

GBNRTC FFY 23-27 TIP Financial Plan

Financial plans for the MPOs' TIPs are required per 450.326(j). Each MPO TIP must include a financial plan that demonstrates how the TIP can be implemented; indicates resources from public and private sources that are reasonably expected to be available to carry out the program; and identifies innovative financing techniques to finance projects, programs, and strategies.

The TIP financial plan can be as simple as providing a fiscal constraint table. As required by the Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) Division Office, each MPO TIP must include a fiscal constraint table. These are needed so the federal agencies can be assured that fiscal constraint is demonstrated. A sample table is provided in Appendix E. For consistency and ease of federal review, NYSDOT asks that every MPO use the format for the fiscal constraint table that is provided in Appendix E. The Main Office will review fiscal constraint tables for sufficiency before the TIP goes out for public review.

The NYSDOT Regional Planning and Program Manager (RPPM) is the contact for the MPO on the planning target estimates to be used. Transit planning targets will be distributed separately by the Public Transportation Bureau.

Fiscal Constraint

Fiscal constraint for FHWA is defined as establishing a TIP/STIP such that the amount of total FHWA fiscally constrained funding programmed in each year of the TIP/STIP does not exceed the total planning targets for each of the TIP/STIP years. Any fiscally constrained fund type can be over-programmed in a year provided:

1. The total of all fiscally constrained funding programmed in that year does not exceed the planning targets (implies a columnar total of fund types must be under-programmed to compensate).
2. The total amount of fiscally constrained fund type that is programmed in the 4-year STIP period does not exceed the amount of that fund's planning target during the 4-year STIP period. Totals in Rows (fund types) and columns (years) cannot be over-programmed.

Regional totals (TIPs and rural program) must be fiscally constrained by year and fund type for the STIP period.

FHWA, FTA and NYSDOT consider TIP years beyond the first four (4) as only informational.

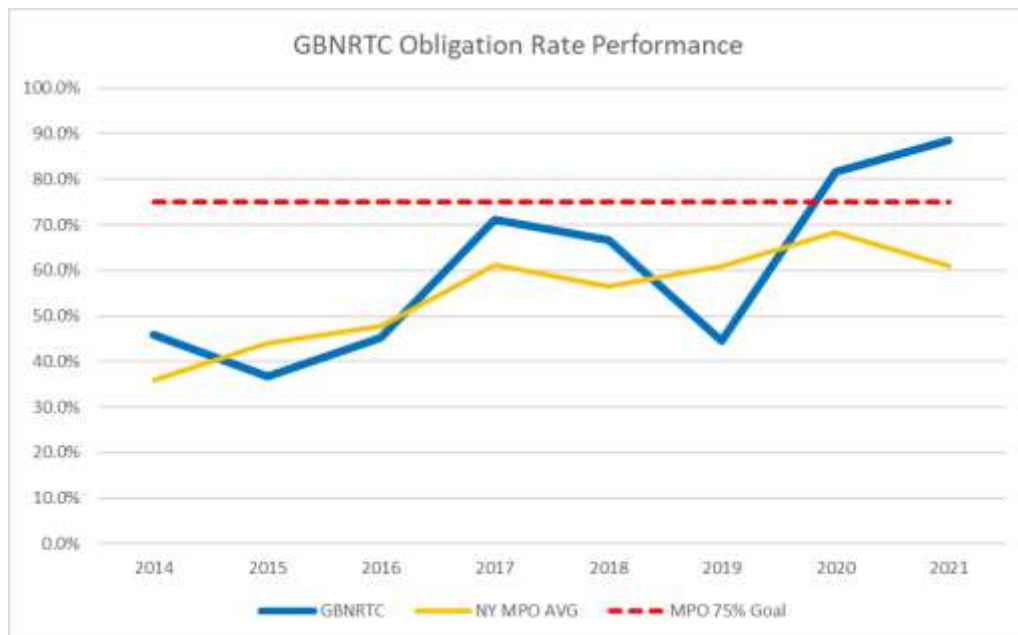
For FTA Fiscal Constraint, refer to transit planning target estimates which will project apportionments through 2027. Appropriations bills are annually enacted, and apportionments and allocations are published by the FTA in the Federal Register. To maintain and document fiscal constraint, the FTA funds that are programmed on the TIP/STIP for a year need to be consistent with the amounts shown in the Federal Register for that year. Carryover balances of unobligated FTA transit funds should be reflected in the TIP fiscal constraint table as applicable. The Notice of Funding Availability (NOFA) limitations for FTA 5324 Emergency Relief should be followed.

All NYSDOT Regions, MPOs and transit Designated Recipients are expected to follow the regulations for fiscal constraint.

TIP Performance - Project Obligation Rates

FHWA will continue to review STIP performance. FHWA's national goal is to see 75% of the construction phases programmed for obligation in a Federal Fiscal Year obligated by the end of that Federal Fiscal Year. NYSDOT will be enforcing fiscal constraint, and Regions and MPOs will not be permitted to program Federal-aid in excess of their planning targets by FFY. MPOs and Regions should be aware that not all transactions (e.g., close-outs and modifications) run through the TIP/STIP.

The following chart shows the GBNRTC TIP project obligation rate over the last 7 years. For the last 2 FFYs, the GBNRTC rate has exceeded the 75% obligation rate goal.



Year of Expenditure Dollars and Inflation Factors

Information on year of expenditure (YOE) dollars and inflation factors recommended by NYSDOT can be found below. Please note all projects' costs on the TIP must be shown in year of expenditure dollars. MPOs that use inflation factors other than those recommended by NYSDOT for local projects must keep documentation on how they address YOE for their projects.

The following simple rates of inflation by State Fiscal Year (SFY) (April to March) are the best available estimates of overall price trends for the transport public works sector in New York State for the programming period:

Annual Period	Simple Year Over Year Inflation
SFY 21-22	0.00%
SFY 22-23	2.00%
SFY 23-24	4.00%
SFY 24-25	6.00%
SFY 25-26	8.00%
SFY 26-27	10.00%
SFY 27-28	12.00%
SFY 28-29+	14.00%

The following multiplication factors reflect the simple rates of inflation stated above. They are used to convert SFY 2022 un-inflated cost estimates (in OPPM, Bridge Model, or Pavement Model) to be year of expenditure (YOE) inflated cost estimates (for the TIP, STIP and Governor's Program), or vice versa:

Year of Expenditure	2021 \$ to YOE \$	YOE \$ to 2021 \$
SFY 21-22	1.0000	1.0000
SFY 22-23	1.0200	0.9804
SFY 23-24	1.0400	0.9615
SFY 24-25	1.0600	0.9434
SFY 25-26	1.0800	0.9259
SFY 26-27	1.1000	0.9091
SFY 27-28	1.1200	0.8929
SFY 28-29+	1.1400	0.8772

Total Project Costs

Federal regulation 23 CFR 450.326(g) requires that inclusion of the estimated total project cost be included in the TIP/STIP. The TIP/STIP total project must also include project costs that are programmed prior to or beyond the TIP/STIP period.

Projects with an estimated total cost of \$100M or more (cost in "year of expenditure" dollars) require an annual Financial Plan and all contingencies should be sufficiently detailed and managed.

Planning Targets

As in previous TIP/STIP Updates, NYSDOT is providing the attached targets for planning purposes only. The planning targets do not represent a commitment of funding on behalf of the Federal Highway Administration (FHWA) or the State.

Funding for select programs and recognized non-discretionary expenses are reserved prior to the apportionment of needs-based regional planning targets. These programs include Structure Inspections, 511NY, Traffic Signal Components, Rustic Rail, and centrally managed initiatives such as Statewide Highway Safety Improvement Program (HSIP), National Highway Freight Program (NHFP), and BRIDGE NY. In addition, a number of new programs have been added in the recently enacted BIL such as the Carbon Reduction Program and the Promoting Resilient Operations for Transformative, Efficient and Cost-saving Transportation (PROTECT) Program. These will be amended into the new STIP as federal guidance becomes available. Programs such as Surface Transportation Block Grant (STBG) set aside (formerly, Transportation Alternatives), Earmarks, Grade Crossing, Recreational Trails, Demonstration Funds, and other discretionary funding are considered non-allocated fund sources and are managed separately outside planning targets.

Rollover

On April 1, 2021, NYSDOT eliminated all positive and negative rollover balances for all fund sources. There are still rollover amounts leading into this program period but only over or under programming since April 1, 2021, will be considered.

Preventative Maintenance

All NYSDOT regions have received a preventive/corrective maintenance investment target for the state-owned system that reflects a mandated use of the overall planning target. There is no preventive/corrective maintenance target for the local program. While NYSDOT strongly encourages local municipalities to follow sound asset management principles, it is understood that local governments generally wish to use federal-aid for larger system renewal projects and use their own funds for preventive and corrective maintenance projects. NYSDOT Regions have developed their programs to meet the preventive/corrective maintenance target for the state system.

Innovative/Alternative Funding Sources

To meet the current and future demand for transportation improvements, funding resources beyond regional federal aid formula allocations 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 discretionary grants such as RAISE have been and continue to be applied for. The Bipartisan Infrastructure Law has increased the number and amount of funding available in these discretionary grant opportunities.

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

Operations and Maintenance

NYSDOT and local GBNRTC members annually budget funds for operations and maintenance of transportation facilities including the federally supported system. In addition, both federal and state funds are provided to NYSDOT's operations and maintenance forces for betterments to the system.

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NY State Funding Program Budgets (SFY 21-22)

Specific maintenance/preservation activities include pavement and bridge maintenance, drainage improvements, guide rail repair, pavement markings, sign and signal maintenance, snow and ice control and numerous other maintenance activities.

NYSDOT also provides funds to localities for maintenance through the Consolidated Local Street and Highway Improvement Program (CHIPS), Extreme Winter Recovery (EWR), Pave our Potholes (POP) and State Touring Route Program.

The following are the State Fiscal Year (SFY) budgets (proposed 4/12/22) for GBNRTC local agency members. A description of each program can be found in Chapter 3.

- Consolidated Local Street and Highway Improvement Program (CHIPS)
 - Erie County - \$3,028,800
 - Niagara County - \$740,700
 - City of Buffalo - \$1,401,408
 - City of Niagara Falls - \$482,194
- PAVE NY
 - Erie County - \$3,023,770
 - Niagara County - \$742,314
 - City of Buffalo - \$1,400,237
 - City of Niagara Falls - \$481,800
- Extreme Winter Recovery (EWR)
 - Erie County - \$1,747,989
 - Niagara County - \$419,997
 - City of Buffalo - \$961,994
 - City of Niagara Falls - \$334,301
- Pave our Potholes (POP)
 - Erie County - \$2,015,846
 - Niagara County - \$494,876
 - City of Buffalo - \$993,491
 - City of Niagara Falls - \$321,200
- State Touring Route Program (counties not eligible)
 - City of Buffalo - \$8,699,797
 - City of Niagara Falls - \$4,031,307

NYSDOT annually distributes Statewide Mass Transportation Operating Assistance (STOA) funds to approximately 130 transit operators. Niagara Frontier Transportation Authority (NFTA) is the principal recipient of these funds in Erie and Niagara Counties.

Annual Structure Inspection Costs

Bridges, including those on local roads, are integral elements of our highway systems. Despite their importance, however, they are often the most neglected components of the infrastructure. Demands on limited resources, especially competing roadway priorities for increased capacity and improved riding surfaces, too often result in deferred maintenance for bridges. The consequences are obvious -- bridges are deteriorating far faster than they are being repaired. Without adequate attention, many require replacement or closure long before they are really obsolete, further adding to the demand for limited funds, impacting safety, and discouraging both users and transportation providers.

Establishment of national bridge inspection standards and New York's Uniform Code of Bridge Inspection (NYCRR Part 165), both requiring that all structures more than 20 ft. long be inspected at least once every 24 months, have reduced the likelihood of catastrophic failure by mandating appropriate follow up after structural or safety citations.

The latest information provided by NYSDOT Region 5 on bridge inspection costs, including fund sources (in millions) is:

Funding Source	State System	Local System	Total
NHPP	\$1.892	\$1.462	\$3.354
STBGP FLEX	\$0.172	\$0.172	\$0.344
STBGP OFF-SYSTEM	\$0.946	\$3.956	\$4.896
Total	\$3.01M	\$5.590	\$8.594

Non-Federal Funding

Project Match

Most federal funding programs only provide 80% of total project costs. The remaining 20% of project costs must come from non-federal sources.

The Municipal Streets and Highway Program, commonly referred to as the Marchiselli Program, was created as a means of assisting municipalities in financing the non-federal share of federally aided transportation projects. Under the program, Municipal Sponsors progressing projects on local highway systems through a federal-aid highway program may be eligible for State reimbursement of up to 75% of the non-federal share. Marchiselli Program funds may only be used for construction, reconstruction or improvement of local highways, bridges or highway-railroad grade crossings off the State Highway System. The project must have a ten (10) year minimum service life. The Marchiselli Program is the primary State aid matching program for locally administered FHWA-funded projects. Marchiselli Program funding is subject to annual appropriation in the State budget.

Below is a summary of how member agencies responded when asked about the source(s) of their local match:

- City of Buffalo
 - City Capital Bonds, Consolidated Local Street and Highway Improvement (CHIPS) and Touring Route funds through the State, and various non-federal grant funds (DASNY, ESD, etc.) are typically used by the City of Buffalo for the non-federal program match. The project type, scope and location often dictate the funds eligible to be used for non-federal match and the City of Buffalo programs the non-federal match funds accordingly.
- Erie County
 - The local share funding for these projects engages both a budget process and a legislative process. Appropriation of Erie County's local share for federal aid projects is in the annual County Budget for Special Projects. The actual monies for this local share are either bond monies or cash.
- Niagara County
 - Niagara County typically uses budgeted capital funding or CHIPS money to cover the local share of our federally funded projects.
- NYSDOT
 - NYSDOT uses State Dedicated Funds (SDF) to pay the non-federal project match.
- Thruway Authority
 - Thruway Authority projects are funded using a variety of sources including the primary source of toll generated revenue. For a complete breakdown of funding sources please refer to the approved budget found at the following website <https://www.thruway.ny.gov/about/financial/budgetbooks/index.html>.
- NFTA
 - NFTA projects that required non-federal match can be locally funded through multiple sources. The selection of funding can vary depending on location, type and scope. NFTA typically use budgeted capital funds for the non-federal match.

Local Projects

In addition to providing the required project match for federal-aid projects, the 2050 MTP estimated that local member agencies spend \$17M a year on local (non MPO) transportation projects.

Transit Operating Assistance

Operating assistance provided by federal, state, and local governments for Metro operations of \$244M is \$84.1M or 52.6% above FYE 22. Operating assistance for BNIA operations is \$10.5M.

Total Federal assistance of \$139M is \$54.8M, or 65.0% above FYE 22 levels, primarily due to an increase of COVID-19 relief funds to be recognized in FYE 23. Also included is \$0.7M for miscellaneous Federal grants for operations in our Executive branch (Transit Police department.)

New York State Operating Assistance (STOA) is increasing \$11.2M or 19.2%.

New York State Operating Assistance	FYE 22 (\$M)	FYE 23 (\$M)
General Fund Section 18(b) (requires local match)	4.100	4.100
Public Transportation Operation Assistance Funds	51.289	62.772
Miscellaneous Other Grants	2.721	2.406
Total State Operating Assistance	58.110	69.278

Local operating assistance is increasing 27.7% to \$47M, reflective of more recent trends and projections.

Local Operating Assistance	FYE 22 (\$M)	FYE 23 (\$M)
Erie County Sales Tax	20.918	25.987
Mortgage Recording Tax	11.534	16.658
Erie County 18(b) Match	3.657	3.657
Niagara County 18(b) Match	0.443	0.443
Peace Bridge	0.200	0.200
Total Local Operating Assistance	36.752	46.498

Anticipated Future Expenditures and Resources

Many of our local streets, roads, bridges and highways were built decades ago and now require investments to rehabilitate, reconstruct and maintain them. Moving Forward 2050 will ensure that the region's infrastructure and services continue to function properly, safely and support the movement of people and goods-while at the same time prioritizing infrastructure that is both critical to the region, and supports the MTP goals.

Overall approaches to asset management and maintenance include: implementing systematic, aggressive road maintenance region-wide, with safety and technology upgrades; adopting advanced materials and construction techniques; and carrying out the Transit Asset Management Plan.

A Financial Plan assuring fiscal constraint is a key component of the Moving Forward 2050. Transportation plans encompass a number of projects that are to be implemented by a variety of organizations both public and private. All levels of government-federal, state, and local-have a role to play in maintaining and improving the transportation system. The fiscal constraint aspect of any regional transportation plan requires a financial plan be prepared so that the resulting plan can be used as a tool for the community to realistically establish priorities within the financial resources likely to be available. The plan must be fiscally constrained to the amount projected to be available to the region.

The following Financial Plan table illustrates forecast revenues through 2050. The table also shows projected expenditures over that period, including system preservation needs, also detailed in Appendix, and expenditures per strategy. The table illustrates the balance between revenues and expenditures in Moving Forward 2050.

MTP Financial Plan

23 CFR § 450.324 (f) states that the metropolitan transportation planning process shall include a financial plan that demonstrates how the adopted transportation plan can be implemented.

The MPO, public transportation operator(s), and State shall cooperatively develop estimates of funds that will be available to support metropolitan transportation plan implementation, as required under § 450.314(a). All necessary financial resources from public and private sources that are reasonably expected to be made available to carry out the transportation plan shall be identified.

MTP 2050 Expenditure Forecast (\$M)

System Preservation	\$6,764.57
Preservation of Highway, Bridge and Transit Systems	\$6,764.57
Constrained Strategies Beyond Preservation	\$3,484.82
Regional Highway System Upgrades	\$391.47
Smartly Enhanced Safety and Mobility Corridors	\$675.34
Secondary Corridors	\$138.68
Smaller Cities	\$281.14
Rural Roadways	\$376.42
Regional Cycle Network	\$122.00
Infrastructure for Reconsideration	\$100.00
New Mobility & Transit	\$1,399.77
Program Total	\$10,249.39

MTP 2050 Reasonable Expected Revenues

Reasonably-Expected Revenues	Near-Term (FFYs 2018-2030)	Mid-Term (FFYs 2031-2040)	Long-Term (FFYs 2041-2050)	Full MTP 2050 (FFYs 2018-2050)
Federal	\$2,164.71	\$1,687.77	\$1,947.77	\$5,800.25
Regionally-Allocated Highway and Bridge				
National Highway System	\$470.49	\$479.38	\$525.46	\$1,475.33
Highway Flexible	\$215.31	\$219.38	\$240.47	\$675.16
Safety	\$47.85	\$48.75	\$53.44	\$150.04
Non-Motorized/Air Quality	\$63.80	\$65.00	\$71.25	\$200.05
State-Selected Highway and Bridge	\$160.03	\$163.05	\$178.73	\$501.81
State-Selected HSIP	\$28.91	\$29.45	\$32.29	\$90.65
Directly-Appportioned Transit	\$465.87	\$574.14	\$708.44	\$1,748.45
Discretionary				
Multi-modal	\$112.45	\$108.62	\$137.69	\$358.76
Transit *	\$600.00	\$0.00	\$0.00	\$600.00
State	\$1,499.50	\$829.58	\$932.15	\$3,261.23
Dedicated Highway and Bridge to NYSDOT	\$102.03	\$87.75	\$90.96	\$280.74
Formula Highway and Bridge to Localities	\$270.16	\$192.45	\$250.58	\$713.19
Formula Transit	\$110.95	\$70.38	\$87.12	\$268.45
Thruway Contribution	\$716.36	\$479.00	\$503.49	\$1,698.85
Transit Discretionary - Capital Match *	\$300.00	\$0.00	\$0.00	\$300.00
Local	\$219.05	\$178.43	\$187.56	\$585.04
Highway	\$160.77	\$130.96	\$137.66	\$429.39
Transit	\$58.28	\$47.47	\$49.90	\$155.65
Non-Transportation (Federal, State & Local)	\$407.61	\$92.78	\$102.49	\$602.88
Full MTP 2050	\$4,290.86	\$2,788.57	\$3,169.97	\$10,249.39

Note: Allocated Revenues are for MPO area only, Erie and Niagara Counties.

* Assumptions for \$1.2B Amherst-Buffalo LRT Extension include \$600M Federal New Starts; \$300M State match; \$300M local match various sources.

Fiscal Constraint of the GBNRTC TIP

Fiscal constraint remains a key component of program development and this transportation plan. Fiscally constrained means the region can only program 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.

Federal Regulation 23 CFR 450.326(k) states:

“For the TIP, financial constraint shall be demonstrated and maintained by year and shall include sufficient financial information to demonstrate which projects are to be implemented using current and/or reasonably available revenues, while federally supported facilities are being adequately operated and maintained. “

NYSDOT Region 5 works closely with the GBNRTC in the development of the MPO’s TIP and the Region’s portion of the STIP without a formal sub-allocation of planning targets to the MPO. NYSDOT has fiscal management tools available such as the use of Advanced Construction and the availability of fund source balances that gives them flexibility to accommodate some variations in fund source usage, and federal fund usage between years.

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 (5/21).

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

GBNRTC FHWA funding targets are calculated by:

- Obtain regional planning targets from STIP Guidance
- Add statewide funding allocations
- Subtract funding for any project (named and funding blocks) located in Chautauqua or Cattaraugus Counties (non-MPO)

For FTA, NFTA programs their capital program based on actual FTA FFY22 appointments, with a 2 percent increase for each subsequent year.

GBNRTC TIP Fiscal Constraint by Federal Funding Source FFY 2023 to FFY 2027

Fund	Targeted	Planned	Difference
FHWA NHPP	\$ 1,085,659,137	\$ 1,085,619,030	0.004%
FHWA STBGP Flex	\$ 42,783,378	\$ 42,767,109	0.038%
FHWA STBGP LU	\$ 179,737,758	\$ 179,589,391	0.083%
FHWA STBGP OSB	\$ 8,909,893	\$ 8,906,189	0.042%
FHWA HSIP	\$ 28,097,926	\$ 28,097,571	0.001%
FHWA CMAQ	\$ 9,707,545	\$ 9,706,138	0.014%
FHWA Total	\$ 1,354,895,637	\$ 1,354,685,428	0.016%
FTA 5307	\$ 122,580,922	\$ 122,580,922	0.000%
FTA 5310	\$ 9,872,287	\$ 9,872,287	0.000%
FTA 5337	\$ 7,760,892	\$ 7,760,892	0.000%
FTA 5339 (d)(2)	\$ 163,664,849	\$ 163,664,849	0.000%
FTA - Other*	\$ 5,880,000	\$ 5,880,000	0.000%
FTA Total	\$ 309,758,950	\$ 309,758,950	0.000%
Total	\$ 1,664,654,587	\$ 1,664,444,378	0.013%

* FTA "Other" consists of:

1. FTA Pilot Program for Transit-Oriented Development Planning – Section 20005(b)
2. FTA FY21 Areas of Persistent Poverty Grant
3. FTA FY21 Buses and Bus Facility Grant (49 U.S.C. 5339(b))

The following table shows the overall fiscal constraint for NYSDOT Region 5.

NYSDOT Region 5 FFY 23-27 TIP Fiscal Constraint Table R5 Planning Target and Main Office Funded Combined Projects

Federal Categories Fiscally Constrained	FFY23*		FFY24		FFY25		FFY 26		FFY 27		23-26 STIP Total (4 Years)		23-27 TIP Total (5 years)	
	Anticipated**	Programmed	Anticipated**	Programmed	Anticipated**	Programmed	Anticipated**	Programmed	Anticipated**	Programmed	Anticipated**	Programmed	Anticipated**	Programmed
National Highway Performance Program (NHPP)	\$ 110,205,034	\$ 107,259,237	\$ 60,362,151	\$ 61,934,397	\$ 887,002,611	\$ 886,824,413	\$ 62,880,875	\$ 63,892,200	\$ 60,018,611	\$ 60,518,928	\$ 1,120,450,671	\$ 1,119,910,247	\$ 1,180,469,282	\$ 1,180,429,175
Congestion Mitigation Air Quality (CMAQ)	\$ 5,632,919	\$ 3,675,208	\$ 4,546,658	\$ 6,714,914	\$ 1,168,000	\$ 1,955,968	\$ 2,864,000	\$ 1,864,000	\$ 1,000,000	\$ 1,000,000	\$ 14,211,577	\$ 14,210,090	\$ 15,211,577	\$ 15,210,090
Highway Safety Improvement Program (HSIP)	\$ 8,308,345	\$ 6,761,888	\$ 5,720,290	\$ 5,201,437	\$ 5,720,290	\$ 8,678,465	\$ 5,720,290	\$ 4,597,560	\$ 7,630,270	\$ 7,859,780	\$ 25,469,215	\$ 25,239,350	\$ 33,099,485	\$ 33,099,130
Surface Transportation Block Grant Program (STBGP FLEX) - includes STBGP RURAL, STBGP SM URBAN 5-50, STBGP SM URBAN 50-200	\$ 6,241,540	\$ 12,067,627	\$ 16,280,657	\$ 10,530,004	\$ 13,456,529	\$ 10,340,116	\$ 17,310,625	\$ 19,827,056	\$ 13,456,529	\$ 13,964,808	\$ 53,289,351	\$ 52,764,803	\$ 66,745,880	\$ 66,729,611
STBGP Large Urban (STBGP LG URBAN)	\$ 30,821,158	\$ 28,841,227	\$ 78,577,150	\$ 80,548,496	\$ 32,913,150	\$ 40,423,668	\$ 23,313,150	\$ 14,818,400	\$ 14,113,150	\$ 14,957,600	\$ 165,624,608	\$ 164,631,791	\$ 179,737,758	\$ 179,589,391
STBGP Off-System Bridge (STBGP-OFF)	\$ 20,241,234	\$ 21,090,766	\$ 3,865,202	\$ 2,664,343	\$ 2,676,859	\$ 2,901,600	\$ 2,676,859	\$ 2,408,000	\$ 2,676,859	\$ 3,068,600	\$ 29,460,154	\$ 29,064,709	\$ 32,137,013	\$ 32,133,309
FHWA Subtotal	\$ 181,450,230	\$ 179,695,953	\$ 169,352,108	\$ 167,593,591	\$ 942,937,439	\$ 951,124,230	\$ 114,765,799	\$ 107,407,216	\$ 98,895,419	\$ 101,369,716	\$ 1,408,505,576	\$ 1,405,820,990	\$ 1,507,400,995	\$ 1,507,190,706
Urbanized Areas Formula Grants (FTA §5307)	\$ 23,554,953	\$ 23,554,953	\$ 24,026,052	\$ 24,026,052	\$ 24,506,573	\$ 24,506,573	\$ 24,996,705	\$ 24,996,705	\$ 25,496,639	\$ 25,496,639	\$ 97,084,283	\$ 97,084,283	\$ 122,580,921	\$ 122,580,921
State of Good Repair Grants (FTA §5337)	\$ 4,506,258	\$ 4,506,258	\$ 4,596,383	\$ 4,596,383	\$ 4,688,311	\$ 4,688,311	\$ 4,782,077	\$ 4,782,077	\$ 4,877,719	\$ 4,877,719	\$ 18,573,029	\$ 18,573,029	\$ 23,450,747	\$ 23,450,747
Bus and Bus Facilities Program (FTA §5339(d)(2))	\$ 1,491,321	\$ 1,491,321	\$ 1,521,147	\$ 1,521,147	\$ 1,551,570	\$ 1,551,570	\$ 1,582,601	\$ 1,582,601	\$ 1,614,253	\$ 1,614,253	\$ 6,146,639	\$ 6,146,639	\$ 7,760,893	\$ 7,760,893
Enhanced Mobility of Seniors and Individuals with Disabilities (FTA §5310)	\$ 1,882,865	\$ 1,882,865	\$ 1,932,029	\$ 1,932,029	\$ 1,971,940	\$ 1,971,940	\$ 2,022,071	\$ 2,022,071	\$ 2,063,382	\$ 2,063,382	\$ 7,808,905	\$ 7,808,905	\$ 9,872,287	\$ 7,989,421
FTA - Other***	\$ 1,036,000	\$ 1,036,000	\$ 4,844,000	\$ 4,844,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,880,000	\$ 5,880,000	\$ 5,880,000	\$ 5,880,000
FTA Subtotal	\$ 32,471,397	\$ 32,471,397	\$ 36,919,611	\$ 36,919,611	\$ 32,718,394	\$ 32,718,394	\$ 33,383,454	\$ 33,383,454	\$ 34,051,993	\$ 34,051,993	\$ 135,492,856	\$ 135,492,856	\$ 169,544,848	\$ 167,661,982
Total	\$ 213,921,627	\$ 212,167,350	\$ 206,271,719	\$ 204,513,202	\$ 975,655,833	\$ 983,842,624	\$ 148,149,253	\$ 140,790,670	\$ 132,947,412	\$ 135,421,709	\$ 1,543,998,432	\$ 1,541,313,846	\$ 1,676,945,843	\$ 1,674,852,688

* FFY 2023 includes rollover balances from SFY 21/22. Rollover can be positive or negative.

** Includes regional planning targets and statewide funded projects.

***FTA "Other" consists of FTA Pilot Program for Transit-Oriented Development Planning – Section 20005(b), FTA FY21 Areas of Persistent Poverty Grant and FTA FY21 Buses and Bus Facility Grant

The following table shows the regional federal (FHWA) allocations to NYSDOT Region 5.

Regional FHWA Allocations (NYSDOT Region 5)

	2023*	2024	2025	2026	2027
NHPP					
Planning Target	\$58,445,050	\$51,718,611	\$51,718,611	\$51,718,611	\$51,718,611
Programmed	\$55,499,253	\$53,290,857	\$51,540,413	\$52,729,936	\$52,218,928
<i>Balance</i>	\$2,945,797	\$1,373,551	\$1,551,749	\$540,424	\$40,107
STBGP FLEX**					
Planning Target	\$3,374,340	\$13,456,529	\$13,456,529	\$13,456,529	\$13,456,529
Programmed	\$9,200,427	\$7,705,876	\$10,340,116	\$15,972,960	\$13,964,808
<i>Balance</i>	(\$5,826,087)	(\$75,434)	\$3,040,979	\$524,548	\$16,269
STBGP LARGE URBAN					
Planning Target	\$24,021,158	\$14,113,150	\$14,113,150	\$14,113,150	\$14,113,150
Programmed	\$22,041,227	\$16,084,496	\$21,623,668	\$5,618,400	\$14,957,600
<i>Balance</i>	\$1,979,931	\$8,585	(\$7,501,933)	\$992,817	\$148,367
STBGP OFF-SYSTEM BRIDGE					
Planning Target	\$3,819,988	\$2,676,859	\$2,676,859	\$2,676,859	\$2,676,859
Programmed	\$4,669,520	\$1,476,000	\$2,901,600	\$2,408,000	\$3,068,600
<i>Balance</i>	(\$849,532)	\$351,327	\$126,586	\$395,445	\$3,704
HSIP					
Planning Target	\$3,997,265	\$5,720,290	\$5,720,290	\$5,720,290	\$5,720,290
Programmed	\$2,450,808	\$5,201,437	\$8,678,465	\$4,597,560	\$5,949,800
<i>Balance</i>	\$1,546,457	\$2,065,310	(\$892,865)	\$229,865	\$355
CMAQ					
Planning Target	\$2,151,839	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Programmed	\$194,208	\$3,168,256	\$1,787,968	\$0	\$1,000,000
<i>Balance</i>	\$1,957,631	(\$210,625)	(\$998,593)	\$1,407	\$1,407
FHWA FUNDING TOTAL					
Planning Target	\$95,809,640	\$88,685,439	\$88,685,439	\$88,685,439	\$88,685,439
Programmed	\$94,055,443	\$86,926,922	\$96,872,230	\$81,326,856	\$91,159,736
<i>Balance</i>	\$1,754,197	\$3,512,714	(\$4,674,077)	\$2,684,506	\$210,209

* FFY 23 includes rollover balances from SFY 21/22. Rollover can be positive or negative.

** STBGP FLEX includes STBGP RURAL, STBGP SM URBAN 5-50 and STBGP SM URBAN 50-200

The following table shows the statewide federal (FHWA) allocations to NYSDOT Region 5.

Region 5 Statewide FHWA Allocations*

	2023	2024	2025	2026	2027
NHPP	\$51,759,984	\$8,643,540	\$835,284,000	\$11,162,264	\$8,300,000
STBGP FLEX**	\$2,867,200	\$2,824,128	\$0	\$3,854,096	\$0
STBGP LARGE URBAN	\$6,800,000	\$64,464,000	\$18,800,000	\$9,200,000	\$0
STBGP OFF-SYSTEM BR	\$16,421,246	\$1,188,343	\$0	\$0	\$0
HSIP	\$4,311,080	\$0	\$0	\$0	\$1,909,980
CMAQ	\$3,481,080	\$3,546,658	\$168,000	\$1,864,000	\$0
Total	\$85,640,590	\$80,666,669	\$854,252,000	\$26,080,360	\$10,209,980

* NYSDOT Main Office funding decisions are made outside of regional allocations and the MPO project selection process.

** STBGP FLEX includes STBGP RURAL, STBGP SM URBAN 5-50 and STBGP SM URBAN 50-200

The following table shows non MPO NYSDOT Region 5 (FHWA) projects.

Region 5 Non-MPO FHWA Projects

	2023	2024	2025	2026	2027
NHPP	\$59,058,782	\$23,125,732	\$2,743,840	\$6,212,192	\$3,669,600
STBGP FLEX*	\$15,886,854	\$1,530,368	\$2,531,680	\$3,883,200	\$130,400
STBGP OFF-SYSTEM BR	\$18,683,920	\$1,032,000	\$1,969,600	\$632,000	\$909,600
HSIP	\$5,001,559	\$0	\$0	\$0	\$0
CMAQ	\$547,808	\$3,168,256	\$1,787,968	\$0	\$0
Total	\$99,178,922	\$28,856,356	\$9,033,088	\$10,727,392	\$4,709,600

* STBGP FLEX includes STBGP RURAL, STBGP SM URBAN 5-50 and STBGP SM URBAN 50-200

The following table shows the non MPO projects removed from regional FHWA targets. The result is an MPO-only fiscal constraint table.

GBNRTC FHWA Fiscal Constraint

	2023*	2024	2025	2026	2027
NHPP					
Planning Target	\$51,146,252	\$37,236,419	\$884,258,771	\$56,668,683	\$56,349,011
Programmed MPO	\$48,200,455	\$38,808,665	\$884,080,573	\$57,680,008	\$56,849,328
<i>Balance</i>	\$2,945,797	\$1,373,551	\$1,551,749	\$540,424	\$40,107
STBGP FLEX**					
Planning Target	(\$9,645,314)	\$14,750,289	\$10,924,849	\$13,427,425	\$13,326,129
Programmed MPO	(\$3,819,227)	\$8,999,636	\$7,808,436	\$15,943,856	\$13,834,408
<i>Balance</i>	(\$5,826,087)	(\$75,434)	\$3,040,979	\$524,548	\$16,269
STBGP LARGE URBAN					
Planning Target	\$30,821,158	\$78,577,150	\$32,913,150	\$23,313,150	\$14,113,150
Programmed MPO	\$28,841,227	\$80,548,496	\$40,423,668	\$14,818,400	\$14,957,600
<i>Balance</i>	\$1,979,931	\$8,585	(\$7,501,933)	\$992,817	\$148,367
STBGP OFF-SYSTEM BRIDGE					
Planning Target	\$1,557,314	\$2,833,202	\$707,259	\$2,044,859	\$1,767,259
Programmed MPO	\$2,406,846	\$1,632,343	\$932,000	\$1,776,000	\$2,159,000
<i>Balance</i>	(\$849,532)	\$351,327	\$126,586	\$395,445	\$3,704
HSIP					
Planning Target	\$3,306,786	\$5,720,290	\$5,720,290	\$5,720,290	\$7,630,270
Programmed MPO	\$1,760,329	\$5,201,437	\$8,678,465	\$4,597,560	\$7,859,780
<i>Balance</i>	\$1,546,457	\$2,065,310	(\$892,865)	\$229,865	\$355
CMAQ					
Planning Target	\$5,085,111	\$1,378,402	(\$619,968)	\$2,864,000	\$1,000,000
Programmed MPO	\$3,127,480	\$3,546,658	\$168,000	\$1,864,000	\$1,000,000
<i>Balance</i>	\$1,957,631	(\$210,625)	(\$998,593)	\$1,407	\$1,407
FHWA FUNDING TOTAL					
Planning Target	\$82,271,308	\$140,495,752	\$933,904,351	\$104,038,407	\$94,185,819
Programmed MPO	\$80,517,111	\$138,737,235	\$942,091,142	\$96,679,824	\$96,660,116
<i>Balance</i>	\$1,754,197	\$3,512,714	(\$4,674,077)	\$2,684,506	\$210,209

* FFY 23 includes rollover balances from SFY 21/22. Rollover can be positive or negative.

** STBGP FLEX includes STBGP RURAL, STBGP SM URBAN 5-50 and STBGP SM URBAN 50-200

FTA

For transit projects, NFTA programs their capital program based on FTA FFY22 appointments, with a 2 percent increase for each subsequent year.

GBNRTC FTA Fiscal Constraint

	2023	2024	2025	2026	2027
FTA §5307 - Urbanized Area Formula Grants					
Planning Target	\$23,554,953	\$24,026,052	\$24,506,573	\$24,996,705	\$25,496,639
Programmed	\$23,554,953	\$24,026,052	\$24,506,573	\$24,996,705	\$25,496,639
<i>Balance</i>	\$ -	\$ -	\$ -	\$ -	\$ -
FTA §5310 - Enhanced Mobility Seniors/Individuals with Disabilities					
Planning Target	\$1,882,865	\$1,932,029	\$1,971,940	\$2,022,071	\$2,063,382
Programmed	\$1,882,865	\$1,932,029	\$1,971,940	\$2,022,071	\$2,063,382
<i>Balance</i>	\$ -	\$ -	\$ -	\$ -	\$ -
FTA §5337 - State of Good Repair Grants					
Planning Target	\$4,506,258	\$4,596,383	\$4,688,311	\$4,782,077	\$4,877,719
Programmed	\$4,506,258	\$4,596,383	\$4,688,311	\$4,782,077	\$4,877,719
<i>Balance</i>	\$ -	\$ -	\$ -	\$ -	\$ -
FTA §5339(d)(2) - Bus and Bus Facilities Program					
Planning Target	\$1,491,321	\$1,521,147	\$1,551,570	\$1,582,601	\$1,614,253
Programmed	\$1,491,321	\$1,521,147	\$1,551,570	\$1,582,601	\$1,614,253
<i>Balance</i>	\$ -	\$ -	\$ -	\$ -	\$ -
FTA - Other*					
Planning Target	\$ 1,036,000	\$ 4,844,000	\$ -	\$ -	\$ -
Programmed	\$ 1,036,000	\$ 4,844,000	\$ -	\$ -	\$ -
<i>Balance</i>	\$ -	\$ -	\$ -	\$ -	\$ -
FTA FUNDING TOTAL					
Planning Target	\$32,471,397	\$36,919,611	\$32,718,394	\$33,383,454	\$34,051,993
Programmed	\$32,471,397	\$36,919,611	\$32,718,394	\$33,383,454	\$34,051,993
<i>Balance</i>	\$ -	\$ -	\$ -	\$ -	\$ -

* FTA "Other" consists of:

1. FTA Pilot Program for Transit-Oriented Development Planning – Section 20005(b)
2. FTA FY21 Areas of Persistent Poverty Grant
3. FTA FY21 Buses and Bus Facility Grant (49 U.S.C. 5339(b))

As full published FTA federal apportionments become available for each FFY, NFTA will undergo a program realignment via approved TIP Change Guidelines.

Illustrative Projects

To maintain their respective TIPs in fiscal constraint and to show projects that meet local transportation needs, MPOs and Regions are allowed to include additional projects in their Plan, and as appropriate, in the TIP for inclusion in the STIP, for information as “illustrative projects”. [23 CFR 450. 326]. Illustrative projects are additional transportation projects that may (but is not required to) be included in a financial plan for a metropolitan transportation plan, TIP, or STIP if reasonable additional resources were to become available [23 CFR 450.104]. If a project is proposed to be included in the TIP for illustrative purposes, sufficient information is required to describe the project, excepting the resources. [§ 450.218] Illustrative Project total cost estimates can be a range.

GBNRTC Illustrative project listings can be found in Appendix 5 of the main TIP document.