GBNRTC 2017-2021 TIP Financial Plan

For the purpose of developing the TIP, the MPO, the regional public transit agency and the State must cooperatively develop estimates of funds that are reasonable expected to be available to support program implementation.

These estimates are included in the financial plan. The financial plan is a federal requirement that must contain the following:

- Anticipated resources from public and private sources to pay for the plan
- Demonstration of how the TIP can be implemented
- Innovative/alternative project financing sources and techniques

Funding Programs

Funding for transportation plans and projects comes from a variety of sources including the federal government, state government, special authorities, local government contributions, and tolls. Federal legislation requires that revenue forecasts be developed cooperatively by the GBNRTC, the NYSDOT and the NFTA in order to identify how much funding is likely to be available for advancing transportation projects in an area. Fiscal constraint means the projects within the TIP can be realistically advanced in terms of available federal funding: it is not just a “wish list” of projects. While the TIP deals specifically with federally funded projects, the program development process creates an opportunity to comprehensively coordinate all transportation investments thereby maximizing funding impacts and long-range goal attainment. This step of program development refines the funding estimates previously produced in the LRP.

The FFY 2017-2021 TIP includes the current federal transportation authorization act known as Fixing Americas Surface Transportation (FAST Act) which was signed into law on Friday, December 4, 2015. The FAST Act authorizes $305 billion over fiscal years 2016 to 2020, including $225.2 billion for highways and $48.7 billion for transit. The law provides an increase of 5.1 percent ($2.1 billion) for highway spending, which then continues to grow at 2.1 to 2.4 percent per year through FY 2020. The bill increases transit funding by nearly 18 percent over five years. The FAST Act continues nearly all of the highway and transit formula programs of MAP-21

TIP program development has been guided as in the past by an extensive analysis of financial resources available to the region. Included in the financial plan are federal resources from the Highway Trust Fund and U.S. General Fund allocated in FAST Act, state motor fuel taxes, bonding authority of the State of New York, and taxing and bonding authority of local municipalities.
Applicants are not expected to identify potential funding sources for projects but are encouraged to submit proposals that best meet their needs. The GBNRTC/NYSDOT Region 5 team will identify those funding programs for which proposals are eligible.

The following is a representative, but not exhaustive, list of the types of projects eligible for these funding programs.

**National Highway Performance Program (NHPP)**

The National Highway Performance Program (NHPP) provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

Under MAP-21, the enhanced NHS is composed of approximately 220,000 miles of rural and urban roads serving major population centers, international border crossings, intermodal transportation facilities, and major travel destinations. It includes:

- All Principal Arterials (including the Interstate System) and border crossings on those routes
- Intermodal connectors -- highways that provide motor vehicle access between the NHS and major intermodal transportation facilities
- STRAHNET -- the network of highways important to U.S. strategic defense
- STRAHNET connectors to major military installations

The following types of projects are eligible for NHPP funds:

- Construction, reconstruction, resurfacing, restoration, rehabilitation, preservation, or operational improvements of NHS segments
- Construction, replacement (including replacement with fill material), rehabilitation, preservation, and protection (including scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) of NHS bridges and tunnels
- Bridge and tunnel inspection and evaluation on the NHS and inspection and evaluation of other NHS highway infrastructure assets
- Construction, reconstruction, resurfacing, restoration, rehabilitation, and preservation of, and operational improvements for, a Federal-aid highway not on the NHS, and construction of a transit project eligible for assistance under 40 United States Code (USC) 14501, if the project is in the same corridor and in proximity to a fully access-controlled NHS route, if the improvement is more cost-effective (as determined by a benefit-cost analysis) than an NHS improvement, and will reduce delays or produce travel time savings on the NHS route and improve regional traffic flow;
- Dedicated bicycle and pedestrian facilities and bicycle and pedestrian facilities that are part of larger reconstruction, replacement, rehabilitation, and preventive maintenance projects on NHS segments
- Highway safety improvements on the NHS
- Capital and operating costs for traffic and traveler information, monitoring, management, and control facilities and programs
- Infrastructure-based ITS capital improvements
- Construction of publicly owned intracity or intercity bus terminals servicing the NHS.

**Surface Transportation Program (STP)**

The Surface Transportation Program (STP) provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

The following types of projects are eligible for STP funds:

- Construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements for federal-aid highways, including designated routes of the Appalachian Development Highway System (ADHS) and local access roads under 40 USC 14501
- Replacement, rehabilitation, preservation, protection, and anti-icing/deicing for bridges and tunnels on any public road, including construction or reconstruction necessary to accommodate other modes
- Construction of new bridges and tunnels on a Federal-aid highway
- Inspection and evaluation of bridges, tunnels and other highway assets as well as training for bridge and tunnel inspectors
- Capital costs for transit projects eligible for assistance under 49 USC 53, including vehicles and facilities used to provide intercity passenger bus service
- Carpool projects, fringe and corridor parking facilities and programs, including electric and natural gas vehicle charging infrastructure, bicycle transportation and pedestrian walkways, and ADA sidewalk modification
- Highway and transit safety infrastructure improvements and programs, installation of safety barriers and nets on bridges, hazard eliminations, mitigation of hazards caused by wildlife, railway-highway grade crossings
- Capital and operating costs for traffic monitoring, management and control facilities and programs, including advanced truck stop electrification
- Dedicated bicycle and pedestrian facilities and bicycle and pedestrian facilities that are part of larger reconstruction, replacement, rehabilitation, and preventive maintenance projects
- Development and establishment of management systems
- Environmental mitigation efforts (as under National Highway Performance Program)
- Intersections with high accident rates or levels of congestion;
- Infrastructure-based ITS capital improvements;
- Congestion pricing projects and strategies, including electric toll collection and travel demand management strategies and programs
- Recreational trails projects
- Truck parking facilities
- Development and implementation of State asset management plan for the NHS, and similar activities related to the development and implementation of a performance based management program for other public roads
- Construction and operational improvements to a Rural Minor Collector in the same corridor and in proximity to an NHS route if the improvement is more cost-effective (as determined by a benefit-cost analysis) than an NHS improvement and will enhance NHS level of service and regional traffic flow

**Highway Safety Improvement Program (HSIP)**

The Highway Safety Improvement Program (HSIP) provides funding to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands.

The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. A highway safety improvement project is any strategy, activity or project on a public road that is consistent with the data-driven New York State Strategic Highway Safety Plan (NYSSHSP) and corrects or improves a hazardous road location or feature or addresses a highway safety problem. The NYSSHSP is available for download at:

https://www.dot.ny.gov/divisions/operating/osss/highway/strategic-plan

Formula based Regional HSIP allocations will account for approximately 50% of the available HSIP funds. The remaining 50% will be administered centrally. Centrally administered funds will be used to finance statewide safety project solicitations, pedestrian safety corridors and initiatives defined during the development of 3 action plans to address pedestrian, intersection and lane departure crashes. When a new round of statewide safety funding is announced, NYSDOT will solicit projects and provide guidance to MPOs.

**Federal Transit Administration Section 5307 - Urbanized Area Formula Program**

FTA Section 5307 provides grants to Urbanized Areas1 (UZA) for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances. These
funds constitute a core investment in the enhancement and revitalization of public transportation systems in the nation’s urbanized areas, which depend on public transportation to improve mobility and reduce congestion.

Eligible activities include:

- Capital projects
- Planning
- Job access and reverse commute projects that provide transportation to jobs and employment, opportunities for welfare recipients and low-income workers
- Operating costs in areas with fewer than 200,000 in population
- Operating costs, up to certain limits, for grantees in areas with populations greater than 200,000, and which operate a maximum of 100 buses in fixed-route service during peak hours (rail fixed guideway excluded)

**Federal Transit Administration Section 5309 - Fixed-Guideway Capital Investment Grants**

Provides grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors. This program defines a new category of eligible projects, known as core capacity projects, which expand capacity by at least 10% in existing fixed guideway transit corridors that are already at or above capacity today, or are expected to be at or above capacity within five years. The program also includes provisions for streamlining aspects of the New Starts process to increase efficiency and reduce the time required to meet critical milestones.

Eligible activities include:

- New fixed-guideways or extensions to fixed guideways (projects that operate on a separate right-of-way exclusively for public transportation, or that include a rail or a catenary system)
- Bus rapid transit projects operating in mixed traffic that represent a substantial investment in the corridor
- Projects that improve capacity on an existing fixed-guideway system

**Federal Transit Administration Section 5310 – Enhanced Mobility of Seniors & Individuals with Disabilities**

This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas – large urbanized (over 200,000), small urbanized (50,000-200,000), and rural (under 50,000). Eligible projects include both traditional capital investment and nontraditional investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services.

Eligible activities include:
• At least 55% of program funds must be used on capital or “traditional” 5310 projects. Examples include:
  o Buses and vans; wheelchair lifts, ramps, and securement devices; transit-related information technology systems including scheduling/routing/one-call systems; and mobility management programs.
  o Acquisition of transportation services under a contract, lease, or other arrangement. Both capital and operating costs associated with contracted service are eligible capital expenses. User-side subsidies are considered one form of eligible arrangement. Funds may be requested for contracted services covering a time period of more than one year. The capital eligibility of acquisition of services as authorized in 49 U.S.C. 5310(b)(4) is limited to the Section 5310 program.
• The remaining 45% is for other “nontraditional” projects. Under MAP-21, the program was modified to include projects eligible under the former 5317 program, described as: Capital and operating expenses for new public transportation services and alternatives beyond those required by the ADA, designed to assist individuals with disabilities and seniors. Examples include:
  o Travel training; volunteer driver programs; building an accessible path to a bus stop including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features; improving signage, or way-finding technology; incremental cost of providing same day service or door-to-door service; purchasing vehicles to support new accessible taxi, rides sharing and/or vanpooling programs; and mobility management programs.
• Mobility management is eligible for 100% of 5310 funding.

**Federal Transit Administration Section 5337 - State of Good Repair Grants**

FTA’s first stand-alone initiative written into law that is dedicated to repairing and upgrading the nation’s rail transit systems along with high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit (BRT). These funds reflect a commitment to ensuring that public transit operates safely, efficiently, reliably, and sustainably so that communities can offer balanced transportation choices that help to improve mobility, reduce congestion, and encourage economic development.

Eligible activities include:
• Capital projects to maintain a system in a state of good repair, including projects to replace and rehabilitate: rolling stock; track; line equipment and structures; signals and communications; power equipment and substations; passenger stations and terminals; security equipment and systems; maintenance facilities and equipment; and operational support equipment, including computer hardware and software
• Transit Asset Management Plan development and implementation
Federal Transit Administration Section 5339 – Bus and Bus Facilities

Provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

Eligible activities include:

- Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment
- Construction of bus-related facilities

Congestion Mitigation and Air Quality (CMAQ)

The CMAQ program was implemented to support surface transportation projects and other related efforts that contribute air quality improvements and provide congestion relief. The program provides funding to support transportation projects in air quality non-attainment areas.

Projects must contribute to attainment of national ambient air quality standards by reducing pollutant emissions from transportation sources. Funding is distributed based on each state’s share of the population of air quality non-attainment areas weighed by severity of air pollution.

CMAQ projects can generally be classified in one of the following categories:

- Transit Improvements
- Shared-Ride Services
- Traffic Flow Improvements (non-SOV construction)
- Demand Management Strategies
- Pedestrian and Bicycle Programs
- Inspection and Maintenance Programs

Effective on July 20, 2013, the GBNRTC is no longer considered to be in nonattainment status for Ozone, as standards reverted to a previous requirement. While the MPO area continues to be eligible for CMAQ funding, direct allocations of CMAQ funds are not being made to the GBNRTC planning area at this time. However, eligible projects may still be submitted to NYSDOT for consideration using unallocated state CMAQ funds.

Transportation Alternatives (TA)

The Transportation Alternatives Program (TAP) was created by Moving Ahead for Progress in the 21st Century (MAP-21). The program encompasses most of the activities previously funded under the following expired funding programs:
TAP provides funding for programs and projects for pedestrian and bicycle facilities; safe routes to school projects; historic preservation; environmental mitigation; and other infrastructure improvements to the transportation system.

When a new round of funding is announced, NYSDOT, together with the GBNRTC, will hold informational workshops to inform prospective applicants and project sponsors of program requirements, the application process and requisites, and an overview of federal and state rules and regulations necessary to ensure projects are developed, designed and constructed in accordance with these requirements. Attendance at one of these workshops is required in order to be eligible for Transportation Alternatives Program (TAP) funding.

Eligible applications will be evaluated, rated and prioritized by TAP Regional Evaluation Teams using the Project Rating Criteria in the Guidebook and Score Sheet values. All applications will be reviewed, rated and ranked by all members of the Evaluation Team to ensure a consistent, fair, equitable and transparent process is undertaken. Evaluation teams shall consist of MPOs and NYSDOT; and in order to complete a review team, may optionally include representatives of other state agencies, including Regional Economic Development Councils; regional planning commissions; and various interest groups, such as bike/pedestrian advocacy groups as needed; as long as there are no conflicts of interest from a reviewer and applications from that reviewer’s agency/group.

TA funds are additional federal transportation funds to the region and are not included in regional funding planning targets.

**Statewide Priority Projects**

NYSDOT has reserved 25% of expected National Highway Performance Program (NHPP) funds and Surface Transportation Program (STP) Off-System Bridge funds from each MPO for statewide distribution on a competitive basis. Statewide competition for these funds offers an opportunity to increase regional funding and to advance new projects considered critical to renew and strategically enhance the state’s overall transportation system. Larger, strategic, beyond preservation projects which may be beyond the funding limitations of current planning targets would be eligible for this program.

When a new round of funding is announced, NYSDOT will solicit projects and provide guidance to MPOs. The TIP will be amended to add these additional Statewide Priority Projects using established change controls.
**Transportation Investments Generating Economic Recovery (TIGER)**

The Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve national objectives. The eligibility requirements of TIGER allow project sponsors at the State and local levels to obtain funding for multi-modal, multi-jurisdictional projects that are more difficult to support through traditional DOT programs.

The USDOT uses a rigorous process to select projects with exceptional benefits, explore ways to deliver projects faster and save on construction costs, and make investments in our Nation's infrastructure that make communities more livable and sustainable.

The TIGER program is very competitive and only a small number of the hundreds of applications received each year are selected.

Once a new round of funding is announced, applicants have the opportunity to submit a pre-application, and an application. GBNRTC staff is available to members to provide technical assistance during the application process. The GBNRTC has submitted several TIGER applications in the past.

**Consolidated Local Street and Highway Improvement Program (CHIPS)**

The Consolidated Local Street and Highway Improvement Program (CHIPS) provides State funds to municipalities to support the construction and repair of highways, bridges, highway-railroad crossings, and other facilities that are not on the State highway system. CHIPS funds may also be used for the local match portion of federal-aid TIP projects.

The applicable rules for the CHIPS Program are contained in Section 10-c of the State Highway Law. Apportionments to municipalities are calculated annually by the New York State Department of Transportation (NYSDOT) according to formulas specified in this section of the Law.

Upon approval of the State Budget, NYSDOT determines each municipality's final CHIPS Capital apportionment for the new State fiscal year and notifies them of the available amount via the letter for the scheduled June payment and a posting to the Capital Apportionment Balances link on the CHIPS website.

In order to be eligible for CHIPS Capital reimbursement, the capital project must:

1. Be undertaken by a municipality
2. Be for highway-related purposes
3. Have a service life of 10 years or more with normal maintenance or comply with the exceptions below
4. Follow the CHIPS Guidelines

The 2016-17 New York budget provides $438 million in direct funding for the CHIPS program while an additional $400 million ($100 million a year over four years) of funding for local roads will also be allocated
through the CHIPS funding formula from a newly established PAVE-NY program for local roads. Another $400 million from a new BRIDGE-NY program for local bridge projects will also be allocated statewide with local input. The SFY 16-17 breakdown for the four municipalities in the GBNRTC planning area is listed below (SM).

<table>
<thead>
<tr>
<th></th>
<th>SFY 16-17 CHIPS</th>
<th>SFY 16-17 PAVE-NY</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Erie County</td>
<td>$8,847,968.89</td>
<td>$2,019,636.95</td>
<td>$10,867,605.86</td>
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<tr>
<td>City of Buffalo</td>
<td>$4,085,251.79</td>
<td>932,499.38</td>
<td>$5,017,751.18</td>
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<tr>
<td>Niagara County</td>
<td>$2,175,387.67</td>
<td>$496,553.88</td>
<td>$2,671,941.56</td>
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<tr>
<td>City of Niagara Falls</td>
<td>$1,405,704.92</td>
<td>$320,866.14</td>
<td>$1,726,571.06</td>
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<tr>
<td>Total</td>
<td>$16,514,313.27</td>
<td>$3,769,556.35</td>
<td>$20,283,869.62</td>
</tr>
</tbody>
</table>

Planning Targets

Regional portions of the STIP must be constrained in order for the statewide roll-up of the STIP to meet federal fiscal constraint requirements. TIP/STIP project costs should incorporate inflation and be reflected in Year of Expenditure (YOE) dollars.

New York State Department of Transportation (NYSDOT) management has responsibility for federal transportation funds and generates apportionments of federal funds to each NYSDOT region throughout the state. NYSDOT Region 5 includes Cattaraugus and Chautauqua counties as well as the designated Metropolitan Planning area of Erie and Niagara counties (GBNRTC). NYSDOT Region 5 has developed a four-county Capital Program, with project inflation rates. The GBNRTC 2017-2021 TIP is a subset of that Capital Program and fully contained within it. NYSDOT has determined that the Capital Program is constrained in total and that the TIP can also be considered as fiscally constrained.
The NYSDOT Region 5 Capital Program contains federally funded projects for this 5-year period totaling $379.1 million (unmatched federal dollars). This does not include the transit program.

NYSDOT provides funding targets for planning purposes only. The targets do not represent a commitment of funding on behalf of the Federal Highway Administration (FHWA) or the State. In addition, information is distributed for each region detailing specific planning targets and associated fund sources necessary to address core needs/preventive/corrective maintenance targets. All regions may expect some adjustments to address federal fund source availability; however overall, the level should remain the same as the current program.

The major use of planning target funds will continue to be the programming of preventive/corrective maintenance projects. Regional preventive/corrective maintenance targets were developed so that they would either:

- Meet at least 60% of their preventive/corrective maintenance needs, or,
- Spend 80% of the total planning target on preventive/corrective maintenance activities, whichever is lower.

In September of 2015, Revised Funding Targets were issued by NYSDOT based on existing MAP-21 federal fund authorizations. Due to the passage of new federal surface transportation legislation (FAST Act), these targets may change slightly. However, NYSDOT Main Office has advised MPOs that the changes will not alter previous published planning targets.

Region 5 comprises four counties - Erie, Niagara, Cattaraugus, and Chautauqua. However, only Erie and Niagara Counties are located in the GBNRTC’s defined MPO planning area.

In order to develop the planning targets for transit funds for the next round of TIP/STIP development an assumption was made that the final FFY 2017-2021 federal apportionments would remain flat from the FFY 2017 amounts and be held constant through FFY 2021.

**Region 5 Planning Targets (Millions)**

<table>
<thead>
<tr>
<th>Fund Source</th>
<th>FFY 17</th>
<th>FFY 18</th>
<th>FFY 19</th>
<th>FFY 20</th>
<th>FFY 21</th>
</tr>
</thead>
<tbody>
<tr>
<td>CMAQ</td>
<td>1,087,431</td>
<td>1,087,431</td>
<td>1,087,431</td>
<td>1,087,431</td>
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<tr>
<td>HISP</td>
<td>4,062,157</td>
<td>4,062,157</td>
<td>4,062,157</td>
<td>4,062,157</td>
<td>4,062,157</td>
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<tr>
<td>STP Flex</td>
<td>14,501,143</td>
<td>14,501,143</td>
<td>14,501,143</td>
<td>14,501,143</td>
<td>14,501,143</td>
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<tr>
<td>STP Off System Bridge</td>
<td>4,826,702</td>
<td>4,826,702</td>
<td>4,826,702</td>
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<tr>
<td>STP Large Urban</td>
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<td>10,797,906</td>
<td>10,797,906</td>
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<td>Federal Funds (Total)</td>
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<td>75,811,053</td>
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<tr>
<td>State Funds</td>
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<td>24,530,414</td>
<td>24,530,414</td>
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<tr>
<td><strong>Total</strong></td>
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<td><strong>100,341,468</strong></td>
<td><strong>100,341,468</strong></td>
<td><strong>100,341,468</strong></td>
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### Region 5 Structure Inspection Costs (Millions)

<table>
<thead>
<tr>
<th>Fund Source</th>
<th>FFY 17</th>
<th>FFY 18</th>
<th>FFY 19</th>
<th>FFY 20</th>
<th>FFY 21</th>
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<tbody>
<tr>
<td>NHPP</td>
<td>1,665,774</td>
<td>1,665,774</td>
<td>1,665,774</td>
<td>1,665,774</td>
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<tr>
<td>STP Flex</td>
<td>1,837,131</td>
<td>1,837,131</td>
<td>1,837,131</td>
<td>1,837,131</td>
<td>1,837,131</td>
</tr>
<tr>
<td>STP Off System Bridge</td>
<td>2,827,579</td>
<td>2,827,579</td>
<td>2,827,579</td>
<td>2,827,579</td>
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</tr>
<tr>
<td>Federal Funds (Total)</td>
<td>5,790,454</td>
<td>2,895,227</td>
<td>2,895,227</td>
<td>2,895,227</td>
<td>2,895,227</td>
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<tr>
<td>State Funds</td>
<td>1,447,614</td>
<td>1,447,614</td>
<td>1,447,614</td>
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<tr>
<td><strong>Structure Inspections</strong></td>
<td><strong>7,238,068</strong></td>
<td><strong>7,238,068</strong></td>
<td><strong>7,238,068</strong></td>
<td><strong>7,238,068</strong></td>
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</tr>
<tr>
<td><em>(Total)</em></td>
<td></td>
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</tr>
</tbody>
</table>

**Notes:**

- Total planning targets for all of Region 5 are $93.103M ($100.341M - $7.238M) and includes all phases (engineering, construction and construction inspection)
- $77.7M is the region-wide “preventative/corrective maintenance” target
- The above funding targets recognize that NYSDOT has reserved 25% of expected National Highway Performance Program funds and Surface Transportation Program Off-System Bridge funds for statewide distribution on a competitive basis
• 50% of HSIP (safety) funds will be allocated to the region. The other 50% will be set aside by the state and made available via statewide solicitation(s)

• An additional 5% of all federal funds were also reserved for emergencies and NYSDOT Commissioner Initiatives. These actions served to reduce regional targets and resulted in further reductions to local programs. Statewide competition for these funds does offer an opportunity to increase regional funding and to advance new projects considered critical to the state’s overall transportation system.

• The region-wide Consolidated Local Street and Highway Improvement Program (CHIPS) is approximately $40M (nearly $25M for MPO members) and is not included in regional planning targets.

FTA funding is based on the annual apportionments. Therefore future years of the funding are assumed and changed to actual appropriations will require subsequent changes to the TIP/STIP figures to maintain fiscal constraint.

<table>
<thead>
<tr>
<th>Fund Source</th>
<th>FFY 17</th>
<th>FFY 18</th>
<th>FFY 19</th>
<th>FFY 20</th>
<th>FFY 21</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban Area Formula (FTA 5307)</td>
<td>17,468,928</td>
<td>17,468,928</td>
<td>17,468,928</td>
<td>17,468,928</td>
<td>17,468,928</td>
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<tr>
<td>State of Good Repair (FTA 5337)</td>
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<td>2,431,962</td>
<td>2,431,962</td>
<td>2,431,962</td>
<td>2,431,962</td>
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<tr>
<td>Bus and Bus Facilities (FTA 5339)</td>
<td>1,434,995</td>
<td>1,434,995</td>
<td>1,434,995</td>
<td>1,434,995</td>
<td>1,434,995</td>
</tr>
<tr>
<td>Enhance Mobility of Seniors and Individuals with Disabilities (FTA 5310)</td>
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<td>959,408</td>
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<td>959,408</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>2,295,293</strong></td>
<td><strong>22,295,293</strong></td>
<td><strong>22,295,293</strong></td>
<td><strong>22,295,293</strong></td>
<td><strong>22,295,293</strong></td>
</tr>
</tbody>
</table>
Innovative/Alternative Funding Sources

To meet the current and future demand for transportation improvements, funding resources beyond those already in place will need to be investigated and considered. Finding new revenue sources is always challenging and support may only be achieved if there is a belief that the existing funds are being spent efficiently and providers of new financing are convinced that the benefits of the transportation investment exceed the additional cost. Some additional opportunities that could be considered include:

- User-based revenue sources
- Broadening the dedicated tax-based revenues
- Public-Private partnerships

The fiscal constraint achieved in this plan also relies upon the successful application and award of federal discretionary funds to the region. To advance larger projects, federal Transportation Improvements Generation Economic Recovery (TIGER) grants have been/continue to be used. This annual competitive grant program has allowed large projects such as Cars on Main Street (700, 600, 500, Lower Main blocks) and the Niagara Falls Intermodal Center to proceed.

Without these external innovative/alternative funding sources, many desirable projects will no longer be able to proceed.
**Anticipated Future Resources**

Projecting future revenues beyond the current TIP is a difficult undertaking because the revenues are derived primarily from federal, state, and local taxes as well as from programs with some revenues coming from user fees and private developers. Levels of funding from any of these sources fluctuate over time as a result of changing social or economic conditions. Federal and state programs generally depend upon legislative actions that may have higher or lower priority relative to other considerations. Local funds available to address transportation needs depend on local budget constraints that also consider competing needs. While projections of funding availability twenty-plus years into the future are not definite nor can be made with a high degree of probability, certain assumptions can be made to identify reasonable resource estimates needed for long-term planning.

Past plans have assumed that future funding estimates should be guided by a combination of historical trends, current funding program levels established by federal and state legislation, and any dedicated transportation funding programs. The revenue forecasts updated in this document primarily represent a continuation of authorized funding levels available from federal and state sources.

Utilizing these assumptions, the table on the following page estimates anticipated resources available for project implementation which were developed for the 2040 Metropolitan Transportation Plan Update (published 5/14). The table is broken up into three time periods, representing:

- **2015-2018:** The period containing the last two years (2017 - 2018) of the current Transportation Improvement Program (TIP).
- **2019-2025:** The time period containing the last three years (2019 – 2021) of the current TIP.
- **2026-2040:** The final 15-year time period covering through the Metropolitan Transportation Plan horizon year.
## 2040 Metropolitan Transportation Plan Update Revenue Forecasts

<table>
<thead>
<tr>
<th>FUNDING SOURCE</th>
<th>FY 14/15 - FY 17/18: 4 years (Millions $)</th>
<th>FY 18/19 - FY 24/25: 7 years (Millions $)</th>
<th>FY 25/26 - FY 39/40: 15 years (Millions $)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Aid Highway and Bridges</td>
<td>$194.443</td>
<td>$340.275</td>
<td>$729.161</td>
</tr>
<tr>
<td>Federal Aid Statewide Competition</td>
<td>$93.196</td>
<td>$93.093</td>
<td>$199.466</td>
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<tr>
<td>Transportation Alternatives Program</td>
<td>$5.902</td>
<td>$10.328</td>
<td>$22.131</td>
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<tr>
<td>Federal Aid Transit (5307, 5337, 5339, 5310/5317)</td>
<td>$87.102</td>
<td>$152.428</td>
<td>$326.632</td>
</tr>
<tr>
<td>Federal Discretionary (TIGER-like or equivalent)</td>
<td>$20.000</td>
<td>$35.000</td>
<td>$75.000</td>
</tr>
<tr>
<td>(Fixed Guideway Capital Investment)</td>
<td>$0.000</td>
<td>$0.000</td>
<td>$232.000</td>
</tr>
<tr>
<td>Federal Aid Total</td>
<td>$360.643</td>
<td>$631.125</td>
<td>$1,584.410</td>
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<tr>
<td>State Dedicated Funding</td>
<td>$58.873</td>
<td>$103.028</td>
<td>$220.774</td>
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<tr>
<td>SDF Statewide Competition</td>
<td>$26.978</td>
<td>$47.212</td>
<td>$101.169</td>
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<tr>
<td>State Marchiselli Funding</td>
<td>$18.573</td>
<td>$32.503</td>
<td>$69.649</td>
</tr>
<tr>
<td>Local Match to Federal Aid</td>
<td>$6.191</td>
<td>$10.834</td>
<td>$23.216</td>
</tr>
<tr>
<td>State Dedicated Transit (15%)</td>
<td>$10.888</td>
<td>$19.054</td>
<td>$40.829</td>
</tr>
<tr>
<td>Local Match to Federal Aid Transit (15%)</td>
<td>$10.888</td>
<td>$19.054</td>
<td>$40.829</td>
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<tr>
<td>Transit R$C Funding</td>
<td>$18.303</td>
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<td>NYS Dedicated Transit Funding</td>
<td>$15.325</td>
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<tr>
<td>State Transportation Financing</td>
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<tr>
<td>Local Transit Capital Financing</td>
<td>$0.000</td>
<td>$0.000</td>
<td>$77.000</td>
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<tr>
<td>NYSTA Contribution</td>
<td>$180.000</td>
<td>$315.000</td>
<td>$675.000</td>
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<tr>
<td>Local (Non-Federal) Infrastructure Investments</td>
<td>$48.000</td>
<td>$84.000</td>
<td>$180.000</td>
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<tr>
<td>State Local Hwy Aid to Municipalities (CHIPS)</td>
<td>$65.973</td>
<td>$115.452</td>
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<tr>
<td>Non-Federal Totals</td>
<td>$459.992</td>
<td>$774.279</td>
<td>$1,946.169</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$820.634</strong></td>
<td><strong>$1,405.404</strong></td>
<td><strong>$3,530.579</strong></td>
</tr>
</tbody>
</table>

**MTP Federal Funds (2015-2040)**: $2,576.177

**MTP Non-Federal Funds (2015-2040)**: $3,180.440

**Notes**

1. Revised Allocation Source: NYSDOT Main Office 11/21/12 (MPO proportion of NYSDOT Region 5 total target allocation estimated at 60%)
2. 25% of Federal Funds Withheld (NHPP, STP, SDF) for Statewide Competition (Assume 7.3% returned to Reg 5. MPO share est. 60%)
3. T.A. estimate based on published GBNRTC sub-allocation of $0.623268 for FY 2013 + 60% of Anywhere, Small Urban, Rural Reg 5 Target
4. Transit Estimates: New York State Department of Transportation Public Transportation Bureau 1/31/13
5. Federal Aid funding match for Local Projects (40% share) estimated at 20% (15% assumed from State Marchiselli funding and 5% assumed from project sponsor)
6. NFTA Capital Program 2015-2019
7. NYSTA contribution above match assumed at $45M annually
8. Local (non-federal) transportation investments assumed at $12M annually as follows: Erie Co=5M, Niagara Co=2M, N. Falls=2M, Buffalo=3M
9. CHIPS estimated at $16.5M annually based on SFY 13/14 budget of total allocations to Bflo=4.1M, N. Falls=1.4M, Erie Co=8.5M and Niagara Co=2.2M
10. Federal Discretionary assumed at $5M/year, Fixed Guideway Capital Investment assumed at $232 M
11. Match and State Participation for Fixed Guideway Capital Investment
Fiscal Constraint

Fiscal constraint remains a key component of program development and this transportation plan. Fiscally constrained means the region can only propose projects for which revenues are reasonably expected to be available through federal, state, or local resources. Every effort has been made to assure revenue forecasts are reasonable and estimated project costs balance with those financial resources. Management controls are also in place to maintain fiscal integrity as projects advance.

The 2017 – 2021 TIP has been declared fiscally constrained by NYSDOT given anticipated funding resources. Should funding targets change during the life of the TIP, supplemental guidance will be issued from NYSDOT to implement changes. These changes will take place through the approved GBNRTC TIP Change Guidelines (5/13).

If additional resources become available, projects which were submitted in the project development phase but did not fit into the constrained program may be reconsidered for inclusion into the current TIP.

Subsequently, should resources be rescinded during the life of the TIP, existing projects will need to be modified/delayed in the current TIP in order to maintain fiscal constraint.