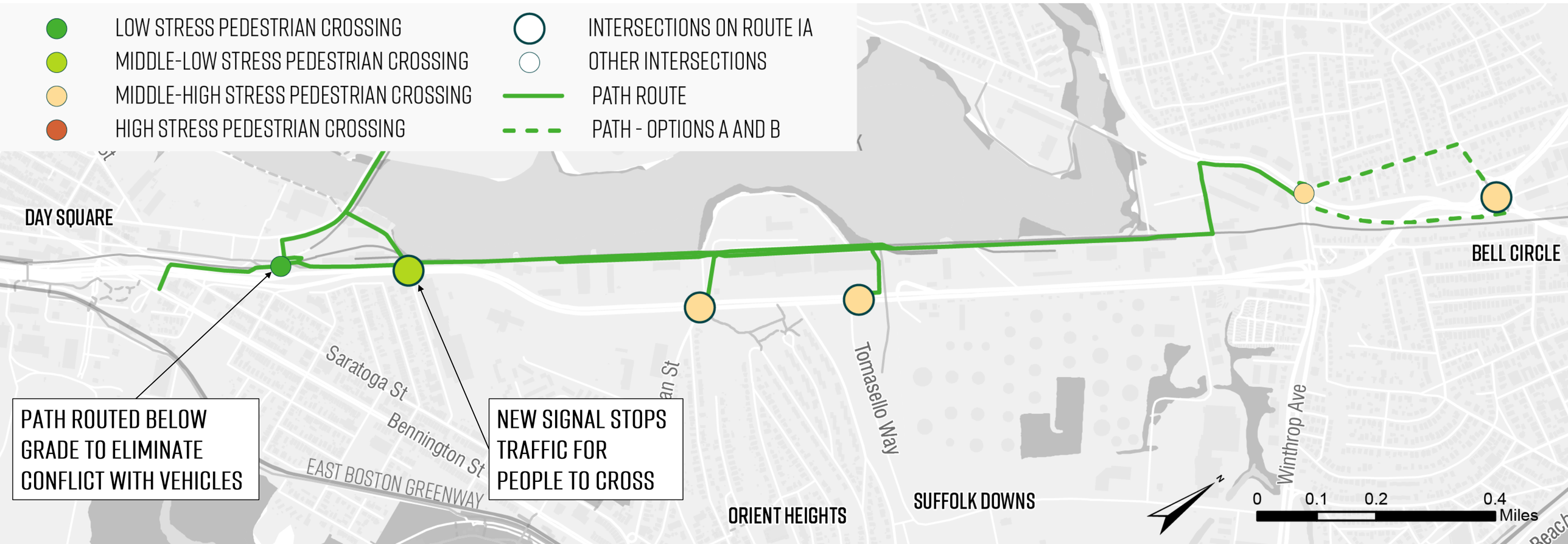
Pedestrian Crossing Stress – Baseline

- Evaluated number of crossings and pedestrian comfort based on number of lanes, traffic volume, traffic speed, proximity/buffering of traffic
- Baseline has high stress crossings throughout corridor, also on key side streets



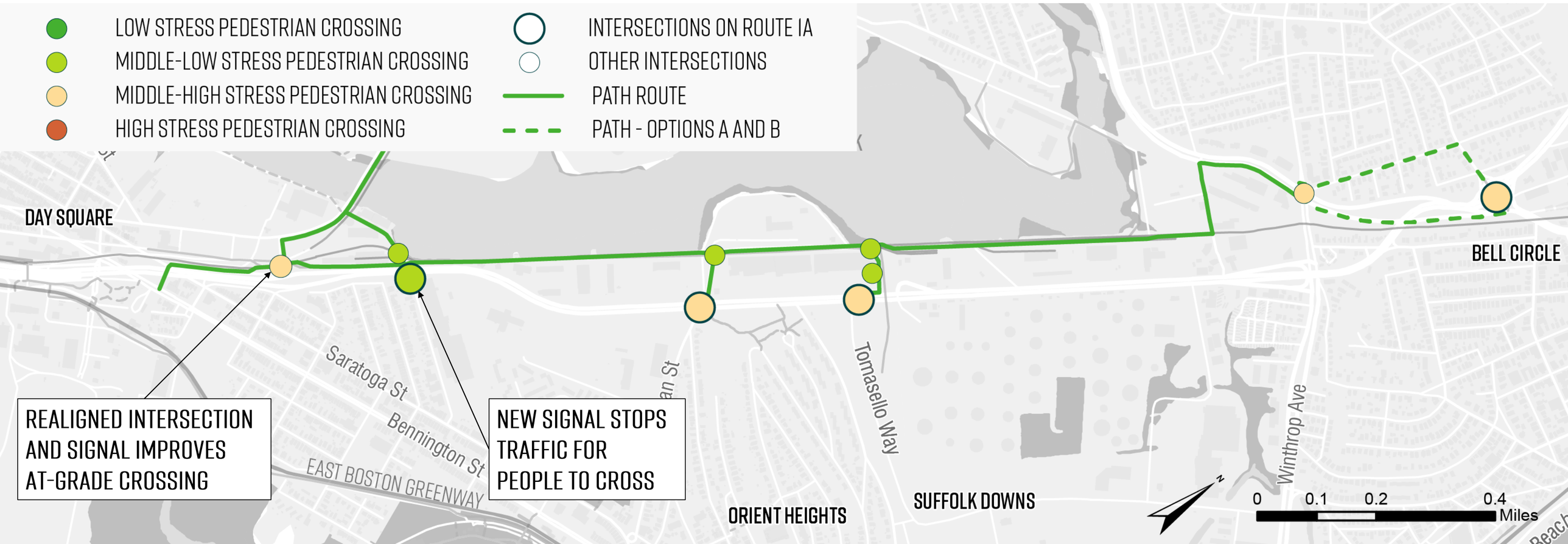
Pedestrian Crossing Stress – Alternative 1: Shared Use Path Only

- Crossing conditions improved over Baseline through signalization at Addison Street and grade separation at Curtis Street
- Fewer conflicts, greater pedestrian crossing comfort



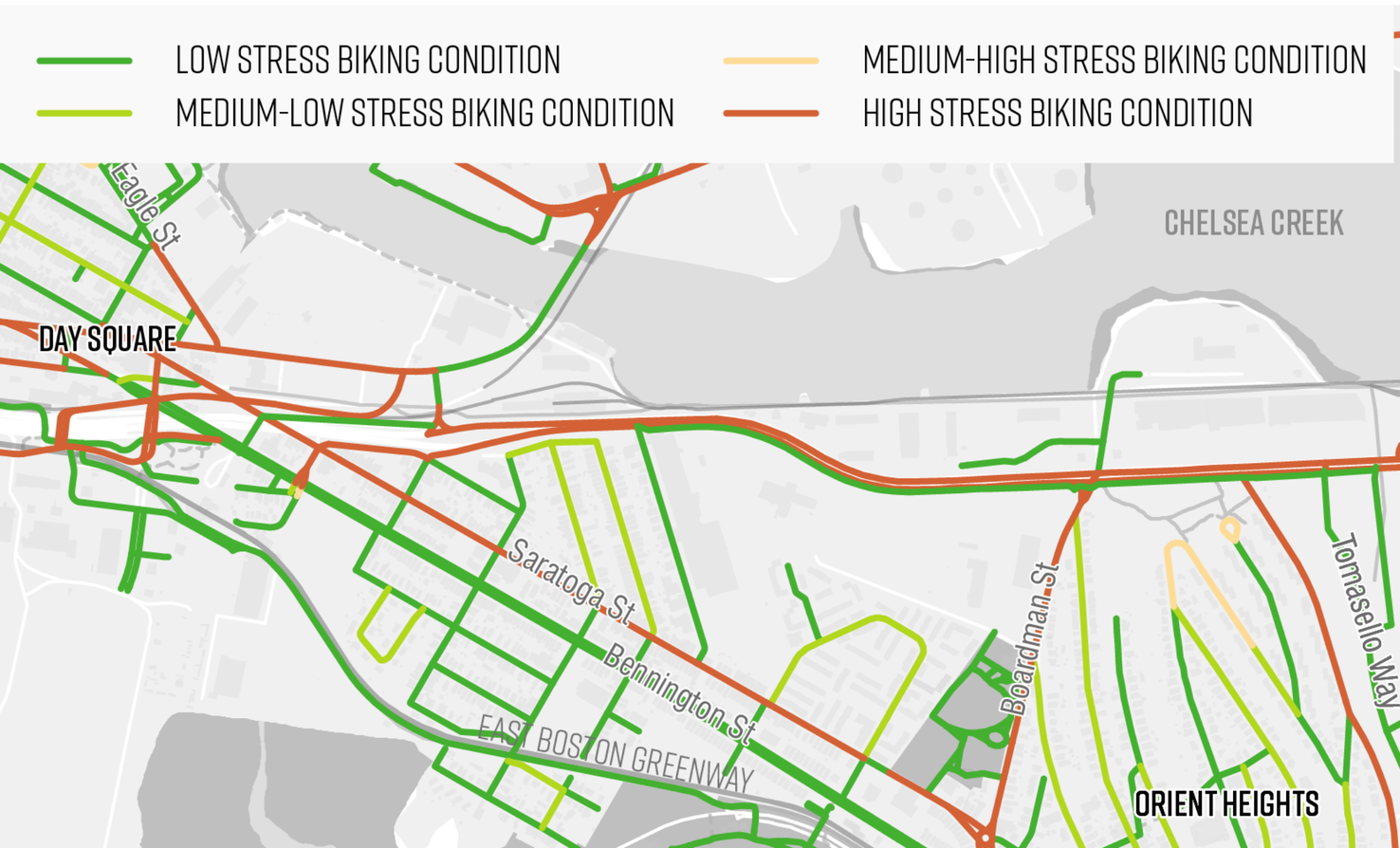
Pedestrian Crossing Stress – Alternative 2: Bypass with Shared Use Path

- Comfort of some crossings improved over Baseline through signalization at Curtis Street and Addison Street, and geometric modifications at Curtis Street
- Bypass Road creates four new at-grade pedestrian crossings/conflicts



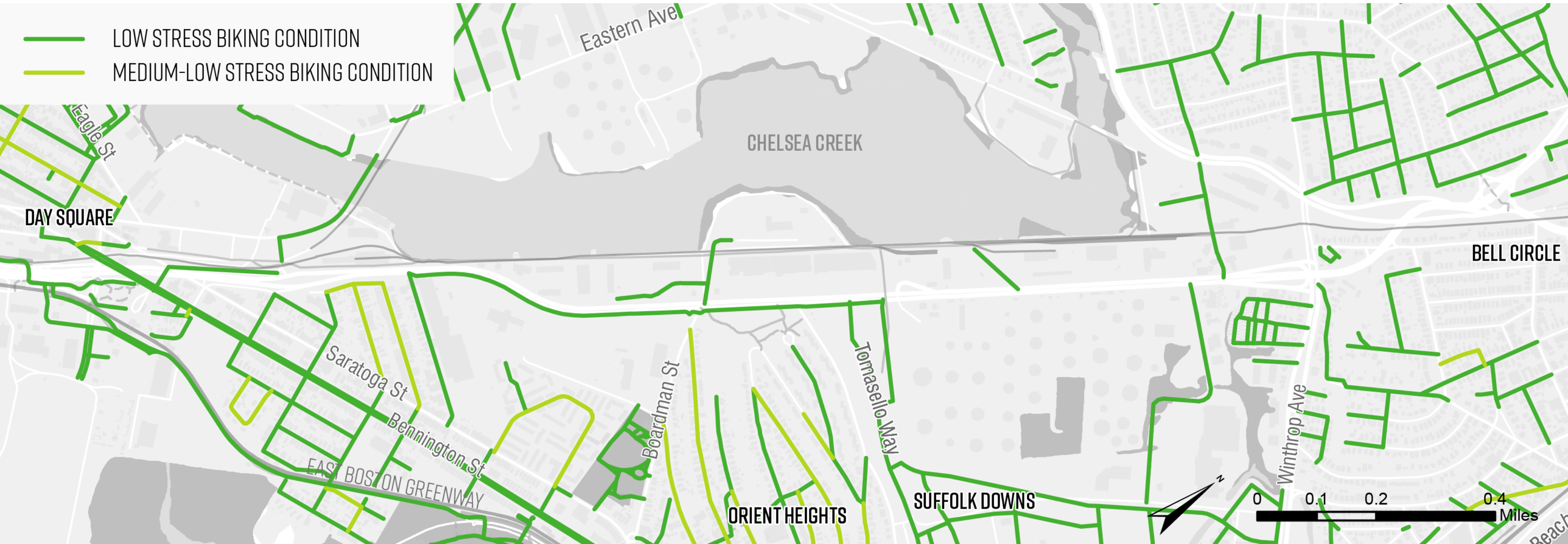
Bicycling Traffic Stress – Baseline

- Evaluated the level of traffic stress based on type of bike facility, number of vehicle lanes, traffic volume, traffic speed, proximity/buffering of traffic
- Many streets in the study area are high stress for people biking



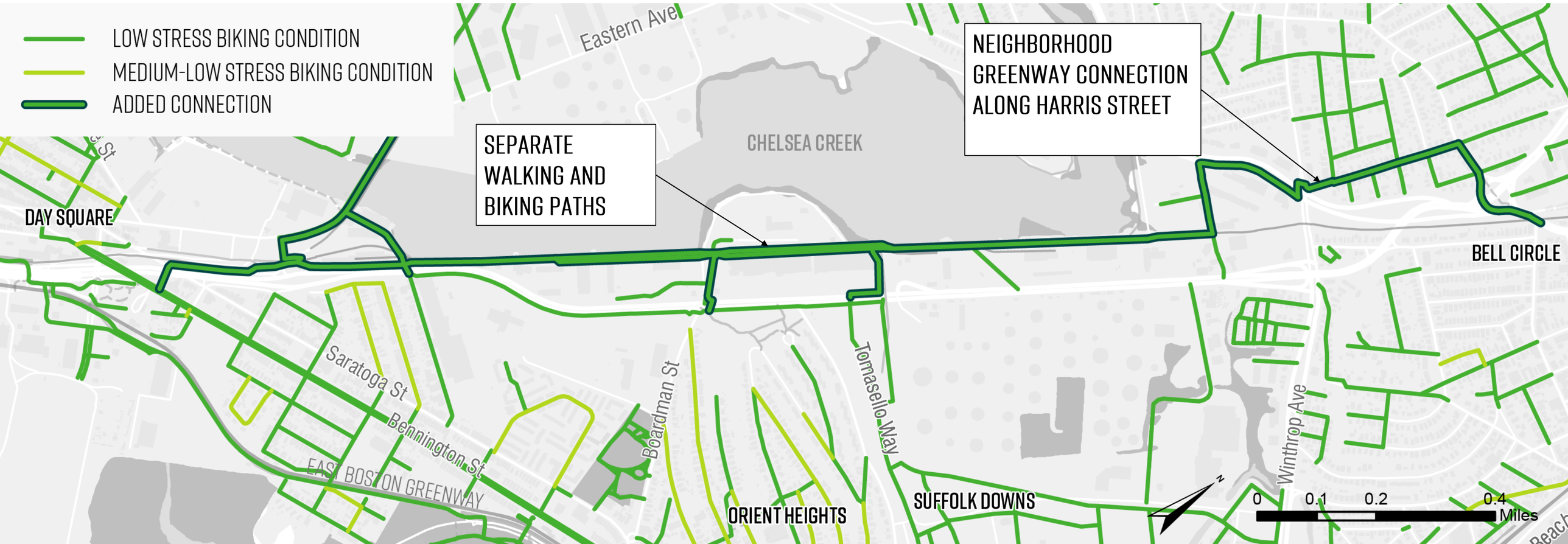
Bicycling Traffic Stress – Baseline (Low and Medium-Low Stress ONLY)

- Study area Baseline is generally poorly connected for Low and Medium-Low facilities (available for use by most bicyclists)
- Only low stress route for biking in study corridor is between Tomasello Way and Addison Street (future shared use path proposed by Suffolk Downs)



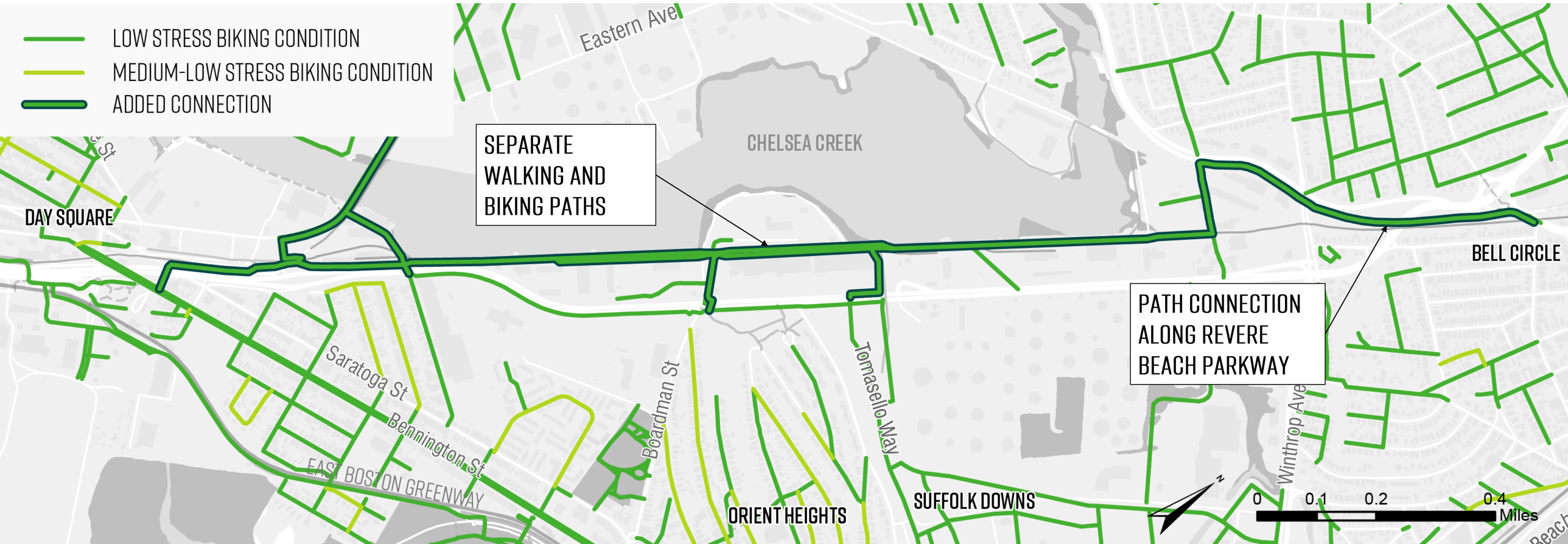
Bicycling Traffic Stress – Alternative 1: Shared Use Path Only Option A

- Provides a continuous path connection throughout the study corridor
- SUP Only Alternative provides separate biking and walking paths, more park space, greater comfort
- **Bell Circle Option A:** Sharrows on Harris Street, stronger connection to west side



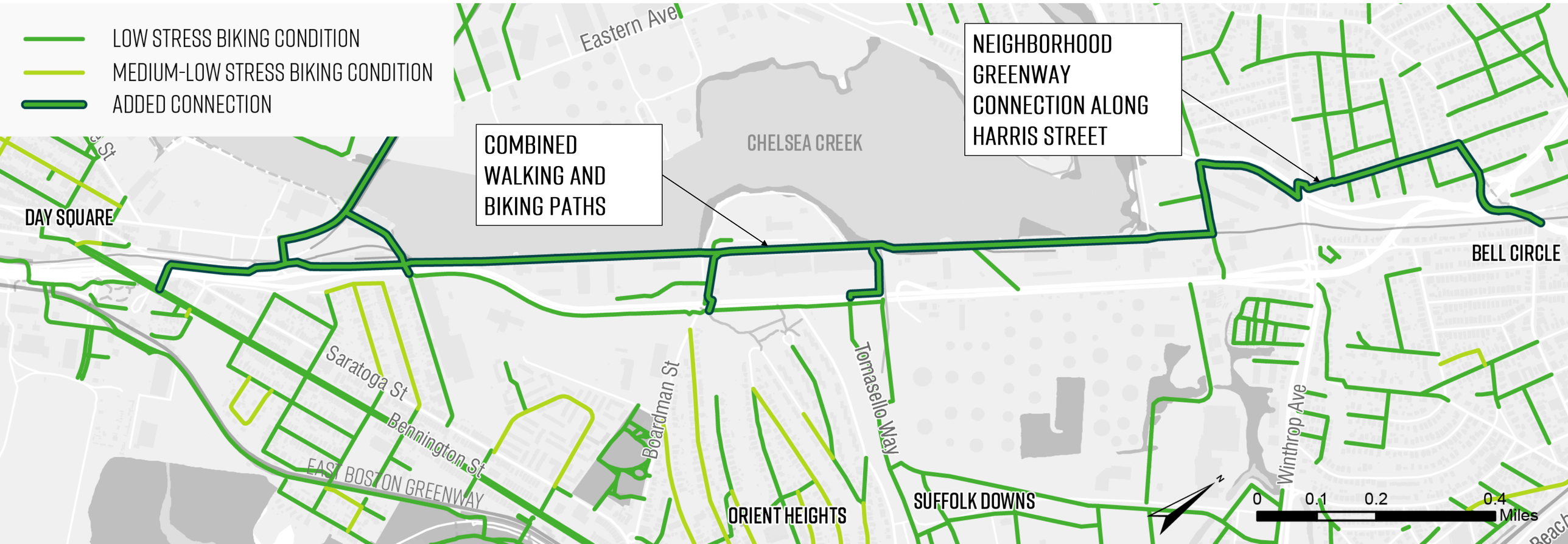
Bicycling Traffic Stress – Alternative 1: Shared Use Path Only Option B

- Provides a continuous path connection throughout the study corridor
- Alternative 1 provides separate biking and walking paths, separation of different users/ speeds, more park space, greater comfort
- **Bell Circle Option B:** Separated shared use path along Revere Beach Parkway ramp



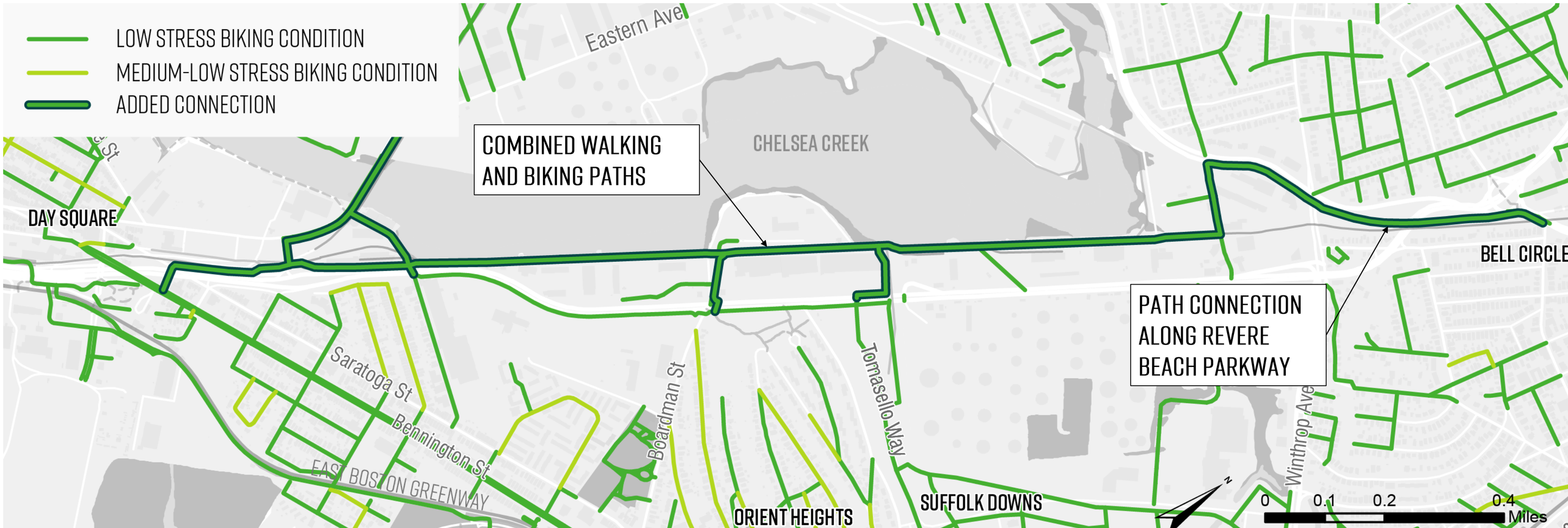
Bicycling Traffic Stress – Alternative 2: Bypass with Shared Use Path Option A

- Provides a continuous path connection throughout the study corridor
- Narrower combined walking and biking path adjacent to Bypass Road, less comfort
- **Bell Circle Option A:** Sharrows on Harris Street, stronger connection to west side



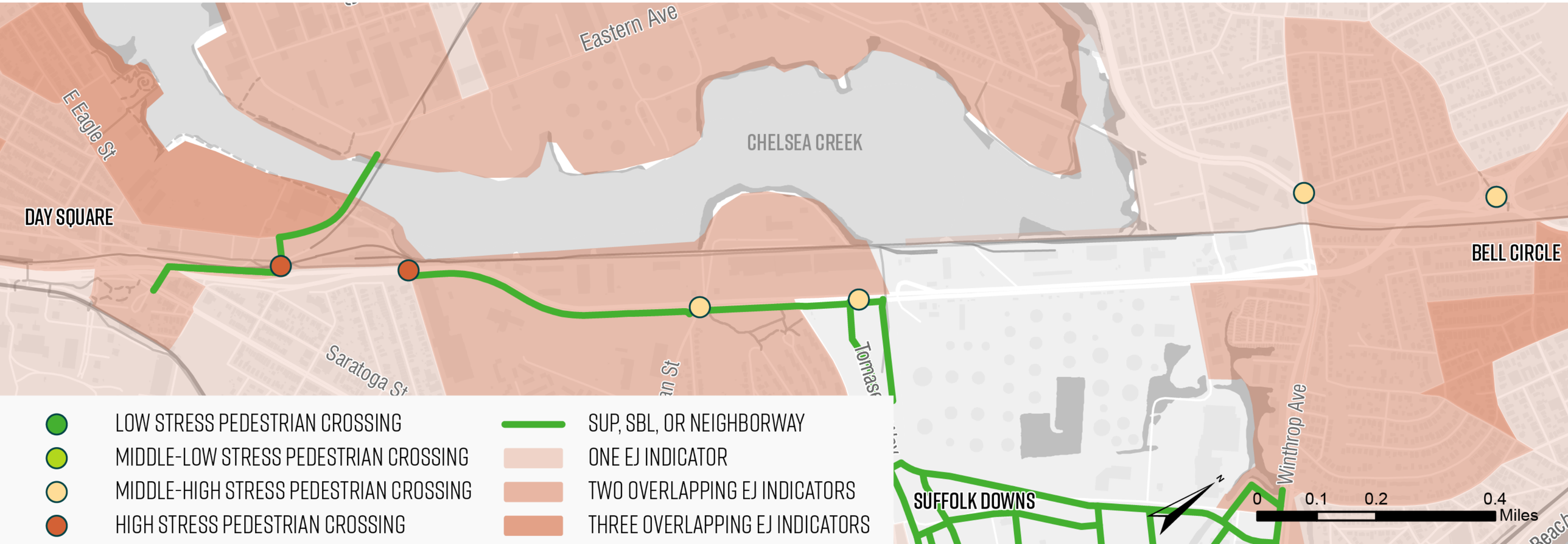
Bicycling Traffic Stress – Alternative 2: Bypass with Shared Use Path Option B

- Provides a continuous path connection throughout the corridor
- Narrower combined walking and biking path adjacent to Bypass Road, less comfort
- **Bell Circle Option B:** Separated shared use path along Revere Beach Parkway ramp



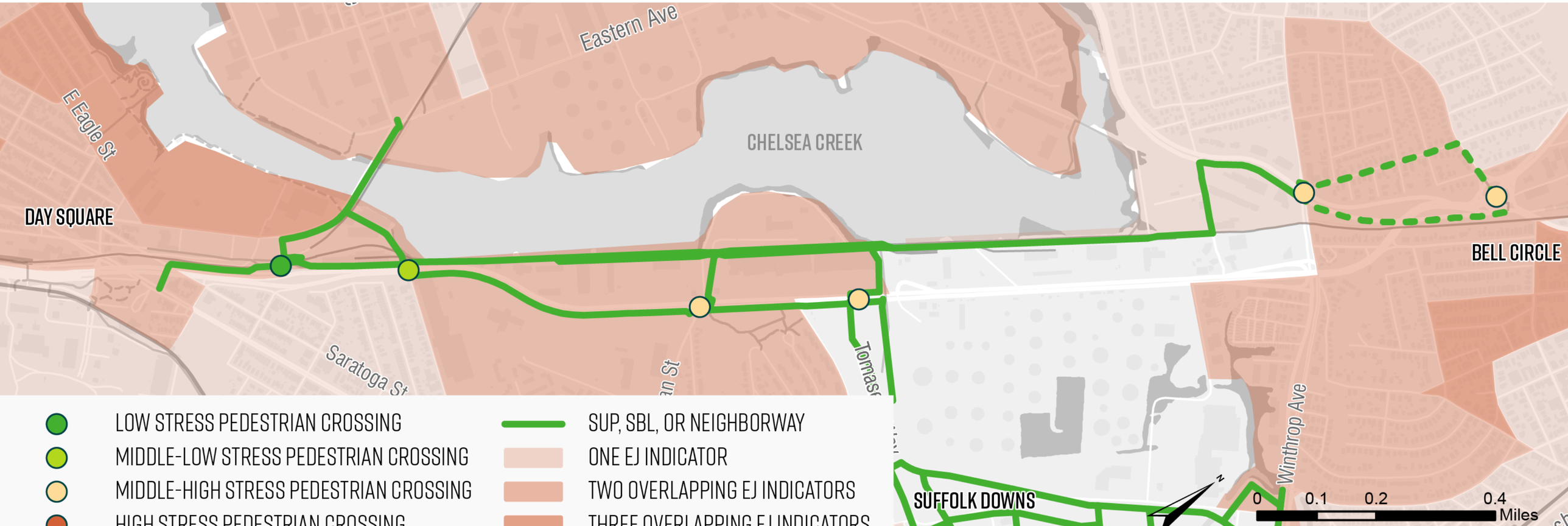
Environmental Justice – Baseline

- Environmental Justice communities lack access to recreational facilities (e.g. shared use paths), green space, and natural resources
- Where recreational facilities exist in or near the study corridor, crossings are Middle-High or High stress



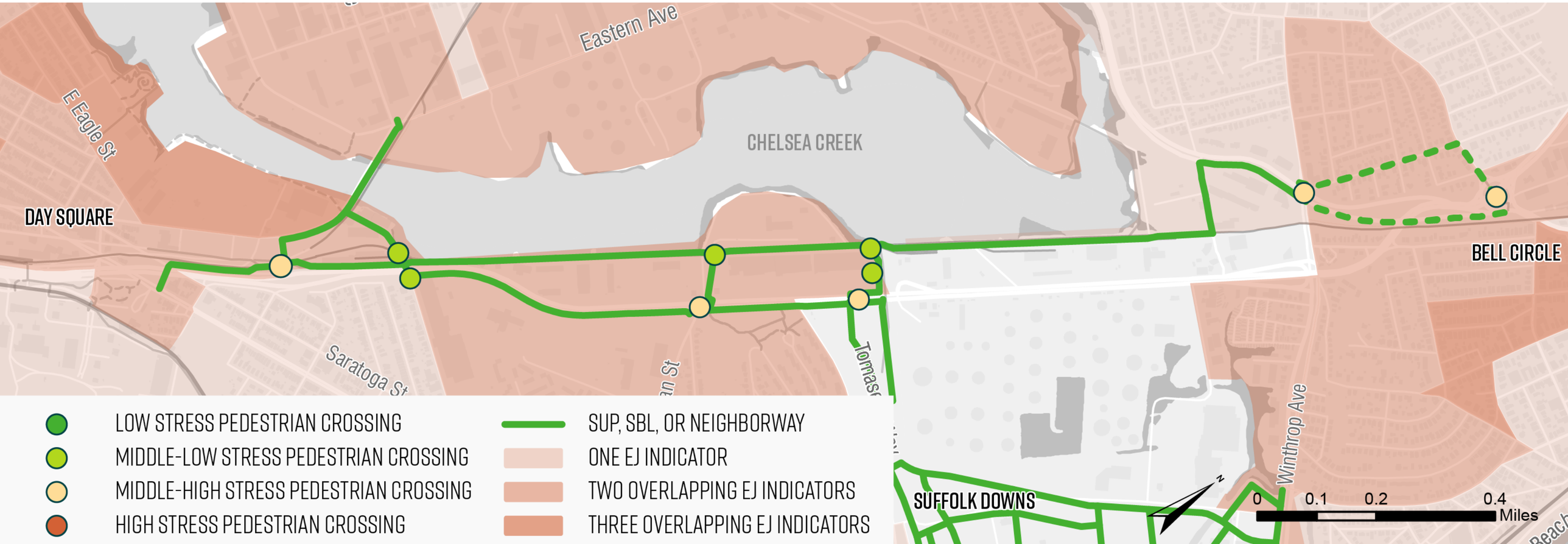
Environmental Justice – Alternative 1: Shared Use Path Only

- Shared use paths provide Environmental Justice communities in Revere, East Boston, and Chelsea with improved access to recreation, green space, and natural resources along Chelsea Creek
- Some crossings improved, some crossings remain Middle-High stress



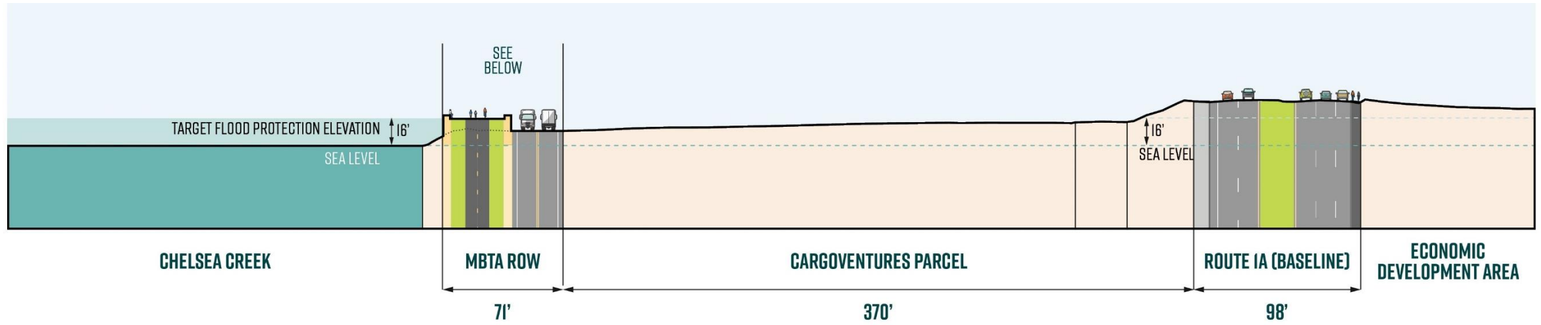
Environmental Justice – Alternative 2: Bypass with Shared Use Path

- Shared use paths provide Environmental Justice communities access to recreation, green space, and natural resources along Chelsea Creek
- Chelsea Creek green space is much narrower, adjacent to bypass road
- Some crossings improved, some remain Middle-High stress, some crossings added



Truck Impacts on Noise & Air Quality – Both Alternatives

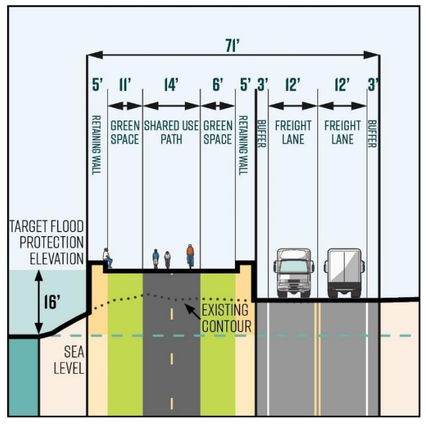
- Total truck volumes same for both
- Distance from trucks determines impact



Alt. 1 Better for Path Users

- Lack of trucks and substantial separation from all traffic through most of the corridor (~400')
- Quieter, cleaner user experience

CROSS SECTION DETAIL

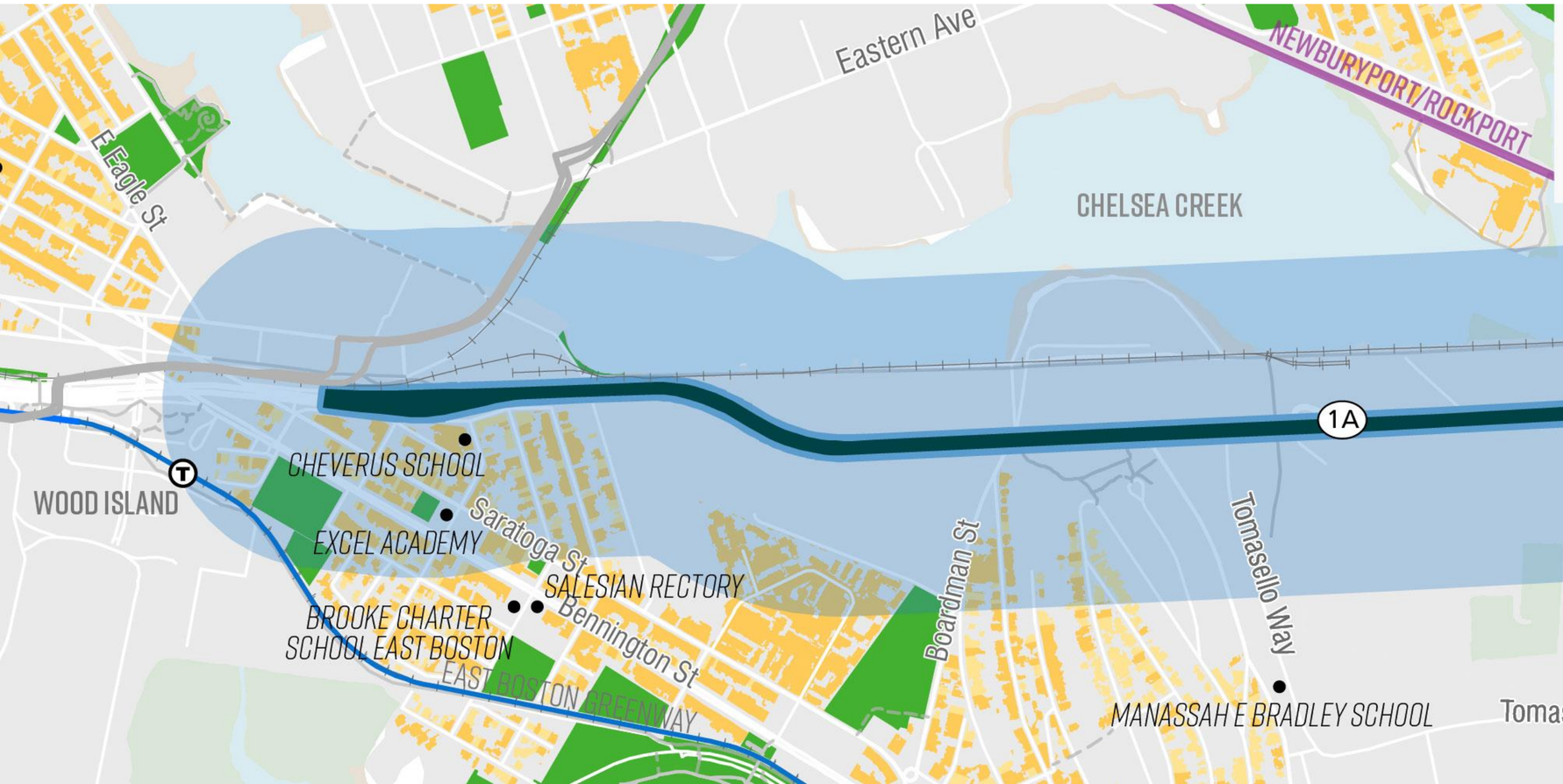


Alt. 2 Better for Residents

- Bypass Road lowers total daily truck volumes along Route 1A by ~35%
- Benefits in noise and air quality for residents

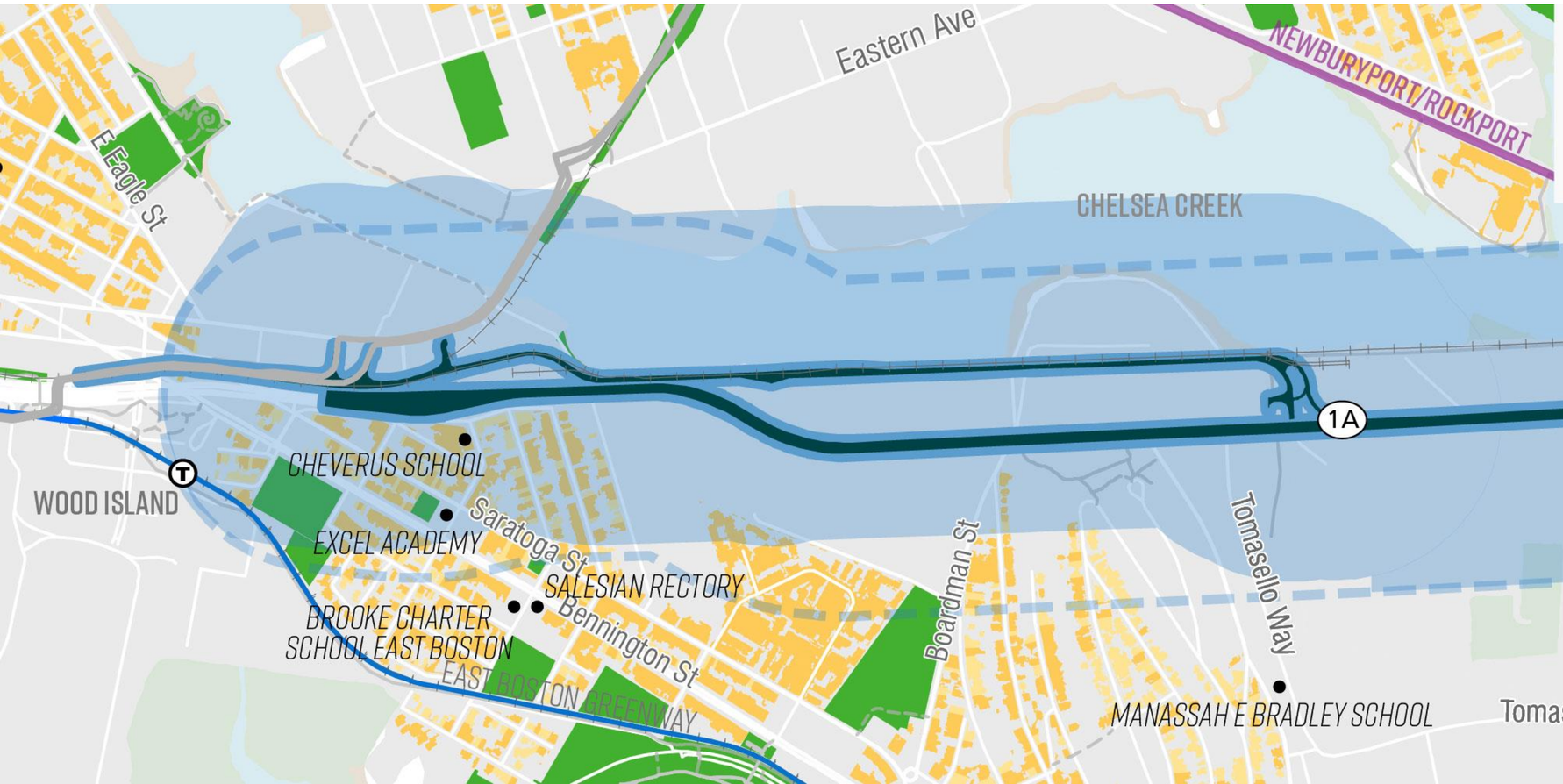
Noise and Vibration – Alternative 1: Shared Use Path Only

- Same noise and vibration level on 1A Corridor as Baseline
- More shielded from truck-related noise and vibration for shared use path users



Noise and Vibration – Alternative 2: Bypass Road with Shared Use Path

- 35% of truck-related noise and vibration diverted west to bypass road
- Lower frequency of truck-related noise and vibration for sensitive receptors on south end of the corridor



Capital Costs – Both Alternatives

Major Components

- Common elements in both alternatives
  - Shared use path and traffic controls
  - Seawall sections
  - Railroad St. Bridge over Commuter Rail
  - Soil disposal allowance
- High contingencies for planning estimate

Alternative 2 cost is $35.5M (50%) higher

- Largest cost increment from cantilevered path (4,200 feet)
- Roadway is also a significant increase

Option A vs. Option B – Northern Path

- Negligible difference in capital cost

Order of Magnitude Estimates ($ 2022 Millions)

MAINLINE ALTERNATIVE	*ALT. 1 Shared Use Path Only*	*ALT. 1 Shared Use Path Only*	*ALT. 2 Bypass Road & Path*	*ALT. 2 Bypass Road & Path*
BELL CIRCLE APPROACH	A (Harris Street)	B (Revere Beach Pkwy)	A (Harris Street)	B (Revere Beach Pkwy)
Common Elements	33.1	33.2	33.3	33.4
Cantilever Path along Creek	--	--	10.1	10.1
Freight Bypass Road	--	--	6.5	6.5
CONSTRUCTION SUBTOTAL	**33.1**	**33.2**	**49.9**	**50.0**
10% Police Detail	3.3	3.3	5.0	5.0
20% Utilities	6.6	6.6	10.0	10.0
40% Design Contingency	13.2	13.2	20.0	20.0
40% Construction Contingency	13.2	13.2	20.0	20.0
Soil Allowance	1.5	1.5	1.5	1.5
TOTAL CAPITAL COST	**70.9**	**71.0**	**106.4**	**106.5**

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Anticipated Permits

Major Issues

- Most issues related to Chelsea Creek
- Berm would introduce new fill into creek
  - Significant permitting challenge

Federal Level

- Construction has potential to affect wetlands, water quality, and stormwater
- Discovery of hazardous materials would trigger EPA involvement

State Level

- Filing required given wetlands and proximity to Low-Income populations
- Anticipate an Environmental Notification Form

AGENCY WITH JURISDICTION	*PERMIT OR DECISION NEEDED TO ADVANCE*
MA Office of Coastal Zone Management	Coastal Zone Consistency Concurrence
MA Office of Coastal Zone Management	DPA Boundary Coordination
MA Department of Environmental Protection	Chapter 91 (Low Tidelands)
MA Department of Environmental Protection	Order of Conditions (State Wetlands) *issued by City Conservation Commission*
U.S. Army Corps of Engineers	Section 404 (Federal Wetlands)
U.S. Army Corps of Engineers	Section 401 (Water Quality)
U.S. Environmental Protection Agency	National Pollutant Dispersion Elimination System (Stormwater General Construction Permit)

Key Findings

Safety – Crash Modification

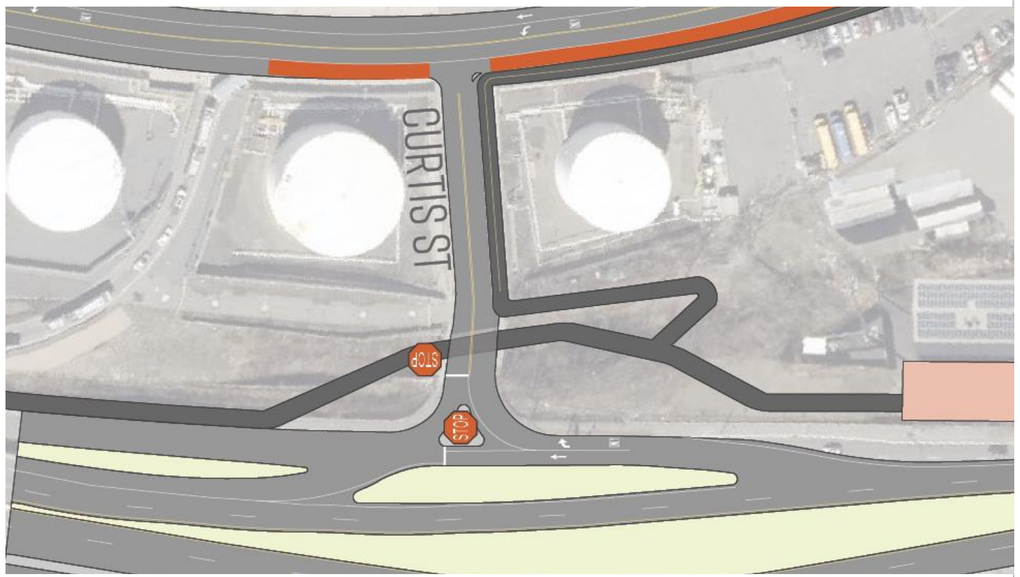
Both alternatives provide safety improvements

- Separation of Route 1A SB from Curtis Street and off-ramp
- Improved signalization of Addison Street

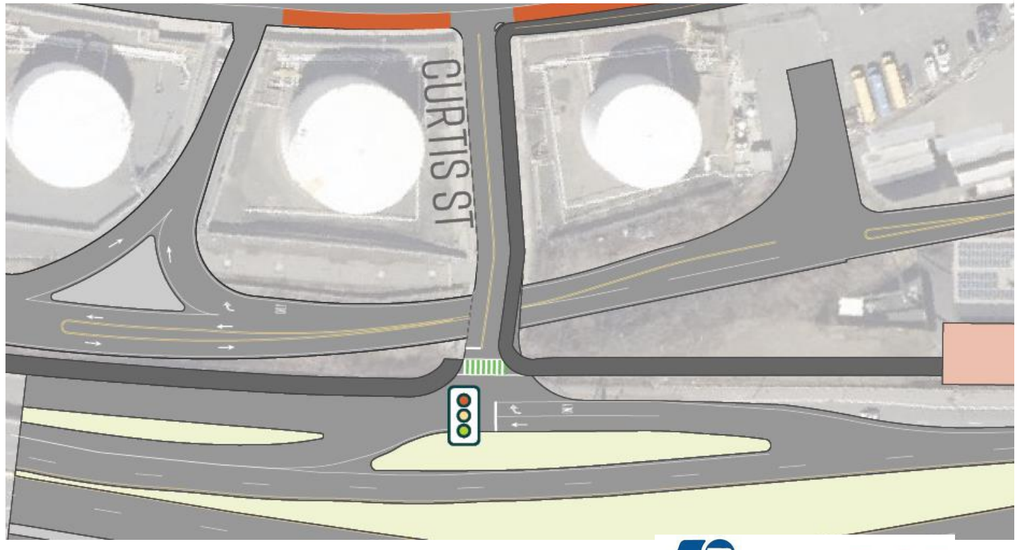
Alt. 1 reduces conflicts compared to Alt. 2

- Alternative 1: Shared use path crosses Curtis Street below grade
- Alternative 2 has greater ped – bike conflicts
  - Shared use path crosses Curtis Street at grade, with heavy truck and general traffic conflicts
  - Bypass Road creates four new ped – bike conflicts with trucks along shared use path

ALT. 1 – SHARED USE PATH ONLY



ALT. 2 – FREIGHT BYPASS ROAD WITH SHARED USE PATH



Safety – Pedestrian and Bicycle Comfort/Level of Stress

Alternative 1 provides higher level of pedestrian and bicycle comfort

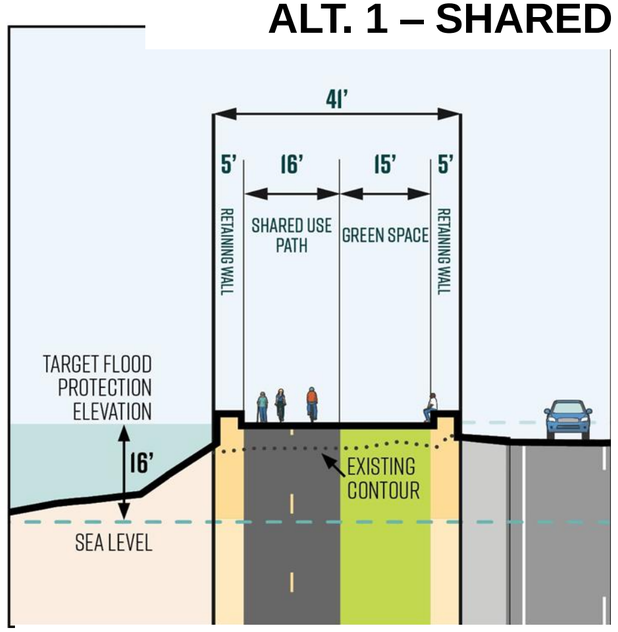
- More open space provided, buffer between shared use path and traffic
- Adequate space for separate walking and biking paths
- Allows for path underpass at Curtis Street

In Alternative 2, Bypass Road constrains path

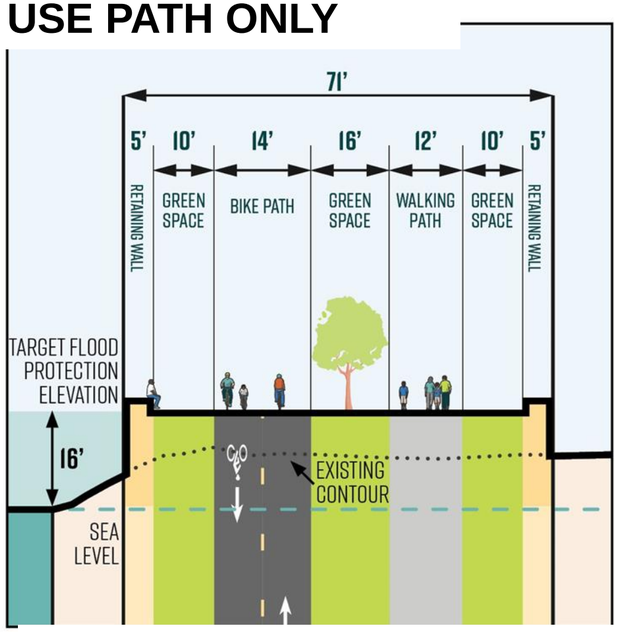
- Need for cantilevered section + seawall
- Proximity of trucks to path users

ROUTE 1A CORRIDOR STUDY

ALT. 1 – SHARED USE PATH ONLY

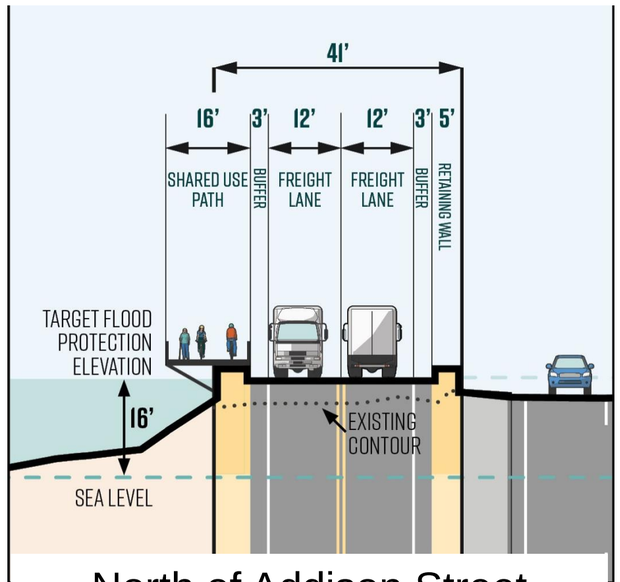


North of Addison Street

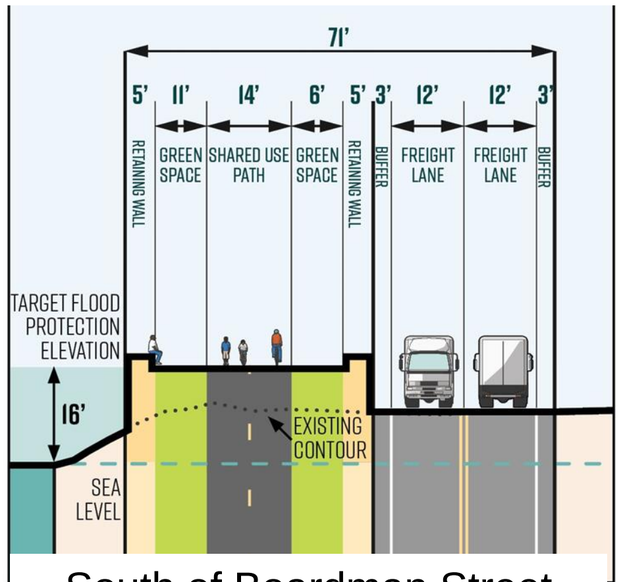


South of Boardman Street

ALT. 2 – FREIGHT BYPASS ROAD WITH SHARED USE PATH



North of Addison Street



South of Boardman Street

Resilience

Both alternatives provide flood protection for 2070 sea level rise

Alternative 1 provides 3.4 acres of additional green space

- Less pavement, more permeable cover for drainage, flood control
- More green space reduces heat island effect
- Better access to recreation and natural resources

ROUTE 1A CORRIDOR STUDY

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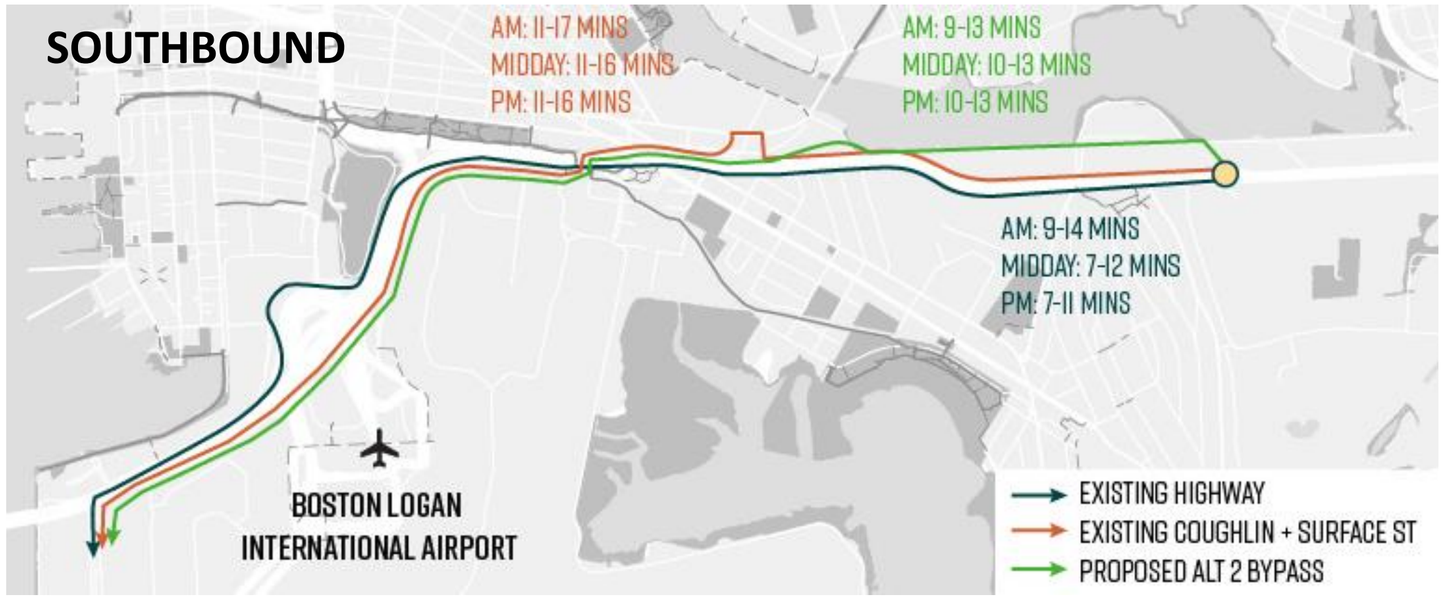
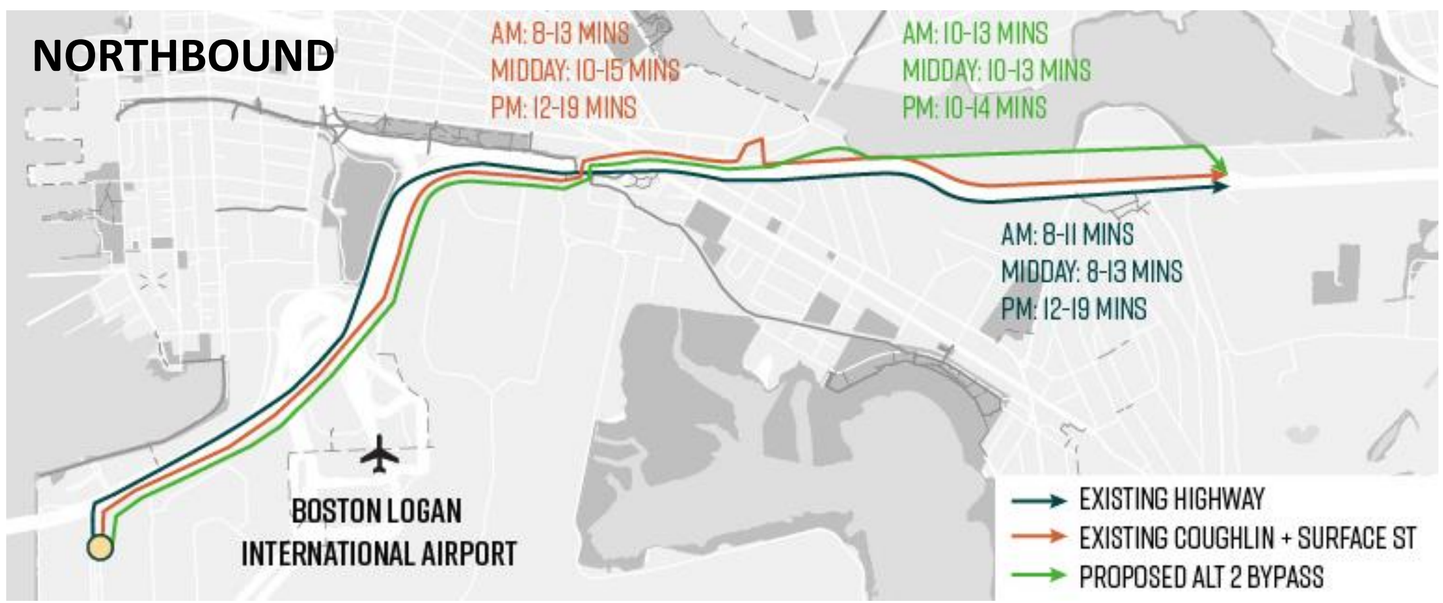
Connectivity – Truck Access and Traffic Operations

Alternative 2 provides additional truck capacity and connectivity

- During directional peak periods, Bypass Road provides better truck travel time than staying on Route 1A
  - Southbound during AM peak
  - Northbound during PM peak
- Projected ~35% of trucks on Route 1A divert to Bypass Road
  - Bypass Road potentially useful for trucks to/from Logan Airport
- Bypass Road reduces Route 1A traffic congestion and delay

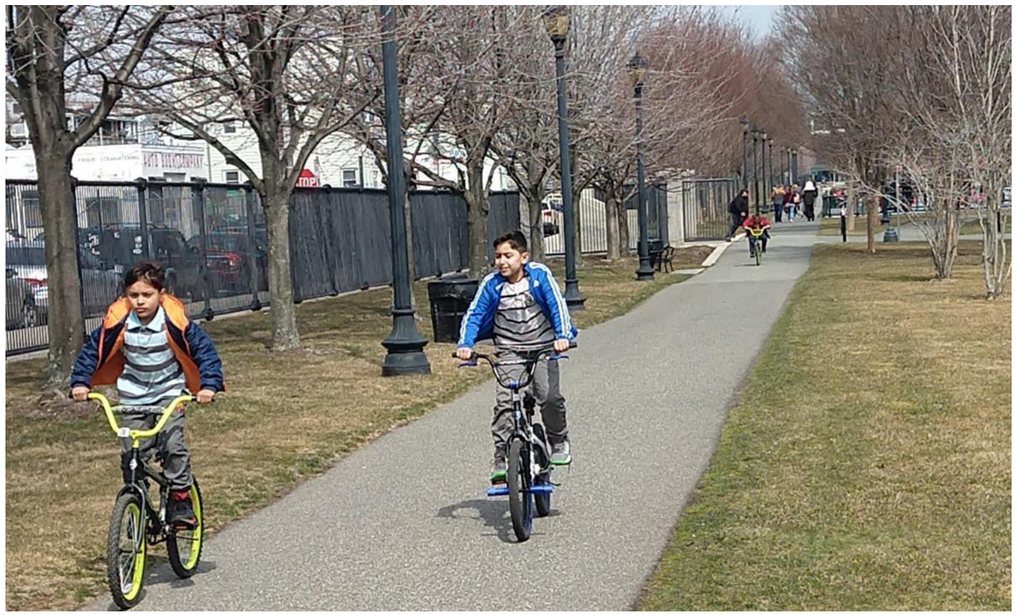




Equity – Truck Impacts on Noise and Air Quality

Alternative 1 better for path users

- Lack of trucks and separation from all traffic (~400’ for most of corridor length)
- Quieter, cleaner user experience



East Boston Greenway

Alternative 2 better for East Boston residents

- Bypass Road lowers truck volumes along Route 1A by ~35% south of Tomasello
- Benefit in noise and air quality for residents at the western end of Orient Heights neighborhood

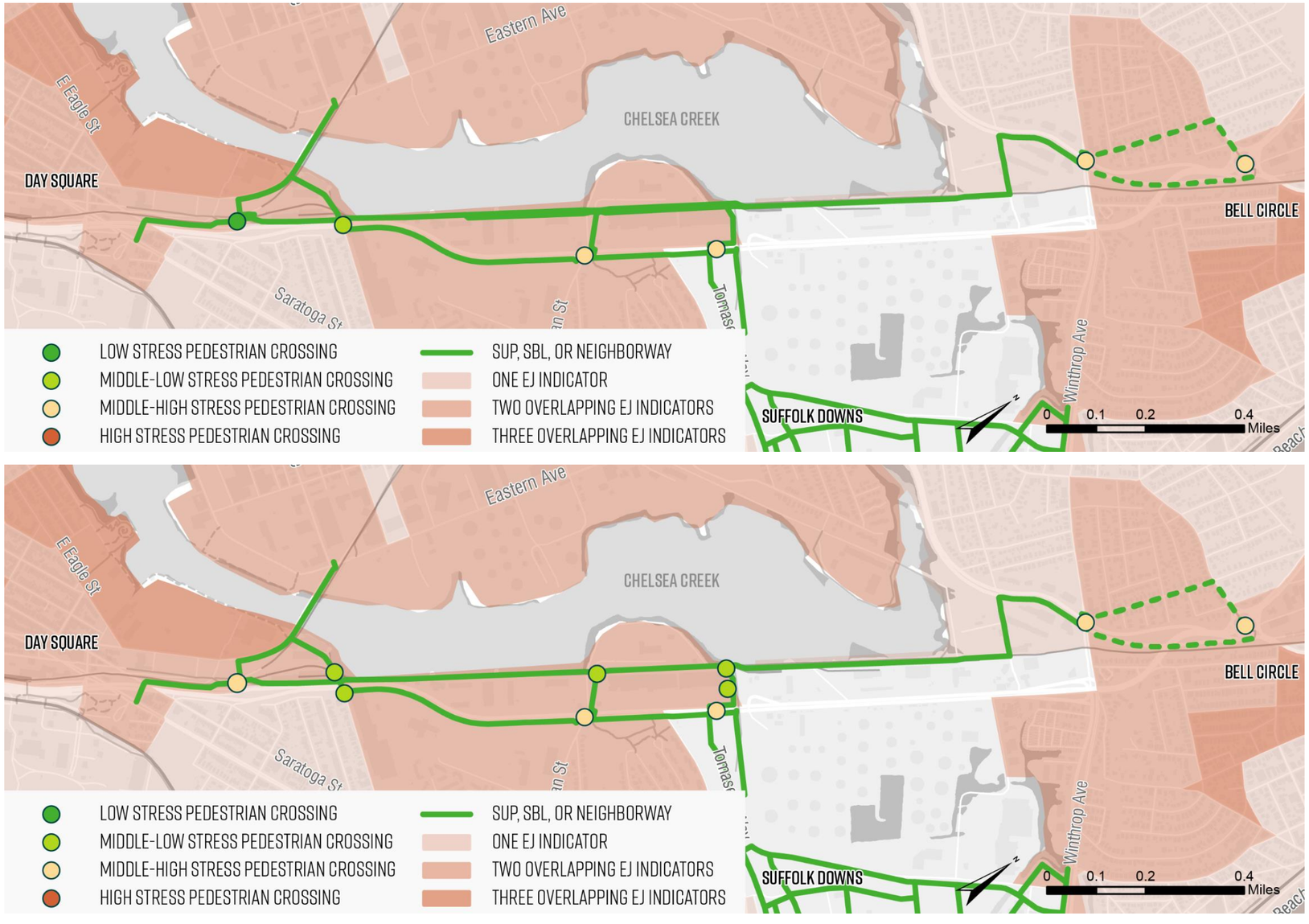
North Greeley Separated Bike Path in Portland, OR (Source: Jonathan Maus)

Equity – Environmental Justice (EJ)

Both alternatives provide better neighborhood connections for EJ communities

Alternative 1 would provide better recreational opportunities and access to natural resources for EJ communities

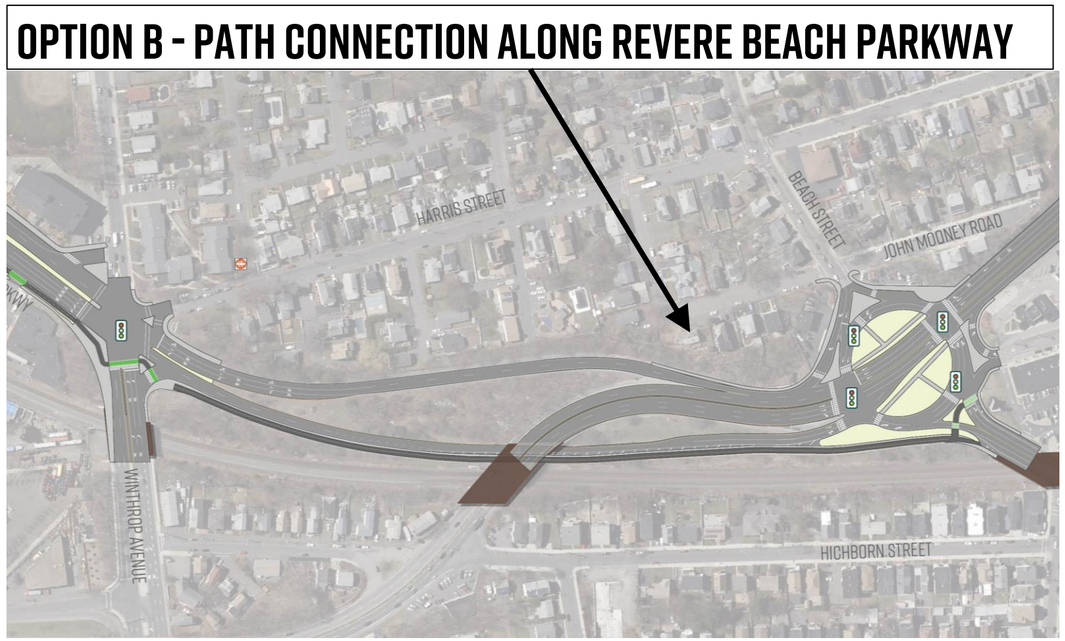
- Less crossing conflictions and lower crossing stress
- More green space along the path, reduced heat island
- Better Chelsea Creek access



Shared Use Path – Northern Segment

Railroad Street to Bell Circle Options

- Option A (Harris Street)
  - Sharrows on low-volume residential street
  - Better connectivity for residents of Revere's west side
- Option B (Revere Beach Parkway)
  - Separated shared use path
  - Direct path to east side's regional amenities
  - Proximity to higher-volume, higher-speed road



Evaluation of Goals and Metrics Relative to Baseline

Goal	Metric	Alternative 1 – Path Only	Alternative 2 – Bypass + Path
Safety	Crash Modification Factors	Somewhat Better	Somewhat Better
Safety	Pedestrian Comfort (Level of Crossing Stress)	Better than Base	Somewhat Better
Safety	Bicycle Comfort (Leve of Traffic Stress)	Better than Base	Somewhat Better
Connectivity	Truck Volumes	Comparable to Base	Somewhat Better
Connectivity	Intersection Operations	Comparable to Base	Somewhat Better
Connectivity	Employment Access	Somewhat Better	Somewhat Better
Resilience	Flood Protection	Somewhat Better	Somewhat Better
Resilience	Heat Island	Better than Base	Somewhat Better
Resilience	Restored / Improved Natural Resources	Better than Base	Somewhat Better
Equity	Truck Impacts on Noise & Air Quality – Residents	Comparable to Base	Somewhat Better
Equity	Truck Impacts on Noise & Air Quality – Path Users	Somewhat Better	Somewhat Worse
Equity	Public Health (Access to Recreation, Natural Resources)	Better than Base	Somewhat Better
Feasibility	Cost	Somewhat Worse	Worse
Feasibility	Permitting	Somewhat Worse	Somewhat Worse

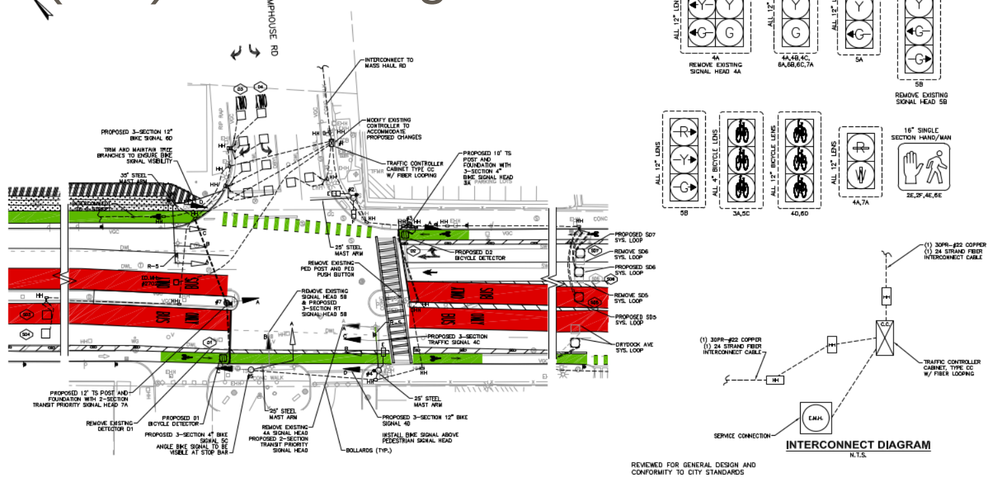
Legend **Better than Baseline** **Somewhat Better** **Comparable to Baseline** **Somewhat Worse** **Worse**

Next Steps

Project Development Process

- Community and Stakeholder Consensus
- Identify Project Proponent
- Capital Investment Plan Adoption
  - Identification of federal and state funding sources and amounts
- Metropolitan Planning Organization Process
  - Evaluation by Boston Region MPO
  - Inclusion in Transportation Improvement Program (TIP) for funding
- Permitting
- Project Design
- Construction

December	January	February	March	April	May	June
Review Programs / Sizes	**Refine CIP Programs / Sizes / Scoring**	**Project Prioritization**	**Align CIP / STIP / funding**	**Choose projects/ draft CIP**	**CIP Public Comment Period**	**MassDOT Board Review / Final CIP Approved**
Review and update existing CIP programs / identify new programs Preliminary financial guidance (federal & state) developed	CIP programs/ sizes finalized; score new projects. Develop estimates of capital sources & federal formula targets distributed	Project readiness evaluated; capital sources refined; projects prioritized and draft project selection underway	Fiscal constraint analysis and CIP programs / sizes finalized; project lists developed MPOs release development scenarios / preferred projects selected	Final QA/QC on sources & uses and fiscal constraint analysis conducted MPOs release draft TIPs for 21-day public comment; draft CIP document finalized	Draft CIP finalized and submitted to MassDOT Board for consideration; public comment period commences Draft STIP released for public comment. ANF publishes Commonwealth's capital plan	Equity Analysis of CIP investments completed; final CIP reviewed and approved by MassDOT Board STIP is endorsed after public comment period and submitted to federal and state partners



ROUTE 1A CORRIDOR STUDY

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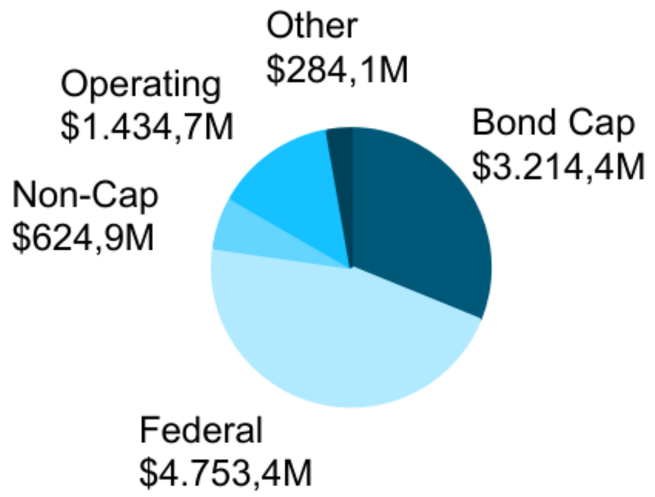
Federal Funding Opportunities

- FHWA Formula Funds
  - IIJA apportions 48.4% more formula funds than in past
  - $5.3B for Commonwealth highways and bridges over the next five years
- CMAQ Funds
  - *Requires emissions analysis*
- Carbon Reduction Program ($1.28B nationwide, annually)
  - Off-road pedestrian and shared use path facilities
  - Reduction of freight impacts to environment and communities
- Safe Streets and Roads for All ($5B nationwide, 5 years)
  - Development and implementation of Safety Action Plans
- Reconnecting Communities Pilot ($1B nationwide, 5 years)
  - Reconnect communities cut off from economic opportunities by transportation infrastructure
  - $50M annually for planning grants plus $150M annually for construction
- Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)
  - ~$1.4B annually for planning and construction of resilience improvements
  - Formula funds to states, also competitive grants

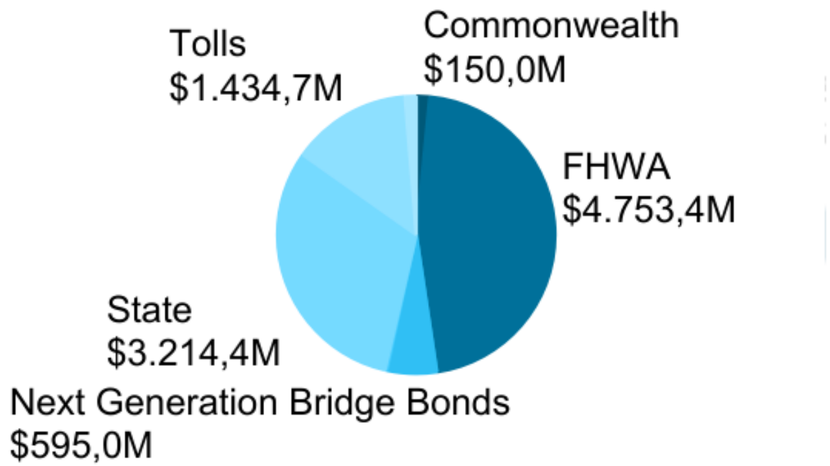
State Funding Opportunities

- 2023-2027 CIP
  - Improvements to Route 1A in Boston under Reliability Program
  - State provides a 20 percent match to federally-funded projects
  - CIP includes $22.8M for the expansion of bicycle and pedestrian infrastructure, including $4.56M in state funds
- Project potentially eligible under
  - Modernization – Roadway Reconstruction
  - Modernization – Carbon Reduction
  - Expansion – Bicycle and Pedestrian

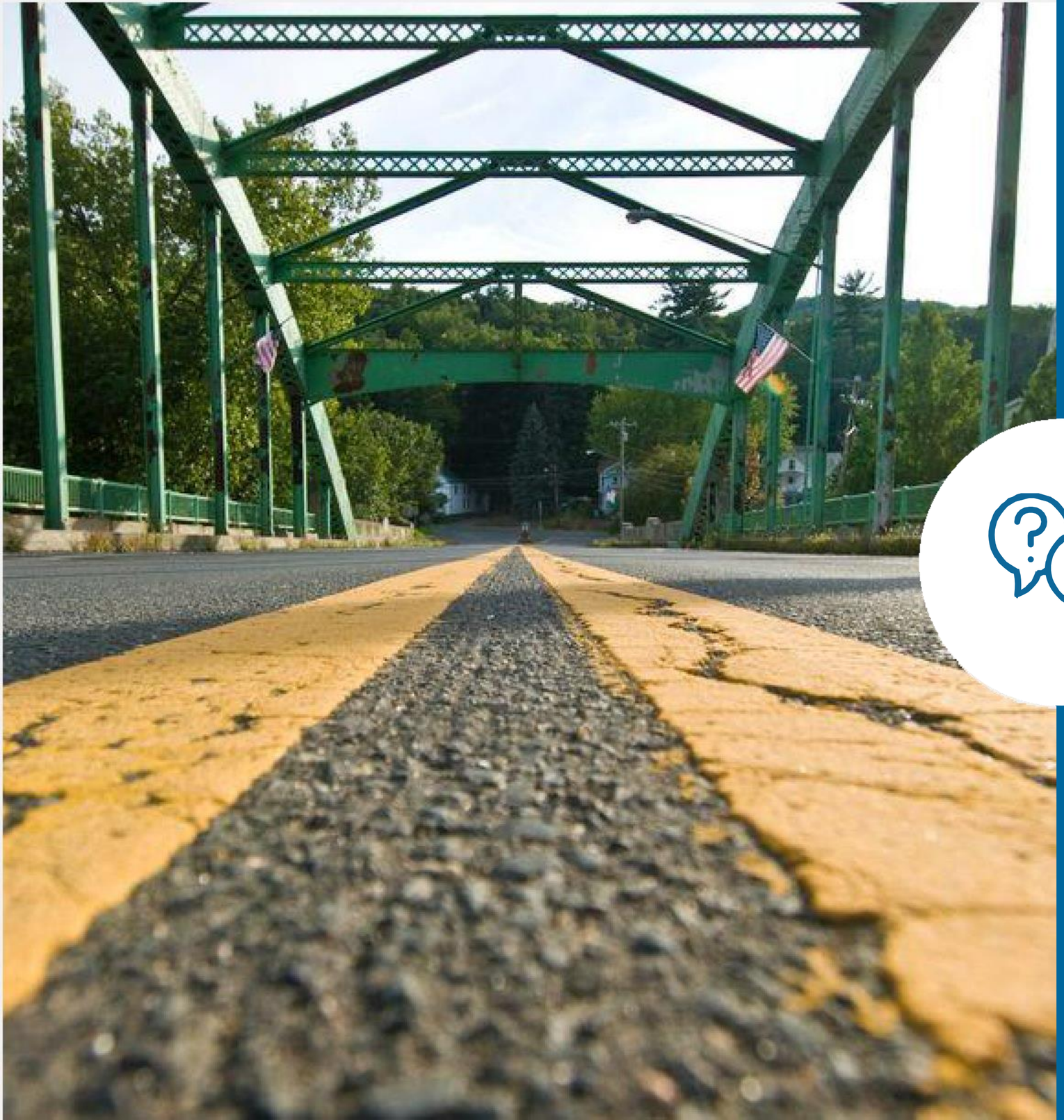
Spending by Source



Spending Detail for All



Highway Division 2023-2027 CIP Spending

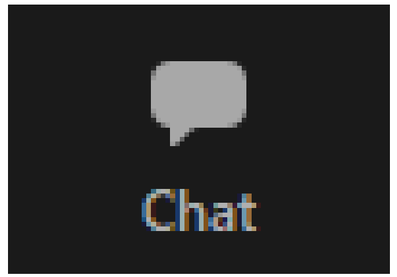


Questions and Discussion

Questions and Discussion

Working Group Members

- Use the "**Chat**" button to submit a typed question or comment
- Press the "**Raise Hand**" button to share your question or comment verbally. Wait for the moderator to recognize and unmute you before speaking.
- If you have joined by phone only, you may "raise your hand" by pressing the star button and then nine (*9)
- *After you speak, we will lower your hand and you will be muted to allow the team to respond and provide opportunities for others to participate*
- Website: https://www.mass.gov/route-1a-corridor-study
- Email: Rt1ACorridorStudy@dot.state.ma.us



Thank you!

For question and comments please email:
Rt1ACorridorStudy@dot.state.ma.us

Sign up for project updates:
https://www.mass.gov/route-1a-corridor-study