



Introduction

19.1

This chapter presents a financial plan for the highway and transit projects identified in the 2012 Regional Transportation Plan (RTP). Federal and state investments in highway improvements are provided through apportionments from the Federal Highway Administration (FHWA). These apportionments generally provide 80% of the funds needed for a project, with the State providing a 20% match.

The primary source of federal funds is the Highway Trust Fund whose receipts are derived mainly from gasoline tax revenues. The Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) became law in 2005. It provided federal transportation funding from 2005 to 2009. Congress has since, passed a series of extensions, the latest in March of 2011 which will expire at the end of September 2011 unless extended or new Bill is approved. The Commonwealth provides capital funds through Transportation Bond Issues, and makes the principal and interest payments with either gasoline tax revenues or general tax funds.

For our Regional Transit Authorities, a portion of the funds from the Federal Transit Administration (FTA) is provided directly to the RTAs, while some are passed through the Massachusetts Department of Transportation (MassDOT). Section 5307 funds provide both capital assistance and some operating assistance subsidies to our transit authorities. Capital funding is usually 80% federal with the 20% match from the State and local governments. Operating funds are formula driven with the maximum federal share of 50%. Section 5309 funds are capital funds usually earmarked by Congress.

The Highway and Bridge Program

19.2

MassDOT Office of Transportation Planning has provided programming assumptions to be used by MPO's in developing their FFY 2012 Regional Transportation Plans. For the preparation of the 2012 Transportation Improvement Program (TIP) the latest available anticipated apportionment to Massachusetts for the FY2012 to FY2015 period is presented in Table 19-1 on page 19-2.

In addition to providing the required match to Federal Highway funds, MassDOT also provides Non-Federal Aid (NFA) dollars for road and bridge construction. These funds are provided through Transportation Bond Issues and general tax operating funds. Approximately \$150,000,000 per year is expected to be available statewide for NFA highway and bridge projects until 2015. MassDOT has advised that a 4% per year increase after 2015 should be assumed.

Table 19-1: Funding Commitments in the FFY 2012 TIP

Fiscal Year	HPP & Non-Target Projects	TIP Targets	TIP Bridge Projects	TIP Interstate Projects
2011	\$3,828,752	\$12,496,138	\$56,541,620	\$27,243,376
2012	\$8,376,450	\$10,880,000	\$205,931,303*	\$13,937,280
2013	\$0	\$10,331,816	\$25,000,000	\$9,424,800
2014	\$0	\$9,302,630	\$0	\$24,604,440
2015	\$0	\$11,117,284	\$8,222,512	\$0
Totals	\$12,205,202	\$54,127,868	\$89,764,132	\$75,209,896

* includes \$170M ABP funding for Fall River I-195/Rte 79/ Rte 138 ramp improvement project

Additional construction funds have been implemented through the Accelerated Bridge Program (ABP) signed into law by Governor Deval Patrick in 2008. The ABP intends to address the structurally deficient bridge problem throughout Massachusetts. This program provides approximately \$3 billion for the design and construction of bridges to reduce the number of structurally deficient bridges by approximately 15% up to 2016. A total of 27 bridges within the SMMPO region have been or will be repaired by 2016 at a cost of \$349,232,100. Because these bridge projects are funded through the ABP, they are not included in the financial constraint analysis of this Regional Transportation Plan.

Massachusetts also provides communities with Chapter 90 funding to maintain local roads. The level of funding is annually set by State Government on a reimbursement basis. Funding is distributed by formula based on road mileage, population and employment for road maintenance, improvements or other transportation related use. Over the past decade, Chapter 90 funds for the SMMPO region totaled between \$9 and \$13 million per year. FY2011 the region received over \$14,000,000.

Major Infrastructure Projects (aka High Priority Projects (HPP) and MEGA Projects) in the region are high cost improvements on regionally significant roadways and bridges. Completion of the Veteran's Memorial Bridge replacing the Brightman Street Bridge is considered a Mega Project recommended in past Regional Transportation Plans.

All of the financial totals presented for FFY2011 through FFY2015 (See Table 19-1) are adjusted to reflect the amounts presented in the approved FFY2011 and FFY2012 Transportation Improvement Programs. The amount for Bridge Projects in FY2012 includes \$170,000,000 for interchange improvements at the I-195 / Route 79 / Route 138 interchange in Fall River in year 2012. MassDOT has assured the SMMPO that the project will be fully funded. Funding of the approved FFY 2012 Transportation Improvement Program is fiscally constrained because it is based on firm commitments from the Commonwealth.

The amount of funds listed in Table 19-1 represent funding levels that are committed to by MassDOT. The projects using these funds are in the FFY 2011 and FFY 2012 Transportation Improvement Programs and the construction of projects will for the most part, be completed by the end of 2015. Projects in the FFY 2011 TIP are already shown to be financially constrained in the FY2007 Regional Transportation Plan are therefore not part of the financial analysis of this 2012 Regional Transportation Plan.

For the development of this Regional Transportation Plan, MassDOT has provided a forecast of available highway and bridge funds for the years 2011 to 2035 shown in Table 19-2. The funding share increases slightly in 2022, when all of the GANS bonds for the Accelerated Bridge Program are paid.

Table 19-2: Funding Guidance from MassDOT

Fiscal Years	Major Infrastructure Projects	Federal-aid Bridge Projects	NHS / IM Projects	Statewide Maintenance	Regional Discretionary Funding
2011 to 2015	\$ 14,583,000*	\$229,854,000*	\$ 51,442,000	\$ 96,708,000	\$ 63,743,000
2016 to 2020	\$ 19,599,000	\$ 65,945,000	\$ 55,127,000	\$ 98,650,000	\$ 99,179,000
2021 to 2025	\$ 29,609,000	\$ 98,674,000	\$ 82,747,000	\$ 120,050,000	\$ 140,473,000
2026 to 2030	\$ 36,179,000	\$ 120,369,000	\$ 100,995,000	\$ 141,283,000	\$ 176,201,000
2031 to 2035	\$ 41,941,000	\$ 139,541,000	\$ 117,081,000	\$ 163,785,000	\$ 204,226,000
Totals	\$ 141,911,000	\$ 484,383,000	\$ 407,391,000	\$ 620,476,000	\$ 683,862,000

* includes \$170M ABP funding for Fall River I-195/Rte 79/ Rte 138 ramp improvement project

Examination of the spending patterns of previous TIPs provided an indication of how the SMMPO might distribute the Regional Discretionary Funding to projects yet to be identified to the year 2035. Table 19-3 shows the breakdown of these spending trends. If these patterns hold true for the future, this will assist the SMMPO in how funding might be spent on future projects.

Table 19-3: Distribution of Regional Discretionary Funds

Regional Discretionary Funds (TIP)
Roadway Improvements / Pavement Management (50% of budget)
Congestion Improvements (30% of budget)
Safety Improvements (10% of budget)
Enhancement Projects (10% of budget)

Beyond 2015, the projects recommended by this plan are also listed in the future element of the FFY 2012 TIP. Table 19-4 and 19-5 includes the regionally significant Major Infrastructure Projects that are part of the future element of the TIP. Their estimated time of implementation is based on current design activity or promotion by the local community. The estimated cost was inflated by 4% per year to the midway point of the 5 year time frame expected for implementation. Tables 19-6 and 19-7 provide the financial guidance for projects in 5 year increments from 2026 to 2035. It is assumed that funding listed in these tables will be applied to future projects derived from the recommendations from the Safety, Congestion, and Pavement Management chapters of this document and at the discretion of the SMMPO and MassDOT.

Although certain corridor projects are listed under a specific category, these projects essentially address multiple issues such as congestion, safety, pavement management, bike ways and other alternative modes of transportation.

As for major infrastructure projects, it is anticipated that the interchange improvements to Route 24 and Route 140 will commence once the preferred alternative is selected based on the Interchange Justification and Functional Design reports. Although a \$14 million earmark is available for construction, it is anticipated that additional funds will be necessary. Therefore, the project was placed in the Major Infrastructure Projects category for a time between 2016 and 2020 for construction (see Table 19-4).

A second Major Infrastructure Project involves the interim improvements to the Middleborough Rotary. Although a study is currently underway to evaluate and select a preferred alternative, funding for this interim improvement as a Major Infrastructure Project will not be available until after 2020 (see Table 19-4).

Table 19-4: Projects Projected for 2016 – 2020

Projects for 2016 - 2020	Estimated Cost
Major Infrastructure Projects	
Route 24/ Route 140 Interchange Improvement (minus \$14 million earmark)	\$12,318,000
Remaining Funds Currently Not Assigned	\$7,281,000
Forecasted Funding	\$19,599,000
Federal Aid Bridge Projects	
Forecasted Funding	\$65,945,000
NHS / Interstate Maintenance	
Forecasted Funding	\$55,127,000
Statewide Maintenance	
Forecasted Funding	\$98,650,000
Regional Discretionary Funds (TIP)	
Roadway Improvements (50% of Forecasted Budget)	\$49,589,500.0
Congestion Improvements (30% of Forecasted Budget)	\$29,753,700.0
Safety Improvements (10% of Forecasted Budget)	\$9,917,900.0
Enhancement Projects (10% of Forecasted Budget)	\$9,917,900.0
TOTAL FOR PROJECTED REGIONAL DISCRETIONARY FUNDS (TIP)	\$99,179,000
Forecasted Funding	\$99,179,000

Table 19-5: Projects Projected for 2021 – 2025

Projects for 2021 - 2025	Estimated Cost
Major Infrastructure Projects	
Rotary Improvements (Interim) Middleborough	24,000,000
Remaining Funds Currently Not Assigned	5,609,000
Forecasted Funding	\$29,609,000
Federal Aid Bridge Projects	
Forecasted Funding	\$98,674,000
NHS / Interstate Maintenance	
Forecasted Funding	\$82,747,000
Statewide Maintenance	
Forecasted Funding	\$120,050,000
Regional Discretionary Funds (TIP)	
Roadway Improvements (50% of Forecasted Budget)	\$70,236,500.0
Congestion Improvements (30% of Forecasted Budget)	\$42,141,900.0
Safety Improvements (10% of Forecasted Budget)	\$14,047,300.0
Enhancement Projects (10% of Forecasted Budget)	\$14,047,300.0
TOTAL FOR PROJECTED REGIONAL DISCRETIONARY FUNDS (TIP)	\$140,473,000
Forecasted Funding	\$140,473,000

Table 19-6: Projects Projected for 2026 – 2030

Projects for 2026 - 2030	Estimated Cost
Major Infrastructure Projects	
Forecasted Funding	\$36,179,000
Federal Aid Bridge Projects	
Forecasted Funding	\$120,369,000
NHS / Interstate Maintenance	
Forecasted Funding	\$100,995,000
Statewide Maintenance	
Forecasted Funding	\$141,283,000
Regional Discretionary Funds (TIP)	
Roadway Improvements (50% of budget)	88,100,500
Congestion Improvements (30% of budget)	\$52,860,300
Safety Improvements (10% of budget)	\$17,620,100
Enhancement Projects (10% of budget) - Southcoast Bikeway & other	\$17,620,100
TOTAL FOR PROJECTED PROJECTS	\$176,201,000
Forecasted Funding	\$176,201,000

Table 19-7: Projects Projected for 2031 – 2035

Projects for 2031 - 2035	Estimated Cost
Major Infrastructure Projects	
Forecasted Funding	\$41,941,000
Federal Aid Bridge Projects	
Forecasted Funding	\$139,541,000
NHS / Interstate Maintenance	
Forecasted Funding	\$117,081,000
Statewide Maintenance	
Forecasted Funding	\$163,785,000
Regional Discretionary Funds (TIP)	
Roadway Improvements (50% of budget)	102,133,000
Congestion Improvements (30% of budget)	\$61,279,800
Safety Improvements (10% of budget)	\$20,426,600
Enhancement Projects (10% of budget) - Southcoast Bikeway & other	\$20,426,600
TOTAL FOR PROJECTED PROJECTS	\$204,266,000
Forecasted Funding	\$204,266,000

The Major Investment type projects identified in the Future Element of the 2011-2014 TIP are also recommended in this Regional Transportation Plan. These projects are proposed with cost estimates that are from planning documents, not engineering designs, exceeding \$10 million.

- Fall River, I-195/Route 79/Route 138 Ramp Improvements – This project will replace ramps and bridges that interconnect these three highways. Several of the bridges that comprise the ramps are structurally deficient and in need of replacement. The existing ramps are extremely costly to maintain. The project will reconfigure the entire interchange to simplify traffic flow, improve safety, enhance connections to Fall River’s waterfront and Downtown, and significantly reduce long term maintenance costs. The estimated cost is \$170 million with a portion funded through non-Federal Aid.
- Dartmouth, Widen Faunce Corner Road Bridge over I-195 / Improve the Interchange Ramps / Reconstruct Faunce Corner Road from the Interchange to the Cross Road Intersection – This project is at 25% design status at an estimated \$17.5 million. The two previous Regional Transportation Plans (FY 2003 and FY 2007) recorded preliminary cost estimates under \$10,000,000, and reported that the Joint Transportation Planning Group considered the project important enough to consider devoting a portion of the Region’s STP target toward the project in order to promote a funding commitment from MassDOT. This project has not progressed as rapidly as the region had hoped. The bridge is currently rated as structurally deficient, has a history of safety issues related to design flaws on the ramps, and has a worsening congestion problem that adversely impacts economic development potential and job creation along the Faunce Corner Road corridor. MassDOT has agreed to fund the replacement of the bridge portion of the project at \$9 million if the SMMPO agrees to fund the congestion and safety improvements including the interchange ramps and the intersection with Cross Road at a cost of 8.5 million. Right-Of-Way issues would need to be addressed by the town of Dartmouth.

The above projects are recommendations in this Regional Transportation Plan and should be funded before 2015. They are therefore not included in the financial constraint analysis of this Regional Transportation Plan.

Future Major Investment Projects are adjusted using a 4% per year compounded inflation factor to the middle year of the five-year future grouping. The projects are listed by their potential years of implementation.

2016 to 2020

Major Investment Project	Existing Cost Est.	Adj. Cost Estimate
Middleborough Rotary Interim Improvements	\$ 15 Million	\$ 24 Million

2021 to 2025

Major Investment Project	Existing Cost Est.	Adj. Cost Estimate
Replace the Route 24/Route 140 Interchange	\$ 20 Million	\$ 26 Million

Some of the projects placed in the TIP are in anticipation of further approvals from MassDOT. These projects include:

- Middleborough, Rotary Interim Improvements – Significant traffic congestion occurs at the Middleborough Circle Rotary. Anticipated economic development activities in the vicinity of the area will add to this congestion. Since major improvements to the Route 44 corridor have already been implemented, the emphasis now is on the rotary improvements. For many years Route 44 has been considered for major improvements due to both congestion and safety issues at the Rotary and along the corridor to Route 24 in Raynham. Improvements must address existing problems and take into account the tremendous development potential of land in the vicinity of the Rotary and I-495 interchange. In 2010, Governor Deval Patrick and U.S. Congressman Barney Frank announced the use of a federal earmark of \$2 million towards the completion of the study, design and implementation of interim improvements to the rotary. Although elimination of the rotary is considered the long term solution for this problem and continues to be a recommendation of this Regional Transportation Plan, study of the problem with interim solutions is necessary to temporarily relieve traffic congestion at this location. The long term solution to eliminate the rotary will be an expensive project and most likely be implemented in phases for construction over several years.
- Taunton, Replace or Reconstruct Route 24 / Route 140 Interchange – Congress has provided a total of \$ 19.4 million in earmark funding (including the State match) that is reserved for this project. The exact cost of the interchange improvement requires the selection of a preferred alternative that cannot be identified until MassDOT completes a Functional Design Report (FDR). A \$5.4 million earmark is included in Fiscal 2012 of the FY2011-2014 TIP for the completion of the FDR.

The reconstruction of the Route 24/Route 140 interchanges has been studied on numerous occasions, and the need for it's' replacement have been verified. The project has also been recommended in previous Plans and is listed in the Region's Air Quality Conformity Determination (see Chapter 18) This Transportation Plan recommends that MassDOT complete the identification of a preferred alternative to this interchange, commence design, and reconstruct this interchange.

In addition to major projects that are programmed in the TIP, there are others that are of regional significance and projected to be in excess of \$10 million in construction costs, but additional study is necessary to determine their validity. These locations include:

- Fall River, Study and Design the Relocation of Route 79 – The City of Fall River has been collecting Congressional earmarks for this project since 2003, which now total \$ 6,330,000 (including the necessary State match). The study to address the project's feasibility and identify a preferred alternative and cost estimate have not been completed. Continuation of the necessary Feasibility Study is listed in year 2011 of the TIP (Section 1C/Federal Aid Non-Target

Projects), must be completed before the region can include this project as a recommendation in the Financial Constraint section of the RTP.

- Upgrade Route 24 Interchanges to Appropriate Design Standards – For many years the MPOs south of the Boston MPO have discussed the possible conversion of Route 24 to an interstate highway. Although there are implied economic development benefits to the designation of Route 24 as an interstate highway, the impetus for consideration of the conversion is primarily in the need to address outdated design standards from which the corridor was constructed. The result of these outdated standards is safety and congestion problems that continue to plague the entire Route 24 corridor from I-195 in Fall River to Route 128 in Randolph. The overall needs along the corridor are safety and congestion improvements that are primarily focused at the interchanges. Within the SRPEDD Region, there are two interchanges that are in need of study and/or modifications: Route 24 at Route 140 in Taunton (waiting on selection of a preferred alternative by MassDOT as previously mentioned) and Route 24 at Route 79 in Fall River. In addition, the SMMPO supports efforts by the Old Colony and Boston Metropolitan Planning Organizations to improve interchanges along Route 24 in those regions.
- Replacement of the New Bedford - Fairhaven Bridge – For many years the existing swing-span bridge over New Bedford Harbor has been an impediment to consistent and reliable traffic flow between New Bedford and Fairhaven, an impediment to economic development potential in the harbor north of the bridge, and due to its age, has been expensive and difficult to maintain. It is requested that MassDOT assist New Bedford and Fairhaven in initiating a study that will consider the replacement of the bridge with a modern span that is more efficient and reliable for both shipping and surface transportation, and is easier and less expensive to maintain in the long term.
- Double barrel Route 44 from Route 58 to the Middleborough Circle Rotary – This 7 mile section has been under consideration for many years along with improvements to the Rotary. In recent years the signalized intersections along this segment of Route 44 have been modified to improve safety and traffic flow. Although these improvements have had a positive impact on the corridor, the long term operation of Route 44 is likely to require a 4 lane layout consistent with the adjacent segment in Carver at an estimated cost of \$170 million by the potential time of construction (2030 to 2035). A study should be conducted to consider long term traffic growth from Carver to Raynham to consider the need to widen this segment.

The Route 24 Interchange at Route 79, the Route 79 Relocation Study along the Waterfront in Fall River, the widening of Route 44 in Middleborough, and the replacement of the New Bedford - Fairhaven Bridge are recommendations of this Regional Transportation Plan. Their feasibility has not been determined; therefore construction costs cannot be recommended at this time and are not included in the financial constraint analysis of this Plan.

The 2011 Regional Transportation Plan is therefore financially constrained for highway and bridge projects as shown in Table 19-8 on page 19-11.

Table 19-8: Calculation of Highway and Bridge Financial Constraint

FINANCIAL RESOURCES FFY 2016 - 2035	
Major Infrastructure Resources	\$127,328,000
Federal Aid Bridge Resources	\$424,529,000
NHS / Interstate Maintenance Resources	\$355,950,000
Statewide Maintenance Resources	\$523,768,000
Regional Discretionary Resources	\$620,119,000
2012 Regional Transportation Plan - Total Resources	\$2,051,694,000
PROJECTION OF FUNDING NEEDS	
Major Infrastructure Projects	\$114,438,000
Federal Aid Bridge Projects	\$424,529,000
NHS / Interstate Maintenance	\$355,950,000
Statewide Maintenance	\$523,768,000
Regional Discretionary Funds (TIP)	
Roadway Improvements	\$310,059,500
Congestion Improvements	\$186,035,700
Safety Improvements	\$62,011,900
Enhancement Projects	\$62,011,900
SUB-TOTAL FOR Regional Discretionary Funds	\$620,119,000
TOTAL FOR PROJECTED PROJECTS	\$2,038,804,000

Regional Transit Programs

19.4

The Regional Transit Authorities (RTA) has several sources of funding – federal, state, local, and self-generated.

The federal funding from the Federal Transit Administration (FTA) consists of:

- Section 5307 – Urbanized Area Formula funds provide operating assistance subsidies, 50% of which may be used for operating and 50% for capital expenditures.
- Section 5310 - funds provide funding for the elderly and disabled to the transit authorities
- Section 5311 - funds provide funding based on the amount of rural areas within the RTAs
- Section 5316 – Job Access Reverse Commute (JARC) funding is a competitive program that is funded by the FTA and administered by MassDOT and can be used for capital and operating expenses associated with vehicles and/or discount fares. (Note: Both GATRA and SRTA derive funding from the State of Rhode Island that is not competitive but is determined by a Letter of Agreement between the parties.)
- Section 5317 – New Freedoms funding is a competitive program that is funded by the FTA and administered by MassDOT is a competitive program that is funded by the FTA and administered by MassDOT (Note: Both GATRA and SRTA derive funding from the State of Rhode Island that is not competitive but is determined by a Letter of Agreement between the parties.)

The state funding from MassDOT consists of:

- Regional Transit Authority Capital (RCAP) provides capital assistance funding which the RTAs can access for the 20% local match to the Federal 80% for purchasing new vehicles;
- Intermodal Transit Capital (ITCCAP) provides capital assistance funding to intermodal projects; this is being phased out and by FY2014 it will be combined with the RCAP program; and
- State Contract Assistance (SCA) MassDOT provides funding to the RTAs in the form of 50% reimbursement of their operating deficits

The fallout from the 2000 Census was the consolidation of many separate urbanized areas into several large areas of greater than 1,000,000 populations. The GATRA service area is unevenly split between the Boston UZA (containing Taunton) and the Providence UZA (containing Attleboro), both more than 1,000,000 population, and Barnstable County UZA (Cape Cod) with a population of more than 200,000. The SRTA service area is split between the Providence UZA (Fall River), and its own New Bedford UZA of less than 200,000 population.

Until the 2000 U.S. Census, the Southeastern Regional Transit Authority (SRTA) service areas of Fall River and New Bedford were considered separate urbanized areas, each having populations of less than 200,000. SRTA could, therefore, determine how much of their federal apportionment was used for operating expenses and/or capital needs. Since Census 2000 SRTA can use the Fall River portion of their apportionment for 50% of their operating expenses; the remaining 50% must be used for capital purchases. New Bedford population status remains the same and they can use 100% of their apportionment for operating expenses.

Greater Attleboro - Taunton Regional Transit Authority (GATRA) had the same situation for the apportionment funds received for the Taunton urbanized area, but the Attleboro urbanized area has always been considered part of the Providence - Pawtucket - Warwick urbanized area with a population of over 200,000. The funding GATRA received from the Massachusetts portion of the Providence - Pawtucket - Warwick urbanized area could only be used for capital projects.

The various realignments and the resulting funding constraints have impacted both transit authorities. The first being the flexibility to use federal funding for operating and/or capital, and the second is the need for annual negotiations between the transit authorities and the Boston, Barnstable, and Providence UZAs who are the direct recipients of the federal funds. The amount of funds allocated from the Rhode Island Public Transit Authority (RIPTA) and the Cape Cod RTA is negotiated yearly between the two transit authorities and GATRA. This is also the case for SRTA who must negotiate with RIPTA annually for their share of the Providence apportionment.

Table 19-5 on page 19-13 lists the actual FTA formula apportionments for the past year for SRTA and GATRA. MassDOT has determined that all RTAs will be

level funding for 2012 through 2015 and has provided each authority with the amount of federal and state funding they will receive in order to allow them to plan their capital and operating expenditures for the future.

Rather than proposing that funding levels be restored to their previous levels by the MassDOT, SRPEDD has proposed in its Transportation Plan the creation of a Mobility Management function that will provide flexibility and options for those riders who need to move around within and, possibly, between the SRTA and GATRA service areas. Additionally, this includes SRPEDD proposing the provision of transit services to geographic areas not traditionally served and increasing the operating hours for service where possible.

Table 19-9: FTA Section 5307 Formula Apportionments

Urbanized Areas		FFY 2010	FFY 2011-15
GATRA	Attleboro / Providence	\$2,407,406	Negotiated with RIPTA each year (based on population)
	Boston / Taunton	\$734,340	Increases 3% each year beginning in 2012
	Plymouth / Barnstable County	\$563,724	Negotiated with CCRTA each year (based on population)
SRTA	Fall River / Providence	\$1,724,727	Negotiated with RIPTA each year (based on population)
	New Bedford	\$3,308,652	Increases 3% each year beginning in 2012

SRTA’s Capital Funding Needs:

SRTA’s fleet of seventy-two vehicles and their replacement years and costs are shown in Table 19-10.

Table 19-10: SRTA’s Capital Funding Needs

RTA	Total Fleet	Year Mfgr	Mfg	Model Number	Service Life	Replacement Year	Current Replacement Value	Years To Replace	Deferred Need
SRTA	4	2002	Ford	Aerotech	5	2008	\$205,444	-4	\$205,444
SRTA	4	2005	Ford	Aerotech	5	2011	\$205,444	-1	\$205,444
SRTA	2	2000	Intl	AeroElite290	7	2008	\$354,000	-4	\$354,000
SRTA	2	2002	Intl	AeroElite290	7	2010	\$354,000	-2	\$54,000
SRTA	6	2003	Ford	Aerotech	5	2009	\$43,434	-3	\$343,434
SRTA	10	1998	NOVA	RTS06	12	2011	\$4,120,000	-1	\$4,120,000
SRTA	18	1991	TMC	T70606	12	2004	\$7,416,000	-8	\$7,416,000
SRTA	17	1995	TMC	T70606	12	2008	\$7,004,000	-4	\$7,004,000
SRTA	9	2011	Gillig	32' LF	12	2024	\$3,708,000	12	
Total Replacement Costs							\$23,710,322		\$20,002,322

GATRA's Capital Funding Needs:
GATRA's fleet of one-hundred-and-twelve vehicles and their replacement years
and costs are shown in Table 19.11.

Table 19-11: GATRA's Capital Funding Needs

RTA	Total Fleet	Year Mfg	Mfg	Model Number	Service Life	Replacement Year	Current Replacement Value	Years To Replace	Deferred Need
GATRA	1	2008	Ford	AEROTECH	5	2014	\$53,000	2	
GATRA	3	2007	Ford	E450	5	2013	\$177,000	1	
GATRA	3	2006	Ford	ECONOLINE	5	2012	\$154,083	0	\$154,083
GATRA	4	2008	Ford	ECONOLINE	5	2014	\$205,444	2	
GATRA	7	2008	Ford	PHOENIX	5	2014	\$400,673	2	
GATRA	3	2007	Ford	VAN	5	2013	\$154,083	1	
GATRA	4	2007	ElDorado	AERO	7	2015	\$440,000	3	
GATRA	1	2007	Ford	ELDORADO	7	2015	\$177,000	3	
GATRA	4	2005	Ford	E350	7	2013	\$708,000	1	
GATRA	4	2002	ElDorado	FE	10	2013	\$440,000	1	
GATRA	2	2006	MCI	D4500	12	2019	\$971,310	7	
GATRA	6	2006	Gillig	GILLIG	12	2019	\$2,472,000	7	
GATRA	2	2003	Orion	ORION7	12	2016	\$824,000	4	
GATRA	4	2003	Orion	ORION7	12	2016	\$1,648,000	4	
GATRA	2	2008	Gillig	GILLIG	12	2021	\$824,000	9	
GATRA	1	2003	Ford	AEROTECH	5	2009	\$59,000	-3	\$59,000
GATRA	1	2003	Ford	AEROTECH	7	2011	\$177,000	-1	\$177,000
GATRA	1	2003	Ford	E350	7	2011	\$177,000	-1	\$177,000
GATRA	1	1999	Ford	E450	7	2007	\$177,000	-5	\$177,000
GATRA	1	2001	Ford	SENATOR	5	2007	\$59,000	-5	\$59,000
GATRA	2	2004	Ford	E220	5	2010	\$102,722	-2	\$102,722
GATRA	2	2005	Ford	E350	5	2011	\$102,722	-1	\$102,722
GATRA	2	2002	Ford	E450	5	2008	\$102,722	-4	\$102,722
GATRA	2	2001	Ford	E350	7	2009	\$354,000	-3	\$354,000
GATRA	3	2001	ElDorado	AEROTECH	5	2007	\$171,717	-5	\$171,717
GATRA	3	2003	Ford	E220	5	2009	\$154,083	-3	\$154,083
GATRA	5	2002	Dodge	B350	5	2008	\$256,805	-4	\$56,805
GATRA	6	2003	Dodge	B350	5	2009	\$308,166	-3	\$308,166
GATRA	1	1994	Orion	5505	12	2007	\$412,000	-5	\$412,000
GATRA	4	2001	Dodge	B350	5	2007	\$1,648,000	-5	\$1,648,000
GATRA	2	1994	Orion	5505	12	2007	\$824,000	-5	\$824,000
GATRA	4	1999	ElDorado	EZRIDER	10	2010	\$440,000	-2	\$440,000
GATRA	5	1993	MCI	102A3	12	2006	\$2,428,275	-6	\$2,428,275
GATRA	8	2009	Ford	E350	5	2015	\$410,888	3	-
GATRA	4	2009	Ford	E350	5	2015	\$205,444	3	
GATRA	4	2009	CMD	Eldorado	7	2017	\$440,000	5	
Total	112	TOTAL REPLACEMENT COST					\$18,659,137		\$7,908,295

Total Available Funds for Transit Activities

19.5

Operating subsidies for transit will increase at approximately 3% after the level funding period of five years mandated by the MassDOT. Beginning in 2016 it the 3% increase in each year is expected through 2036. All information is displayed in the following tables, beginning with 19-12.

Table 19-12: SRTA Funding through 2036

SRTA	Federal Urbanized Area Formula	RTA Capital Funding (State)	Intermodal Capital (State)	State Contract Assistance	Mobility Assistance Program	Section 5310 Elderly and Disabled	Section 5311 Rural Funding
FFY 2010	\$5,033,379			\$4,383,507	\$117,995		
FFY 2011	\$6,373,294	\$578,354	\$98,198	\$4,383,507	\$117,995	\$111,000	\$9,553
FFY 2012	\$6,373,294	\$496,838	\$655,000	\$4,416,383	\$230,723	\$111,000	\$9,553
FFY 2013	\$6,564,493	\$562,944	\$385,000	\$4,458,875	\$237,644	\$114,330	\$9,840
FFY 2014	\$6,761,428	\$764,262		\$4,685,341	\$244,774	\$117,760	\$10,135
FFY 2015	\$6,964,271	\$820,184		\$4,825,901	\$252,117	\$121,293	\$10,439
FFY2016	\$7,173,199	\$820,184		\$4,970,679	\$259,680	\$124,931	\$10,752
FFY2017	\$7,388,395	\$902,202		\$5,119,000	\$267,000	\$128,000	\$11,000
FFY2018	\$7,610,047	\$902,202		\$5,272,000	\$275,000	\$131,000	\$11,000
FFY2019	\$7,838,348	\$902,202		\$5,430,000	\$283,000	\$134,000	\$11,000
FFY2020	\$8,073,499	\$902,202		\$5,592,000	\$291,000	\$138,000	\$11,000
FFY2021	\$8,315,704	\$902,202		\$5,759,000	\$299,000	\$142,000	\$11,000
FFY2022	\$8,565,175	\$992,422		\$5,931,000	\$307,000	\$146,000	\$11,000
FFY2023	\$8,822,130	\$992,422		\$6,108,000	\$316,000	\$150,000	\$11,000
FFY2024	\$9,086,794	\$992,422		\$6,291,000	\$325,000	\$154,000	\$11,000
FFY2025	\$9,359,398	\$992,422		\$6,479,000	\$334,000	\$158,000	\$11,000
FFY2026	\$9,640,180	\$992,422		\$6,673,000	\$344,000	\$162,000	\$11,000
FFY2027	\$9,929,385	\$1,091,664		\$6,873,000	\$354,000	\$166,000	\$11,000
FFY2028	\$10,227,267	\$1,091,644		\$7,079,000	\$364,000	\$170,000	\$11,000
FFY2029	\$10,534,085	\$1,091,644		\$7,291,000	\$374,000	\$175,000	\$11,000
FFY2030	\$10,850,107	\$1,091,664		\$7,509,000	\$385,000	\$180,000	\$11,000
FFY2031	\$11,175,611	\$1,091,664		\$7,734,000	\$396,000	\$185,000	\$11,000
FFY2032	\$11,511	\$1,200,831		\$7,966,000	\$407,000	\$190,000	\$11,000
FFY2033	\$11,856,205	\$1,200,831		\$8,204,000	\$419,000	\$195,000	\$11,000
FFY2034	\$122,111,891	\$1,200,831		\$8,450,000	\$431,000	\$200,000	\$11,000
FFY2035	\$12,578,248	\$1,200,831		\$8,703,000	\$443,000	\$260,000	\$11,000
FFY2036	\$12,955,596	\$1,200,831		\$8,964,000	\$456,000	\$212,000	\$11,000
TOTAL	\$342,172,934	\$24,978,321	\$1,138,198	\$169,551,193	\$8,530,928	\$4,076,314	\$280,272

Table 19-13: Total SRTA Funding Needs Through Year 2036

SRTA	OPERATING EXPENSES	\$401,339,882
	BUS REPLACEMENTS	\$25,494,932
	OTHER CAPITAL EXPENDITURES	\$57,394,865
	TOTAL FUNDING NEEDED FOR 25 YEARS	\$484,229,679
SRTA	FEDERAL APPORTIONMENT-MA	\$232,365,629
	STATE CONTRACT ASSISTANCE	\$160,874,179
	ELDERLY & DISABLED - 5310	\$3,911,314
	RURAL - 5311	\$270,718
	STATE CAPITAL INVESTMENT	\$25,538,208
	MOBILITY ASSISTANCE PROGRAM	\$8,294,937
	REVENUES FROM OPERATIONS	\$85,558,120
	TOTAL FUNDING TO YEAR 2036	\$516,813,105

Table 19-14: GATRA Funding through 2036

GATRA	Federal Urbanized Area Formula	RTA Capital Funding (State)	Intermodal Capital (State)	State Contract Assistance	Mobility Assistance Program	Section 5310 Elderly and Disabled	Section 5311 Rural Funding
FFY 2010	\$3,705,470				\$215,471		
FFY 2011	\$5,574,238	\$45,500	\$200,000	\$2,681,180	\$215,471	\$68,000	\$47,306
FFY 2012	\$5,741,466	\$363,801	\$541,848	\$2,681,180	\$421,323	\$68,000	\$47,306
FFY 2013	\$5,913,710	\$469,421	\$1,500,000	\$2,681,180	\$433,693	\$70,040	\$48,725
FFY 2014	\$6,091,121	\$645,454	\$2,000,000	\$2,761,615	\$446,982	\$72,141	\$50,187
FFY 2015	\$6,273,855	\$645,454		\$2,844,464	\$460,391	\$74,305	\$51,693
FFY2016	\$6,462,070	\$645,454		\$2,929,798	\$474,203	\$76,535	\$53,243
FFY2017	\$6,655,932	\$709,999		\$3,017,000	\$488,000	\$78,000	\$54,000
FFY2018	\$6,855,610	\$709,999		\$3,107,000	\$502,000	\$80,000	\$55,000
FFY2019	\$7,061,279	\$709,999		\$3,200,000	\$517,000	\$82,000	\$56,000
FFY2020	\$7,273,117	\$709,999		\$3,296,000	\$532,000	\$84,000	\$57,000
FFY2021	\$7,491,311	\$709,999		\$3,394,000	\$547,000	\$86,000	\$58,000
FFY2022	\$7,716,050	\$780,999		\$3,495,000	\$563,000	\$88,000	\$59,000
FFY2023	\$7,947,531	\$780,999		\$3,599,000	\$579,000	\$90,000	\$60,000
FFY2024	\$8,185,957	\$780,999		\$3,706,000	\$596,000	\$92,000	\$61,000
FFY2025	\$8,431,536	\$780,999		\$3,817,000	\$613,000	\$94,000	\$62,000
FFY2026	\$8,684,482	\$780,999		\$3,931,000	\$631,000	\$96,000	\$63,000
FFY2027	\$8,945,017	\$859,099		\$4,048,000	\$649,000	\$98,000	\$64,000
FFY2028	\$9,213,367	\$859,099		\$4,169,000	\$668,000	\$100,000	\$65,000
FFY2029	\$9,489,768	\$859,099		\$4,294,000	\$688,000	\$103,000	\$66,000
FFY2030	\$9,774,461	\$859,099		\$4,422,000	\$708,000	\$106,000	\$67,000
FFY2031	\$10,067,695	\$859,099		\$4,554,000	\$729,000	\$109,000	\$69,000
FFY2032	\$10,369,726	\$945,009		\$4,690,000	\$750,000	\$112,000	\$71,000
FFY2033	\$10,680,818	\$945,009		\$4,830,000	\$772,000	\$115,000	\$73,000
FFY2034	\$11,001,242	\$945,009		\$4,974,000	\$795,000	\$118,000	\$75,000
FFY2035	\$11,331,279	\$945,009		\$5,123,000	\$818,000	\$121,000	\$77,000
FFY2036	\$11,671,218	\$945,009		\$5,276,000	\$842,000	\$124,000	\$79,000
TOTAL	\$218,609,326	\$19,290,614	\$4,241,848	\$97,521,417	\$15,654,534	\$2,405,021	\$1,589,460

Table 19-15: Total GATRA Funding Needs Through Year 2036

GATRA	OPERATING EXPENSES	\$307,096,006
	BUS REPLACEMENTS	\$23,286,965
	OTHER CAPITAL EXPENDITURES	\$36,637,229
	TOTAL FUNDING NEEDED	\$367,020,200
GATRA	FEDERAL APPORTIONMENT-5307	\$209,329,617
	STATE CONTRACT ASSISTANCE	\$94,840,237
	ELDERLY & DISABLED, SECTION 5310	\$2,337,021
	NON-URBANIZED, SECTION 5311	\$1,542,154
	STATE CAPITAL INVESTMENT	\$23,486,965
	MOBILITY ASSISTANCE PROGRAM	\$15,223,863
	REVENUES FROM OPERATIONS	\$48,222,000
	TOTAL FUNDING TO YEAR 2036	\$394,981,857

Both SRTA and GATRA have projected revenues that just cover their projected funding needs over the 30-years of the Regional Transportation Plan. For normal operations the transit portion of the T-Plan should be considered financially constrained.

SRTA has filed a grant request for discretionary funds to construct an intermodal facility in Fall River for \$2,500,000 million. SRTA now has on hand \$950,000 of earmarked Section 5309 funds for the planning, specifications, and engineering which is being used for the site selection, demolition, and engineering contracts for the new terminal.

GATRA has an approved Section 5309 earmarked grant for \$451,440 for construction of the intermodal facility at the Downtown Attleboro commuter rail station, to be operated by GATRA. The city's portion of the rail station improvement costs of \$2.1 million has been authorized for bonding by Attleboro Redevelopment Authority and the City Council.

GATRA is currently conducting a feasibility study to build an intermodal terminal and parking garage in the town of Plymouth in preparation for the towns 400th Anniversary. SRPEDD considers this a viable project and recommends moving forward with it as soon as funding can be identified.

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