



17

Short Range Element





SHORT RANGE ELEMENT

Introduction

The Short Range Element of the Regional Transportation Plan identifies those projects anticipated to be initiated within the near future. For the purposes of this plan, the four federal fiscal years of the current Montachusett 2012-2015 Transportation Improvement Program (TIP) are assumed to correspond to the Short Range Element. Therefore, the following summarizes the projects contained within the TIP.

The FFY 2012-2015 TIP also includes projects identified by the Montachusett Regional Transit Authority for both operational as well as capital needs. Capital projects include funding to paratransit vehicles, support equipment, and improve facilities. Over the four year period of federal fiscal years 2012-2015, in addition to the purchase of several paratransit vehicles and maintenance and support equipment, construction is planned on improvements to the commuter rail parking facility at the North Leominster commuter rail station as well as the Fitchburg Maintenance & Storage Facility and the Intermodal Transportation Center (ITC). MART has also identified continued operational funding for fixed route, paratransit and commuter activities in the Montachusett Region.

The TIP is the product of a comprehensive, continuing and cooperative effort to improve the regional transportation system by local officials, the Montachusett Joint Transportation Committee (MJTC), the Montachusett Regional Transit Authority (MART), the Montachusett Regional Planning Commission (MRPC), the Massachusetts Department of Transportation (MassDOT), and the MassDOT Highway Division. Developed annually, the TIP is a prioritized listing of transportation projects proposed for implementation during the future four federal fiscal years.

Project Development and Implementation Process

Prioritization of projects is based upon input from MassDOT regarding project design and implementation status, local prioritization from chief elected officials, scoring of the project based upon the Transportation Evaluation Criteria (TEC), fiscal constraints for the Montachusett Region, consensus vote by the MJTC and formal adoption by the MPO. Throughout this procedure, input from local citizens are reviewed and considered where appropriate in the prioritization process. The TEC is a series of criteria to “be applied by the appropriate implementing agency during the project development stage to ensure that our limited budgetary and staff resources are committed to the best proposals; to assist the MPO process of programming federal funding through the regional Transportation Improvement Programs; and to examine existing projects in the pipeline to determine which should ultimately proceed to design and construction.” The criteria will be used to cover all types of transportation projects from bridges to transit. In addition, the projects are “divided among three categories: those that serve to preserve the current system; those that make improvements to the system; and those that expand the system by adding additional capacity.” Benefits and impacts are examined for transportation as well as economic



development, community effects, land use and environmental impacts. Final scores based upon the TEC then become part of the decision and prioritization process.

Bridge projects are selected and prioritized by MassDOT through the development of a comprehensive bridge inventory and the Accelerated Bridge Program (ABP). Enacted through legislation in 2008, the ABP seeks to “reduce the number of structurally deficient bridges and improve the overall bridge health index of Massachusetts bridges.” According to the MassDOT ABP website, “Since 2008, the number of ...structurally deficient bridges has dropped from 543 to 457, a decline of almost 16% percent. As of May 2, 2011 the ABP Program has completed 51 bridge projects, with another 76 bridge projects currently in construction, and an additional 47 bridge projects scheduled to start construction within the next year. Over the course of the eight year program, more than 200 bridges are planned to be replaced or repaired.”

It is through this process that the region attempts to prioritization projects that will improve the operation and safety of the transportation network and meet the goals, policies and strategies of the RTP and the region.

Highway and Transit Funding Categories

A description of each of the funding programs contained in the project listing is as follows:

- National Highway System (NHS): Consists of 150,000 miles (plus or minus 15 percent) of major roads in the United States including all Interstate routes, a large percentage of urban and rural arterials, the defense strategic highway network and strategic highway connectors.
- Surface Transportation Program (STP): A program used by the States and localities for any roads (including NHS) that are not functionally classified as local or rural minor collectors. Bridge projects paid for with STP funds are not restricted to Federal-aid roads but may be on any public road. Transit capital projects are also eligible under this program.
- Congestion Mitigation/Air Quality (CMAQ): Directs funds toward transportation projects in Clean-Air Act non-attainment areas for ozone and carbon monoxide. These projects will contribute to meeting the attainment of national ambient area air quality standards.
- Highway Bridge Replacement/Rehabilitation (BR): Funds projects in urban or rural areas for the replacement or repair of bridges based on structural adequacy and safety, serviceability and functions, and public use and age.
- Highway Safety Improvement Program (HSIP): Funds safety improvement projects to reduce the number and severity of crashes at hazardous road locations.



- High Priority Projects: Program provides designated funding for specific projects identified in SAFETEA-LU. The funds designated for a project are available only for that project until expended.
- American Recovery and Reinvestment Act of 2009 (ARRA): A \$787 billion economic stimulus package signed into law by President Barack Obama on February 17, 2009.
- Section 5309 Funds: Section 5309 creates a discretionary funding program available for a variety of purposes commonly referred to as capital investment in public transportation equipment and facilities. Section 5309 authorizes the U.S. Secretary of Transportation to make grants or loans to assist states and local public bodies and agencies in new starts, rail modernization, bus and other projects.
- Section 5307 Funds: Section 5307 formula program makes funds available on the basis of a statutory formula to all urbanized areas in the country.
- Section 5310 Funds (Mobility Assistance Program): Section 5310 program provides capital funding for transportation services for elderly and disabled persons. The funds may go to private, non-profit organizations or to public bodies which coordinate service. Funds can continue to be used for capital costs of contracting services. The Rail and Transit Division of the Massachusetts Department of Transportation through the State Transportation Bond authorization program, makes capital grants available to public agencies to purchase vehicles and related equipment for transporting elderly and disabled persons.
- Section 5311 Funds: Section 5311 program provides funds on the basis of a statutory formula to rural areas.

Highway

FFY	Project ID	Location	Project Description	Funding Source	Total Estimated Cost	Federal Funds	Non-Federal Funds
2012	604917	Templeton	Reconstruction Of Baldwinville Road, From Route 202/68 To Patriots Road (Approx. 3 Miles)	STP	\$4,050,707	\$3,240,566	\$810,141
2012	605216	Lancaster	Reconstruction On Route 70 (Lunenburg Road) At Old Union Turnpike	STP & HSIP	\$2,147,258	\$1,847,702	\$299,556
2012	605391	Leominster	Intersection & Signal Improvements At Merriam Avenue And Lindell Avenue	STP	\$538,582	\$430,866	\$107,716
2012	605104	Leominster	Bridge Reconstruction, L-08-024, Route 12 Over Route 2 (Eb & Wb)	BR	\$8,050,000	\$6,440,000	\$1,610,000
2012	604175	Royalston	Bridge Replacement, R-12-004, Northeast Fitzwilliam Road Over The Lawrence Brook	BR	\$1,559,649	\$1,247,719	\$311,930
2012	605773	Leominster	Superstructure Replacement, L-08-028, Hamilton Street Over Route 2	BR	\$5,978,914	\$4,783,131	\$1,195,783
Subtotal - FFY 2012					\$22,325,110	\$17,989,984	\$4,335,127

Chapter 17 – Short Range Element



FFY	Project ID	Location	Project Description	Funding Source	Total Estimated Cost	Federal Funds	Non-Federal Funds
2013	605392	Lancaster	Intersection Improvements @ Five Corners: Route 110 (Bolton Road, High Street Extension), Center Bridge Road, Old Common Road	STP & CMAQ	\$1,027,189	\$821,751	\$205,438
2013	606008	Athol/Petersham	Resurfacing & Related Work On Route 32, From 1 Mile North Of Route 101 To Route 2	STP	\$2,954,567	\$2,363,654	\$590,913
2013	604917	Templeton	Reconstruction Of Baldwinville Road, From Route 202/68 To Patriots Road (Approx. 3 Miles)	STP	\$1,307,104	\$1,045,683	\$261,421
2013	603514	Leominster	Bridge Replacement, L-08-014, Whitney Street Over The Monoosnoc Brook	BR	\$2,585,032	\$2,068,026	\$517,006
2013	602587	Westminster	Bridge Replacement, W-28-017, Route 12 (Ashburnham Road) Over Phillips Brook	BR	\$1,497,600	\$1,198,080	\$299,520
2013	604439	Winchendon	Multi-Use Trail Construction (North Central Pathway - Phase V) Includes W-39-023, W-39-024 & W-39-028	HPP (2005)	\$1,959,202	\$1,567,362	\$391,840
<i>Subtotal - FFY 2013</i>					\$11,330,694	\$9,064,555	\$2,266,139

FFY	Project ID	Location	Project Description	Funding Source	Total Estimated Cost	Federal Funds	Non-Federal Funds
2014	605651	Leominster	Reconstruction On Route 13, From Hawes Street To Prospect Street	STP, HSIP & CMAQ	\$3,382,221	\$2,750,372	\$631,849
2014	602621	Fitchburg	Resurfacing Of Route 31 (Ashby State Road), From John Fitch Highway Northerly To Scripture Road, Includes F-04-023	STP	\$2,203,200	\$1,762,560	\$440,640
2014	400102	Athol	Bridge Replacements, Br# A-15-009 Chestnut Hill Avenue (Route 32) Over The Miller's River & A-15-012 Over The B&M Rr	BR	\$1,620,000	\$1,296,000	\$324,000
<i>Subtotal - FFY 2014</i>					\$7,205,421	\$5,808,932	\$1,396,489

FFY	Project ID	Location	Project Description	Funding Source	Total Estimated Cost	Federal Funds	Non-Federal Funds
2015	605651	Leominster	Reconstruction On Route 13, From Hawes Street To Prospect Street	STP, HSIP & CMAQ	\$3,455,245	\$2,808,792	\$646,454
2015	604515	Royalston	Bridge Replacement, R-12-006, North Fitzwilliam Road Over Lawrence Brook	BR	\$1,308,608	\$1,046,886	\$261,722
		Sterling	I-190	IM	\$10,823,904	\$9,741,514	\$1,082,390
<i>Subtotal - FFY 2015</i>					\$15,587,757	\$13,597,192	\$1,990,566

TOTAL - SHORT RANGE

\$56,448,982 \$46,460,663 \$9,988,320

**Transit**

FFY	Funding Category	RTA	Project Description	Details	Federal Funds	State Funds	RTA Funds	Total Cost	TDC
2012	5307	MART	Operating Assistance	N/A	\$1,460,743	\$4,144,662	\$0	\$5,605,405	
2012	5307	MART	North Leominster Garage Construction	N/A	\$385,000	\$0	\$0	\$385,000	\$77,000*
2012	5307	MART	Purchase Replacement Buses	N/A	\$640,000	\$160,000	\$0	\$800,000	
2012	5307	MART	Maintenance & Support	N/A	\$125,000	\$31,250	\$0	\$156,250	
2012	5307	MART	North Leominster Garage Construction	FY11 Carryover	\$365,000	\$0	\$0	\$365,000	\$73,000*
2012	5307	MART	Rehab Facilities - Misc Projects	FY11 Carryover	\$166,476	\$41,619		\$208,095	
2012	5307	MART	Farebox & Network Equip	FY11 Carryover	\$64,916	\$16,229		\$81,145	
2012	5309	MART	A&E North Leominster Garage / CPS	Earmark - Carryover multiple years	\$120,800	\$30,200	\$0	\$151,000	
2012	5309	MART	North Leominster Garage Construction	Earmark	\$3,000,000	\$0	\$0	\$3,000,000	\$600,000*
2012	5310	MART	MAP Purchases	N/A	\$105,000	\$369,420	\$0	\$474,420	
2012	5311	MART	Operating Assistance	N/A	\$36,202	\$36,202	\$0	\$72,404	
2012	5316	MART	JARC / Gardner to Orange/Winchendon	N/A	\$150,000	\$0	\$150,000	\$300,000	
2012	Other	MART	TIGGER / Construct / Install Energy Management System	N/A	\$1,518,750	\$0	\$0	\$1,518,750	\$151,875*
<i>Subtotal - FFY 2012</i>					<i>\$8,137,887</i>	<i>\$4,829,582</i>	<i>\$150,000</i>	<i>\$13,117,469</i>	<i>\$901,875*</i>

*Note: Total Cost does not include Toll Development Credits (TDC) figure.

FFY	Funding Category	RTA	Project Description	Details	Federal Funds	State Funds	RTA Funds	Total Cost	TDC
2013	5307	MART	Operating Assistance	N/A	\$1,900,000	\$4,269,002	\$0	\$6,169,002	
2013	5307	MART	North Leominster Garage Construction	N/A	\$750,000	\$0	\$0	\$750,000	\$150,000*
2013	5307	MART	Miscellaneous Support Equipment		\$39,065	\$9,766	\$0	\$48,831	
2013	5309	MART	North Leominster Garage Construction	2012	\$2,135,000	\$0	\$0	\$2,135,000	\$427,000*
2013	5310	MART	MAP Purchases	N/A	\$108,150	\$380,502	\$0	\$488,652	
2013	5311	MART	Operating Assistance	N/A	\$37,288	\$37,288	\$0	\$74,576	
2013	5316	MART	JARC / Gardner to Orange / Winchendon	N/A	\$150,000	\$0	\$150,000	\$300,000	
<i>Subtotal - FFY 2013</i>					<i>\$5,119,503</i>	<i>\$4,696,558</i>	<i>\$150,000</i>	<i>\$9,966,061</i>	<i>\$577,000*</i>

*Note: Total Cost does not include Toll Development Credits (TDC) figure.



FFY	Funding Category	RTA	Project Description	Details	Federal Funds	State Funds	RTA Funds	Total Cost	TDC
2014	5307	MART	Operating Assistance	N/A	\$1,904,737	\$4,397,072	\$0	\$6,301,809	
2014	5307	MART	North Leominster Garage Construction	N/A	\$865,000	\$0	\$0	\$865,000	\$173,000*
2014	5310	MART	MAP Purchases	N/A	\$111,395	\$391,917	\$0	\$503,312	
2014	5311	MART	Operating Assistance Rural	N/A	\$38,407	\$38,407	\$0	\$76,814	
2014	5316	MART	JARC / Gardner to Orange / Winchendon	N/A	\$150,000	\$0	\$150,000	\$300,000	
<i>Subtotal - FFY 2014</i>					<i>\$3,069,539</i>	<i>\$4,827,396</i>	<i>\$150,000</i>	<i>\$8,046,935</i>	<i>\$173,000*</i>

*Note: Total Cost does not include Toll Development Credits (TDC) figure.

FFY	Funding Category	RTA	Project Description	Details	Federal Funds	State Funds	RTA Funds	Total Cost	TDC
2015	5307	MART	Operating Assistance	N/A	\$1,912,829	\$4,528,984	\$0	\$6,441,813	
2015	5307	MART	Maintenance & Support	N/A	\$80,000	\$20,000	\$0	\$100,000	
2015	5307	MART	Bicycle Parking @ ITC	N/A	\$60,000	\$15,000		\$75,000	
2015	5307	MART	Vehicle Purchases	N/A	\$800,000	\$200,000	\$0	\$1,000,000	
2015	5310	MART	MAP Purchases	N/A	\$114,736	\$403,675	\$0	\$518,411	
2015	5311	MART	Operating Assistance Rural	N/A	\$39,559	\$39,559	\$0	\$79,118	
2015	5316	MART	JARC / Gardner to Orange / Winchenson	N/A	\$150,000	\$0	\$150,000	\$300,000	
<i>Subtotal - FFY 2015</i>					<i>\$3,157,124</i>	<i>\$5,207,218</i>	<i>\$150,000</i>	<i>\$8,514,342</i>	

TOTAL - SHORT RANGE \$19,484,053 \$19,560,754 \$600,000 \$39,644,807 \$1,651,875*

*Note: Total Cost does not include Toll Development Credits (TDC) figure.

Summary

Highway – Short Range Projects

Funding Category	Total Amount	Federal Amount	State Amount
Bridge (Fed Aid and Non-Fed Aid)	\$22,599,803	\$18,079,842	\$4,519,961
Surface Transportation Program	\$16,040,645	\$12,832,516	\$3,208,129
Highway Safety Improvement Program (HSIP)	\$1,337,865	\$1,204,079	\$133,787
Congestion Mitigation/Air Quality	\$2,675,733	\$2,140,586	\$535,147
Statewide Transportation Enhancement	\$158,830	\$127,064	\$31,766
Statewide HSIP	\$853,000	\$767,700	\$85,300
Interstate Maintenance	\$10,823,904	\$9,741,514	\$1,082,390
High Priority Project (Earmark)	\$1,959,202	\$1,567,362	\$391,840
TOTALS	\$56,448,982	\$46,460,663	\$9,988,320



Transit – Short Range Projects

Funding Category		Federal Funds	State Funds	RTA Funds	Total Cost	TDC
5307	Operating	\$7,178,309	\$17,339,720	\$0	\$24,518,029	
5307	Capital	\$4,340,457	\$493,864	\$0	\$4,834,321	\$473,000
5309	Capital	\$5,255,800	\$30,200	\$0	\$5,286,000	\$1,027,000
5310	Capital	\$439,281	\$1,545,514	\$0	\$1,984,795	
5311	Operating	\$151,456	\$151,456	\$0	\$302,912	
5316	Operating	\$600,000	\$0	\$600,000	\$1,200,000	
Other (TIGGER)	Capital	\$1,518,750	\$0	\$0	\$1,518,750	\$151,875
TOTALS		\$19,484,053	\$19,560,754	\$600,000	\$39,644,807	\$1,651,875 *

*Note: Total Cost does not include Toll Development Credits (TDC) figure.

2007 RTP Implementation

A review of the projects listed within the Short Range Element of the 2007 Montachusett RTP, shows that of the 27 projects identified, approximately 67 percent (or 18 projects) were either advertised and completed or advertised and are under construction. Based upon the estimated costs developed for the 2007 RTP, the 27 projects totaled approximately \$68,500,000 in federal and state funds. The 18 completed or under construction projects total approximately \$53,000,000, or 77%, of these funds. Please keep in mind that these figures are the estimated project costs indicated in the 2007 RTP and are not the actual contract award figures. In addition, during the 4 year life of the 2007 RTP, some project funds were reallocated or combined with other projects as they were further developed and refined. It should be noted that the 9 projects that were not implemented since the last RTP are still carried in the current TIP. As projects develop, it is not uncommon for changes to the design, environmental permitting, right of way complications or other issue to arise that can cause a delay in implementation. These projects remain viable candidates for advertisement in current and future TIPs.

The following table summarizes the 2007 RTP Short Range Element projects implemented since March 2007.

2007 RTP Short Range Element Projects Summary					Percent of	
	No. of Projects	Total Estimated Costs	Federal Amount	State Amount	Projects	Total Estimated Costs
Completed	12	\$30,646,521	\$21,517,217	\$9,129,304	44.44%	44.72%
Advertised/Under Construction/Nearing Completion	6	\$22,406,900	\$11,301,120	\$11,105,780	22.22%	32.70%
To Be Advertised	9	\$15,475,162	\$11,810,128	\$3,665,034	33.33%	22.58%
TOTALS	27	\$68,528,583	\$44,628,465	\$23,900,118		