

Possible Transportation Enhancements Funds For FY 2011-2014

MassDOT TE allocations, November 2010

2011

Statewide Amount Available

\$1,500,000

Region	%	Statewide TE	Regional \$2 for \$1 match	TOTAL FFY2011 Potential TE
Berkshire Region	3.5596%	\$53,394	\$106,788	\$160,182
Boston Region	42.9671%	\$644,507	\$1,289,013	\$1,933,520
Cape Cod	4.5851%	\$68,777	\$137,553	\$206,330
Central Mass	8.6901%	\$130,352	\$260,703	\$391,055
Franklin Region	2.5397%	\$38,096	\$76,191	\$114,287
Martha's Vineyard	0.3100%	\$4,650	\$9,300	\$13,950
Merrimack Valley	4.4296%	\$66,444	\$132,888	\$199,332
Montachusett	4.4596%	\$66,894	\$133,788	\$200,682
Nantucket	0.2200%	\$3,300	\$6,600	\$9,900
Northern Middlesex	3.9096%	\$58,644	\$117,288	\$175,932
Old Colony	4.5595%	\$68,393	\$136,785	\$205,178
Pioneer Valley	10.8099%	\$162,149	\$324,297	\$486,446
Southeastern Mass	8.9601%	\$134,402	\$268,803	\$403,205
Total:	99.9999%	\$1,499,999	\$2,999,997	\$4,499,996

Statewide Amount Available

\$3,000,000

Region	%	Statewide TE	Regional \$2 for \$1 match	TOTAL FFY2012 2014 Potential TE
Berkshire Region	3.5596%	\$106,788	\$213,576	\$320,364
Boston Region	42.9671%	\$1,289,013	\$2,578,026	\$3,867,039
Cape Cod	4.5851%	\$137,553	\$275,106	\$412,659
Central Mass	8.6901%	\$260,703	\$521,406	\$782,109
Franklin Region	2.5397%	\$76,191	\$152,382	\$228,573
Martha's Vineyard	0.3100%	\$9,300	\$18,600	\$27,900
Merrimack Valley	4.4296%	\$132,888	\$265,776	\$398,664
Montachusett	4.4596%	\$133,788	\$267,576	\$401,364
Nantucket	0.2200%	\$6,600	\$13,200	\$19,800
Northern Middlesex	3.9096%	\$117,288	\$234,576	\$351,864
Old Colony	4.5595%	\$136,785	\$273,570	\$410,355
Pioneer Valley	10.8099%	\$324,297	\$648,594	\$972,891
Southeastern Mass	8.9601%	\$268,803	\$537,606	\$806,409
Total:	99.9999%	\$2,999,997	\$5,999,994	\$8,999,991

Table by Cape Cod Commission staff based on MassDOT information received on November 9-10, 2010, MassDOT information attached

COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF TRANSPORTATION

TRANSPORTATION ENHANCEMENTS PROGRAM IMPROVEMENTS

November 1, 2010

In order to support important policies and initiatives that promote walking and bicycling, such as its GreenDOT Policy Directive and the Healthy Transportation Compact, the Massachusetts Department of Transportation (MassDOT) needs a robust and effective Transportation Enhancements (TE) Program. In coordination with regional planning representatives, a study Advisory Committee, and the public, MassDOT is implementing the following plan to improve the Massachusetts TE program by rationalizing the program process and providing it with increased funding.

Transportation Enhancements Project Development Process. Under the current process, TE project proponents complete a TE program application process to determine TE funding eligibility. If accepted for TE eligibility, proponents must then initiate the MassDOT Highway Division project development process. Having these two processes in series is redundant, inefficient, lengthens project development, and creates an obstacle to using TE funds for eligible projects and activities.

- **Eliminate the Redundant TE Program Application Process.** The TE pre-application, final application, and the Enhancements Steering Committee (ESC), the body which has reviewed these applications to determine funding eligibility, are eliminated.
- **Integrate TE Eligibility Review into the MassDOT Project Development Process.** Proposed TE projects now enter the MassDOT Highway Division project development process directly. TE project proponents submit a Project Need Form (PNF) then a Project Initiation Form (PIF) to initiate the Highway Division project development process. These forms now include TE program information, and TE eligibility is determined by Highway Division staff in the project development process.
- **Maximize Use of TE Funding for Eligible Activities.** MassDOT Highway Division road and bridge projects may include elements that are eligible for TE funding, such as sidewalks, bicycle facilities, landscaping, streetscape improvements, and environmental and drainage improvements. With the requirement for TE program application and ESC approval eliminated, it is now much easier for Highway Division staff to identify and take credit for TE spending on all projects.
- **Provide Early Project Coordination and Technical Support.** TE project proponents (typically municipalities) are encouraged to coordinate closely with Highway Division District staff and regional planning agency (RPA) staff from the earliest stages of project development. MassDOT Planning is developing on-line TE program guidance and training to support proponents.

Transportation Enhancements Funding. A central issue for the Massachusetts TE program is low spending levels due to competition for federal obligating authority. Programming of TE projects has principally been left to the metropolitan planning organizations (MPOs), which have historically focused their federal programming and obligation authority on other transportation priorities.

- **Increase Statewide TE Funding.** MassDOT has long had a central pool of TE funding, but this "Statewide TE" funding pool has been very limited, with only \$500,000 annually in recent years. Beginning in FY2011, this Statewide TE allocation has been increased to \$3.5 million per year.
- **Use Statewide TE Funding to Match Regional TE Spending.** In order to maximize the effectiveness of the Statewide TE funding, MassDOT will use it to match TE funds programmed by metropolitan planning organizations (MPOs) at a two-to-one matching rate: for every \$2 programmed by the MPO for TE projects, MassDOT would provide a \$1 match from the Statewide TE funds. In FY2011, \$2 million in Statewide TE funding has been allocated to the Route 70 stormwater remediation project in Clinton and Boylston, and the remaining \$1.5 million will be available to match TE funds programmed by MPOs; in the future, the full \$3.5 million will be available for matching MPO TE programming. These funds will be made available to MPOs through a weighted allocation based on the MPOs' regional target funding levels; MPOs will be able to claim up to their maximum

allocation by programming at least twice as much TE spending in that year's Transportation Improvement Program (TIP). Any unclaimed Statewide TE funds will be redistributed to other MPOs.

- **Give Precedence in TE Funding for State Priorities.** MassDOT priority for use of Statewide TE funding is to expand the Commonwealth's network of shared-use paths, so MassDOT will allocate TE funds based the priorities listed below. These priorities will guide allocation of an MPO's share of the Statewide TE funding, as well as allocation of any unclaimed Statewide TE funds to be redistributed.
 1. Bay State Greenway Priority 100 (BSG 100). The Bay State Greenway, a key recommendation of MassDOT's 2008 State Bicycle Transportation Plan, is a seven-corridor, 740-mile network of on-road and off-road bicycle facilities that connect urban centers, recreational areas, and other destinations throughout the Commonwealth. The BSG 100 is a list of the highest priority 100 miles of proposed shared-use paths that would provide the greatest shared-use path system connectivity improvements for urban centers, and the greatest transportation utility of proposed shared-use path projects.
 2. Bay State Greenway Shared-Use Paths. If an MPO has no elements of the BSG 100, or if the BSG 100 elements are not developed to a point of being able to use TIP funding, then the next priority for use of Statewide TE matching funds would be other BSG shared-use paths.
 3. Other Shared-Use Paths. Similarly, if an MPO has no elements of the BSG or if those are not ready for funding, the next priority for use of Statewide TE matching funds would be other shared-use paths.
 4. Other TE Projects and Activities. Similarly, if an MPO has no shared-use paths or if those are not ready for funding, the next priority for use of Statewide TE matching funds would be other TE projects or activities. This includes TE-eligible elements of roadway projects (as discussed above). This maximizes each MPO's opportunity to claim its allocation of Statewide TE funds.
- **Require Proponents to Fund Project Design.** As with other project types, TE project proponents are required to fund planning and design in order to ensure municipal commitment to a project. However, TE project proponents are no longer required to provide a 10 percent match for construction, a cost which is roughly comparable to the planning and design cost. Except where MassDOT has made a prior commitment to provide TE funding for design, projects will no longer be eligible to receive TE funds for design, effective November 1, 2010.