

Municipal Transportation Finance 101

got funding?



Municipal Transportation Finance 101

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MMA Policy Committee – Public Works,
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Massachusetts State Transportation
Innovation Council (STIC)

National Delegate - American Public Works
Association / New England Chapter



Municipal Transportation Finance 101

Discussion Topics

- Transportation Funding In Massachusetts
- History of the Federal Aid Program
- Project Selection & Funding Eligibility
- Project Notification / Information Forms
- MassDOT – Project Review Committee
- The TIP Process
- Project Costs & Schedules
- Getting Your Project Built



Transportation Funding In Massachusetts

Federal & State Highway Funding (TIP)

State Funding - MassWorks Infrastructure Program

State Funding – Complete Streets

State Funding - Transportation Bond Bill

State Funding - Chapter 90

Local Funds

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Transportation Funding In Massachusetts



MassWorks Infrastructure Program

For the construction, reconstruction and expansion of publicly owned infrastructure
Combined Six Previous Funding Programs: PWED, STRAP, MORE, CDAG, GDI, TOD

Program Highlights

- Transportation improvements to enhancing safety in small, rural communities
- Community revitalization and sustainable development
- Economic development and job creation and retention
- Competitive Program
- Time Sensitive

Administered by:

Executive Office of Housing and Economic Development

In cooperation MassDOT and the Executive Office for Administration & Finance

Transportation Funding In Massachusetts



Complete Streets Program

Tiered Program

- Tier 1 – Adopt a MassDOT Approved Complete Streets Policy
- Tier 2 – Develop a MassDOT Approved Prioritization Plan (minimum 15 projects)
Technical Assistance Funding Available Up To \$35,000
- Tier 3 – Construction Funding Available Up To \$400,000
 - Meet Project / Program Criteria – Accommodate All Users
 - Project Schedule
 - Competitive Program
 - Time Sensitive

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Transportation Funding In Massachusetts

Transportation Bond Bill

- Sponsored projects by your Legislative Delegation
- Authorized spending
- **Requires Funding Appropriations?????**

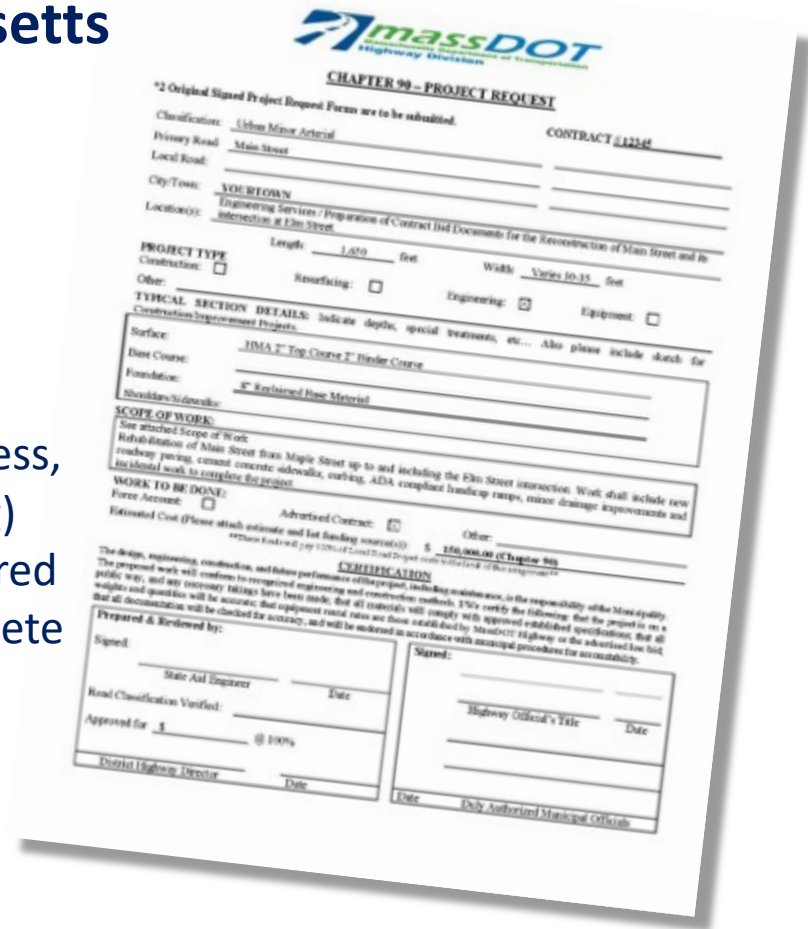


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Transportation Funding In Massachusetts

Chapter 90

- Limited annual appropriation
- Flexible Spending
- Current funding level - \$200M Statewide
- Must meet certain standards (I.E. handicap access, approved MassDOT items, construction bidding)
- No MassDOT design reviews or approvals required
- To avoid delays documentation MUST be complete
- Utilize your State Aid Administrator



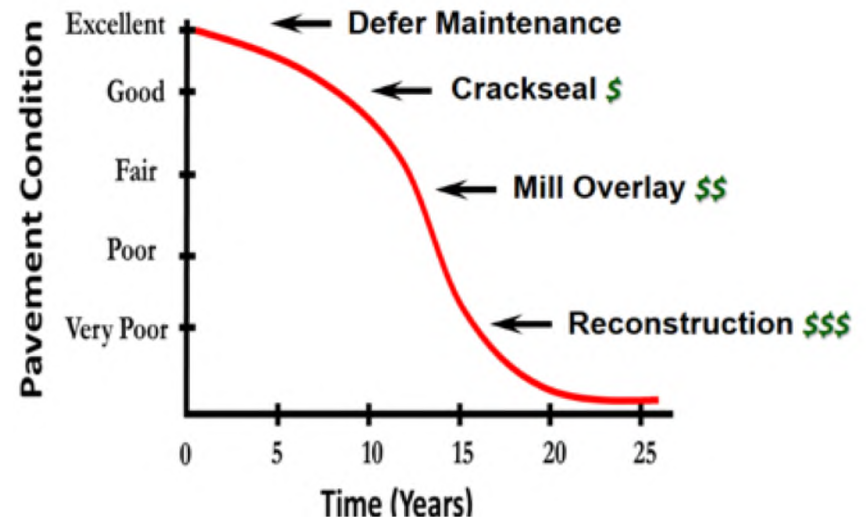
The image shows a "CHAPTER 90 - PROJECT REQUEST" form from the Massachusetts Department of Transportation (MassDOT) Highway Division. The form is titled "2 Original Signed Project Request Forms are to be submitted." and includes a "CONTRACT #12245" field. It contains sections for "Classification" (Urban Minor Arterial, Primary Road, Local Road), "City/Town" (YORRTOWN), "Location(s)" (Engineering Services - Preparation of Contract Bid Documents for the Reconstruction of Main Street and its intersection at Elm Street), "PROJECT TYPE" (Construction, Other, Resurfacing, Engineering, Equipment), "TYPICAL SECTION DETAILS" (Surface, Base Course, Foundation, Shoulders/Sidewalks), "SCOPE OF WORK" (See attached Scope of Work, Rehabilitation of Main Street from Maple Street up to and including the Elm Street intersection, Work shall include new roadway paving, cement concrete sidewalks, curbing, ADA compliant handicap ramps, minor drainage improvements and incidental work to complete the project), "WORK TO BE DONE" (Force Account, Advertised Contract, Other), "Estimated Cost" (\$150,000.00), and "CERTIFICATION" (The design, engineering, construction, and future performance of the project, including maintenance, is the responsibility of the Municipality. The proposed work will conform to recognized engineering and construction methods. I/We certify the following: that the project is on a public way, and any necessary findings have been made; that all materials will comply with approved established specifications; that all quantities and quantities will be accurate; that equipment rental rates are those established by MassDOT Highway or the advertised low bid; that all documentation will be checked for accuracy, and will be ordered in accordance with municipal procedures for accountability). The form also includes signature lines for the State Aid Engineer, Road Classification Verified, Approved for, District Highway Director, and Highway Official's Title, along with dates.

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Transportation Funding In Massachusetts

Local Funds

- Investing in Your Infrastructure
- Supplement to Chapter 90
- Keeping Pace with Deterioration



Do you have an Asset Management Program?

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History of the Federal Aid Highway Program

Started in 1932



- Urban Mass Transportation Act of 1964
- Urban Traffic Operations Program to Increase Capacity & Safety (TOPICS) - 1971
- Federal Highway Act of 1973
- Federal Highway Act 1976 (Urban Systems Program)
- **Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) *****
- Transportation Equity Act for the 21st Century 1998 (TEA-21)
- Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users 2005 (SAFETEA-LU)
- Moving Ahead for Progress in the 21st Century Act 2012 (MAP-21)
- **Fixing America's Surface Transportation Act 2015 (FAST Act) - Expires 2020**

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Transportation Funding In Massachusetts

Federal & State Highway Funding

- Fiscally Constrained Program
- 100% Construction Funded (80% Federal Funds / 20% State Funds)
- Municipality Responsible for Design, Environmental Permits & Right-of-Way Costs
- Design Completed in Concurrence w/MassDOT Policies & Engineering Criteria
- Design Reviews by MassDOT at the 25%, 75%, 100% and PS&E phases
- To be advertised for construction projects MUST:
 - ✓ Have approved design
 - ✓ Have clear ROW
 - ✓ Permits complete and in place
 - ✓ Be programmed on the STIP



Project Selection / Funding Eligibility

How are Projects Identified

- There's a real (recognized) need for the improvements
- Regulation Driven
- Part of a Capital Plan
- Politically Motivated



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Project Selection / Funding Eligibility

How are Projects Selected –

Identify the Opportunity



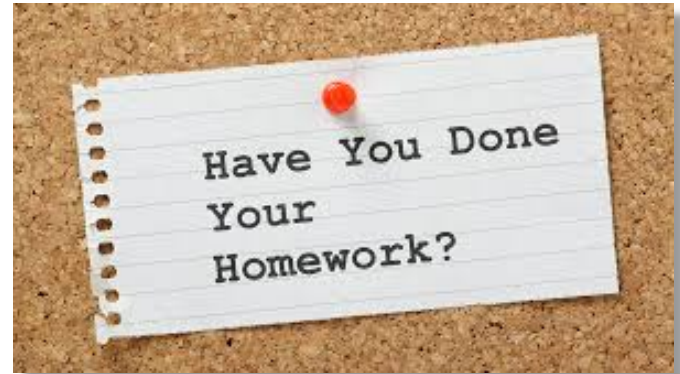
- Determine the need.
- Identify the deficiencies (traffic, safety, users, physical condition).
- Have the deficiencies already been identified on a State/MPO list?
- Are the improvements possible?
- Is the project regionally significant?
- Will the project have local support?
- Are the improvements eligible for funding.... any funding source?

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Project Selection / Funding Eligibility

Supporting Information

- Community Meetings / Public Support
- Traffic Analysis
- Road Safety Audit (RSA)
- Identify Non-Participating Work
- Concept Plan
- Construction Cost Estimate
- Meet with your MassDOT District Office



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Project Notification Form / Project Initiation Form

MassDOT initiates new projects through a formal 3-step process using the Project Intake Tool (MaPIT).

Step 1 – Project Notification Form
Basic information

Step 2 - Project Initiation Form
More detailed information

Step 3 - Project Review Committee



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Project Notification Form / Project Initiation Form

- Get MapIT login credentials
- Log In to MapIT
- Utilize GIS layers to better define project scope
- Upload PNF
- Address MassDOT Comments
- Upload PIF
- **Email** supporting Information to MassDOT District Office PDE
- Email all information (PNF, PIF and supporting information) to the MPO



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10/9/2019 Project Intake Tool

MASSDOT - HIGHWAY DIVISION

Project Need Form

This form is intended to provide preliminary information about the proposed project. It is not expected that all information that is asked for is available or known, but applicants are encouraged to complete the form as fully as possible.

Part I - Facility Location and General Information

MassDOT: Woburn
 Primary Roadway(s) or Facility: Main Street (Route 38)
 MassDOT District: District 4
 MPO Region: Boston Region

Estimated project limits by mile marker, station or other distinguishing landmarks such as cross street(s). Please include a loca map of the potential project location.

Route/Street ID	Route/Street Name	Begin	End	Mileage	Priority
SR08 WB	MAIN STREET	18.76	19.209	0.4492	
SR18 WB	MAIN STREET	7.281	7.639	0.3582	
SR18 WB	MAIN STREET	0	0.088	0.0872	
SR10 EB	MONTVILLE AVENUE	4.721	4.874	0.1542	
SR18 EB	PLEASANT STREET	0	0.067	0.0662	
SR116 WB	WYNN STREET	0	0.017	0.0172	
SR194 EB	SALEM STREET	0	0.047	0.0472	
SR134 WB	PLEASANT STREET	0	0.141	0.1404	
SR177 EB	WALMUT STREET	0	0.143	0.1422	
SR144 EB	EVERETT STREET	0	0.088	0.0882	
SR215 WB	MAYOR GALLAGHER WAY	0	0.028	0.0284	
SR217 WB	BANK STREET	0	0.024	0.0244	
SR217 WB	MAYOR GALLAGHER WAY	0	0.019	0.0194	
SR181 WB	ABBOTT STREET	0	0.019	0.0187	
SR100 EB	BURL PLACE	0	0.019	0.0189	
SR100 WB	FEDERAL STREET	0	0.018	0.0174	
SR102 EB	HIGH STREET	0.01	0.047		
SR111 EB	MASSA COURT				

<https://massdotgpi.esri.com/mapi/>

10/15/2019 Project Intake Tool

MASSDOT - HIGHWAY DIVISION

Project Initiation Form

Part I - General Information

Project Location: Woburn, Common

Scope of Work: Describe the proposed improvements including limits of work, length of the project, major improvements, proposed cross-section, improvements to secondary assets, and related work. The description of improvements to secondary assets should include any proposed improvements to curbing, sidewalks, traffic signals, signs, lighting, landscaping, drainage, walls, etc. The scope of work for a multi-use path should also identify any proposed at-grade crossing treatments.

The project consists of safety and operational improvements including limits of work, length of the project, major improvements, proposed cross-section, improvements to secondary assets, and related work. The description of improvements to secondary assets should include any proposed improvements to curbing, sidewalks, traffic signals, signs, lighting, landscaping, drainage, walls, etc. The scope of work for a multi-use path should also identify any proposed at-grade crossing treatments.

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Regional Benefit: Describe any regional benefits that would be realized should the Project Need be met.

The primary regional benefit will be an improvement in safety for drivers, pedestrians and bicyclists while improving congestion within the Town Common Area. The general configuration of roadways in Woburn currently brings much of the local and regional traffic through Woburn Center. Therefore, in addition to Woburn drivers the roadways also serve drivers from surrounding Lexington, Levenson and Winchester in addition to the project limits. The Court brings in people from around the region who have difficulty accessing the existing Woburn Common. The proposed project will have improvements for people from around the region who have difficulty accessing the existing Woburn Common. The proposed project will have improvements for people from around the region who have difficulty accessing the existing Woburn Common. The proposed project will have improvements for people from around the region who have difficulty accessing the existing Woburn Common.

Right of Way: Identify how much right of way is anticipated to complete the project, including fire setbacks, permanent and temporary easements.

There are no permanent taking or easements expected as part of the project. Temporary easements may be required.

Part II - Project Costs and Responsibilities

Estimated Costs: Provide available cost estimates or estimated cost ranges in current-year dollars and attach any cost estimate work sheets or spreadsheets.

Component	Value	Definition
A Office Estimate (construction items)	\$8,000,000.00	This is the portion of project cost based on definitive items of work. For conceptual project estimates, this value can be determined by making equivalencies to past projects (character of work & lane miles).
B Design Contingency	\$1,250,000.00	This value accounts for the risk and uncertainty inherent to design development. The amount is calculated as a percentage of the construction items (A), based on guidance from MassDOT (A), and accounts for variation in quantities during construction. The following percentages should be used: 0% - NEA Maintenance Non-Site Specific 10% - All Federal Aided Projects and NEA Site Specific
C Construction Contingencies	\$800,000.00	

<https://massdotgpi.esri.com/mapi/>

MassDOT – Project Review Committee

- Meets 3 to 4 times per year
- Pre-PRC reviews project information
- Pre-PRC scores your project
- Full PRC determines project eligibility



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The TIP Process

- TIP element is five years (current FY20 – FY 24)
- Federal fiscal year October 1st to September 30th
- Fiscally constrained



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The TIP Process

- Design must start within two years of PRC approval
- Design, Environmental Permitting, Right-of-Way
 - ✓ Engage a MassDOT Pre-Qualified Consultant
 - ✓ Chapter 90 Eligible
- Must meet MassDOT design criteria
- Must meet MassDOT Healthy Transportation Policy Directive
 - ✓ Accommodate ALL users
- MassDOT Design Reviews at 25%, 75%, 100% and PS&E
- Official MassDOT Design Public Hearing following approved 25% design phase.



The TIP Process

Getting your project on the TIP and keeping it there.

- Project Readiness
- Advocate for your project
 - ✓ Project information meetings
 - ✓ Coordinate your project internally
 - ✓ Local support from elected officials, stakeholders, and the community



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The TIP Process

Getting your project on the TIP and keeping it there.

- Project updates to the MPO
- Attend MPO meetings
- Project Intake Scoring



CAPE COD
COMMISSION



Montachusett Regional Planning Commission
Established 1968
Commonwealth of Massachusetts



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The TIP Process

Project
Intake
Scoring



Project Costs & Schedules

- Project must remain within programmed funding
- Meeting design schedules / milestone submissions is key
- MassDOT determines projects at risk due to delays
 - Design conflicts
 - Design changes / Scope creep
 - Design quality
 - Permits
 - Right-of-way
 - Public opposition



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Getting Your Project Built

PROJECT READINESS!!!



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