

## 9.2 Funding Sources

Program Description / Eligible Projects	Notes
<p data-bbox="191 459 590 488">Complete Streets Funding Program<sup>9</sup></p> <p data-bbox="191 516 951 613">Intended to address critical gaps in transportation networks by giving municipalities tools and funding to advance Complete Streets in their communities. Project types include:</p> <ul data-bbox="191 623 695 829" style="list-style-type: none"> <li data-bbox="191 623 495 652">▪ Intersection Redesigns</li> <li data-bbox="191 659 695 688">▪ Street Reconfigurations &amp; Traffic Calming</li> <li data-bbox="191 695 617 724">▪ Pedestrian Crossing Modifications</li> <li data-bbox="191 730 680 760">▪ Pedestrian &amp; Bike Network Connections</li> <li data-bbox="191 766 464 795">▪ Transit Investments</li> <li data-bbox="191 802 684 831">▪ Environment &amp; Streetscape Investments</li> </ul>	<p data-bbox="1058 516 1808 613">To be eligible, municipalities must pass a Complete Streets Policy and develop a Prioritization Plan. Funding awards up to \$500,000 per municipality for a 4-year fiscal year cycle.</p>
<p data-bbox="191 862 443 891">Chapter 90 Program<sup>10</sup></p> <p data-bbox="191 919 1020 1088">Intended as an annual funding source for improvements to and investments in local transportation networks. Funds can be used for projects and expenditures that create or extend the life of local transportation networks. Four general categories of funding include Construction, Equipment, Consultant Services, and Other.</p>	<p data-bbox="1058 919 1875 1055">Chapter 90 funds may only be used on locally owned or accepted roads. Based on the amount approved, each of the Commonwealth's 351 municipalities are allocated a portion of overall Chapter 90 Program dollars each state fiscal year, which runs July 1 through June 30.</p>

<sup>9</sup> Complete Streets Funding Program. <https://madothway.my.site.com/GrantCentral/s/complete-streets-public-overview>

<sup>10</sup> Chapter 90 Program. <https://madothway.my.site.com/GrantCentral/s/chapter-90-public-overview>

Program Description / Eligible Projects	Notes
<p data-bbox="191 305 611 337">Local Bottleneck Reduction Program<sup>11</sup></p> <p data-bbox="191 363 999 467">Intended for innovative solutions to modernize traffic control and address congestion bottlenecks on local roadways to improve traffic flow. Eligible projects may also include:</p> <ul data-bbox="191 472 1031 678" style="list-style-type: none"> <li data-bbox="191 472 999 537">▪ improvements to pedestrian and bicycle infrastructure that pertain to congestion alleviation</li> <li data-bbox="191 542 779 574">▪ access management to reduce vehicular conflicts</li> <li data-bbox="191 579 1031 644">▪ dedicated bus-only or bus/bike-only lanes where transit/bicycle demand merits</li> <li data-bbox="191 649 642 678">▪ new or improved transit stop access</li> </ul>	<p data-bbox="1052 363 1745 396">Funding awards up to \$500,000 per municipality per fiscal year.</p>
<p data-bbox="191 711 604 743">Shared Streets and Spaces Program<sup>12</sup></p> <p data-bbox="191 769 1014 906">For municipalities and public transit authorities to quickly implement improvements to plazas, sidewalks, curbs, streets, bus stops, parking areas, and other public spaces in support of public health, safe mobility, and strengthened commerce. Project types include:</p> <ul data-bbox="191 911 648 1052" style="list-style-type: none"> <li data-bbox="191 911 480 943">• Bikeshare Equipment</li> <li data-bbox="191 948 648 980">• Bicycle and Pedestrian Infrastructure</li> <li data-bbox="191 985 602 1018">• Transit Supportive Infrastructure</li> <li data-bbox="191 1023 537 1052">• Reimagining Public Spaces</li> </ul>	<p data-bbox="1052 769 1881 906">Municipalities may only submit one application per funding round. Cross-municipality projects are permitted. Projects must be on municipally owned property that is accessible to the public. Maximum award is \$250,000. Design work is not covered.</p>

<sup>11</sup> Local Bottleneck Reduction Program. <https://madothway.my.site.com/GrantCentral/s/local-bottleneck-public-overview>

<sup>12</sup> Shared Streets and Spaces Program. <https://madothway.my.site.com/GrantCentral/s/shared-streets-public-overview>

Program Description / Eligible Projects	Notes
<p data-bbox="191 310 541 337">Municipal Pavement Program<sup>13</sup></p> <p data-bbox="191 367 1045 467">Intended to improve the condition of municipally owned state numbered routes, with an emphasis on National Highway System roadways, and to find opportunities to improve safety and accessibility for all modes.</p>	<p data-bbox="1052 367 1902 537">Projects are selected by MassDOT each fiscal year based on pavement condition data, the proportion of state numbered routes in poor condition in a municipality, and geographic equity. All work is conducted by MassDOT contractors in coordination with the municipality. This is not a competitive grant program.</p>
<p data-bbox="191 570 709 597">Safe Routes to School Infrastructure Program<sup>14</sup></p> <p data-bbox="191 626 1045 833">Eligible projects include infrastructure projects such as transportation construction and capital improvement projects that will improve safety and/or increase the number of children walking and biking to school and are located within two miles of a school serving children in any grades between kindergarten and twelfth grade. The infrastructure project must be within the public way or any bicycle or pedestrian pathway or trail.</p>	<p data-bbox="1052 626 1902 938">To be eligible for the Massachusetts SRTS Program's infrastructure funding, schools must build a partnership with the Program's non-infrastructure program that involves education, encouragement, engagement, and evaluation activities. Applicants must be a SRTS partner for at least six months prior to applying. Federal funding provides 80% of grant award, MassDOT funding covers the remaining 20% for eligible project costs. All costs associated with right-of-way and environmental permitting are expected to be incurred by the municipality and are not eligible for SRTS grant funding.</p>
<p data-bbox="191 972 625 1000">Safe Routes to School Signs and Lines<sup>15</sup></p> <p data-bbox="191 1029 1045 1235">Provides design services and construction funding to municipalities for a low-cost infrastructure project around a public elementary, middle, or high school. Examples of a could include the purchase and installation of new signage such as No Parking, Bus Only, and School Zone signs; installation of new pavement markings such as crosswalks; removal of existing signage and pavement markings; and other low-cost improvements.</p>	<p data-bbox="1052 1029 1902 1092">Must be co-application with school and municipality. Maximum construction funding is \$10,000 per municipality.</p>

<sup>13</sup> Municipal Pavement Program. <https://madothway.my.site.com/GrantCentral/s/municipal-pavement-public-overview>

<sup>14</sup> Safe Routes to School Infrastructure Program. <https://www.mass.gov/info-details/safe-routes-to-school-engineering#srts-infrastructure-project-funding-program>

<sup>15</sup> Safe Routes to School Signs and Lines. <https://www.mass.gov/info-details/safe-routes-to-school-engineering#srts-signs-and-lines-program>

Program Description / Eligible Projects	Notes
<p>MassWorks Infrastructure Program<sup>16</sup></p> <p>Supports design, construction, building, land acquisition, rehabilitation, repair, and other improvements for a variety of infrastructure projects including roadway/streetscape improvements and bridge/culvert repair and replacement.</p>	<p>Successful infrastructure applications typically demonstrate significant local match support (of at least 25%). Most grants range from \$1M to \$5M. Grants for up to \$1M are available for small town road improvements. Pre-development grants are also available for design and engineering, pre-permitting, due diligence, bidding, and testing.</p>
<p>Safe Streets and Roads for All (SS4A) Supplemental Planning and Demonstration Activities<sup>17</sup></p> <p>Established by the Bipartisan Infrastructure Law (BIL), SS4A provides funding to either develop, complete, or supplement a comprehensive safety action plan or to implement projects and strategies identified in an existing Action Plan to address a roadway safety problem.</p> <p>The activity “Supplemental planning” broadly refers to any activity that informs the development of a new or existing Action Plan. This can be used to verify or reenforce the Safety Action Plan through activities like Road Safety Audits, data collection, and public engagement activities.</p> <p>Demonstration activities are temporary safety improvements that inform Safety Action Plans by testing proposed project and strategy approaches to determine future benefits and future scope.</p>	<p>Applications are typically due in spring/summer for the subsequent fiscal year’s funding cycle.</p> <p>Funding amounts vary each round. Most recently, the maximum potential amount was \$5 million and dependent on the scale and scope of the supplemental planning and demonstration activities.</p>

<sup>16</sup> MassWorks Infrastructure Program <https://www.mass.gov/info-details/massworks-infrastructure-program>

<sup>17</sup> SS4A. <https://www.transportation.gov/grants/ss4a/planning-and-demonstration-activities>

Program Description / Eligible Projects	Notes
<p data-bbox="191 310 1045 354">Local Early and Actionable Planning (LEAP) Program 9F19F<sup>18</sup></p> <p data-bbox="191 370 1045 505">Funds planning and early-stage design support for municipally prioritized transportation infrastructure projects. The intent of the program is to support municipalities that face significant barriers in initiating and advancing transportation projects due to limited internal staff capacity.</p> <p data-bbox="191 545 1045 651">MassDOT will provide resources that support capacity building for transportation projects with the help of department staff and on-call consultants with a focus on rural and gateway city areas.</p>	<p data-bbox="1066 370 1906 472">The program is currently funded at \$1 million dollars per year for the next five years in MassDOT’s State Fiscal Year (SFY) 2026 – 2030 Capital Investment Plan (CIP).</p> <p data-bbox="1066 513 1906 586">Individual task orders funded as part of this program will be roughly between \$25,000 - \$100,000 per project.</p>
<p data-bbox="191 680 1045 724">Congestion Mitigation &amp; Air Quality (CMAQ)10F20F<sup>19</sup></p> <p data-bbox="191 740 1045 919">Funding for projects and programs which would result in air quality benefit. Eligible projects include transportation-focused (nonrecreational) bicycle transportation and pedestrian improvements that provide a reduction in single-occupant vehicle travel. In MA, the CMAQ funding allocation is administered by the MassDOT.</p> <p data-bbox="191 959 1045 1097">Must contribute to attaining or maintaining national ambient air quality standards for ozone, carbon monoxide, and particulate matter. The CMAQ program supports two important goals: 1) improve air quality, and 2) relieve congestion.</p>	<p data-bbox="1066 740 1906 805">Must be competitive within the MPOs prioritization process to secure TIP funding.</p>
<p data-bbox="191 1136 1045 1180">Transportation Alternatives Program (TAP)11F21F<sup>20</sup></p> <p data-bbox="191 1196 1045 1302">Funds may be used for a variety of non-motorized transportation projects including sidewalks, bikeways, side paths, and rail-trails. In NH, the TAP funding allocation is administered by MassDOT.</p>	<p data-bbox="1066 1196 1906 1261">Must be competitive within the MPOs prioritization process to secure TIP funding.</p>

<sup>18</sup> LEAP. <https://madothway.my.site.com/GrantCentral/s/leap-public-overview>

<sup>19</sup> CMAQ. <https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/cmaq.cfm>

<sup>20</sup> TAP. [https://www.fhwa.dot.gov/environment/transportation\\_alternatives/](https://www.fhwa.dot.gov/environment/transportation_alternatives/)

Program Description / Eligible Projects	Notes
Highway Safety Improvement Program (HSIP) <sup>21</sup>	
<p>Funding received for eligible improvements that reduce fatalities and serious injuries on public roads. The process requires a data-driven approach that identifies HSIP eligible clusters where the total number of "equivalent property damage only" crashes is within the top 5% in the region.</p>	<p>Workforce development, training, and education activities are also an eligible use of HSIP funds.</p>

<sup>21</sup> HSIP. <https://www.mass.gov/info-details/highway-safety-improvement-program>