



APPENDIX D: POTENTIAL FUNDING SOURCES

Potential Funding Assistance for Bicycle and Pedestrian Initiatives

The following is an overview of potential funding sources for bicycle and pedestrian initiatives that include Chapter 90 program, Complete Streets program, MassTrails Grant program, Shared Streets and Spaces program, Massachusetts Safe Routes to School program, MassDOT Local and Early Actionable Planning program, Community Development Block Grants, MassWorks Infrastructure program, and Baystate Roads program.

Chapter 90 Program

The purpose of the Chapter 90 Program is to provide municipalities with an annual funding source for improvements to and investments in local transportation networks. Every municipality in the Commonwealth is allocated a portion of total program dollars. The Chapter 90 Program allows municipalities to evaluate their unique transportation needs and goals and allocate funding dollars accordingly.

Chapter 90 funds may be used for projects and expenditures that create or extend the life of local capital facilities. Projects on private roadways or those otherwise not owned by the municipality (such as those owned by MassDOT) are not eligible for Chapter 90 funding. The specific expenses which are eligible to utilize Chapter 90 funding are set forth by governing legislation through the Massachusetts legislature and approved by the Governor.

Chapter 90 funds may only be used for construction on locally owned, or accepted, roadways. Local roadway jurisdiction can be viewed using [MassDOT's Road Inventory File Map](#) or as a downloadable table via the Road Inventory Municipal Data Viewer. To request changes or updates to the Road Inventory File, municipalities must use the online Road Inventory Submission Application (RISA) tool.

Complete Streets Program

The MassDOT Complete Streets Funding Program addresses critical gaps in transportation networks by giving Massachusetts municipalities tools and funding to advance Complete Streets in their community. Complete Streets are ones that provide safe and accessible options for all travel modes - walking, biking, transit and vehicles - for people of all ages and abilities. The program provides technical assistance and construction funding to eligible municipalities. To be eligible, municipalities must pass a Complete Streets Policy and develop a Prioritization Plan.

The Program is divided into three Tiers described below. Requirements for a tier must accomplish to be able to move onward to the next tier of the program.



Tier 1 - In Tier 1, municipalities develop and pass a Complete Streets policy, and a municipal representative attends a MassDOT Complete Streets training.

Tier 2 - In Tier 2, municipalities develop a Complete Streets prioritization plan. MassDOT provides up to \$38,000 for technical assistance to assist in the development if needed by the municipality.

Tier 3 - In Tier 3, municipalities are eligible to apply for up to \$500,000 in construction funding to implement a project identified in their Prioritization Plan. Please note that municipalities are eligible to receive up to \$500,000 in any four-fiscal-year period. In other words, a municipality may only receive one full \$500,000 grant, or several small grants, during any four-fiscal year timeline. For each funding round, please review the [Fiscal Year 2026 Tier 3 Funding Eligibility](#) to review your municipality's maximum funding amount availability.

Program Due Dates

	Tier 1 Policy	Tier 2 Prioritization Plan	Tier 3 Construction Application
Round 1	Rolling	April 1	May 1
Round 2	Rolling	September 1	October 1
MassDOT Response	3 weeks	4 weeks	3 months

MassTrails Grant Program

MassTrails provides grants to support recreational trail and shared-use pathway projects across the Commonwealth. The award maximum depends on the project type and needs and is generally \$100,000 for recreational trails projects and up to \$500,000 for shared-use path projects demonstrating critical network connections of regional or statewide significance.

Eligible grant activities include project development, design, engineering, permitting, construction, and maintenance of recreational trails, shared-use pathways, and the amenities that support trails. MassTrails grants are REIMBURSEMENT grants, meaning grantees must first pay for expenditures and then submit for reimbursement using the required documentation. MassTrails grants are MATCHING grants and require that proponents provide a minimum of 20% of the total project cost. Eligible projects require documented landowner permission submitted with the application and are subject to all applicable local, state, and federal laws and regulations.

MassTrails grants are reviewed and recommended by the Governor's Inter-Agency Trails Team and the [Massachusetts Recreational Trails Advisory Board \(MARTAB\)](#). They are funded through two different sources:

- Commonwealth Trails grants are supported by the state's annual Capital Investment Plan and aim to help communities design, create and maintain off-



road shared-use pathway connections between where Massachusetts residents live, learn, work, shop, and recreate, especially by building out the longer distance regional networks of multi-use pathways across the state and filling in critical gaps in existing networks, or overcoming current barriers to connectivity.

- Recreational Trails Program (RTP) grants are federally funded through the United States Department of Transportation’s Federal Highway Administration (FHWA), administered at the State level, providing funding for the development and maintenance of recreational trail projects. Both motorized and non-motorized trail projects qualify for assistance.

Shared Streets and Spaces Program

The Shared Streets and Spaces Grant Program is administered by the Massachusetts Department of Transportation (MassDOT). The program provides funding to 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. “MassDOT is pleased to announce that the Fiscal Year 2025 grant round of the Shared Streets and Spaces Program will officially open on November 12th. Applications are due January 13th, 2025.”

Program Due Dates

Application Deadline	Award Notification Date	Project implementation Deadline
January 13, 2025	2 – 3 months	December 31, 2027

Since its start in June of 2020, the Shared Streets and Spaces Grant Program has awarded a total of \$55.3 million dollars to 227 municipalities and seven transit authorities to implement 521 projects. Funded projects have ranged widely from dedicated bus lanes and road diets to parklets and bikeshare stations. Shared Streets and Spaces has helped municipalities to reconceive their streets not only as throughfares for vehicles, but as civic spaces with a range of uses for all of us, no matter our age, ability, or preferred ways of getting around.

Municipalities and transit authorities are wholly responsible for the implementation of funded projects. This includes any public engagement or notification about the project, concurrence with any state or local historical or environmental commissions, as well as for adhering to any local and state regulations pertaining to the advertisement and hiring of consultants or construction contractors. Unless work is being conducted by municipal staff, all work must be conducted by a MassDOT pre-qualified firm or contractor. Materials purchased using funds from this program become the property of the municipality. Funding provided by the Shared Streets and Spaces program does not change the control or ownership of any municipal roadway.



Massachusetts Safe Routes to School Program (SRTS)

SRTS is a free, federally funded program administered by the Massachusetts Department of Transportation that works to increase safe walking, biking, and rolling among public elementary, middle, and high school students. It uses a collaborative, community-focused approach that bridges the gap between health and transportation. Maximizing SRTS partnership leads to greater benefits for students, families, schools, and communities. Examples of this program's benefits include:

- Increase safety for students walking and rolling in their community
- Help students stay active and build independence
- Boost attendance and reduce tardiness
- Decrease traffic congestion and improve air quality

Education: Get the tools students need to be smart, aware of walkers and rollers:

- Pedestrian/bike safety sessions & Bike Rodeos
- Curriculum and professional development
- Driver education materials
- Videos, webinars, and other training

Encouragement: Build excitement about active transportation through events, activities, and contests:

- Flagship days– iWalk; Winter Walk & Roll; Massachusetts Walk, Bike, & Roll; and Car-Free Campus Day
- Walking School Buses, Bike Trains, and Park, Walk, & Rolls
- Yard Sign Design Contest
- High school activities and resources

Engagement: Cultivate relationships between schools, communities, and municipalities:

- SRTS Task Forces
- Crossing Guard Appreciation Day
- Crossing Guard training materials

Evaluation: Explore data about surrounding environments and travel behaviors to improve walking and rolling:

- Arrival/Dismissal observations
- Walk/Bike audits
- Mapping and surveys

Equity: Access resources on implementing sustainable and equitable programs:

- Students of All Abilities Guide



- SRTS Sustainability Guide
- Equity Strategies for Schools
- Model Policy Language

Engineering: Seek opportunities for SRTS-related infrastructure funding:

- Signs and Lines Program
- SRTS Infrastructure Program
- Technical Assistance
- Bike Rack Grant

MassDOT Local Early and Actionable Planning (LEAP) Program

The Massachusetts Department of Transportation (MassDOT) developed the Local Early-Stage and Actionable Planning (LEAP) program to provide planning and early-stage design support for municipally prioritized transportation infrastructure projects across the Commonwealth. 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). Many municipalities in Massachusetts, particularly in rural and economically disadvantaged areas, face significant barriers in initiating and advancing transportation projects due to limited internal staff capacity related to the management of complex federal and state requirements during the project planning phase. Additionally, these municipalities often lack the necessary funding and administrative structures to implement pilot and demonstration projects that build community support for long-term infrastructure improvements.

Through the LEAP program, 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. The goal of these projects is to eliminate small barriers that hold communities back from greater state and federal funding opportunities at the planning and demonstration phase of project development.

The program is structured in a way that allows municipal staff to request support from a MassDOT consultant for a variety of early-stage planning and design activities, including but not limited to those listed below in the "Eligible Projects" section. The total amount available statewide in state fiscal year (SFY) 2026 is \$1 million. As such, MassDOT is anticipating that individual task orders funded as part of this program will be roughly between \$25,000 - \$100,000 per project.

Community Development Block Grants (CDBG)

The Executive Office of Communities and Development (EOCD) awards CDBG funds that are appropriated by the federal government. Communities must apply for the



grant. The CDBG funds can be used for many different projects and can be used as incentives for property owners and developers if approved by the municipality.

MassWorks Infrastructure Program

MassWorks provides grants to communities to help them prepare for success and contribute to the long-term strength and sustainability of our Commonwealth. The MassWorks Infrastructure Program is a competitive grant program that provides the largest and most flexible source of capital funds to municipalities and other eligible public entities primarily for public infrastructure projects that support and accelerate housing production, spur private development, and create jobs throughout the Commonwealth.

MassWorks is authorized under Mass. General Laws, Chapter 23A, Section 63 and is administered by the Executive Office of Economic Development. EOED is committed to helping communities prepare for success and contribute to the long-term strength and sustainability of our Commonwealth. The program places particular emphasis on the production of multi-family housing in appropriately located walkable, mixed-use districts that result in direct and immediate job creation and/or that support economic development in weak or distressed areas.

The MassWorks program is now part of the Community One Stop for Growth, a single application portal and collaborative review process of community and economic development grant programs that make targeted investments based on a Development Continuum. This process will streamline the experience for the applicant and better coordinate programs and staff on engagement and grant making. It will also reorient the State from a passive review of funding requests to an active partner in economic growth strategy, priorities, and investment. Access to the next round of MassWorks is now exclusively available through the One Stop.

Baystate Roads Program

Not a funding source but a resource, The Baystate Roads Program provides public works and engineering staff of local governments and municipalities with information and training on current design practices, and technologies for managing public investments in local roads, bridges, sidewalks, and structures. The Baystate Roads Workshops are provided through a cooperative effort of the Federal Highway Administration, Mass Highway, and the University of Massachusetts. Examples include the 2005 Massachusetts Statewide Bicycle-Pedestrian Conference. (Baystate Roads Program 413-545-5403).