



Financial Forecasts Assumptions

This memo provides the proposed projections of reasonably-expected transportation revenues in Buffalo Niagara through 2050 along with descriptions of how they were developed consistent with the relevant portions of Chapter 23 Part 450.324 (11) of the *Code of Federal Regulations*. The key elements of the financial plan projections for the *MTP 2050 Update* include:

- The projections represent a realistic estimate of reasonably-expected revenues to be programmed to surface transportation (e.g., highway, bridge, transit, bicycle, pedestrian, and air quality improvement) projects and programs by the Greater Buffalo Niagara Regional Transportation Council (GBNRTC) from Federal Fiscal Year (FFY) 2023 through FFY 2050. The projections are neither conservative nor liberal, representing to the maximum extent practical (given available data) probable future funding levels.
- The projections were calculated using base year amounts provided to GBNRTC during the current Transportation Improvement Program (TIP) development process. The new federal transportation legislation, the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law”) provided significant increases in transportation funding, as well as new programs, and forms the basis for the federal portion of these forecasts.
- State and local funds are also included in these forecasts, based on current evidence and escalated in out years as indicated in the assumptions.
- Local revenues from new value capture or user fees are not included as federal regulations state that “[t]he financial plan may include an assessment of the appropriateness of innovative finance techniques (for example, tolling, pricing, bonding, public private partnerships, or other strategies) as revenue sources for projects in the plan” as these “projects” have not yet been identified. The exception is the light rail extension, which could serve as the basis for raising revenues via value capture.
- The total amount of reasonably-expected revenues from all existing sources (federal, state, and local) is projected to be approximately \$21,554.78 billion between FFY 2023 and FFY 2050. Three increments were identified including total funds for 2023 through 2030 of \$5,550B; 2031 through 2040 of \$6,846B; and 2041 through 2050 of \$9,153B.

Reasonably Expected Revenues	Near-Term (FFYs 2023- 2030)	Mid-Term (FFYs 2031- 2040)	Long-Term (FFYs 2041- 2050)	Full MTP 2050 (FFYs 2018-2050)
FHWA (Allocated)	1,238.53	1,851.29	2,252.07	5,341.88
Congestion Mitigation and Air Quality (CMAQ) Improvement Program	17.55	26.22	31.96	75.73
Highway Safety Improvement Program (HSIP)	89.35	133.56	162.81	385.71
National Highway Performance Program (NHPP)	811.17	1,212.50	1,478.03	3,501.70
FLEX	152.92	228.58	278.66	660.16
Off System Bridge	46.41	69.37	79.90	195.68
Large Urban	121.13	181.06	220.71	522.90
FHWA (Non Allocated)	174.36	249.14	329.30	752.80
Transportation Alternatives Program (TAP)	24.58	36.74	44.79	106.11
Railway-Highway Crossings Program (RHCP)	4.64	6.18	9.23	20.05
National Highway Freight Program (NHFP)	39.95	53.2	79.32	172.47
Carbon Reduction Program (CRP)	26.09	34.74	51.80	112.63
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program	38.66	57.82	70.46	166.94
Bridge Formula Program (BFP)	40.44	60.46	73.70	174.60
State	1,301.21	1,876.35	2,205.69	5,383.26
NYSDOT	581.61	869.37	1,059.74	2,510.73
NYSTA	366.36	478.99	503.50	1,348.85
Local/State Match*	353.24	527.99	642.45	1,523.68
Transit	2,621.42	2,578.63	4,041.43	9,241.48
FTA	270.05	404.98	495.63	1,170.66
Other Transit**	2,351.37	2,173.65	3,545.80	8,070.82
Local Revenues	140.85	192.59	212.75	546.19
Non-Transportation Funds	74.58	101.96	112.63	289.17
Total	5,550.95	6,849.96	9,153.87	21,554.78

**MTP 2050 Update Financial Plan
(Year-of-Expenditure Dollars)**

Assumptions Used in Forecasts Development

- Direct Federal Funds Allocations: These are based on NYSDOT TIP Guidance, with a 2% annual increase for the TIP years, as new indicated in new legislation. That percent increase per year through was carried through 2050. TIP Guidance indicated MPO targets were Region 5 minus Cattaraugus and Chautauqua Counties committed projects. The Cover the Kensington \$1B project distorts NYSDOT allocations, not assumed in longer term.
- Federal Funds Statewide Available: The forecasts assume values as percent of identified federal allocation divided by statewide available, multiplied by statewide available for each fund source.
- Non Allocated: The forecasts assume NYSDOT Region 5 receives 8% of statewide total. TAP assumes suballocation in federal legislation plus 8% of “anywhere” funds; Carbon Reduction assumes suballocation in federal legislation plus 8% of “any area”.
- State Funds: Forecasts used the value of projects identified in the Statewide Agreement, assumed that similar annual totals per year would be available, escalated at 2% per year through 2050.
- Bridge NY: Also uses current selected projects funding amount and that similar annual totals per year would be available, escalated at 2% per year through 2050.
- PAVE NY: Used annual values per state agreement, assumed similar values through 2050, also escalated at 2% per year
- Local/state share: The share of non-federal matching funds assumes an 80% federal/20% non-federal split, also recognizes that some fund sources may vary slightly.
- Federal Transit Authority: Base years were incorporated based on NYSDOT guidance for the current TIP development cycle. Assumes 2.04% escalation as evidenced in the guidance.
- Light Rail Transportation: Incorporates federal funds of \$600M per the currently approved GBNRTC Metropolitan Transportation Plan 2050.
- Light Rail Transportation Non Federal: Incorporates non-federal funds of \$600M per the currently approved GBNRTC Metropolitan Transportation Plan 2050.
- State Operating Assistance: NYSDOT Guidance provided values for the current TIP development period. These were escalated at 5% per year through 2050.
- PT Modernization and Enhancement: These are values as identified in the currently approved GBNRTC Metropolitan Transportation Plan 2050 and maintained as part of this update.
- Local Transit Funding: These values are indicated in the current NFTA Budget document and assume escalation of 5% per year through 2050.
- New York State Thruway Authority: \$45M per year is included as identified in the currently approved GBNRTC Metropolitan Transportation Plan 2050 and assumes .5% annual escalation.

- Local Projects: \$17M per year, as identified in the currently approved GBNRTC Metropolitan Transportation Plan 2050, escalated at 1% per year.
- Non Transportation Revenues: \$9M per year, as identified in the currently approved GBNRTC Metropolitan Transportation Plan 2050, escalated at 1% per year.