Complete Streets Funding Program
Report to MassDOT Board – Feb 2017

David Anderson, Deputy Chief Engineer for Design, Highway Division
Complete Streets Defined

A “Complete Street” is one that provides safe and accessible options for all travel modes -- walking, biking, transit and vehicle – and for people of all ages and abilities.

Program Objectives

• Incentivize adoption of municipal policies and best practices
• Encourage municipalities to adopt a strategic and comprehensive approach
• Facilitate better pedestrian, bicycle, and transit travel for all users
• Achieve equity in program participation and award distribution
Complete Streets Funding Program
First Year Progress

- MassDOT’s Complete Street Funding Program was launched on February 1, 2016 to incentivize municipal best practice in Complete Streets policy and implementation.

- Revised legislation codifying the MassDOT Complete Streets Funding Program (Chapter 79 of the Acts of 2014 replaced with Chapter 220 of the Acts of 2016)

- **Program Rewards:**
  - Up to $50,000 in technical assistance to complete a 5-Year Complete Streets Prioritization Plan
  - Up to $400,000 in project construction funding for projects on locally-funded roads
Stakeholder Engagement

2014-2015 Year-long stakeholder engagement to develop and refine program framework

- Healthy Transportation Compact & Advisory Council
- Massachusetts Bicycle and Pedestrian Advisory Board
- Transportation Managers Group
- Mass Municipal Association
- Regional Planning Agencies
- 19 Department of Public Works Departments, Planning Depts, Mayors
- Built Environment Community of Practice
Complete Streets Funding Program

Eligibility Requirements: The Program has three Tiers of eligibility requirements.

- **Tier 1**
  Municipal employee attends Training & Municipality passes Complete Streets Policy

- **Tier 2**
  Municipality develops a 5-Year Complete Streets Prioritization Plan

- **Tier 3**
  Municipality submits Project Construction Application
Statewide Training

Massachusetts Complete Streets Training Participation by Community

Environmental Justice

Workshop Attended

- Census 2010 Block Groups
- Both (113)
- 201 Only (5)
- 101 Only (179)
- None (54)

Complete Streets can benefit all communities - rural, suburban and urban. The workshop provides local leaders, decision makers, and consultants a solid framework for planning and delivering Complete Streets locally. Instructors discuss the benefits a multi-modal transportation network has on public health and the environment. The class builds upon the guidance provided in MassDOT’s 2008 Project Development and Design Guide and MassDOT’s 2012 Healthy Transportation Policy Directive and supporting Engineering Directives.

Map based on Baystate Roads attendance data as of January 1, 2017. Currently people have attended from a total of 297 communities, 38% of those attending both 101 & 201.
Welcome to the Massachusetts Complete Streets Funding Program Portal

**ENTER PORTAL**
All transactions for the Complete Streets Funding Program are managed through an online Portal. Each municipality has one registered user who manages the account. The public does not have access to the Portal, but can view municipal documents on the map below.

**VIEW STATUS**
Click on the map above to view the Program participation levels. Click on participating communities to view their program documents.

**Latest news and updates**
- 9/21/2016 Advanced CS201 Dates Announced (Read More..)
- 8/31/2016 Tier 3 Applications (Read More..)
- 8/31/2016 Tier 2 Technical Assistance Reimbursement (Read More..)
- 8/11/2016 Governor Baker Signs Legislation Investing in Local Transportation Infrastructure (Read More..)
- 7/29/2016 Policies top 80% (Read More..)
- 7/14/2016 Tier 3 Project Applications due July 15 (Read More..)
- 7/7/2016 Project Application Deadline July 15th, Sept 15 (Read More..)
- 7/1/2016 5-Year Prioritization Plans (Read More..)
- 6/21/2016 Prioritization Plan Template Revised (3/31) (Read More..)
- 6/20/2016 Complete Streets DEMO in Northampton! (Read More..)

**Resources**
- What is a Complete Street?
- Complete Streets Funding Program Guidance document
- Program Forms and Resources

**Contact**
If you have questions about the Complete Streets Program please email us
### Annual Participation Levels

**As on January 31st, 2017**

<table>
<thead>
<tr>
<th># Municipalities</th>
<th>Registered</th>
<th>Completed Tier 1</th>
<th>Completing Tier 2 with Technical Assistance</th>
<th>Completed Tier 2</th>
<th>Completed Tier 3</th>
<th>Anticipated FY18 Tier 3</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>150</td>
<td>112*</td>
<td>63</td>
<td>27</td>
<td>26</td>
<td>70+</td>
</tr>
<tr>
<td>Community Compact Member/CS Best Practice</td>
<td>127/31</td>
<td>100/28</td>
<td>54/14</td>
<td>23/10</td>
<td>19/8</td>
<td></td>
</tr>
<tr>
<td>Tier explanation</td>
<td>Attendance Training and Approved Complete Streets Policy</td>
<td>Developing a Prioritization Plan</td>
<td>Approved Prioritization Plan</td>
<td>Approved Project</td>
<td>Anticipated number applying for construction funding in FY18</td>
<td></td>
</tr>
</tbody>
</table>

*At the time of the Program launch 15 municipalities had Complete Streets Policies that would have been approved. So, as a result of this Program, 97 municipalities have passed CS Policies.*

**Community Compact Member/CS Best Practice** – indicates how many communities have signed the Governor’s Community Compact Cabinet and chosen Complete Streets as a best practice. Compact members get 4 points and CS best practice choice gets an additional 4 points toward their Policy score.
Below Median Household Income (BMHI) – The original language in 2014 Transportation Bond Bill stated that one third of funds go to municipalities Below Median Household Income (BMHI). During the stakeholder engagement and in consultation with our Advisory Committees, MassDOT committed to adhering to this goal.

<table>
<thead>
<tr>
<th></th>
<th>Total Tier 2 Technical Assistance</th>
<th>Tier 3 Projects Round 1 Awarded</th>
<th>Tier 3 Project Round 2 Awarded</th>
<th>Total Tier 3 Project Funding</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total</strong></td>
<td>$2,580,029</td>
<td>$4,399,501</td>
<td>$5,465,123</td>
<td>$9,864,624</td>
<td>$12,444,652</td>
</tr>
<tr>
<td><strong># Municipalities</strong></td>
<td>63</td>
<td>11</td>
<td>15</td>
<td>26</td>
<td></td>
</tr>
<tr>
<td><strong>BMHI</strong></td>
<td>$1,134,342</td>
<td>$800,000</td>
<td>$2,805,866</td>
<td>$3,605,866</td>
<td>$4,740,208</td>
</tr>
<tr>
<td><strong>% BMHI</strong></td>
<td>44%</td>
<td>18%</td>
<td>51%</td>
<td>37%</td>
<td>38%</td>
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</tbody>
</table>
First 26 FY 17 Construction Projects

<table>
<thead>
<tr>
<th>Round One</th>
<th>Round Two</th>
</tr>
</thead>
<tbody>
<tr>
<td>Acton</td>
<td>Dalton</td>
</tr>
<tr>
<td>Arlington</td>
<td>Egremont</td>
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<tr>
<td>Beverly</td>
<td>Everett</td>
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<tr>
<td>Cambridge</td>
<td>Hinsdale</td>
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<tr>
<td>Framingham</td>
<td>Lexington</td>
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<td>Lawrence</td>
<td>Littleton</td>
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<td>Lowell</td>
<td>Lynn</td>
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<td>Medford</td>
<td>Natick</td>
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<td>Stoughton</td>
<td>Newton</td>
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<td>Westwood</td>
<td>Northampton</td>
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<td>Winchester</td>
<td>Salisbury</td>
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<td>Somerville</td>
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<td></td>
<td>Taunton</td>
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<tr>
<td></td>
<td>Westford</td>
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<tr>
<td></td>
<td>Weymouth</td>
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Lessons Learned

- Training program is a key part of the success
- Prioritization Planning alone is having a positive impact in bringing departments together and improving understanding of CS concepts and needs
- $400K can have a significant impact on safety, access and connectivity in a community
Thank you to the Baker-Polito Administration for their commitment to municipalities and for making this program so successful.