

MassDOT Municipal Grant Programs

November 17, 2021



Overview

- Updates on MassDOT's Highway Division municipal programs:
 - Complete Streets Funding Program
 - Shared Streets and Spaces Program
 - Municipal Small Bridge Program
 - Chapter 90 Program
 - Municipal Pavement Program
 - Local Bottleneck Reduction Program

Complete Streets Funding Program

- Encourages communities to incorporate Complete Streets principles into regular local planning and design practices
 - Safe and accessible travel for all roadway users regardless of age or ability
- Provides technical assistance and project funds to incentivize permanent change
 - Tier 2 Technical Assistance grants: up to \$38K
 - Tier 3 Construction Project grants: up to \$400K
- Since 2016, the program has awarded 394 grants totaling \$68.85M
- Reauthorized in TBB for \$50M over five years

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

270

Registered Municipalities

239

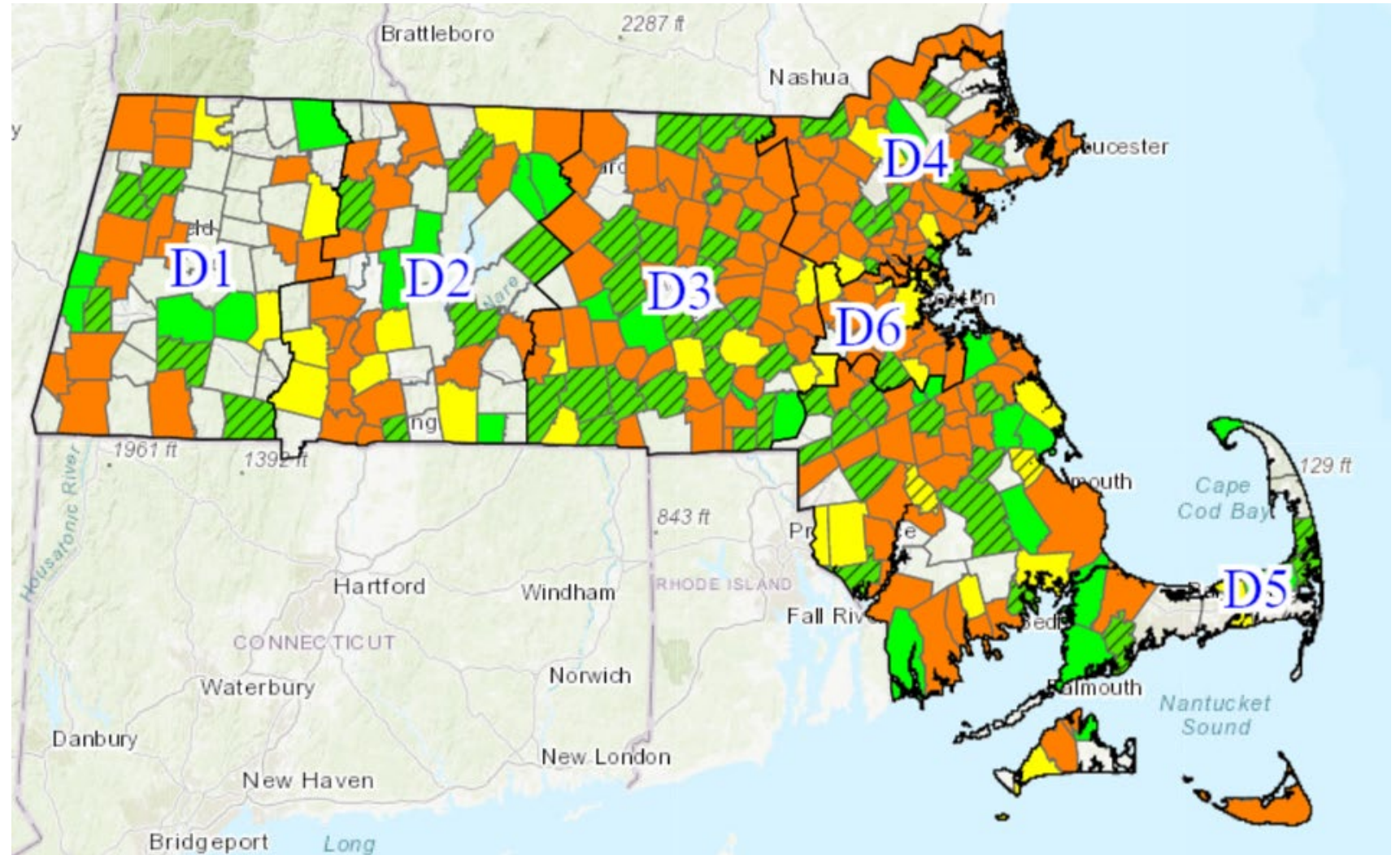
Municipal Policies

212

Project Prioritization Plans

190

Project Grants



- Participation continues to grow with 77% of municipalities involved

Complete Streets Funding Program

- Municipalities are seeing the significant role that Complete Streets have in a growing and thriving community
- Program will continue to seek new municipal participants and advance partners through tiers
- Ensure all eligible communities receive a Tier 3 grant
 - Implemented new Tier 3 funding eligibility criteria to prioritize new Tier 3 partners
 - \$400,000 four-fiscal-year limit per municipality

Important Program Deadlines

Funding Round	Tier 1: Local Policy	Tier 2: Prioritization Plan	Tier 3: Project Funding
FY23 Round 1	Rolling	April 1, 2022	May 1, 2022
FY23 Round 2	Rolling	September 1, 2022	October 1, 2022

**New Guidance
Document released
in March 2021!**

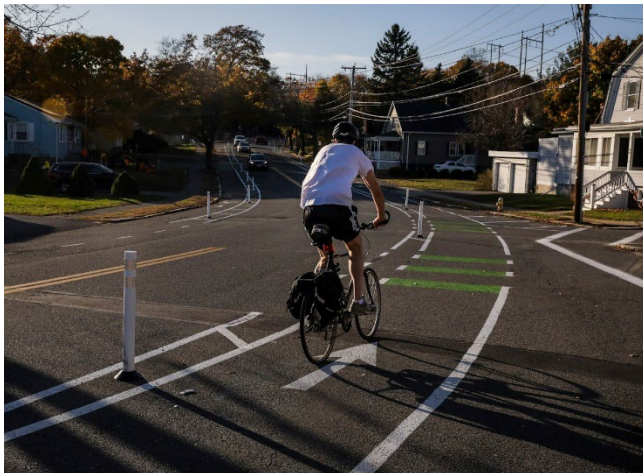
Shared Streets and Spaces Program

- Grant program focused on quick-build projects that support public health, safe mobility, and renewed commerce in municipalities
 - Started in June of 2020 as a response to COVID-19
 - Eligible projects include permanent or pilot sidewalks, paths, bicycle facilities, outdoor dining, traffic calming, and transit improvements
 - Grant limits between \$200K and \$500K depending on project type



Shared Streets and Spaces Program

- Program framework allowed communities to easily rethink their transportation networks and implement unique improvements
 - Zero barriers to application helped drive participation
- Program has been incredibly successful awarding \$33M through 310 grants
- TBB authorized \$20M for program over five years
- New grant round will open in January, exact timing TBD
 - Check website for updates!



Municipal Small Bridge Program

- Provides cities and towns with financial support for small bridge replacement, preservation, and rehabilitation projects
 - Each municipality qualifies for up to \$500,000 annually for eligible “BRI” bridges
 - BRI bridges are those on public ways with spans between 10' and 20'
 - Not eligible for federal aid under existing programs
- The program used its original \$50M authorization in five years with 117 awards
 - Final round of grants were awarded in August 2020
- Program reauthorized for \$70M over five years



Municipal Small Bridge Program

- Plan to relaunch program in first quarter of 2022
- Program will continue to utilize phased grants
 - Phase 1: design up to \$100k
 - Phase 2: construction up to \$500K
- Relaunch will provide a new option for municipalities to utilize a MassDOT consultant for design
 - Smaller communities have expressed an interest in increased MassDOT role in small bridge projects
 - Seeks to improve efficiency and consistency across designs
 - Municipalities would use completed design from a Phase 1 grant to apply for a Phase 2 construction grant
- Other changes include updated application materials, annual grant rounds, and a new website




Chapter 90 Program

- Chapter 90 entitles cities and towns to reimbursements on transportation projects
 - Formula-based apportionments determined by lane miles, population, and employment
- New Guidance Document released in August
 - New and clarified information all in one place
 - Supports local decision-making and investment planning with new tools:
 - Quick-Start Guide
 - Planning Toolkit
- Website overhaul reorganized all new content

Chapter 90 Program

Authorized through Massachusetts General Laws, Chapter 90B, Section 34, the Chapter 90 Program provides funding for the implementation of transportation projects.

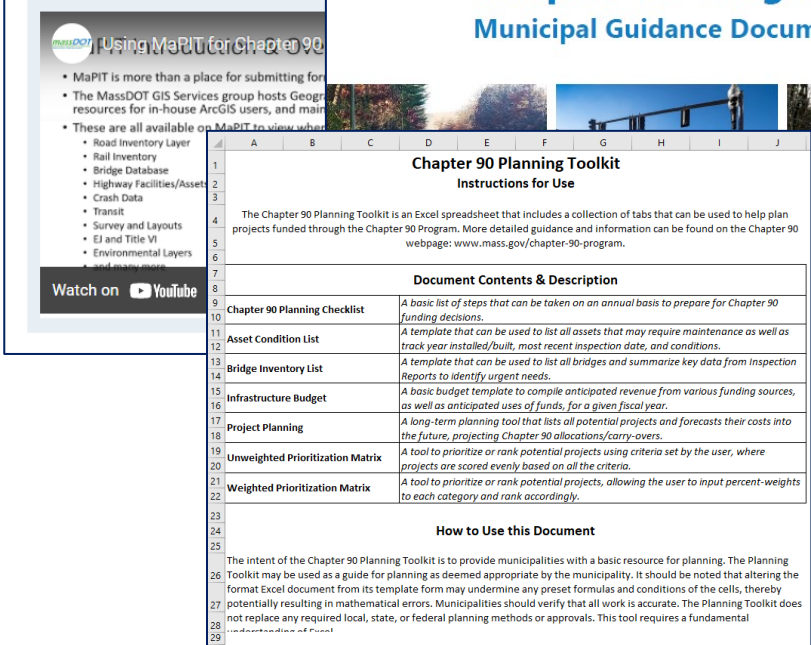
The purpose of the Chapter 90 Program is to provide a source for improvements to and investment in the Commonwealth's transportation infrastructure. The funding is allocated to municipalities based on a formula that allows municipalities to evaluate the value of their transportation infrastructure in terms of funding dollars accordingly.



Chapter 90 Program

Municipal Guidance Document

August 2021



Chapter 90 Planning Toolkit
Instructions for Use

The Chapter 90 Planning Toolkit is an Excel spreadsheet that includes a collection of tabs that can be used to help plan projects funded through the Chapter 90 Program. More detailed guidance and information can be found on the Chapter 90 webpage: www.mass.gov/chapter-90-program.

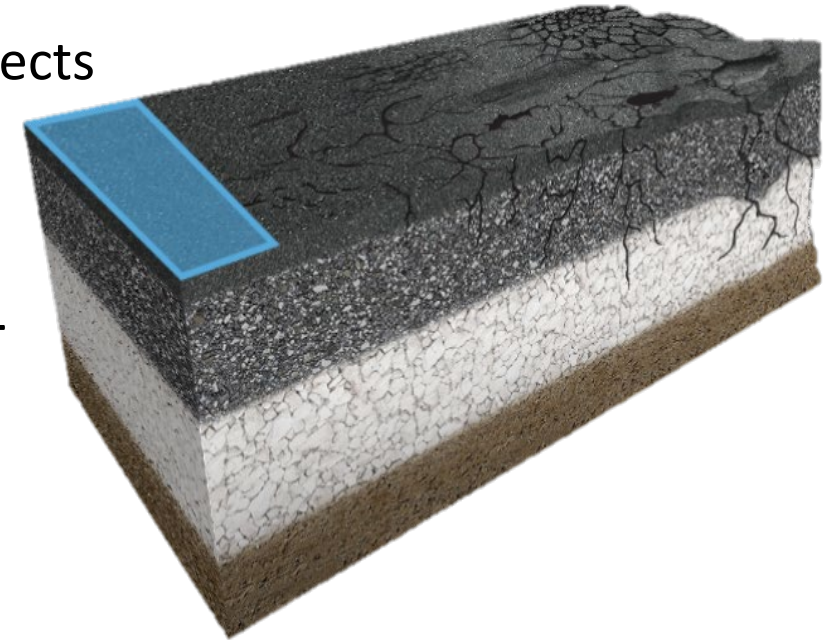
Document Contents & Description	
Chapter 90 Planning Checklist	A basic list of steps that can be taken on an annual basis to prepare for Chapter 90 funding decisions.
Asset Condition List	A template that can be used to list all assets that may require maintenance as well as track year installed/built, most recent inspection date, and conditions.
Bridge Inventory List	A template that can be used to list all bridges and summarize key data from inspection Reports to identify urgent needs.
Infrastructure Budget	A basic budget template to compile anticipated revenue from various funding sources, as well as anticipated uses of funds, for a given fiscal year.
Project Planning	A long-term planning tool that lists all potential projects and forecasts their costs into the future, projecting Chapter 90 allocations/carry-overs.
Unweighted Prioritization Matrix	A tool to prioritize or rank potential projects using criteria set by the user, where projects are scored evenly based on all the criteria.
Weighted Prioritization Matrix	A tool to prioritize or rank potential projects, allowing the user to input percent-weights to each category and rank accordingly.

How to Use this Document

The intent of the Chapter 90 Planning Toolkit is to provide municipalities with a basic resource for planning. The Planning Toolkit may be used as a guide for planning as deemed appropriate by the municipality. It should be noted that altering the format Excel document from its template form may undermine any preset formulas and conditions of the cells, thereby potentially resulting in mathematical errors. Municipalities should verify that all work is accurate. The Planning Toolkit does not replace any required local, state, or federal planning methods or approvals. This tool requires a fundamental understanding of Excel.

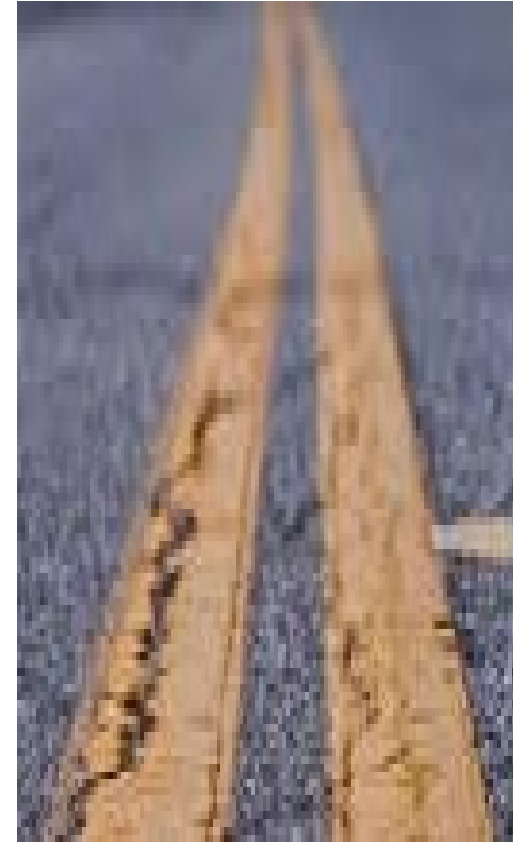
Municipal Pavement Program

- New program that seeks to improve the condition of municipally-owned state numbered routes
 - Projects include resurfacing, mill and overlay, and similar projects
- Authorized in TBB for \$125M over five years
- MassDOT selects roadway segments for improvement based on municipal state route inventory and MassDOT pavement condition data
 - Not a competitive application program
 - Funds as many segments as possible in a given FY
 - No single award limit for segments



Municipal Pavement Program

- Projects are implemented in coordination with municipality through a MassDOT pavement contractor
 - Allows for efficiency and cost savings for municipality
- FY 2022 funds 15 segments covering about 100 lane miles in MassDOT Districts 1-3
 - Segments that can be implemented easily within fiscal year
 - Projects are underway for spring implementation
- FY 2023 will focus on segments in Districts 4-6
- Projects selected once annually



Local Bottleneck Reduction Program

- New program that funds solutions to address local congestion bottlenecks at signalized intersections to improve traffic flow
 - FY 2022 project types include signal retiming, Transit Signal Priority equipment, vehicle detection, wireless coordination, and similar
 - Other project types will be made eligible as funding availability increases in future years
- Authorized in the TBB for \$50M over five years
- FY 2022 application deadline was November 15th
 - Submissions are under review
- New application round once annually



Local Bottleneck Reduction Program

- All municipalities are eligible, no project scope required
 - Municipalities may only receive one award per FY
- Selection is based primarily on intersection/corridor congestion and delay metrics
 - Consideration also provided for EJ Communities, SRTS, transit connections, and impact to state highway network
- Project planning and implementation is conducted by a MassDOT consultant/contractor in coordination with municipality
 - Supports communities while also allowing for efficiencies and cost savings
 - No award limit, though FY 2022 projects are anticipated to cost between \$50K and \$200K

Program Website
Available Now!



Thank you

Questions?

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