

*Town of Weymouth
Massachusetts*

Robert L. Hedlund
Mayor

75 Middle Street
Weymouth, MA 02189



Office: 781.340.5012
Fax: 781.335.8184

TTY: 781.331.5124

Press Release

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Weymouth's Pave the Wey Road Infrastructure Program Moves into the Fast Lane for FY22

Contact(s): Mayor Robert Hedlund,
rhedlund@weymouth.ma.us, 781-340-5012

Weymouth, MA – Mayor Hedlund's **Pave the Wey** road infrastructure and improvement program will be at the forefront of town wide priorities and initiatives for fiscal year 2022. **Pave the Wey** launched in 2020, resulting in an investment of nearly \$7.5 million in improvements on about 70,000 linear feet of sidewalks and roads throughout Weymouth.

Last year, **Pave the Wey** committed a total of \$7,570,000 in infrastructure improvements that included the repaving of roads and repairing or reconstruction of sidewalks. This combination of funding provided for 44 paving projects throughout town. In addition, several municipal parking areas, basketball and tennis courts as well as walkways were paved and reconstructed. Combined with the 57 road segments completed in FY18 and FY19, the Administration has overseen 101 projects in the last three fiscal years.

In Late FY21 and into FY22, Mayor Hedlund is committing to an even greater investment in the road infrastructure, dedicating \$1.1M in anticipated Chapter 90 funding, \$4M in bond funds, and \$3M in host community agreement funds for North Weymouth roads.

"Since coming into office in 2016, we have taken an aggressive approach to our town's capital needs," **said Mayor Hedlund**. "After investing millions in our town fields and outdoor facilities, finishing the new Tufts Library, and moving steadily along with the new Chapman construction, this year's priority will be on our road infrastructure."

Hedlund is proposing to make the road infrastructure initiative, **Pave the Wey**, even more impactful than last year by combining multiple funding sources including state Chapter 90 funds, CDBG funds, bond funds, and host community agreement funds to address many miles of road infrastructure improvements. This will increase the investment to nearly \$30M since 2016.

		ACTUAL SPENDING							
	Total Appropriation	FY16	FY17	FY18	FY19	FY20	FY21	FY21 PROJECTED	FY22 PROJECTED
FREE CASH/MISC	\$5,256,032		\$438,283	\$262,905	\$893,646	\$2,719,427	\$106,358		
BONDING	\$10,000,000		\$1,296,743	\$1,024,992	\$500,253	\$161,353	\$1,702,056	\$3,000,000	\$1,000,000
GRANTS	\$1,249,948		\$246,088	\$226,876	\$170,951	\$5,398	\$8,097		
STATE BUDGET	\$250,000		\$200,000	\$50,000	\$0	\$0	\$0		
CHAPTER 90	\$9,230,182	\$2,211,389	\$981,823	\$1,235,884	\$1,409,680	\$674,571	\$1,420,525		\$1,100,000
CDBG	\$1,487,000	\$272,000	\$315,000	\$350,000	\$200,000	\$100,000	\$250,000		
HCA	\$3,000,000								\$3,000,000
	\$30,473,162	\$2,483,389	\$3,477,938	\$3,150,657	\$3,174,531	\$3,660,748	\$3,487,035	\$3,000,000	\$5,100,000

Pave the Wey builds off of the over \$4 million in road improvement measures the Mayor implemented upon taking office in 2016. That investment in 2016, combined with Weymouth's annual state Chapter 90 funding, allowed for the improvement of more than 70 roadways and sidewalks across town. The FY20 investment has seen nearly 50 road projects completed as well.

In comparison, the previous fiscal years, FY12 – FY14, saw an investment of just about \$7M on 93 roadways. The **Pave the Wey** program doubles that investment and, overall, from FY16 – FY22 Mayor Hedlund will have dedicated 4 times the amount resources in the form of bond funds, free cash, Chapter 90, and CDBG funding in road infrastructure.

"The roads and sidewalks have long been neglected in Weymouth, so we are attacking the problem with an ambitious, aggressive road infrastructure plan utilizing a variety of funding sources," said **Mayor Hedlund**. "I recognize the work of my predecessor to begin tackling this issue and adopt the Pavement Condition Index software which identifies the priority roads in Town so now, with that data and our dedicated funding sources, we can begin to catch up on long-overdue repairs and repaving for our roads and sidewalks."

Pave the Wey will focus the \$8M in funding this year on some of the longer, more well-traveled roadways in addition to those side streets most in disrepair. The Mayor has prioritized Commercial Street and many of the accompanying ancillary side roads in poor condition. When determining which roads to consider for improvements, the Department of Public Works compiles a number of data points such as road length, volume, material, and condition to create a ranking for the Pavement Condition Index (PCI). The PCI can range from 40 to 100. The baseline PCI for the roads included in the **Pave the Wey** program is 65 or lower.

In addition to PCI, the Department looks at road jurisdiction, such as private ways or state-owned roads, and determines if re-paving and improvements can coincide with a state project or ongoing work. Many roads are on a schedule for gas line installation and re-paving is coordinated with that effort so as to not duplicate the work. In 2021, for example, the Town received \$400,000 from National Grid for restoration of roadways which was completed in coordination with gas work.

Finally, the **Pave the Wey** program will dedicate host community agreement money to the infrastructure needs of North Weymouth. This funding will see through the repaving and reconstruction of roadways and sidewalks in numerous neighborhoods including along major roadways such as Green Street, Norton Street, and North Street.

The plan will be rolled out to the Town Council for consideration of the measures to authorize the use of \$3 million in future free cash (host community agreement money later in 2021) and borrowing \$4 million in late FY21 for the program. Pending Town Council approval, roadwork is slated to begin in the Spring of 2021.