



Highway Division Grant Programs & TBB Update

Agenda

- Updates on existing MassDOT grant programs
- Overview of new programs authorized in Transportation Bond Bill*

*While the TBB has authorized the use of funds for various grant programs, funding sources have not necessarily been identified or approved by MassDOT in the Capital Investment Plan (CIP) at this time.

Municipal Small Bridge Program

- This five-year, \$50M program provided cities and towns with financial support for small bridge replacement, preservation, and rehabilitation projects
- Eligible bridges are on public ways with spans between 10' and 20' that are structurally deficient or load posted
 - These small bridges are not eligible for federal aid under existing programs
- Each municipality qualifies for up to \$500,000 per year



Municipal Small Bridge Program

- Original \$50M program authorization was awarded in five years with 117 grants
 - Transportation Bond Bill included \$70M for reauthorization of program*
- Making considerations for municipal feedback on program in relaunch
 - Strong interest in more support for project management



*While the TBB has authorized the use of funds for various grant programs, funding sources have not necessarily been identified or approved by MassDOT in the Capital Investment Plan (CIP) at this time.

Complete Streets Funding Program

- The Complete Streets Funding Program encourages communities to incorporate Complete Streets into regular planning and design practice
 - Safe and accessible options for all travel modes
- Provides technical assistance and construction grants to eligible municipalities through a three-tiered approach that incentivizes municipal involvement

Tier 1

Attend Training & Pass Complete Streets Policy or Letter of Intent to Pass a Policy within one year

Tier 2

Develop a 5-year Complete Streets Prioritization Plan

Tier 3

Apply for Construction Funding

Complete Streets Funding Program

258

Municipalities Registered

233

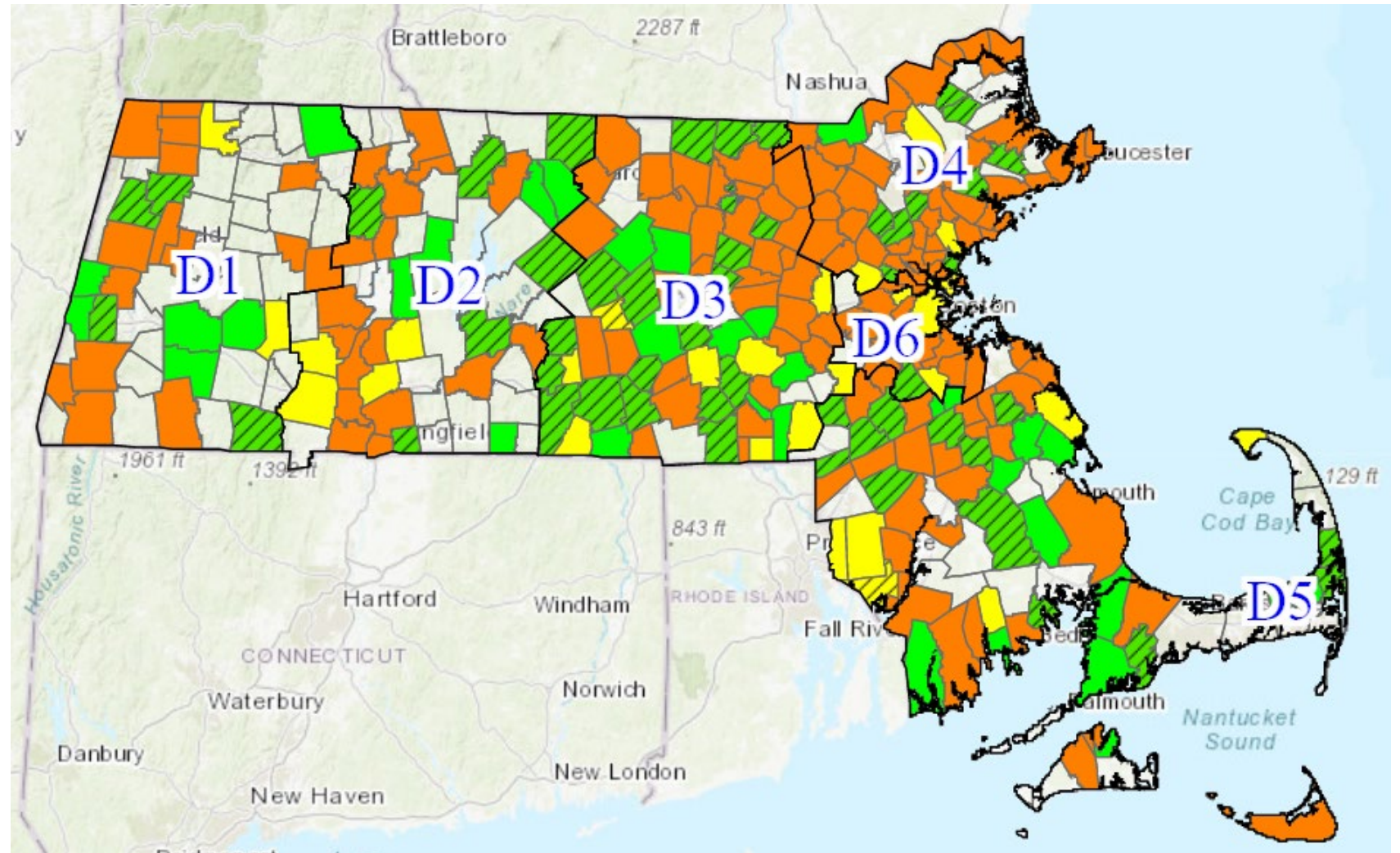
Municipal Policies

205

Project Prioritization Plans

172

Municipalities received
Construction Funding



Complete Streets Funding Program

- Since 2016, the program has awarded 367 grants totaling \$62.4M
 - 195 Tier 2 TA Grants, 172 Tier 3 Construction Grants
- New advanced trainings offered to municipalities this year
 - 301: Safety Countermeasures
 - 302: Transit Street Design
 - 303: Bicycle/Pedestrian Network Planning
 - 304: Traffic Calming Design
 - 305: Workshop Design
 - 306: Public Engagement

Complete Streets Funding Program

- Important program changes implemented in April in new Guidance Document
 - New funding eligibility criteria: four-fiscal-year \$400,000 rolling limit
 - Guidance on submission of revised Tier 2 Prioritization Plans
 - New Prioritization Plan Template
 - Revamped application materials
- Transportation Bond Bill contained \$50M in additional authorization

Fiscal Year 2022 Program Timeline

Funding Round	Tier 1: Local Policy	Tier 2: Prioritization Plan	Tier 3: Project Application
FY22 Round 1	Rolling	April 1, 2021	May 1, 2021
FY22 Round 2	Rolling	September 1, 2021	October 1, 2021

Chapter 90 Program

- Chapter 90 entitles cities and towns to reimbursements on eligible projects
 - Apportionments determined based on lane miles, population, and employment
- Eligible project elements include things such as:
 - Highway construction, preservation and improvement projects
 - Pedestrian and bicycle facilities
 - Road building machinery, equipment and tools
- Development of new guidance underway that will provide important new project planning and implementation support
- Municipal Project Requests can now be submitted online through MaPIT

Shared Streets and Spaces

- In June 2020, MassDOT launched the Shared Streets & Spaces Program, a municipal grant program focused on quick-build projects that could bring meaningful benefits to our cities and towns as they respond to COVID-19
- Allowed cities and towns to quickly launch or expand improvements in support of public health, safe mobility, and renewed commerce in their communities



Shared Streets and Spaces

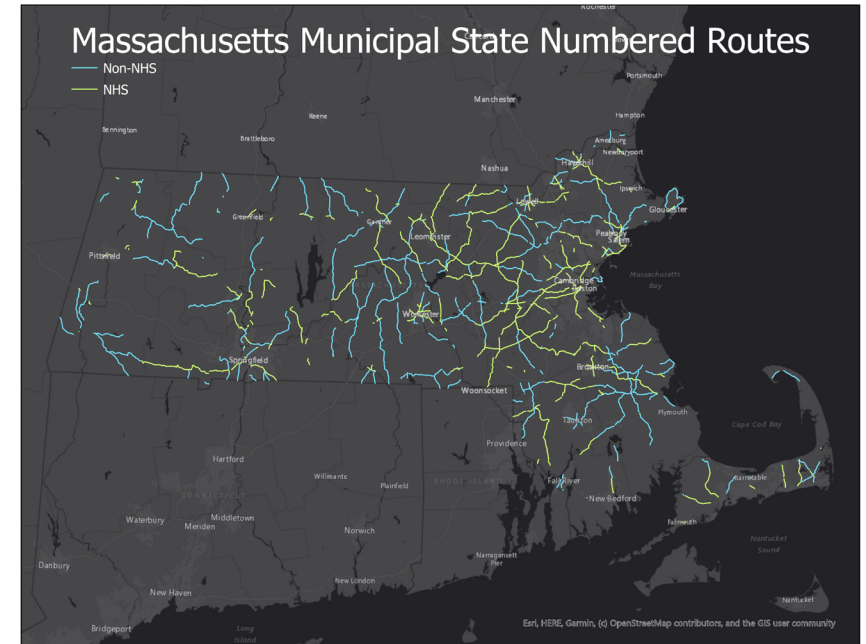
- Summer program was incredibly successful, leading to funding for a Winter round of the program, which ended in March 2021
 - In total, 232 grants were awarded totaling \$26.5M
- Program framework allowed many communities to easily rethink their transportation networks and implement unique improvements



New from TBB: Municipal Pavement Program*

Description	Authorization in TBB
A program focused on the preservation of the State Numbered System to support the long-term condition of this important network, contribute to NHS pavement performance, and assist municipalities in the management of local infrastructure	\$100 million

- Network assessment underway to determine statewide five-year priority list
- Potential segments will be screened for mobility opportunities
 - Design effort assigned accordingly
- Community outreach/coordination major component



*While the TBB has authorized the use of funds for various grant programs, funding sources have not necessarily been identified or approved by MassDOT in the Capital Investment Plan (CIP) at this time.

New from TBB: Local Bottleneck Program*

Description	Authorization in TBB
Provides funding for municipalities to address congestion bottlenecks to improve traffic flow while addressing safety, bicycle, transit, and pedestrian needs with preference to projects near transit-oriented development and multifamily housing	\$25 million



*While the TBB has authorized the use of funds for various grant programs, funding sources have not necessarily been identified or approved by MassDOT in the Capital Investment Plan (CIP) at this time.

New from TBB: Public Realm*

Program	Description	Authorization in TBB
Public Realm	Grants to municipalities for improvements to sidewalks, curbs, streets, and parking spaces to create additional capacity for pedestrians and cyclists and reimagine and repurpose street space (COVID response)	\$20 million



*While the TBB has authorized the use of funds for various grant programs, funding sources have not necessarily been identified or approved by MassDOT in the Capital Investment Plan (CIP) at this time.



New from TBB: Transit Programs*

Program	Description	Authorization in TBB
Transit Supportive Infrastructure	Program that funds transit-supportive infrastructure, e.g., dedicated bus lanes, signal prioritization, shelters, lighting, signage, repairs and other improvements, etc., preference for those producing TOD housing	\$25 million
Bus Transit Access	Grants to municipalities for prioritization and enhancement of access to mass transit by bus	\$25 million
Transit and Commuter Rail Access	Grants to municipalities to increase access to mass transit and/or commuter rail	\$25 million
Enhancements for Transit Access	Funding for enhancements to increase access to mass transit (including study and design)	\$25 million

*While the TBB has authorized the use of funds for various grant programs, funding sources have not necessarily been identified or approved by MassDOT in the Capital Investment Plan (CIP) at this time.



New from TBB: EV & Water Programs*

Program	Description	Authorization in TBB
Electric Vehicle	Grants to municipalities and RTAs for electric vehicles and charging infrastructure	\$25 million
Water Transportation	Grants to support landside water ferry terminal projects that leverages municipal, nonprofit and private investments to deliver public water transportation services in greater Boston	\$30 million

*While the TBB has authorized the use of funds for various grant programs, funding sources have not necessarily been identified or approved by MassDOT in the Capital Investment Plan (CIP) at this time.



Thank You

- Questions?
 - Cassandra.Gascon@dot.state.ma.us