

District Local Technical Assistance (DLTA)

1599-0026

Photo by Chris Lovett



Please support Sen. Eldridge's amendment (#110) to increase DLTA funding to **\$3.4 million!**



DLTA funding helps cities and towns throughout the state expand what they can do, enabling them to take on projects they don't have the capacity to complete on their own.

At least half of Massachusetts communities don't have professional planners to help shape their future economic development, transportation, housing, green spaces, and town facilities.

Thirteen regional planning agencies (RPAs) in Massachusetts help the Commonwealth's 351 cities and towns with these essential tasks, providing technical assistance on everything from updating stormwater guidelines to managing data to preparing economic development plans. **The technical assistance work of most of these RPAs is funded almost entirely by DLTA.**

DLTA funding is incredibly in demand - every year, RPAs have to turn away worthy project proposals.

A Little Goes a Long Way

For every DLTA project a regional planning agency works on, it provides a 10 percent funding match - meaning that funding DLTA at \$3.4 million will support at least \$3.74 million of technical assistance work.

Many of the 13 regional planning agencies leverage this funding even more with outside funding and grant assistance, **as much as doubling the amount of money the state provides.**

DLTA helps cities and towns plan and take action:

Project Examples:

Housing production plans	Data collection and analysis
Rewrite zoning codes	Economic development plans
Expedite permitting	Public health planning
Establish development or conservation districts	Public safety and emergency response
Develop design guidelines	Energy & climate resiliency plans
Regional service delivery	Stormwater planning and guidelines
Regional procurement of goods and services	Open space and recreation plans

DLTA is unique in that it directly funds much-needed technical assistance for cities and towns. While it's often used in conjunction with other state programs like Community Compact and Regionalization & Efficiency grants, we're asking for dedicated funding for DLTA to ensure that these services are able to continue.

Questions? Contact:

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2018 Project Examples

3 Montachusett Regional Planning Commission

Tourism brochure - Working with town officials and the Lunenburg Business Association, created a tourism brochure to highlight the Town of Lunenburg's local economy. The brochure highlights Lunenburg's resources, points of interest, trails, farms, and other recreation areas.

Franklin Regional Council of Governments

Regionalizing municipal IT networks - FRCOG explored how to regionalize municipal IT. The project included an IT audit of 10 municipalities and the creation of a regional model.

Electricity supply aggregation - Took advantage of economies of scale to aggregate the purchase of residential and commercial electricity in 13 towns, with the goal of lowering costs and encouraging renewable energy development.

5 Merrimack Valley Planning Commission

Sidewalk inventory and analysis - MVPC developed a region-wide sidewalk inventory and analysis on behalf of seven communities.

6 Metropolitan Area Planning Council

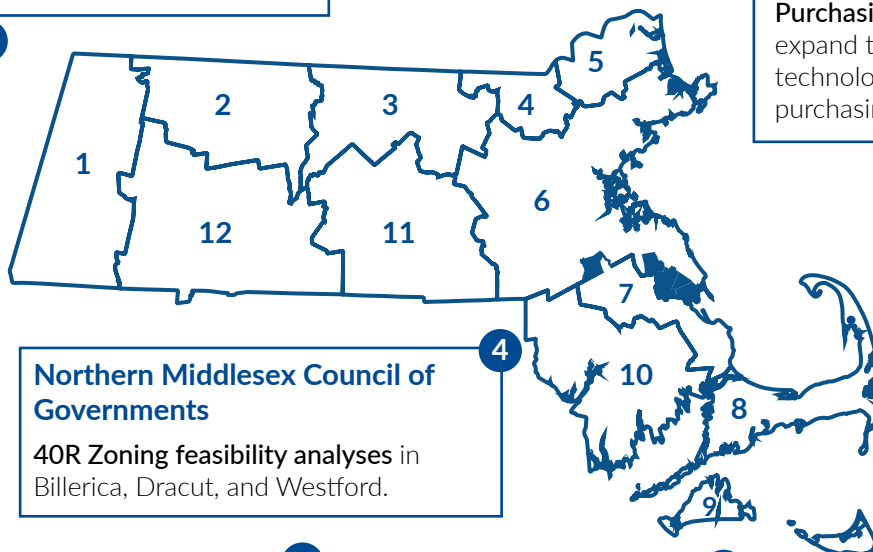
Metropolitan Mayors Coalition Regional Housing Priorities - Fifteen communities undertook a planning process to establish a regional housing production goal and identify best practices to achieve the identified targets.

Clean Vehicles Technologies and Purchasing - MAPC sought to expand the range of clean vehicle technologies covered by the group purchasing program.

1 Berkshire Regional Planning Commission

Zoning for agriculture in Williamstown - Created an agricultural overlay zoning district to allow enhanced economic opportunity for farmers.

Marijuana technical assistance - BRPC provided technical assistance and information to help Berkshire communities pass marijuana legislation. BRPC led workshops and directly assisted with six communities' zoning bylaws.



4 Northern Middlesex Council of Governments

40R Zoning feasibility analyses in Billerica, Dracut, and Westford.

12 Pioneer Valley Planning Commission

Bike share agreement - Collaborated with UMass Amherst and five communities to contract a bike share agreement for the region.

11 Central Massachusetts Regional Planning Commission

Regional services Working in the Northeast Subregion, CMRPC facilitated the exploration of possible solutions to the challenge of providing Advanced Life Support (ALS) response.

7 Old Colony Planning Council

Streetscape policy and design guidelines for town center in Stoughton

8 Cape Cod Commission

Regulatory approaches to climate resilience in Wellfleet - Developed model bylaws for communities facing impacts from climate change.

9 Martha's Vineyard Commission

Water quality monitoring - Summertime water quality monitoring since 2016 to assess nutrient load reduction strategies.

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10 Southeast Regional Planning and Economic Development District

Mansfield Business and Permitting Guide - With local partners, SRPEDD completed a user-friendly Mansfield Business and Permitting Guide, market profile, and "Who Can I Call?" flyer.

Berkley Master Plan - The Town of Berkley worked with SRPEDD to complete a multi-year Master Plan.



Senator Charles E. Shannon Community Safety Initiative 8100-0111

Gang Prevention Grant Program

OVERVIEW

In 2006, the Metropolitan Mayors Coalition worked with the Legislature to establish the Senator Charles E. Shannon Community Safety Initiative. Shannon Grant funding has been dedicated to combating youth violence, gang violence, and substance abuse through regional, multi-disciplinary efforts.



Communities receiving
Shannon Grant funding

Please support Sen.
Boncore's amendment
(#1099)
to increase Shannon
Grant funding to
\$12 million

The Shannon Grant program is nationally recognized for its effective approach to deterring gang and youth violence through targeted enforcement and prevention strategies. Additional funding is needed to bolster programs and services to address the needs of a growing region, changing communities, and episodic spikes in crime.

State-wide, Shannon partners are limited in their ability to provide adequate services and programs

"As the program loses funding it loses momentum in the community, even though the support and services are needed more than ever. These are critical services that need state investment to continue the progress of combating gang violence, and prevent a resurgence of the problems of 10 years ago."

- Catholic Charities North | Lynn, MA

"With additional funding the Worcester Boys and Girls Club could expand their onsite driver's education program to more eligible youth participants. In today's economy, more jobs require applicants to have a valid driver's license. Many low-income youth lack access to programs due to high-cost and location for traditional driver education programs. This service opens up employment opportunities and gives youth an advantage in the competitive job market."

- Worcester Boys & Girls Club | Worcester, MA

For more information, contact Diego Huezo at dhuezo@mapc.org or 617-933-0711.

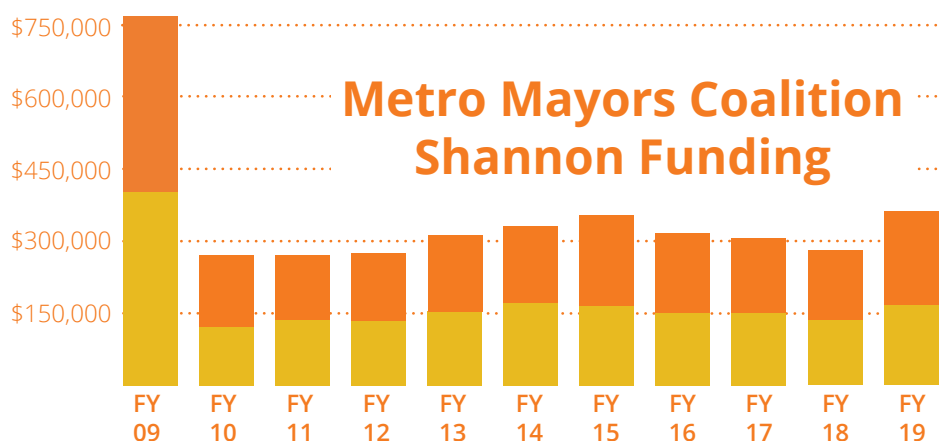


METROPOLITAN MAYORS COALITION

a local initiative facilitated by METROPOLITAN AREA
PLANNING COUNCIL

The continuous decrease in funding challenges the efficacy of the grant's mission...

	MMC Enforcement Funding	MMC Prevention Funding
FY 2009	\$411,101	\$344,771
FY 2010	\$121,367	\$148,884
FY 2011	\$136,026	\$134,225
FY 2012	\$136,100	\$137,000
FY 2013	\$151,800	\$155,200
FY 2014	\$173,500	\$166,500
FY 2015	\$170,500	\$180,240
FY 2016	\$153,473	\$165,846
FY 2017	\$153,147	\$157,958
FY 2018	\$137,780	\$144,750
FY 2019	\$173,690	\$188,268



Hotspot patrols target areas that gang activity and youth violence has occurred. These patrols allow police officers to interact with members of the community and proactively deter violence.

There has been a 40% decrease in Shannon-funded hotspot patrols by MMC police departments since FY 2015.



The Coalition can no longer fund Metro Gang Taskforce trainings and regular meetings, **limiting the group to 1-2 meetings per year.**

2018 OUTCOMES

1158 people attended community meetings and other events facilitated by community partners

1921 youth served by MMC Shannon Grant programs



92 participants in Shannon employment programs



Additional funding would allow community programs to engage with more youth and to be more creative with new programming to provide youth with enriching experiences.

"In the past, the Jordan Club was able to fully fund a Teen Advocate position with Shannon Grant funding. The advocate worked with at-risk communities, the Chelsea Police Department, schools, DCF/DYS, and other social service agencies to ensure teens received support and guidance at the Club and/or were connected with additional services to ensure their safety and development."

- Jordan Boys & Girls Club | Chelsea, MA

"City Peace used to operate in three centers, open to youth from across the city. This program helped break down barriers amongst neighborhood cliques. However, funding cuts have limited the program to one youth center for the city."

- Cambridge Youth Programs
Cambridge, MA

For more information, contact Diego Huezo at dhuezo@mapc.org or 617-933-0711.



Transportation

A Metropolitan Area Planning Council Legislative Priority



The Metropolitan Area Planning Council (MAPC) is the Regional Planning Agency for the people who live and work in the 101 cities and towns in the Metropolitan Boston region, which includes roughly half the state's population and two-thirds of the state's jobs.

Accessible, frequent, and fast public transit gets people to their destinations without contributing to traffic. Connected, well-maintained, and extensive roads, trails, bike lanes, and sidewalks encourage active transportation, health, and recreation. Making our entire transportation system safe, comfortable, and accessible for users of all ages, abilities, income, and travel modes leads to healthier and stronger communities.

S.1694
H.2653

Regional Transportation Ballot Initiatives

"An Act Relative to Regional Transportation Ballot Initiatives"

Sponsors: Senator Eric Lesser & Representatives Adrian Madaro and Andres Vargas

This bill would enable a municipality, or a group of municipalities as a district, to raise additional local money for transportation projects, operations, or transit-oriented development via ballot initiatives. A supplement to other state and federal transportation revenue, these funds would give voters a more direct role in the process and show a clearer correlation between revenue and transportation projects. In states that allow these initiatives, there is an average 70-80% success rate.

S.2063
H.1039

Transportation Network Companies

"An Act To reduce traffic and encourage shared rides" /

"An Act to reduce congestion and encourage shared rides"

Sponsors: Senator Brendan Crighton & Representatives Jay Livingstone and Adrian Madaro

This proposal increases the current 20-cent per-trip surcharge on Transportation Network Companies to bring MA into parity with cities and states nationwide. Through including a reduced fee for shared trips, the proposal incentivizes shared trips which would contribute to a reduction in traffic.

Value Capture Tools

S.1198 / H.1759

"An Act to improve the local infrastructure development program"

Sponsors: Senator Adam Hinds & Rep. Christine Barber

This legislation amends an existing provision that allows property owners to finance public infrastructure improvements with tax-exempt bonds. This update reduces approval thresholds from their current level of 100%, allows for greater role for municipalities in the creation and management of districts, and clarifies language to ensure investments prioritize smart growth principles.

H.3146

"An Act Relative to Transportation Infrastructure Value Capture"

Sponsor: Representative William Straus

This legislation allows for the increased land value created by a transportation project to be used to fund that project directly. This is a tool not currently available in Massachusetts, but it is one that is used all across the country to finance transportation investments.



Housing and Zoning

A Metropolitan Area Planning Council Legislative Priority

The Metropolitan Area Planning Council (MAPC) serves as the Regional Planning Agency for the people who live and work in the 101 cities and towns in the Metropolitan Boston region, which includes roughly half the state's population and two-thirds of the state's jobs.

Access to market rate and affordable housing is one of the most pressing topics discussed across our region. If we do not address our present and looming housing crisis, we will lose our economic competitiveness. At the same time, we are eager for cities and towns to achieve a series of modern zoning and permitting tools that can help them to plan for the future in a proactive manner and to mitigate the legitimate impacts of growth.

**S.788
H.1277**

Accessory Dwelling Units

Senate: "An Act promoting accessory dwelling units as housing options"

House: "An Act relative to accessory dwelling units"

Sponsors: Senator Julian Cyr & Representative Stephen Hay

At a time when the average household size is falling, many single-family neighborhoods have homes that are too large for present needs. Currently, local zoning makes it difficult for residents to adapt their homes by adding an accessory unit for relatives or to rent. This bill would make it easier for municipalities to allow accessory dwelling units (ADUs) within the main structure of a single-family dwelling, as long as they meet certain requirements.

**S.1618
H.2463**

Community Preservation Act Trust Fund

Senate: "An Act to preserve community preservation revenue"

House: "An Act to sustain community preservation revenue"

Sponsors: Senator Cynthia Stone Creem & Representative Ann Margaret Ferrante

Under the Community Preservation Act, following the approval of a local ballot initiative, communities impose a 1%-3% surcharge on property tax bills to fund projects in the areas of historic preservation, open space, recreation and affordable housing. These communities receive a matching contribution from the Commonwealth's CPA trust fund based on amount of funds raised locally. From 2002-2007, communities received 100% matching funds from the CPA trust. This year, the match was under 20% and we anticipate the match to fall as low as 12% without an infusion of new funds. This legislation proposes a one-time fee adjustment so that the annual revenue in the trust fund will support at least a 45% match for CPA communities.

H.1260 Right of First Refusal

"An Act to guarantee a tenant's first right of refusal"

Sponsor: Representative Daniel Cullinane

In order to prevent the displacement that occurs when properties are foreclosed or subject to short sale, this bill gives tenants in these properties a right to purchase the property, or assign their right to purchase to a non-profit developer. This proposal follows a Massachusetts precedent that provides a right of first refusal for tenants in manufactured housing parks. Right of first refusal is an important tool to prevent the displacement that often occurs when properties are foreclosed or subject to short-sale and then cleared out by investors.

Housing and Zoning

A Metropolitan Area Planning Council Legislative Priority

S.913

H.3456 & H.1537

Right to Counsel

“An Act to ensure right to counsel in eviction proceedings”

Sponsors: Senator Sal DiDomenico & Representatives Chynah Tyler (H.3456) and Dave Rogers (H.1537)

This bill would give low-income tenants in certain eviction cases the right to an attorney who can represent them. While Massachusetts tenants have certain rights, including their day in court, few seek legal remedy either because they do not have legal counsel or do not understand their rights. The limited capacity of existing legal aid services means that very few tenants seeking legal representation actually receive it.

Tenants without legal representation enter eviction proceedings at a clear disadvantage. This bill would provide tenants with greater equity in eviction proceedings, potentially reducing the incident of homelessness and the demand for costly state-funded homelessness expenditures.

H.3507

Housing Choice

“An Act relative to housing choice”

Sponsor: Governor Baker

The Governor’s Housing Choice bill eliminates barriers to building new housing and improving land use without mandating that cities and towns adopt any specific zoning practices by lowering the voting threshold for some zoning measures from a super majority of 2/3 to a simple majority. Massachusetts is the only northeastern state, and one of only 10 nationwide to require a supermajority.

This bill was reported favorably from the Joint Committee on Housing last session and we anticipate will be refiled this session.

Other Housing and Zoning Bills

Exclusionary Zoning

Sponsored by Senator Sonia Chang-Díaz & Representative Christine Barber

Massachusetts has high levels of residential segregation and it is reasonable to assert that restrictive local zoning and permitting decisions have played a significant role in creating and perpetuating these patterns based on race, socioeconomic status and familial status. This bill would prohibit municipal and state discriminatory zoning by-laws and ordinances

Zoning Tools

In addition to Housing Choice legislation, MAPC supports legislation that would allow for new zoning techniques for municipalities. These include: creating a training program for local planning & zoning boards; creating a mediation process for land use disputes; expediting certain appeals; authorizing “site plan review” and; making it easier for developers to cluster homes

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Climate and Clean Energy

A Metropolitan Area Planning Council Legislative Priority

Photo via Broadway Electrical

The Metropolitan Area Planning Council (MAPC) is the Regional Planning Agency for the people who live and work in the 101 cities and towns in the Metropolitan Boston region, which includes roughly half the state's population and two-thirds of the state's jobs.

Massachusetts is a leader in clean energy – a win not only for our state's economy but also for our planet – and our cities and towns are at the front lines of the effort. In order to lessen the magnitude and impacts of climate change, we must cut carbon emissions by phasing out fossil fuels, switching to low- or zero-carbon energy sources, and increasing energy efficiency.

**S.1987
H.2841**

Green Plus Communities

"An Act to Expand the Green Communities Program to Mitigate Climate Change"

Sponsors: Senator Jason Lewis & Representative Carolyn Dykema

Massachusetts has committed to reduce greenhouse gas emissions 80% from 1990 levels by 2050. This expansion of the Green Communities program will allow municipalities the opportunity to lead the way.

Building on the successful Green Communities program that more than half of MA municipalities have adopted, this bill creates a new designation, "Green Plus," which focuses local efforts on greenhouse gas emissions reduction. To apply, municipalities first establish a community-wide GHG emissions baseline and then put in place a comprehensive program to reduce GHG emissions by at least 20% within 5 years. Participating municipalities then have access to funds to implement their plans.

It also includes a provision to allow DOER to develop alternate regulations to allow those communities served by municipal light plants to participate in both Green Communities and the new Green Plus Communities programs.

**S.1941
H.2831**

Property Assessed Clean Energy

"An Act authorizing resiliency measures under Commercial Property Assessed Clean Energy"

Sponsors: Senator Brendan Crighton & Representative Mark Cusack

This bill expands the existing Commercial Property Assessed Clean Energy (C-PACE) program to include three clean energy technologies, in addition to the current technologies like solar and wind, that could increase a building's resiliency: microgrids, district heating and cooling, and energy storage.

Allowing property owners to finance these technologies under the C-PACE program will ensure that Massachusetts can continue to be a leader in the clean energy sector, while helping municipalities provide financing tools to property owners in their community to enhance reliability, resiliency, and clean energy efforts.

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Climate and Clean Energy

A Metropolitan Area Planning Council Legislative Priority

Other Climate and Clean Energy Policy Priorities

Carbon Pricing and Transportation Climate Initiative

For over a decade, Massachusetts has been pricing carbon within the electricity sector through a cap-and-trade program called the Regional Greenhouse Gas Initiative, or RGGI. But the power sector in Massachusetts accounts for only 20% of the state's emissions and the remaining 80% comes from sources not covered under RGGI—such as heating fuels, transportation, construction, and manufacturing. MAPC supports requiring the Commonwealth to set an economy-wide price on carbon emissions at a sufficient level to have a significant impact on advancing our climate mitigation goals.

To that end, MAPC is supportive of the Transportation Climate Initiative. In December 2018, Massachusetts joined with eight Northeast and Mid-Atlantic states plus the District of Columbia to take a collaborative regional approach to reduce carbon emissions from the transportation sector. This initiative is patterned on the decade-old Regional Greenhouse Gas Initiative (RGGI), which reduces carbon emissions from the electricity sector.

Net Metering

The current limitations on net metering for solar installations severely constrain the ability of cities and towns to implement solar projects. MAPC supports elimination of the net metering caps.

When public net metering caps are hit, which has been the case for over a year in many areas of the state, the financial case for municipal solar projects – from town hall roofs to DPW yards and school parking lots – is greatly reduced.

Grid Modernization

A modern grid that is flexible, resilient, and decentralized is necessary to accommodate the transformation required of our energy system to mitigate and adapt to climate change. A key component of grid modernization is the deployment of smart meters and the associated utility communications and data system upgrades. These grid upgrades work together to interface with consumers who both produce and sell their own power.

MAPC supports legislation to modernize the grid through advanced meters, smart rate design, demand response, and other grid resiliency measures.

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Public Health

A Metropolitan Area Planning Council Legislative Priority

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MAPC was deeply involved in the development of the Massachusetts Local Food Action Plan, which was adopted in December 2015. Looking ahead to this legislative session, we want to support those legislative priorities that will help to facilitate access to healthy foods, particularly for underserved communities and make other advancements in public health for all of the people of the Commonwealth.

**S.1293
H.2012**

Prevention and Wellness Trust Fund (PWTF)

"An Act to promote public health through the prevention and wellness trust fund"

Sponsors: Senators Jason Lewis, Harriette Chandler, & James Welch, Representatives Aaron Vega & Tackey Chan

In 2012, PWTF received \$60 million over four years through an assessment on health insurers and large hospital systems to extend care into communities through clinical-community linkages. While funding ran out last session, this legislation reinstates the trust fund to reinvest in four critical public health areas: pediatric asthma, hypertension, tobacco use, and falls among older adults. This bill funds PWTF through a combination of marijuana revenue and a modest assessment on health insurers.

**S.267
H.591**

Breakfast After the Bell

"An Act regarding breakfast after the bell"

Sponsors: Senator Sal DiDomenico, Representatives Aaron Vega & Andres Vargas

One of eight children in Massachusetts are food insecure, meaning they experience a food shortage in their home. Massachusetts' high-poverty schools are already required to serve breakfast, but it is traditionally served before the start of the school day. The stigma of the breakfast program being for 'poor kids' and the logistical challenges of getting to school early keep students from participating in before-the-bell breakfast programs. The proposed bill would require that high poverty schools serve breakfast at the beginning of the instructional day, increasing access to school breakfast for nearly 150,000 Massachusetts students.

**S.48
H.145**

Healthy Incentives Program

"An Act relative to an agricultural healthy incentives program"

Sponsors: Senator Anne Gobi & Representative Paul Mark

The Healthy Incentives Program doubles SNAP recipients' purchases of fresh fruits and vegetables directly from farmers, improving health outcomes for low-income communities and increasing sales for local farms. This bill will establish the framework for the program's long-term sustainability.

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S.678
H.1173

Addressing the SNAP Gap

“An Act improving public health through a common application for core food, health and safety-net programs”

Sponsors: Senator Sal DiDomenico & Representative Jay Livingstone

This bill establishes a common application for individuals who receive state benefits. The bill addresses the fact that an estimated 740,000 people who are receiving MassHealth are likely also eligible for the SNAP program, but are not enrolled. It would allow those individuals who are eligible to simultaneously apply for income support and benefit programs when the individual applies for or renews MassHealth coverage or any other single state application or renewal process.

S.257
H.584

School Lunch Debt

“An Act to expand access to school meals”

Sponsors: Senator Cynthia Stone Creem & Representative Andres Vargas

Meal-shaming, the practice of publicly embarrassing school children with outstanding lunch debt, still exists in Massachusetts today. This legislation would end this practice, and urge school districts and parents to resolve outstanding lunch debt without involving the student.

Other Priorities

Sugary Beverage Tax

S.1709 / H.2529 - “An Act to promote healthy alternatives to sugary drinks”

Sponsors: Senator Jason Lewis and Representatives Kay Khan & Jon Santiago

Too many residents – adults and children alike – in Massachusetts are suffering from preventable chronic diseases such as Type 2 diabetes, heart disease, stroke, cancer and tooth decay. This bill proposes a tiered excise tax on sugary beverages with rates based on the amount of sugar content.

Opioids

MAPC was supportive of the CARE Act in the most recent legislative session, which became law and provided additional resources to communities to combat the opioid epidemic. However, municipalities and health officials are continuing to discuss innovative ways to improve their response, recovery and prevention efforts. MAPC will continue to work with municipal public health officials to push for meaningful investments at the state level to provide them with the tools needed to address this public health issue.

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