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Financial Constraints

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It is important to provide a financial context to transportation planning so that projects can be prioritized based on the projected availability of future funding. This plan is financially constrained based on financial information provided by MassDOT for 2012 to 2035.

Funding Available

Funding Available for Highway and Bridge Projects

The Federal Highway Administration funds and State Highway and Bridge funds were projected statewide for five year timeframes for the following funding categories:

- Major Infrastructure Projects;
- Federal Aid Bridge Projects;
- National Highway System/Interstate Maintenance (NHS/IM);
- Statewide Maintenance and
- Regional Discretionary Funding.

Local aid funding sources such as Chapter 90 and the MassWorks Programs are not included in the MassDOT funding projections. The MassDOT projections were based on the assumption that funding levels would increase by a 4 percent annual inflation rate after the year 2016.

Based on these funding projects, a total of \$792,559,000 is anticipated to be available to Franklin County for highway-related transportation improvements between 2012 and 2035. The forecasted funding levels for the Franklin Region were based on the projected amount available to Metropolitan Planning Organizations statewide, and the following factors:

- **Funds for Major Infrastructure and for Regional Discretionary:** Projected regional funding in for Major Infrastructure and Regional Discretionary projects are based on the regional share formula for the

Statewide Highway Funds developed by the Massachusetts Association of Regional Planning Agencies (MARPA). Under the MARPA formula, the Franklin Region is allotted 2.54% of the statewide funds distributed to the regions.

- **Funds for Bridges:** Projected regional funding for bridge improvements and repairs is based on each region's percentage of federal-aid eligible bridges. The Franklin Region's percentage is 6.45%.
- **Funds for Interstate Maintenance:** Projected regional funding for interstate maintenance projects is based on the regional share of Interstate lane mileage, excluding the Massachusetts Turnpike. The Franklin Region's percentage is 3.78%.

Funding Available for Transit Projects

As with highway and bridge funding, the estimated costs of transit recommendations and projected revenue also needs to be reviewed to ensure financial constraint. Estimates of available transit funding were provided by the MassDOT Rail and Transit Division. Federal funds must be used for capital projects. Capital funds may only be spent on tangible items such as equipment, preventative maintenance of vehicles, facilities and equipment, ADA services, facility improvements and the purchase of vehicles. Operating expenses must come from grants, state and local funding and farebox revenue. Operating expenses covers salaries, benefits, advertising and marketing expenses and other cash needs. A summary of the projected transit funding for the Franklin Regional Transit Authority from 2012 to 2035 is in Table 18-4 at the end of this chapter.

The projected transit funding does not include JARC or New Freedom funds because, while Franklin County is eligible for these funds, they are competitive grants and therefore cannot be expected.

The transit funds were projected on a statewide basis by MassDOT Rail and Transit Division, and are broken down in this Plan by the same five time periods as the highway and bridge funds, into the following categories:

- Paratransit/Van Service Projects (5310 Program)
- State Capital Investment
- State Assistance for Operations
- Non-Urbanized Area Formula Funding (5311 Program)
- Access to Jobs (5316 Program), and
- New Freedom Projects (5317 Program).

The forecasted funding levels for State Capital Assistance for Operations assume a 2.5% annual inflationary increase beyond the year 2009. The other transit funding projections assume a 3% inflation increase beyond the year 2010.

For funding under the 5310 Program, regional funding estimates were based on the past distribution of Mobility Assistance Program (MAP). Using this approach, the Franklin Region receives 5.73% of the statewide 5310 Program funds. This approach was agreed to by MassDOT Rail and Transit Division and the Massachusetts Association of Regional Transit Agencies (MARTA), and varied from a previous approach which based each region's funding on its percentage of the statewide elderly and disabled population. The projected State Capital Investment and State Assistance for Operations funds for each region were estimated based on current funding levels for these programs.

Funding for Other Transportation: Airports and Rail Projects

Finally, other transportation funding sources are included where available, for airport improvements and rail projects. Airport projects are generally funded 95.0% with Federal funds from the Federal Aviation Administration, 2.5% with State funds from the Massachusetts Aeronautics Commission, and 2.5% with local funds.

Project Cost Estimates

Cost estimates are included for construction/implementation related projects. Cost estimates were gathered from a variety of sources including the Franklin Regional Transit Authority, FRCOG, towns' Departments of Public Works, MassDOT, the Turners Falls Municipal Airport, and the Orange Municipal Airport. Costs for projects that are expected to extend beyond 2015 include an inflation factor of 4% per year.

Financially Constrained Plan

The 2012 Franklin Region Transportation Plan is financially constrained. The projected funding levels over the life of the Regional Transportation Plan are sufficient to fund the projects recommended in the Plan. The estimated total costs of the recommended projects (contained in the Recommended Projects Chapter) are \$340,000,000. These costs are estimated based on the best available information.

The financial constraint of the Plan was also reviewed within individual funding categories including Major Infrastructure Projects, Federal Aid Bridge Projects, National Highway System/Interstate Maintenance Projects, Statewide Maintenance and Regional Discretionary Program.

There are no projects included in the Plan that are funded with the **Major Infrastructure Projects** funding category.

Over the life of the Plan, a total of \$294,857,000 is available for **Federal Aid Bridge Projects**. The recommended projects section of the Plan includes an extensive listing of Federal Aid Bridge Projects that are expected to be undertaken in the region. These projects will be carried out as funding is available as determined through MassDOT and the MPO process. The regional bridge projects that will be completed within the financial constraints of Plan include: the reconstruction of the bridges (northbound and southbound) on Interstate-91; the reconstruction of the Gill-Montague Bridge; the reconstruction of the General Pierce Bridge in Greenfield and Montague; and the completion of structural maintenance on the bridge on Route 112 over the North River in Colrain. This Regional

Transportation Plan sets aside \$74,000,000 for these projects over the life of the Plan.

A total of \$87,769,000 is available to the Franklin County region over the life of the Plan for **National Highway System/Interstate Maintenance Projects**.

The Regional Transportation Plan includes approximately \$54,000,000 in National Highway System/Interstate Maintenance Projects. The projects include: the resurfacing of Interstate-91 in Deerfield; the resurfacing of Route 2 in Buckland and Charlemont; and the resurfacing of Interstate-91 in Bernardston. This Regional Transportation Plan sets aside \$34,000,000 for these projects over the life of the Plan.

A total of \$175,871,000 is available for **Statewide Maintenance Projects**. The Plan includes approximately \$13,000,000 in Statewide Maintenance Projects. There are no projects within this funding category that exceed \$10,000,000. The resurfacing of Routes 5/10 in Deerfield and Whately; the resurfacing of Route 202 in New Salem and Shutesbury; the reconstruction of Main Street (Route 63) in Northfield are among the project being funded through the Statewide Maintenance funding category. The Regional Transportation Plan sets aside \$9,500,000 for these projects.

A total of \$193,839,000 is available for **Regional Discretionary Projects**. The Plan includes approximately \$60,000,000 in Regional Discretionary Projects including: the repair of six culverts on Route 2 in Charlemont; the reconstruction of Route 63 in Erving and Northfield; the design and construction of safety improvements on the Farley section of Route 2 in Erving; and the design and construction of a

bikeway connection in Erving-Wendell. The Plan sets aside approximately \$34,000,000 for these projects.

The Franklin County Transportation Planning Organization is working to reactivate a **Pavement Management System** for the region. An initial pavement condition estimate was generated during 2010 using available data from MassDOT. Based on this preliminary assessment, it was determined that the cost to bring all county roads to "excellent" condition is not realistic due to financial and physical limitations. Consequently, a more realistic strategy is recommended at this time, which proposes: maintaining roadways that are currently in excellent and good condition, and preventing further deterioration of roadways in fair condition while bringing those roads up to excellent condition as soon as possible. The cost of this maintenance strategy is \$53,372,880 for a ten year timeframe. The pavement management strategy for the region will be developed in a financially constrained way that takes into account the projected revenues that will be available to the region. This funding is reflected in the statewide maintenance and regional discretionary funding categories in Table 18-1.

During the past three years, Franklin County has received an average of \$17,361,012 in Federal Aid and \$8,178,758 in Non-federal Aid funding for **Operations and Maintenance** of the road and bridge network. Using this as a guide to future funding levels, it is anticipated that \$15,000,000 per year will be allocated annually to operations and maintenance projects. This funding level is reflected in the statewide maintenance and regional discretionary funding categories in Table 18-1.

Table 18-1
Estimated Regional Transportation Plan Highway Funding for 2012-2035

Timeframe	2012-2015	2016-2020	2021-2025	2026-2030	2031-2035	Total
Total Funding Available for Programming in the Franklin Region RTP	\$97,130,000	\$113,648,000	\$160,129,000	\$195,275,000	\$226,377,000	\$792,559,000
Major Infrastructure Projects	\$4,133,000	\$5,555,000	\$8,393,000	\$10,255,000	\$11,888,000	\$40,224,000
Federal Aid Bridge Projects	\$36,435,000	\$40,143,000	\$60,066,000	\$73,272,000	\$84,942,000	\$294,857,000
NHS/IM Projects	\$11,083,000	\$11,877,000	\$17,827,000	\$21,758,000	\$25,224,000	\$87,769,000
Statewide Maintenance*	\$27,411,000	\$27,962,000	\$34,028,000	\$40,046,000	\$46,424,000	\$175,871,000
Regional Discretionary Funding*	\$18,068,000	\$28,112,000	\$39,816,000	\$49,943,000	\$57,898,000	\$193,838,000

*As outlined previously in this chapter, operation and maintenance and pavement management work are included in these budget items.

Table 18-2
Major Infrastructure Projects

Project Name	Location	Amount of Funding per Timeframe				
		2012-2015	2016-2020	2021-2025	2026-2030	2031-2035
Route 112 (Jacksonville Road)	Colrain		\$11,807,174			
I-91 Bridges	Deerfield	\$44,000,000 AC for 2012, 2013 and 2014				
General Pierce Bridge	Greenfield and Montague		\$18,000,000			
Gill-Montague Bridge	Gill and Montague	\$10,000,000 AC for 2012 and 2013				

**Table 18-3
Bridges**

Costs	Timeframe					
	2012-2015 (Based on TIP)	Expected Costs 2016-2020	Expected Costs 2021- 2025	Expected Costs 2026- 2030	Expected Costs 2031-2035	Total for Life of RTP
Current Estimate	\$11,306,820	\$30,482,000	\$60,066,000	\$73,272,000	\$84,942,000	\$260,002,820
Funds Available	\$36,435,000	\$40,143,000	\$60,066,000	\$73,272,000	\$84,942,000	\$294,857,000
Reserve	\$25,128,180	\$9,661,000	\$0	\$0	\$0	\$34,789,180

The Franklin Regional Transit Authority (FRTA) develops its **transit operations** based on the revenues available through federal, state and local funding sources. During the development of this plan, the FRTA provided figures for the fiscal years 2012-2015 timeframe by transit funding category. These figures have been reviewed, and are financially constrained based on the projected funding available by transit category contained in Table 18-4: Massachusetts Transit Program Funding Forecasts (see following page).

Conclusion

The *Franklin Region Transportation Plan* demonstrates financial constraint in that the estimated costs of the recommended projects for the five-year timeframes and for the 2012 - 2035 period overall, do not exceed the projected funding levels.

Table 18-4
Massachusetts Transit Program Funding Forecasts
2012-2035

Federal Program			Note	2012-2015	2016-2020	2021-2025	2026-2030	2031-2035	Total
§ 5307	Urbanized Area Formula			\$0	\$0	\$0	\$0	\$0	\$0
§ 5309	Capital Fixed Guideway Program	A		\$0	\$0	\$0	\$0	\$0	\$0
§ 5310	Elderly and Disabled	B		\$95,564	\$100,000	\$100,000	\$100,000	\$100,000	\$495,564
§ 5311	Non-Urbanized Area Formula			\$4,710,186	\$5,450,000	\$6,300,000	\$7,291,000	\$8,442,000	\$32,193,186
§ 5316	JARC	C		\$305,872	\$311,989	\$318,229	\$324,594	\$ 331,085	\$ 1,591,769
§ 5317	New Freedom	C		\$268,425	\$273,794	\$279,269	\$284,855	\$290,552	\$ 1,396,894
Commonwealth Programs			Note	2012-2015	2016-2020	2021-2025	2026-2030	2031-2035	Total
SCA	State Contract Assistance			\$3,915,341	\$4,529,000	\$5,235,000	\$6,060,000	\$7,013,000	\$26,752,341
RTACAP	RTA Capital Assistance Program			\$4,800,799	\$6,252,925	\$6,878,217	\$7,566,039	\$8,322,643	\$33,820,624
ITCCAP	RTA Intermodal Assistance Program	D		\$246,000	\$0	\$0	\$0	\$0	\$246,000
MAP	Mobility Assistance Program			\$888,542	\$1,023,000	\$1,173,000	\$1,348,000	\$1,551,000	\$5,983,542
Statewide Programs			Note	2012-2015	2016-2020	2021-2025	2026-2030	2031-2035	Total
§ 5311(f)	Intercity bus			\$2,783,522	\$3,218,000	\$3,718,000	\$4,297,000	\$4,969,000	\$18,985,522
RTAP	Rural Transportation Assistance			\$542,519	\$620,000	\$701,000	\$800,000	\$915,000	\$3,578,519
PNP	Private non-profits	B		\$4,802,297	\$5,560,000	\$6,435,000	\$7,445,000	\$8,617,000	\$32,859,297
COA	Councils On Aging	B		\$1,600,766	\$1,848,000	\$2,131,000	\$2,457,000	\$2,838,000	\$10,874,766
MassDOT	MassDOT Admin			\$5,558,272	\$6,417,000	\$7,389,000	\$8,512,000	\$9,821,000	\$37,697,272

A Earmark funds are not forecasted; only current actual shown.

B Competitive program with funding allocated based on actual application and award.

C Competitive program with funding allocated based on actual application and award. Amount displayed reflects upper annual potential award.

D ITCCAP program sunsets by 2014 and merges into RTACAP program

