

Chapter 5: Findings and Recommendations

5.0 Chapter Summary

This chapter reviews the findings of the alternatives analysis and documents the selection of a recommended alternative for the Wellington Circle Study. The study analyzed four final alternatives, and the Transit Enhanced Alternative was selected as the recommended alternative to move forward for implementation as it provides the most benefits across all factors evaluated.

The implementation process is discussed as it relates to the Transit Enhanced Alternative, which was developed through this conceptual planning study. Moving the concept forward into a design project would be done as part of the MassDOT Project Development Process. Potential funding sources for design and construction are also discussed so that there is a clear path forward at the conclusion of this study for further refining, funding and implementing recommendations.

5.1 Findings and Recommendations

The study findings and recommendations are a result of the evaluation of a wide range of ideas and concepts for reconfiguring Wellington Circle to meet the study's goals to improve safety, mobility and access, local and regional connectivity, and quality of life. This evaluation is documented in Chapter 3, which resulted in the identification of four alternatives to move forward in a detailed analysis, documented in Chapter 4. The four final alternatives are summarized below:

- **Short-/Medium-Term:** This alternative was developed as an option that could be implemented more quickly and would be less costly than a typical long-term alternative. While much of the space for vehicles would be maintained, some roadway space would be reallocated to provide a separated buffered/bicycle lane, pedestrian safety improvements, and enlarged green space in the middle of the Circle.
- **Long-Term At-Grade:** This alternative is based on a quadrant roadway configuration and includes concepts that would result in a square or triangle configuration of open space in the northern center of the Circle. Significant roadway space would be reallocated from vehicles to bicyclists and pedestrians, with the addition of two-way bicycle facilities on both the northern and southern sides and sidewalks with space for landscaping/plantings.
- **Long-Term Transit Enhanced:** This alternative is based on the Long-Term At-Grade triangle concept and integrates bus priority measures to improve transit service to/from Wellington Station. It would result in a slightly wider cross section than the other Long-Term At-Grade alternative due to the addition of bus lanes on Revere Beach Parkway and the Fellsway north of the Circle but would maintain bicycle and pedestrian facilities and space for landscaping throughout.
- **Long-Term Grade-Separated:** This alternative would elevate Route 16 (Mystic Valley Parkway/Revere Beach Parkway) over the Circle. While the at-grade roadway network would be simplified, there would be a level of roadway complexity due to piers needed to support

the structure. While two-way bicycle facilities and buffered sidewalks would be provided on at-grade roadways, there would be less open space provided.

5.1.1 Alternatives Analysis Findings

An evaluation criteria framework, detailed in Chapter 4, Section 4.1.2, was applied to understand how well each alternative meets study goals with results compared across alternatives (see Figure 4.1-1 in Chapter 4). Each alternative was rated as to whether it would result in a beneficial outcome, neutral outcome, or negative impact to the study area, as compared to a Future No-Build condition.

The summary of the alternatives analysis findings is shown in Figure 5.1-1. Based on these results, the Long-Term At-Grade Transit Enhanced Alternative was identified as the recommended alternative, due to benefits it could provide across most evaluation criteria. As with all the Long-Term At-Grade alternative concepts, vehicle operations would generally remain the same as under the Future No-Build condition, with similar total vehicle capacities and high delays for vehicles. Under both the existing and future conditions (Future No-Build and the Build alternatives) modeled, many movements are shown to operate at LOS F, as is common in urban areas. The Long-Term At-Grade Transit Enhanced alternative is projected to experience somewhat degraded vehicle operations compared to Future No-Build conditions, but this is due to benefits received by other modes, such as increased pedestrian signal times at intersections.

Significant improvements to safety are anticipated, with the overall driver experience expected to be safer and less confusing, and increased dedicated space for walkers, bikers, and transit users. The Transit Enhanced Alternative is the only alternative that would measurably benefit transit operations and access, while also providing the same benefits as the other Long-Term At-Grade alternative. These benefits provide opportunities for drivers to use alternative transportation modes, and potentially reduce the number of vehicles using the Circle in the future.

Figure 5.1-1: Alternatives Analysis Summary

Alternatives Analysis Summary				
				Recommended Alternative
Evaluation Criteria	Short/Medium Term	Long-Term At-Grade	Long-Term At-Grade Transit Enhanced	Long-Term Grade-Separated
Safety	✓	✓	✓	✓
Vehicle Operations	✗	✗	✗	✓
Pedestrian Experience	✓	✓	✓	–
Bicycle Experience	–	✓	✓	✓
Transit Operations & Access	–	–	✓	–
Environment & Public Health	✓	✓	✓	✗
Land Use & Economic Development	✓	✓	✓	–
Community Cohesion	✓	✓	✓	–
Environmental Justice	✓	✓	✓	✓
Cost Estimate	\$6.2 M	\$36.7 M	\$38.3 M	\$176.9 M

✓ Benefits – Neutral ✗ Impacts

5.1.2 Recommendation Summary

The Long-Term At-Grade Transit Enhanced Alternative is the recommended alternative for the Wellington Circle Study, as it best meets the study's goals and objectives. The main components of this alternative are depicted in Figure 5.1-2. As shown in the Figure 5.1-2, the pedestrian bridge is an option (discussed in further detail in Chapter 3 Section 3.3.2.1) that could be integrated into this alternative to provide a pedestrian crossing on the east side of the Circle over Revere Beach Parkway, creating a more direct connection to Wellington Station.

Figure 5.1-2: Long-Term At-Grade Transit Enhanced Alternative



The key elements that differentiate this alternative from others are the dedicated transit lanes on Revere Beach Parkway to the east of the Circle and the Fellsway to the north of the Circle that provide bus priority for MBTA bus routes 100, 108 and 134. The main purpose of these transit lanes is to facilitate access to/from Wellington Station. This alternative also includes dedicated bus phase signals and floating bus stops to provide more passenger waiting space and reduce conflicts between each mode.

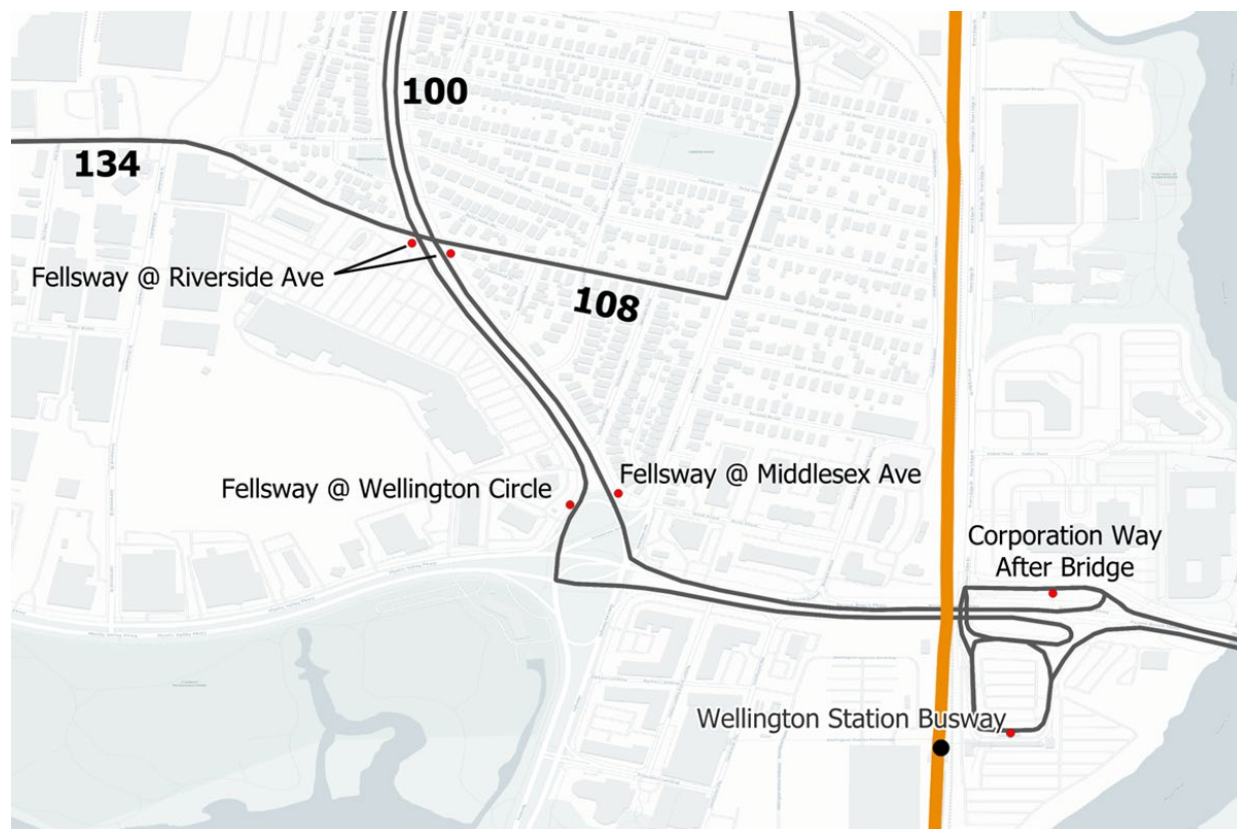
Benefits to MBTA Buses

The Transit Enhanced Alternative would benefit MBTA bus operations including:

- Substantial transit travel time savings, as compared to other alternatives.
- Superior transit travel time Quality of Service (QOS), as compared to other alternatives.

The evaluation of where to include dedicated bus lanes as part of the alternative was based on the existing routing, shown in Figure 5.1-3, and identified where bus lanes would provide the most travel time savings for buses accessing Wellington Circle. With current routing, MBTA Routes 100 and 108 could both benefit from the bus lanes on the Fellsway and Revere Beach Parkway.

Figure 5.1-3: Existing MBTA Bus Routes



In the future it is anticipated that MBTA Route 134 could also benefit from the bus lane on Revere Beach Parkway, as it is proposed to be re-routed to Mystic Valley Parkway and Revere Beach Parkway under the MBTA's Bus Network Redesign (BNRD). Figure 5.1-4 shows the proposed BNRD MBTA bus routes on the existing roadway configuration, and Figure 5.1-5, on the proposed roadway configuration under the Transit Enhanced Alternative. This alternative would optimize transit routing by providing more direct routes to Wellington Station for Routes 100 and 108 between the Fellsway and Revere Beach Parkway and maintaining the direct east-west route for the 134 under the BNRD proposal.

There is opportunity to integrate additional facilities and amenities that serve buses as this study moves forward into project development to ensure that existing and future bus service is accommodated through the Circle. This includes the potential to add dedicated bus lanes on Mystic Valley Parkway to provide additional priority for Route 134 and further developing details on bus phase signals (transit signal priority). Additionally, bus stops would be further designed to identify opportunities for amenities to improve the passenger waiting experience such as enhanced shelters, seating, and signage, made possible by the floating bus stop configuration, which bumps out the curb to provide more passenger waiting space than a typical stop.

Figure 5.1-4: MBTA BNRD Bus Routes (existing roadways)

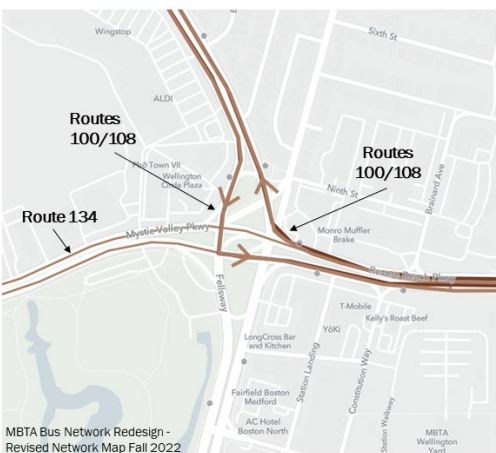
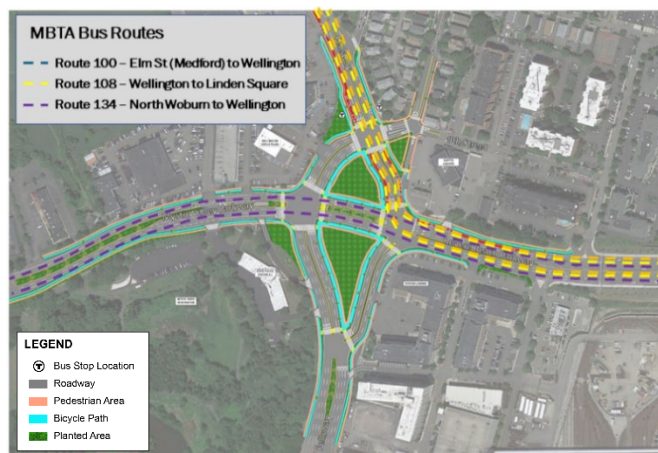


Figure 5.1-5: MBTA Bus Routes (proposed roadways)



Benefits to Transit Travel Time

While a full analysis of transit operations and access is provided in Chapter 4 Section 4.2.6, key benefits to transit travel time expected from the Transit Enhanced Alternative are summarized below.

- The Transit Enhanced Alternative would reduce total bus travel time in the study area by 25% compared to the Future No-Build condition. This considers the existing bus routing which is applicable to Routes 100 and 108. Route 134 outbound would also benefit from the proposed transit lane on the Revere Beach Parkway westbound under BNRD routing.
- Travel time savings is also greater with the Transit Enhanced Alternative than the two other Long-Term Alternatives, At-Grade and Grade-Separated. These two other alternatives slightly increase round trip transit time to and from Wellington Station. Overall, travel time savings would be most significant in the inbound direction towards Wellington Station, where buses make a left turn between the Fellsway and Mystic Valley Parkway.

Next Steps

To advance the recommended At-Grade Transit Enhanced Alternative from a planning concept into a design project, the next step is for the City of Medford, in coordination with MassDOT District 4, to initiate a project through the MassDOT Project Development Process. The following steps should be taken as part of that process:

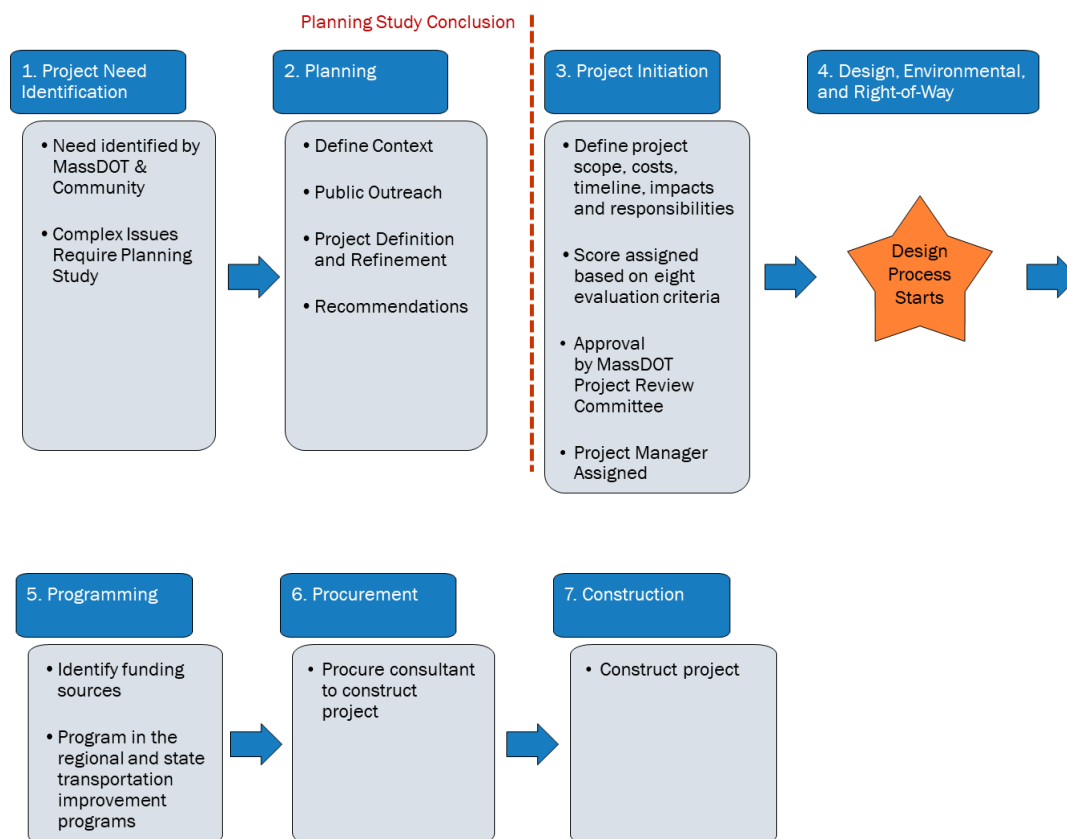
- Completion of a full survey in the study area,
- Evaluation of the feasibility of adding the pedestrian bridge option to provide a direct north-south pedestrian connection across the east side of Revere Beach Parkway; and,
- Evaluation of the feasibility of adding bus lanes on Mystic Valley Parkway to further enhance transit operations in the area, specifically MBTA Route 134.

Further discussion on next steps for the study recommendation to move forward as an engineering project as part of the MassDOT Project Development Process is provided in the following section.

5.2 MassDOT Project Development Process

Following the completion of this study, the Transit Enhanced recommended alternative may advance through the MassDOT Project Development Process to move forward towards implementation. MassDOT follows a seven-step process for the development of projects, summarized in Figure 5.2-1, starting with identification of needs through planning, design, funding, and ending with project construction. The sequence of decisions made through the Project Development Process progressively narrows the project focus and, ultimately, leads to the construction of a project that addresses identified needs. Each step of the process incorporates ample opportunities for public input and feedback. This study completed steps 1 and 2 of the process by identifying the existing and future needs within the Wellington Circle study area (Step 1: Project Need Identification) and identifying the alternative that best addresses those needs based on a detailed alternatives analysis, project refinement, and public outreach (Step 2: Planning).

Figure 5.2-1: MassDOT Project Development Process



The next step towards implementation is Project Initiation (Step 3: Project Initiation) where the project scope, costs, timeline, impacts, and responsibilities are defined. This is also where the project is reviewed by MassDOT's Project Review Committee (PRC) to ensure that it effectively addresses statewide priorities. If it does, MassDOT assigns a project manager to initiate the design process and explore potential funding options (discussed in more detail below in Section 5.2.2).

5.2.1 MassDOT Design Process

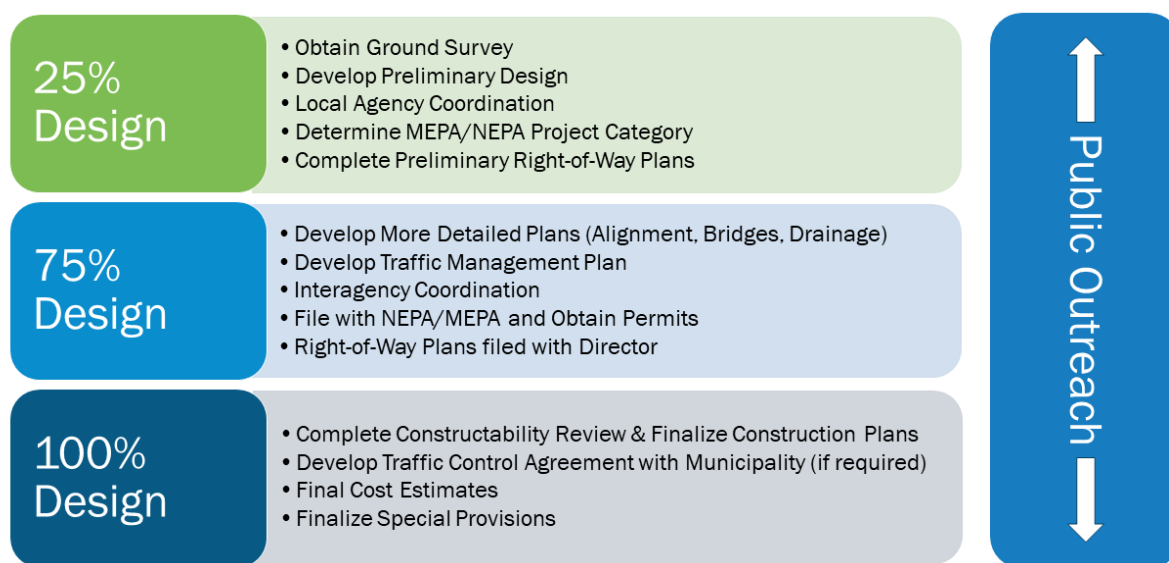
The design process begins in Step 4) Design, Environmental, and Right-of-Way of the Project Development Process. MassDOT's design process is segmented into three phases, identified as 25%, 75%, and 100% that incorporate parallel milestones for public outreach, as shown in Figure 5.2-2. The 25% design phase requires development of a preliminary design, based on a ground survey, that is presented to the public at a design public hearing. This phase of design includes determination of Massachusetts Environmental Policy Act (MEPA)/National Environmental Policy Act (NEPA) compliance requirements, Section 106 and Section 4(f) consultation and associated preliminary right-of-way plans.

Compliance with the National Environmental Policy Act of 1969 under 23 CFR 771 is required for all projects that will utilize federal funding, which is likely for implementation of the recommended alternative for Wellington Circle. The NEPA process provides a coordinated approach for evaluating the social, economic, and environmental impacts of a proposed project. The three classes of action (COA) for determining the level of NEPA review include Categorical Exclusions (CE), Environmental Assessments (EA) and Environmental Impact Statements (EIS). A CE is typically prepared as part of the MassDOT 25% Design early environmental coordination. As the assumed lead Federal Agency, the Federal Highway Administration (FHWA) is responsible for determining the appropriate Class of Action for NEPA documentation if a project is not found to be eligible for a Programmatic CE as authorized under the programmatic agreement between FHWA and MassDOT. MEPA provides a similar environmental review at the state level for projects that meet the thresholds for either an Environmental Notification Form (ENF) or Environmental Impact Report (EIR) under 301 CMR 11.00.

Wellington Circle, the Fellsway, Revere Beach Parkway, Mystic Valley Parkway and Mystic Valley Reservation are all listed on the National Register of Historic Places. Therefore, to be eligible for federal funding, the project would need to comply with Section 106 of the National Historic Preservation Act of 1966, which requires federal agencies to take into account the effects of their actions on historic resources, and Section 4(f) of the US Department of Transportation Act of 1966, which protects parklands and historic sites. In Massachusetts, the Section 106 review process is taken in consultation with the Massachusetts State Historical Preservation Officer (SHPO), within the office of the Massachusetts Historical Commission (MHC). MassDOT participates in a Programmatic Agreement with MHC which authorizes MassDOT to make preliminary effect determinations and submit to MHC for concurrence. Section 4(f) approval by the FHWA is required when a project would result in a use of a Section 4(f) property. Evaluations under Section 4(f) are either de minimus (minor), programmatic, or individual. There are five Nationwide Programmatic Section 4(f) evaluations that can be used for certain types of highway projects, including transportation projects that have a net benefit to Section 4(f) properties (see Appendix D-1 for additional information in environmental compliance and permitting consideration).

The 75% design phase requires development of more detailed plans that include final roadway alignments along with the design of bridge and drainage elements. The traffic management plan for construction is developed at this phase of design. This phase of design concludes once a project has completed the MEPA/NEPA and obtained necessary permits, and filed right-of-way plans with the MassDOT Director of Right-of-Way. The 100% design phase requires an overall constructability review to finalize the construction plans. The cost estimates, contract special provisions, and traffic control agreement with the municipality are then finalized based on those plans.

Figure 5.2-2: MassDOT Design Process



5.2.2 Securing Funding and Constructing the Project

The final project development steps include: 5) Programming, 6) Procurement, and 7) Construction. Programming is the formal identification of state and/or federal funding for projects through the coordinated process between MassDOT and the MPOs to develop the State Transportation Improvement Program (STIP) and Transportation Improvement Programs (TIPs) for each region of the Commonwealth. Programming funds can occur at any time during the process from planning to design but must be complete before the project can be advertised for construction. Once design is complete and adequate funding has been programmed, procurement for a project can proceed. During procurement, the project would be organized within a construction contract and an open invitation to bidders is published. Bids received by MassDOT are then opened and reviewed and will be awarded to a construction firm based on the applicable evaluation criteria. Following award of the contract, the construction of the project proceeds. The scale of public outreach during construction varies based on the types of expected disruptions to abutters and the traveling public. For construction of the Transit Enhanced Alternative, a robust public outreach effort would be expected, due to the size and scale of the project and implications for both local and regional travel. During the construction step, MassDOT would conduct careful management and monitoring of construction activities to ensure quality standards are maintained, environmental commitments are honored, and community expectations are met.

5.3 Potential Funding Sources

To implement improvements to Wellington Circle, a variety of funding sources would need to be pursued, including from local, state and federal sources. Potential funding sources include:

5.3.1 Encore Boston Harbor Casino

In 2016, MassDOT issued a Section 61 Finding for the Encore Boston Harbor Casino project (Encore). Section 61 Findings are prepared for projects that require an Environmental Impact Report pursuant to the Massachusetts Environmental Policy Act and outline the transportation impacts of a project and the project proponent's mitigation commitments, among other items.¹

One of Encore's Section 61 Finding mitigation requirements is to fund up to 25% or \$1.5 million of the concept design for Wellington Circle improvements at the conclusion of this study. The Section 61 Finding does not include commitments for more advanced design or construction funds.

The Section 61 Finding on Wellington Circle also includes a requirement that Encore cooperate with future efforts by municipalities to request funding from the Transportation Infrastructure and Development Fund (TIDF). The TIDF is funded by a portion of state gaming revenues. Funds must be used on transportation projects, which may include the expansion and maintenance of public transportation. At least 50% of funds must be spent on the design or construction of transportation improvements on municipal transportation assets (roads, bridges, sidewalks, bike paths, etc.),² which excludes the roadway segments that comprise Wellington Circle.

5.3.2 Regional Transportation Improvement Plan

Federal transportation funds are programmed for projects located in the Greater Boston region through the Transportation Improvement Program (TIP) process, which is managed by the Boston Region Metropolitan Planning Organization (MPO). The TIP is a five-year rolling capital plan for 97 cities and towns included in the MPO's planning area and documents all transportation projects that will receive federal funding over the next five-year period.³ The MPO selects projects for inclusion in the TIP based on criteria to measure how well a project meets regional goals. The MPO's goals include improving safety, expanding multimodal mobility, increasing equity, supporting environmental sustainability, enhancing economic development, and supporting modernization and maintenance of the transportation system.

The TIP is incorporated into the State Transportation Improvement Program (STIP), which includes projects funded by federal transportation dollars across the Commonwealth. Figure 5.3-1 shows a summary flow chart of how the TIP project funding process relates to the MassDOT Project Development Process.⁴ The process for initiating and funding MassDOT projects is discussed in section 5.2.

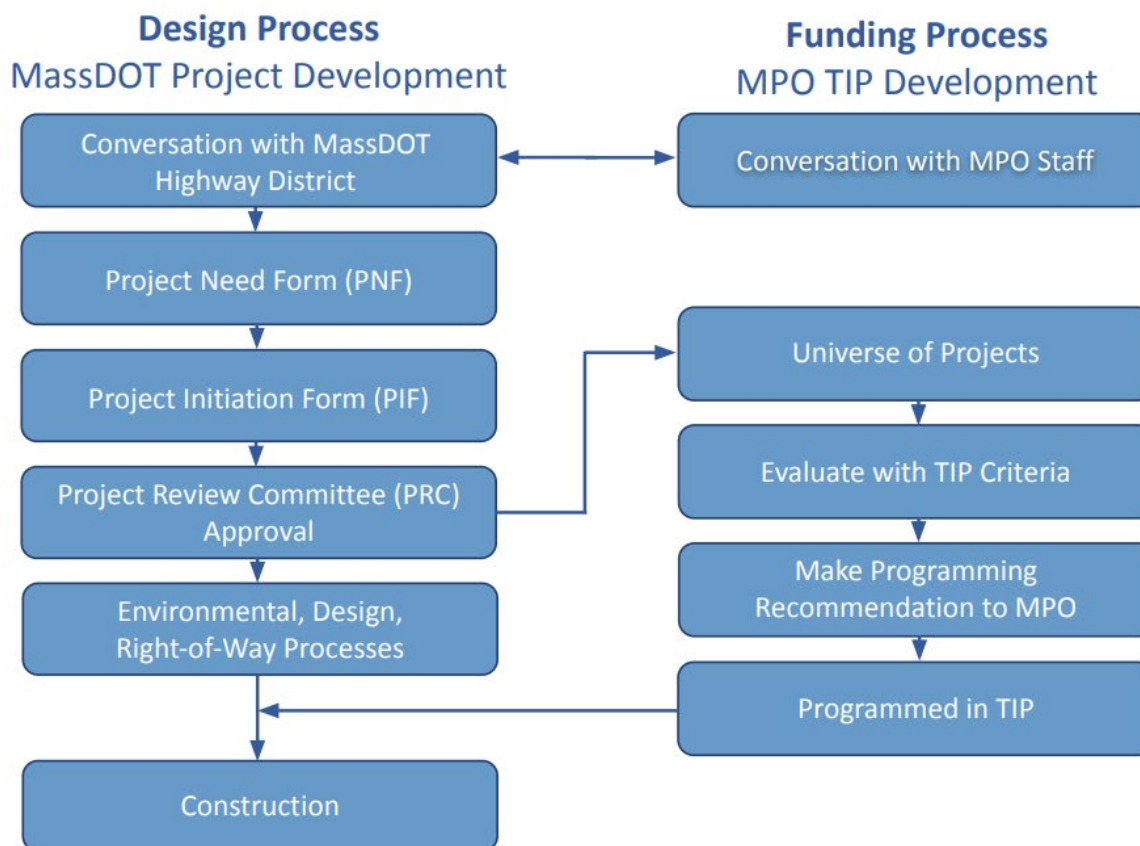
¹ <https://www.mass.gov/info-details/massdot-private-development-review#iii--section-61-findings->

² <https://malegislature.gov/Laws/GeneralLaws/PartI/TitleII/Chapter23K/Section62>

³ <https://www.ctps.org/tip>

⁴ Flow chart: <https://www.ctps.org/data/pdf/plans/TIP/FFYs-2023-2027-TIP-How-To.pdf>

Figure 5.3-1: TIP Project Funding Process



The Boston Region MPO manages discretionary funds called the Regional Target program. This program is intended to advance projects that align with the MPO's six investment programs, one of which is Major Infrastructure. The Major Infrastructure investment program covers large projects that have regional impacts. The recommended Transit Enhanced Alternative from this planning study is a potential candidate for funding through the Major Infrastructure program, as it incorporates multimodal Complete Streets principles and Wellington Circle serves regional transportation needs. The availability of Regional Target funding is dependent on federal funding allocations. The 2023-2027 TIP contains \$645 million over five years for Regional Target projects. An example project funded with Regional Target Major Infrastructure funds is McGrath Boulevard in Somerville, which received \$20 million in Regional Target funds. To be considered for TIP funding through the Boston Region MPO, a project must have a Functional Design Report or plans at the 25% design stage or higher.


Choosing Regional Target projects for funding is a collaborative process between MPO staff, MPO voting members, and municipalities. The MPO is made up of 22 voting members representing agencies including MassDOT, the MBTA, the MBTA Advisory Board, the Massachusetts Port Authority (Massport), the Metropolitan Area Planning Council (MAPC), and the Regional Transportation Advisory Council, as well as representatives from municipalities in the region. There are also two nonvoting members – the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). MPO members select projects for the MPO's certification documents based on MPO staff


evaluations that are determined through criteria developed to align with regional goals. The scoring criteria for Major Infrastructure projects is shown in Figure 5.3-2:⁵

Figure 5.3-2: Major Infrastructure Project Scoring Criteria

Major Infrastructure-Roadway Project Scorecard

For project funding through the Transportation Improvement Program






Transportation Equity

Goal: Ensure that all people receive comparable benefits from, and are not disproportionately burdened by, MPO investments, regardless of race, color, national origin, age, income, ability, or sex.

An equity multiplier is applied to criteria that the MPO has identified through public outreach and data analysis as critical transportation needs or where there exist disparities that negatively impact equity populations. These criteria are denoted by a check mark on the right side of this scorecard. Each project's multiplier is based on the percent of the population in the project area that belongs to each of the MPO's six equity populations in the project area relative to their region wide averages. The higher the share of equity populations in the project area, the higher the multiplier.


To calculate a final Transportation Equity score, a project's raw equity multiplier is scaled to 20 points and then added to the base score (out of 80 possible points) as shown at the bottom of this scorecard.



Safety

Goal: Transportation by all modes will be safe.


Criteria	Point Value	Equity Multiplier
Project addresses severe-crash location	3	✓
Project addresses high-crash location	3	
Project truck-related safety issue	2	
Project improves bicycle safety	3	✓
Project improves pedestrian safety	3	✓
Project improves safety for all users	4	
18 possible points		



System Preservation and Modernization

Goal: Maintain and modernize the transportation system and plan for its resiliency.


Criteria	Point Value	Equity Multiplier
Project incorporates resiliency elements into its design	5	✓
Project improves emergency response	2	✓
Project improves existing transit assets	2	✓
Project improves existing pedestrian facilities	3	✓
Project improves existing bridges	3	
Project improves existing pavement condition	3	
Project improves other existing assets	2	
20 possible points		



Capacity Management and Mobility

Goal: Use existing facility capacity more efficiently and increase transportation options.


Criteria	Point Value	Equity Multiplier
Project reduces transit passenger delay	4	✓
Project invests in new transit assets	2	✓
Project improves pedestrian network and ADA accessibility	4	✓
Project improves bicycle network	4	✓
Project improves truck movement	3	
Project addresses unreliable corridor	1	
18 possible points		



Clean Air and Sustainable Communities

Goal: Create an environmentally friendly transportation system.

Criteria	Point Value	Equity Multiplier
Project reduces CO2 emissions	3	
Project reduces other transportation-related emissions	5	✓
Project enhances natural environment	4	
12 possible points		



Economic Vitality

Goal: Ensure our transportation network provides a strong foundation for economic vitality.

Criteria	Point Value	Equity Multiplier
Project serves sites targeted for future development	3	
Project serves existing employment and population centers	3	
Project promotes access to existing affordable housing opportunities	3	
Project demonstrates proponent investment	3	
12 possible points		

Final Score Calculation

Base Score	80 possible points
Equity Score	20 possible points
Total Project Evaluation Score	100 possible points

Note: These criteria apply to projects that meet the MPO's definition for Major Infrastructure projects on the region's roadways, which can include both corridor and intersection and interchange projects that cost more than \$50 million or that are proposed on interstates or limited-access highways. Major Infrastructure projects on the region's transit system are evaluated using the MPO's Transit Modernization criteria.

⁵ <https://www.ctps.org/data/pdf/plans/TIP/TIP-Scorecard-Major-Infrastructure-Program.pdf>

Although not a prerequisite to receive Regional Target funding, the MPO considers whether a project is included in its Long-Range Transportation Plan (LRTP). The MPO is currently developing its next LRTP, Destination 2050.

5.3.3 State-Prioritized Federal Funding

In addition to the Regional Target TIP program at the discretion of the Boston Region MPO, the STIP contains a number of other programs managed by MassDOT's Highway Division, which correspond to the funding programs in MassDOT's Capital Investment Plan (CIP). The most relevant programs for the Wellington Circle project include Roadway Reconstruction, Intersection Improvements, Safety Improvements, and the Bicycle and Pedestrian Programs. It is possible for projects to include funding across multiple programs. Similar to Regional Target Programs, the funding sources that populate the state-prioritized programs are formula sources included in federal surface transportation authorization bills, the latest of which is the Bipartisan Infrastructure Law (BIL). These sources include State Transportation Block Grant (STBG), Congestion Mitigation and Air Quality Improvement (CMAQ), National Highway Performance Program (NHPP), Highway Safety Improvement Program (HSIP), Carbon Reduction, and PROTECT, among others.

5.3.4 Federal Discretionary Funds

The US Department of Transportation (USDOT) has multiple discretionary grant programs with various funding priorities and qualifications, some of which were created by or received additional funding through the 2021 Infrastructure Investment and Jobs Act (IIJA). The proposed Wellington Circle improvements appear to be candidates for funding under several grant programs. As with all USDOT discretionary grant programs, the parameters, funding amounts, and continued existence of the following programs are subject to change.

RAISE Grant Program

The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program funds a variety of surface transportation projects, including road, transit, and multimodal projects. For FY2023, there is \$2.275 billion available for funding. The minimum award size is \$5 million in urban areas, while the maximum award size is \$25 million or \$45 million, depending on the appropriation source. The grant program requires a minimum 20% share of non-federal funds, such as state or local funds. For a \$40 million project, the project applicant would have to provide at least \$8 million in non-federal funds. The 20% non-federal share does not apply to federally defined Areas of Persistent Poverty or Historically Disadvantaged Communities, but the Wellington Circle study area does not fall into either of these categories.

Reconnecting Communities Program

Created by the IIJA, the Reconnecting Communities Pilot Program is intended to address transportation infrastructure that acts as a mobility, access, or economic development barrier. \$195 million was available for this first round of awards. The minimum award for construction projects was \$5 million. The grant program requires a minimum 50% share of non-federal funds. The first round of awards, announced in March 2023, included 39 planning grants and 6 construction grants. Of the six construction grants, the smallest award was \$5.3 million and the largest was \$55.6 million. The average construction award was \$23 million. The \$55.6 million award went to a highway capping project with a total cost over \$1 billion.



Safe Streets and Roads for All (SS4A)

The SS4A program provides planning and capital grants intended to greatly reduce or eliminate roadway deaths. The program funds Action Plans and Implementation Grants. To be eligible for an Implementation Grant, the completion of an Action Plan or a similar existing plan such as a local Vision Zero plan is required. For the FY2022 award cycle, the minimum and maximum size of Implementation Grants were \$5 million and \$30 million. SS4A grants require at least a 20% non-federal funding match.

In February 2023, the Metropolitan Area Planning Council (MAPC) received a \$2.1 million SS4A grant to develop an Action Plan covering the MPO region. Upon completion of the Action Plan, The City of Medford, in coordination with MassDOT District 4, may be eligible to apply for an Implementation Grant to improve Wellington Circle if this project is identified in the Action Plan.

5.4 Next Steps

As a conceptual planning study, the Wellington Circle Study is only the beginning of improving connectivity and mobility throughout the Wellington Circle area for the City of Medford and the surrounding region. This study examined transportation needs for those who drive, walk, bike, and use transit, as well as, the land use and development, environmental conditions, and economic, social, and cultural impacts. The result was the identification of a recommended alternative, the Transit Enhanced Alternative, that could advance the study goals of improving safety, mobility and access, local and regional connectivity, and quality of life, while also measurably improving transit operations and access.

As documented in this chapter, the next step for the study would for be the City of Medford, in coordination with MassDOT District 4, to initiate a project through the MassDOT Project Development Process to further define the project scope, costs, timeline, impacts, and responsibilities, and secure approval from the MassDOT Project Review Committee. Funding will need to be pursued to advance this project into the design process for the future implementation of improvements that could benefit those who live in, work in, and travel through Wellington Circle.