

## Chapter 11 - Financing the Plan

The extent to which the 2030 Long - Range Transportation Plan can be implemented and when depends to a large degree on available funding resources. This requires a stable, predictable, and adequate revenue stream to meet the various transportation needs.

The existing federal transportation legislation, SAFETEA-LU, expired on September 30, 2009. There have been many proposals for reauthorization at many different funding levels. Some of the proposals would not be as favorable to New York State. Also, New York State has reduced funding available for projects from state transportation sources. Due to the uncertainty of the funding, the projections presented in this LRTP are based on current funding levels and professional judgment. The specific use of funds for the HOCTS area is determined, for the most part, by the Region 2 NYSDOT, which is composed of six counties including Herkimer and Oneida Counties.

### Financial Resources

Estimates of the fiscal resources available for capital programming and supporting transportation system improvement activities were prepared by NYSDOT- Region 2 and the HOCTS staff (Table 11-1). Specifically, estimated FHWA Program resources were provided by NYS DOT- Region 2 and FTA Program resource estimates were provided by HOCTS staff.

Revenue estimates from 2030 are estimates and are based on a number of assumptions including:

- A new federal transportation act in an amount equal to or greater than the total amount contained in SAFETEA-LU.
- Federal demonstration funds may not continue to be available for high priority projects in the area.
- Section 5309 discretionary funds will be granted for transit capital projects
- The State funding resources for transportation will continue but at the same rate.
- Village, town, county and city funding for transportation needs depends on local budget constraints and competing needs.

Figure 11-1. Estimated Financial Resources, 2010-2030

<b><u>FHWA Highway/Bridge Programs</u></b>	<b><u>Resource Estimates</u></b>
Federal	\$822,500,000
State (match)	\$171,000,000
<b>Highway/Bridge - Total</b>	<b>\$993,500,000</b>

**FTA Transit Programs**

<b><u>Federal FTA (Transit) Programs</u></b>	<b><u>Resource Estimates</u></b>
Urban Operating Section 5307	\$32,960,000
Rural Operating Section 5311	\$ 5,020,000
Transit Capital Section 5309	\$36,813,600
Sub-total	\$ 74,793,600

**NY State Share**

Urban Operating Section 5307	\$34,020,000
Rural Operating Section 5311	\$ 6,318,000
Transit Capital Section 5309	\$ 4,601,700
NYS Dedicated Fund	\$ 3,458,000
Sub-total	\$48,397,700

**Local Share**

Urban Operating Section 5307	\$10,240,000
Rural Operating Section 5311	\$ 5,018,000
Transit Capital Section 5309	\$ 4,601,700
Sub-total	\$19,859,700

**Transit Total** **\$ 143,051,000**

**Grand Total of Estimated Financial Resources** **\$1,136,551,000**

**20-Year Transportation System Needs**

This section of the LRTP update presents cost estimates for transportation needs to the year 2030. The figures presented in Exhibit 11-2 are estimates; actual costs will be adjusted as projects progress.

The transportation needs are based on the total cost estimates necessary to:

- Maintain and operate the existing system, both for transit and highway/bridge,
- Replace obsolescent facilities,
- Provide for economic development,
- Reduce congestion and,
- Improve mobility.

The two-county Long-Range Transportation Plan includes projects that are deemed necessary and needed regardless of an identified source of funds. As future TIPs and NYSDOT Capital Programs are developed, some of the recommendations for transit, and highway and bridge improvements identified in Chapters 5 and 6 may be programmed, as funds become available. However, the majority of the recommendations will require new and additional funds dedicated to the two-county region before they can be implemented.

Figure 11-2. Estimated Financial Needs, 2010-2030

<u>Transit Needs</u>	<u>Estimated Costs</u>
Transit Operating Needs	\$49,475,000
<u>Transit Capital Needs</u>	<u>\$93,576,000</u>
Total Transit	\$143,051,000
<u>Highway and Bridge Needs (Construction)</u>	
Maintenance and Operating	\$750,000,000 - \$800,000,000
Obsolescence (e.g, bridge replacement)	\$1,100,000,000 - \$1,200,000,000
System Enhancements	\$400,000,000 - \$450,000,000
<u>Local</u>	<u>\$300,000,000 - \$400,000,000</u>
Total Highway and Bridge	\$2,550,000,000 - \$2,850,000,000
<b>Grand Total of System Needs</b>	<b>\$2,693,051,000 - \$2,993,051,000</b>

While the total two-county transportation needs exceed the estimated revenues, the planning, programming and staging strategies will maximize the return on scarce funds. HOCTS anticipates \$822.5 million in traditional highway and bridge construction funds over the next 20 years. The highest priority use for these funds is for maintaining the existing transportation system. Proposed new corridor projects will need to be funded through an allocation of special federal and/or state funds.

There are also transit needs that will be funded through FTA Operating Assistance and the State Transit Operating Assistance Program. Transit capital needs will need to compete for FTA discretionary capital funding and a cooperative commitment of state and local matching funds.

The strategies outlined above for financing the transportation system needs of Herkimer and Oneida Counties are designed to address the existing transportation needs, while progressing the future transportation needs of the two-county region.