

VIII. THE FINANCIAL PLAN – 2023 Update

The Financial Plan is a critical element of the UCTC Long Range Transportation Plan. Federal law has required since 1991 that an LRTP must include a Financial Plan whose purpose is to ensure that there are adequate resources for implementation. This ensures that the projects included in the LRTP have a reasonable chance of being funded and prevents the LRTP from becoming a wish list of projects beyond likely available funding. Federal law requires that the Financial Plan meet the following criteria:

- Be developed cooperatively by the MPO, the State, and the transit operator(s);
- Demonstrates how the adopted LRTP can be implemented;
- Enumerates the resources that are reasonably expected to be made available over the life of the LRTP, including both public and private sources;
- May recommend additional financing strategies to fill identified funding gaps;
- May include “illustrative projects” that would be included in the LRTP if additional resources became available; and
- Demonstrates the financial capacity to maintain and operate the transportation facilities included in the LRTP.

Further, all project and program cost estimates must be adjusted to year of expenditure dollars, using agreed upon cost inflation factors. This adjustment further contributes to the LRTP being realistic.

All of these steps lead to the creation of a fiscally constrained Plan that does not count on resources that are not reasonably expected to be available.

2023 UPDATE

On February 28, 2022, the Ulster County Transportation Council received the 2021 Certification Review report on the planning process in the Mid-Hudson Valley Transportation Management Area (MHVTMA), certifying the MHVTMA planning process with conditional approval.

The UCTC received one corrective action (CA) as follows:

Corrective Action (1)

Long Range Transportation Plan OCTC & UCTC (1) ... UCTC’s LRTP financial plan does not include system-level estimates of costs as required by 23 CFR 450.324(f)(11). ... UCTC must update their LRTP Financial Plan to fulfill the requirements of the aforementioned regulations ... and submit the changes to FHWA and FTA prior to amending their LRTP.

In coordination with NYSDOT, FHWA and FTA, the UCTC developed a revised methodology to address the CA, the results of which are shown in this revised Section 8 Financial Plan.

FHWA and FTA representatives along with NYSDOT staff have agreed that the UCTC LRTP has met all of these conditions through the following approach:

Revenue Forecasts (Table 8.1)

Forecasts are provided by fund source for all current programs of the FHWA and FTA; New York State highway, bridge, and transit programs; major local capital improvement programs, as well as several other categories of “other” funding presumed to have a high probability of availability for use on the transportation system during the plan horizon.

The initial forecasts for FHWA, FTA and New York State DOT funds are based on known allocation histories as well as the adopted 2020-2024 and 2023-2027 UCTC Transportation Improvement Programs. General criteria and assumptions regarding revenue projects are shown below:

- Program funding is based on actual apportionments, allocations, and budgeted distributions when available.
- All figures are projected annually through the 25 year planning horizon at a flat rate; no increases to existing sources of revenue are assumed;
- New sources of funding with no clear appropriation or regional distribution formula are kept to a minimum in this iteration; new sources of funding will be added to subsequent LRTP Financial Plans when baseline allocation amounts are known;
- To address the likelihood of new sources of funding, such as through the Bipartisan Infrastructure Law of 2021, conservative estimates were made to provide for 5 year ‘blocks’ of funding that could be drawn from.
- Other discrete fund sources – those made available ‘one time’ or may potentially be available through competitive bases during outlying years – were similarly listed in 5 year blocks of funding.

Results of the Revenue Forecast under Table 8.1 shows that UCTC estimates a total of \$1.516 billion in funding to be available through the plan horizon; detailed criteria and methodology developed for each source of revenue is provided in Appendix A. A brief summary of revenue categories includes the following fund sources:

- **Federal Highway Administration Funds**
 - Includes all FHWA program/formula funds made available to the UCTC
- **Federal Transit Administration Funds**
 - Includes all FHWA program/formula funds made available to the UCTC
- **New York State Funds**
 - State highway funds, including NYS dedicated highway & bridge trust fund dollars plus all state highway aid made available to municipalities
 - State transit funds, incl. State Transit Operating Assistance plus other formula funds
- **Local Funds**
 - Includes figures derived from municipal annual budgets
- **Other Funds**
 - Addresses a variety of competitive, supplemental, or otherwise discretionary funds that can be reasonably expected during the plan’s 25 year horizon

Figure 8.1: 2020 – 2045 Revenue Projections

All Figures in Millions of \$							
FHWA (Millions of \$)	BASELINE	2020-2024	2025-2029	2030-2034	2035-2039	2040-2044	
National Highway Performance Program (NHPP)	\$ 3.600	\$ 32.266	\$ 53.665	\$ 53.665	\$ 53.665	\$ 53.665	\$ 246.926
NYS DOT Multicounty STBG Flex Where & When Ulster Share	\$ 10.000	\$ 10.000	\$ 10.000	\$ 10.000	\$ 10.000	\$ 10.000	\$ 50.000
Surface Transportation Block Grant Program (STBGP FLEX) - includes STBGP RURAL, STBGP	\$ 1.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 25.000
STBGP Off-System Bridge (STBGP-OFF)	\$ 1.256	\$ 6.280	\$ 6.280	\$ 6.280	\$ 6.280	\$ 6.280	\$ 31.400
BridgeNY Local Bridge & Culvert Formula Program	\$ 8.560	\$ 8.560	\$ 17.120	\$ 17.120	\$ 8.560	\$ 17.120	\$ 68.480
STBGP Large Urban	\$ 0.300	\$ 1.500	\$ 1.500	\$ 1.500	\$ 1.500	\$ 1.500	\$ 7.500
Highway Safety Improvement Program (HSIP)	\$ 0.094	\$ 2.201	\$ 4.795	\$ 4.795	\$ 4.795	\$ 4.795	\$ 21.381
HSIP RAIL	\$ 0.500	\$ 2.500	\$ 2.500	\$ 2.500	\$ 2.500	\$ 2.500	\$ 12.500
Carbon Reduction	\$ 0.200	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 1.000	\$ 5.000
							\$ 468.187
FTA Programs (Millions of \$)							
Sec 5307/5340 Small Urban	\$ 1.040	\$ 5.198	\$ 5.198	\$ 5.198	\$ 5.198	\$ 5.198	\$ 25.991
Sec 5307 Urban/Mid-Hudson TMA	\$ 0.541	\$ 2.705	\$ 2.705	\$ 2.705	\$ 2.705	\$ 2.705	\$ 13.527
Section 5310	\$ 0.300	\$ 1.500	\$ 1.500	\$ 1.500	\$ 1.500	\$ 1.500	\$ 7.500
Section 5339 Kingston UA	\$ 0.344	\$ 1.721	\$ 1.721	\$ 1.721	\$ 1.721	\$ 1.721	\$ 8.607
Sec 5339 Mid-Hudson TMA	\$ 0.416	\$ 2.080	\$ 2.080	\$ 2.080	\$ 2.080	\$ 2.080	\$ 10.402
Sec 5311 Rural	\$ 0.350	\$ 1.750	\$ 1.750	\$ 1.750	\$ 1.750	\$ 1.750	\$ 8.750
Transit CCC	\$ 2.700	\$ 13.502	\$ 13.502	\$ 13.502	\$ 13.502	\$ 13.502	\$ 67.509
							\$ 142.286
State Funds (Millions of \$)							
NYS Dedicated HW and Bridge Trust Fund	\$ 2.220	\$ 11.100	\$ 11.100	\$ 11.100	\$ 11.100	\$ 11.100	\$ 55.500
State HW Aid to Ulster County (CHIPS, POP, Harsh Winter, etc) (3.376/2)	\$ 1.713	\$ 8.565	\$ 8.565	\$ 8.565	\$ 8.565	\$ 8.565	\$ 42.825
State HW Aid to Municipalities (CHIPS, POP, Harsh Winter, etc) (5.210/2)	\$ 2.605	\$ 13.025	\$ 13.025	\$ 13.025	\$ 13.025	\$ 13.025	\$ 65.125
							\$ 163.450
Transit State Operating Assistance	\$ 1.746	\$ 8.730	\$ 8.730	\$ 8.730	\$ 8.730	\$ 8.730	\$ 43.650
Modernization and Enhancement Program	\$ 0.434	\$ 2.168	\$ 2.168	\$ 2.168	\$ 2.168	\$ 2.168	\$ 10.842
Accelerated Capital Transit Program	\$ 0.143	\$ 0.714	\$ 0.714	\$ 0.714	\$ 0.714	\$ 0.714	\$ 3.570
							\$ 58.061
Local Funds							
Local Bridge&HW Maintenance Estimate	\$ 6.000	\$ 30.000	\$ 30.000	\$ 30.000	\$ 30.000	\$ 30.000	\$ 150.000
County Bridge Funds (contractual and other)	\$ 7.018	\$ 35.090	\$ 35.090	\$ 35.090	\$ 35.090	\$ 35.090	\$ 175.450
							\$ 325.450
Annual County Transit Payments	\$ 5.000	\$ 25.000	\$ 25.000	\$ 25.000	\$ 25.000	\$ 25.000	\$ 125.000
							\$ 125.000
Other Supplemental or Competitive Funds							
TAP/Rec Trails	\$ 2.480	\$ 12.400	\$ 12.400	\$ 12.400	\$ 12.400	\$ 12.400	\$ 62.000
New FA HW Funding	\$ 5.400	\$ 5.400	\$ 5.400	\$ 5.400	\$ 5.400	\$ 5.400	\$ 27.000
NYSDEC Climate Smart	\$ 3.000	\$ 3.000	\$ 3.000	\$ 3.000	\$ 3.000	\$ 3.000	\$ 15.000
NYSERDA	\$ 3.000	\$ 3.000	\$ 3.000	\$ 3.000	\$ 3.000	\$ 3.000	\$ 15.000
Private Funds	\$ 0.100	\$ 0.500	\$ 0.500	\$ 0.500	\$ 0.500	\$ 0.500	\$ 2.500
Other local Bridge	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 39.400
							\$ 160.900
New FA Transit Funding	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 5.000	\$ 25.000
TMA Unallocated	\$ 6.240	\$ 6.240	\$ 6.240	\$ 6.240	\$ 6.240	\$ 6.240	\$ 31.200
CARES	\$ 4.200	\$ 4.200	\$ -	\$ -	\$ -	\$ -	\$ 4.200
UCAT Cap Res	\$ 13.000	\$ 13.000	\$ -	\$ -	\$ -	\$ -	\$ 13.000
							\$ 73.400
							\$ 1,516.734

Development of System-Level Cost Estimates

System level estimates of costs are considered “target costs” and represent a specific investment strategy that a portion of the revenue will target, i.e., roads, bridges, transit rolling stock, transit operations, trails, etc. System level estimates of costs were divided into two main categories: cost-driven and revenue-driven.

Cost-driven estimates utilize an objective calculation to develop an estimate of future asset needs and their associated construction costs; each individual cost-driven estimate methodology is provided in Appendix B.

Cost-driven estimates are used whenever a reliable methodology for developing cost estimates could be calculated. Year over year inflation will be added to costs through the plan horizon

In several instances where cost-driven estimates of asset needs are unable to be calculated with significant accuracy, 100% of available revenue is assumed to be used to fund the program(s) or project(s) eligible under FHWA and FTA rules.

Methodologies to further refine specific system-level cost estimates will be sought for future LRTP iterations.

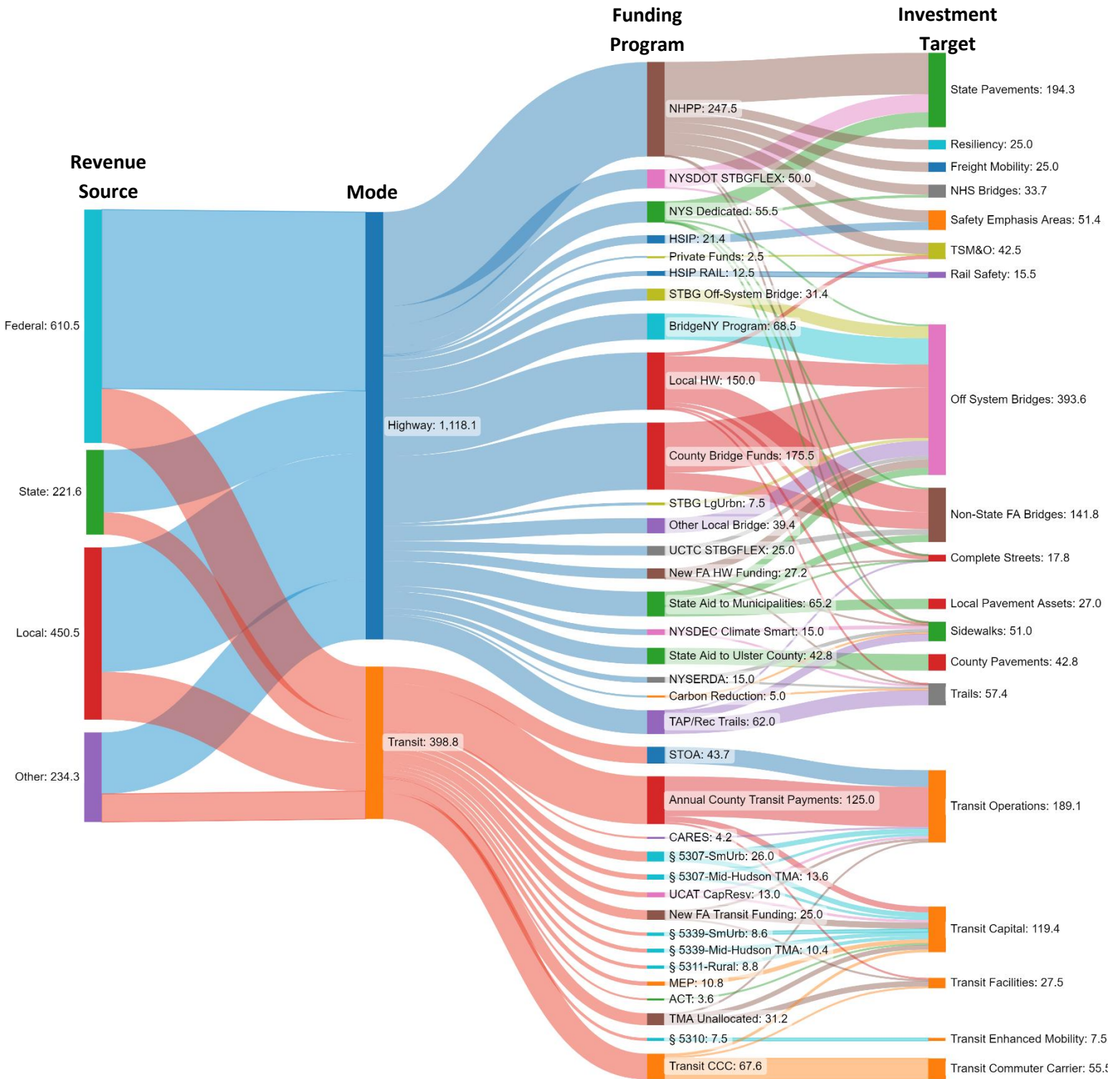
Sankey Diagram

In order to illustrate the complex distribution of fund sources and how they are combined to support various target investments, a Sankey diagram was developed. Target investments are organized into the following major categories:

- **Federal Aid (FA) Highway Resurfacing**
 - State FA Pavements
 - County FA Pavements
 - Local FA Pavements
- **Safety**
 - Safety Emphasis Areas
 - Rail Safety
- **Bridge Replacement**
 - National Highway System bridges
 - Non-State-Owned FA bridges
 - Off-system bridges
- **Public Transit**
 - Transit Operations
 - Transit Capital
 - Transit Facilities
 - Transit Enhanced Mobility
 - Transit Commuter Carrier
- **Nonmotorized Transportation**
 - Trails
 - Sidewalks
 - Complete Streets
- **Other Investment Areas**
 - Freight Mobility
 - Transportation Resiliency
 - System Management & Operations

Further explanations regarding how the individual investment target is supported, including cost calculation methodology and revenue sources, are provided in the tables that follow.

Figure 8.2: UCTC Year 2020-2045 Revenue Sources and Investment Targets (millions of \$)¹



¹ Attribution: Sankey developed with assistance from Alex Kone, Deputy Director, Genesee Transportation Council.

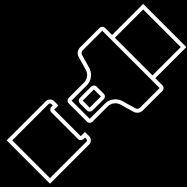


Investment Target: Federal Aid Highway Resurfacing

Cost Calculation Method: Assumes all federal aid pavements with a rating of “poor” or “fair” will require resurfacing. Cost estimate for 1 inch mill and pave provided by NYSDOT in 2022 at \$200,000 per linear mi. based on recent Hudson Valley projects. a Year-over-year annual inflation factor of 1.029% added to cost calculation.

Total Investment Cost: \$264 million

Investment Target	Revenue Sources	Cost Share
State System Pavements	National Highway Performance Program	\$108.506m
629 lane miles	NYSDOT multicounty STBG Flex Where & When (Ulster County Share)	\$46.926
Cost estimate: \$194.2 million	NYS Dedicated Funds	\$ 38.860m
County System Pavements		
228 lane miles	State Highway Aid to Municipalities (CHIPS, Harsh Winter, POP, etc.)	\$42.815m
Cost estimate: \$42.8 million		
Local Pavement Assets		
96 lane miles	State Highway Aid to Municipalities (CHIPS, Harsh Winter, POP, etc.)	\$26.991m
Cost estimate: \$26.9 million		



Investment Target: Safety

Cost Calculation Method: revenue based investments. 100% of available safety funds are allocated to the system across the two categories below

Total Investment Cost: \$67 million

Investment Target	Revenue Sources	Cost Share
Safety Emphasis Areas	National Highway Performance Program	\$30m
Cost estimate: \$51.380 million	Highway Safety Improvement Program	\$21.38m
	NYS Dedicated Funds	\$4.2m
Rail Road Crossing Safety	Highway Safety Improvement Program Sec 130 Rail	\$12.5m
Cost estimate: \$15.5 million	NYSDOT multicounty STBG Flex Where & When (Ulster County Share)	\$3m



Investment Target: Bridge Replacement

Cost Calculation Method: "Any bridge rated as 'poor' in the baseline year (2020) will need to be replaced by the horizon year." Bridges assessed for ownership based on three categories: National Highway System (NHS), Other On-System, and Off System. Deck area for any bridge meeting the replacement assumption calculated and applied to a fixed replacement cost. Replacement cost based on average 2019 NYSDOT letting cost/square foot.

Total Investment Cost: \$568.6 million

Investment Target	Revenue Sources	Cost Share
NHS Bridges		
Total #: 62 Poor Rating: 23 Deck Area w/Poor Rating: 73,140 ft ²	National Highway Performance Program funds	\$26.68m
	NYS Dedicated Funds	\$7m
Cost estimate: \$33.35 million		
Non-NHS Federal Aid HW Bridges		
Total #: 140 Poor Rating: 59 Deck Area w/Poor Rating: 310,777 ft ²	UCTC Surface Transportation Block Grant Program (STBG Flex, Rural & Small Urban Shares)	\$15m
	NYS Dedicated Funds	\$4m
	State Highway Aid to Municipalities (CHIPS, Harsh Winter, POP, etc.)	\$18.875m
	Local Bridge and Highway General Funds	\$60m
	County Bridge Funds (contractual and other)	\$43.863m
Cost estimate: \$141.71 million		
Off-System Bridges		
Total #: 222 Poor Rating: 110 Deck Area w/Poor Rating: 863,022 ft ²	UCTC Surface Transportation Block Grant Program (STBG Flex, Rural & Small Urban Shares)	\$10m
	STBG Off-System Bridge	\$31.4m
	BridgeNY Local Bridge & Culvert Program	\$68.48
	STBG Large Urban	\$7.5m
	NYS Dedicated Funds	\$5m
	State Highway Aid to Municipalities (CHIPS, Harsh Winter, POP, etc.)	\$18.8m
	Local Bridge and Highway General Funds	\$60m
Cost estimate: \$393.5 million		
	County Bridge Funds (contractual and other)	\$131.588m
	New Federal Aid Funding	\$21.3m
	Other Necessary Local Bridge Funds	\$39.4m

Investment Target: Public Transit



Cost Calculation Method: Annual costs to maintain the transit system were derived from the Approved 2023 Ulster County Budget and projected retroactively from 2020 through the horizon year. Federal and state aid covers roughly 60% of those costs with the remaining 40% covered by county taxpayers. This ratio is held constant through the 25 year planning horizon with a year-over-year annual inflation factor of 1.029% to estimate a total cost of maintaining the system through 2045. Facility costs are included as one-time expansion costs to build a new storage facility based on the 2020 UCTC study plus additional facility maintenance costs. Costs to support the commuter carrier and transit enhanced mobility are also included.

Total Investment Cost: \$398.764 million

Investment Target	Revenue Sources	Cost Share
Transit Services and Operations The 2023 budget allocates \$8.3 million to operate the system; assumes annual cost of \$5.250m budgeted toward annual operations and projected through the plan horizon with year over year inflation of 1.029% Total Cost Estimate: \$188.918 million	FTA Section 5307 Small Urban Formula Funds attributable to the Kingston Urbanized Area	\$12.996m
	FTA Section 5307 Large Urban Formula Funds attributable to the Poughkeepsie-Newburgh Urbanized Area	\$6.736m
	State Transit Operating Assistance (STOA)	\$43.650m
	County Funds	\$104.561m
	New Federal Aid Transit Funding	\$6.250m
	Emergency Supplemental Transit Funds (COVID Relief)	\$4.2m
	Mid Hudson Valley TMA Unallocated Funds	\$4.0m
	Ulster County Transit Federal Aid Savings	\$6.5m
	FTA Section 5307 Small Urban Formula Funds attributable to the Kingston Urbanized Area	\$12.996m
	FTA Section 5307 Large Urban Formula Funds attributable to the Poughkeepsie-Newburgh Urbanized Area	\$6.763m
Transit Capital The 2023 budget allocates \$8.3 million to operate the system; assumes annual cost of \$3.318m toward rolling stock plus year-over-year annual inflation of 1.029% Total Cost Estimate: \$119.396 million	FTA Section 5339 Bus and Bus Facility Prgm attributable to the Kingston Urbanized Area	\$8.607m
	FTA Section 5339 Bus and Bus Facility Prgm attributable to the Poughkeepsie-Newburgh Urbanized Area	\$10.402m
	FTA Sec 5311 Rural funds	\$8.750m
	Inter-County Commuter Bus, Mid Hudson TMA	\$7.059m
	NYS DOT Modernization and Enhancement Prgm	\$10.842m
	NYS DOT Accelerated Capital Transit Prgm	\$3.570m
	County Funds	\$15.439m
	New Federal Aid Transit Funding	\$16.245m
	Mid Hudson Valley TMA Unallocated Funds	\$12.223m
	Ulster County Transit Federal Aid Savings	\$6.5m

Investment Target: Public Transit



Cost Calculation Method: Annual costs to maintain the transit system were derived from the Approved 2023 Ulster County Budget and projected retroactively from 2020 through the horizon year. Federal and state aid covers roughly 60% of those costs with the remaining 40% covered by county taxpayers. This ratio is held constant through the 25 year planning horizon with a year-over-year annual inflation factor of 1.029% to estimate a total cost of maintaining the system through 2045. Facility costs are included as one-time expansion costs to build a new storage facility based on the 2020 UCTC study plus additional facility maintenance costs. Costs to support the commuter carrier and transit enhanced mobility are also included.

Total Investment Cost: \$398.764 million

Investment Target	Revenue Sources	Cost Share
Transit Facility Costs	Inter-County Commuter Bus, Mid Hudson TMA	\$5.0m
Assumes several one-time fixed transit facility upgrades plus a new \$25m facility required to house the growing BEB fleet.	County Funds	\$5.0m
	New Federal Aid Transit Funding	\$2.5m
	Mid Hudson Valley TMA Unallocated Funds	\$15m
Total Cost Estimate:		\$27.5 million
Transit Enhanced Mobility		
Assist private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs.	FTA Section 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities	\$7.5m
Total Cost Estimate:		\$7.5 million
Transit Commuter Carrier		
Formula funds are made available to the commuter carriers through transfers under agreement with the Mid-Hudson Valley TMA members. Local operators reserve the right to request adjustments based on local transit needs	Mid-Hudson Valley Transportation Management Area Commuter Carrier Funds	\$55.450m
Total Cost Estimate:		\$55.450

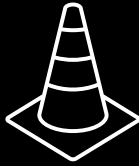
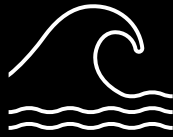


Investment Target: Nonmotorized Transportation

Assumes full build-out of the existing network of rail trails and connecting nonmotorized paths shown on page 92 plus ongoing maintenance costs. Also assumes local investments in sidewalk systems and complete streets improvements.

Total Cost: \$126.127 million

Investment Target	Revenue Sources	Cost Share
Trail System	Carbon Reduction Program	\$2.5m
	Local Bridge and Highway General Funds	\$.796
Maintenance of the existing system was estimated at \$2,000 per mi. For new construction, the average construction cost per linear mi of five recently completed rail trail projects were determined for an average cost per mi of \$1.3m; figures were applied as shown below.	Transportation Alternatives Program/Recreational Trails Program	\$40.0m
	New Federal Aid Highway Funds	\$1.1m
	NYSDEC Climate Smart Program	\$5.5m
Trail Mileage:	New York State Energy Research and Development Carbon Reduction Programs	\$5.5m
Future Development: 41.2mi In Development: 14.7mi Existing: 64.6mi		
Total Cost Estimate: \$57.43m		
Sidewalks	National Highway Performance Program	\$1.2m
	Carbon Reduction Funding	\$2.5m
City of Kingston 25 year sidewalk replacement cost estimated at \$42m. \$8m added for additional sidewalk districts throughout the county	NYS Dedicated Funds	\$0.3m
	Local Bridge and Highway General Funds	\$6.5m
	Transportation Alternatives Program/Recreational Trails Program	\$20.5m
	New Federal Aid Highway Funds	\$1m
	NYSDEC Climate Smart Program	\$9.5m
Total Cost Estimate: \$51.005	New York State Energy Research and Development Carbon Reduction Programs	\$9.5m
Complete Streets	National Highway Performance Prgr	\$1.05m
	NYS Dedicated Funds	\$0.263m
Share of funds remaining for additional discretionary complete streets projects	State Highway Aid to Municipalities (CHIPS, Harsh Winter, POP, etc.)	\$0.375m
	Local Bridge/Highway General Funds	\$10.704m
	Transportation Alternatives Program/Rec.Trails Program	\$1.5m
Total Cost Estimate: \$17.692m	New Federal Aid Highway Funds	\$3.8m



Other Investment Targets

Total Cost: \$90 million

Freight Mobility

Providing enhancements to the transportation network that facilitate the efficient movement of freight from points of origin to local delivery.

National Highway Performance Program	\$25m
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Total Cost Estimate: \$25 m

Transportation Resiliency

Development of a transportation system that is able to function in the face of one or more major obstacles including extreme weather events, major accidents, and equipment or infrastructure failures.

National Highway Performance Program	\$25m
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Total Cost Estimate: \$25 m

Transportation System Management and Operations (TSM&O)

National Highway Performance Program	\$30m
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Routine maintenance of the highway system incl. activities such as painting, preventive maintenance, bridge washing, crack sealing, geoengineering, landscaping, sign replacement, stormwater management, and other similar activities.

Local Bridge and Highway General Funds	\$10m
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Private Funds	\$2.5m
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Total Cost Estimate: \$42.5 m

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Appendix A: Calculation Methodology for Projected Sources of Revenue

Revenue Source	Methodology
FHWA (Millions of \$)	
National Highway Performance Program (NHPP)	Baseline 2020, 2021 & 2022 years utilize 2020 TIP figures; 2023 and outlying years utilize 2023 TIP Fiscal Constraint table 5 year average.
Surface Transportation Block Grant Program (STBGP FLEX) - includes STBGP RURAL, STBGP SM URBAN	Annual Planning Target (2023-2027 TIP Update)
STBGP Off-System Bridge (STBGP-OFF)	Annual Planning Target (2023-2027 TIP Update)
STBGP Large Urban (STBGP LG URBAN)	Baseline 2020 year utilized the 5 year allocation from the 2017 Mid Hudson MPO TIP allocation table (prepared by T. Weiner), divided by 5
BridgeNY Local Bridge & Culvert Formula Program	Funds released by NYSDOT in 2022 providing federal aid to municipalities for local bridge and culvert replacement; 2022 funding level for Ulster County at \$8.56m represents 50% of funds authorized under the 5 year BIL period. Funds are projected in 2 year increments through the plan horizon year.
Highway Safety Improvement Program (HSIP)	Baseline 2020, 2021 & 2022 years utilize 2020 TIP figures; 2023 and outlying years utilize 2023 TIP Fiscal Constraint table 5 year average.
HSIP RAIL	2019 Calculated the total HSIP RR funds included in the 2020-2024 TIP (snapshot Jan 10, 2020) divided by 5 for an annual average ('BASELINE'), then projected outward
Carbon Reduction	UCTC's 2023 – 2028 allocation projected in 5 year blocks
FTA Programs (Millions of \$)	
Sec 5307/5340 Small Urban	FFY 2020 FTA Apportionments and associated MPO/TMA agreements as approved by resolution
Sec 5307 Urban/Mid-Hudson TMA	
Section 5310	
Section 5339 Kingston UA	
Sec 5339 Mid-Hudson TMA	
Sec 5311 Rural	
Inter-County Commuter Carrier, Mid Hudson TMA (Transit CCC)	
State Funds (Millions of \$)	
NYS Dedicated Highway and Bridge Trust Fund	Calculation generally assumes state dedicated funds will meet the 20% match required when federal funds are assigned to state asset needs and 10% match when qualifying federal funds are assigned to local or county asset needs

Transit State Operating Assistance Modernization and Enhancement Program	State Transit (used SFY 19/20 awards to establish the baseline and then projected outward)
Accelerated Capital Transit Program	
Local Matching Funds	
State HW Aid to Municipalities (CHIPS, POP, Harsh Winter, etc)	Baseline utilizes NYS SFY22 Budget figures; sums actual state aid to all 24 municipalities + Ulster County in each eligible funding category and projects outward through the plan's horizon year. Since CHIPS funds can be used on any local road, calculation assumes ½ of fund source to be available for federal aid facilities
Local Bridge & HW Maintenance Funds	Baseline estimate was calculated based on a sample of municipal highway budgets to determine average annual expenditures on highway capital and maintenance; determined roughly \$750,000 in urban municipalities and \$350,000 in rural is budgeted annually; assumes urban municipalities contribute 50% expenditure toward federal aid facilities and rural contribute 25% expenditure. Final figure rounded down to nearest million and projected to plan's horizon year.
County Bridge Funds	2023 Ulster County Executive Budget; 75% of contractual and other capital obligations are devoted to bridges
Annual County Transit Payments	2023 Ulster County Executive Budget shows that local county funds are necessary to support the system; an equal proportion of local/federal/state funds on capital vs operating expenses are projected outward through the plan's horizon year
Other Supplemental or Competitive Funds	
TAP/Rec Trails	Over the course of the past decade, Ulster County communities have been very successful at accessing competitive Recreational Trails and Transportation Alternative Program (TAP) funds for local nonmotorized projects. A high level of confidence is therefore assumed in this calculation that funds will continue to be captured for local nonmotorized projects. Dollar amount calculated using the total TAP/Rec Trails funds included in the 2020-2024 TIP (snapshot Jan 10, 2020) divided by 5 for an annual average ('BASELINE'), then the average is projected outward through the plan's horizon year.
New Federal Aid HW Funding	It can be assumed with high confidence that new federal aid programs will be developed to address at least a limited number of funding gaps. The Bipartisan Infrastructure Law has included a number of new, competitive programs such as Safe Streets for All, Reconnecting Communities, Resiliency, Electric Vehicle Infrastructure, and other programs. Rather than assume annual revenue in specific program areas, however, the 2020 planning environment is maintained but a conservative estimate of new revenue sources is provided in 5-year blocks for use across multiple programmatic areas.
NYSDEC Climate Smart	New York State Department of Environmental Conservation has provided competitive funding for local complete streets and

	carbon reduction initiatives, including several significant sidewalk reconstruction and stormwater reduction permeable pavement resurfacing projects in the City of Kingston. Conservative revenue estimates are provided in 5-year blocks.
NYSERDA	New York State Energy Research and Development Authority has provided competitive funds for use in local and regional emission reduction efforts. Focus areas have included battery electric transit bus purchases, micromobility operational support, intelligent transportation systems for coordinated traffic signals, and efforts to promote walkable communities. Conservative revenue estimates are provided in 5-year blocks.
Private Funds	In limited instances, LLC or cooperative funds have been used to provide transportation improvements in specific areas, such as the Hudson Valley Mall access roads and traffic signals (Frank Sottile Blvd). Private funds may be assigned in limited circumstances.
Other Local Bridge Funds	It is assumed that local funds in addition to those outlined and projected above will continue to be required to address funding gaps and maintain the transportation system, primarily for fixed capital investments such as bridge replacements.
New Federal Aid Transit Funding	It can be assumed with high confidence that new federal aid programs will be developed to address at least a limited number of funding gaps. The Bipartisan Infrastructure Law has included a number of new, competitive programs such as Low/No Emission Vehicle, CDL License Program, Buses and Bus Facility competitive program, charging/fueling programs, and other programs. Rather than assume annual revenue in specific program areas, however, the 2020 planning environment is maintained but a conservative estimate of new revenue sources is provided in 5-year blocks for use across multiple programmatic areas.
MHVTMA Section 5307 Unallocated Fund Balances	The Mid Hudson Valley Transportation Management Area maintains an annual unallocated balance of 5307 formula funds which are made available to designated recipients on an either as-needed or competitive basis. Assumes revenues will be made available to support UCAT financial needs as in the past; estimates are provided in 5-year blocks through the planning horizon year.
Coronavirus Aid, Relief, and Economic Security Act (CARES)	The Coronavirus Aid, Relief, and Economic Security Act (CARES), American Rescue Plan Act, also known as the CARES Act and the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) brought in a combined total of \$4.2m for transit capital and operations in Ulster County; this value will be added at a minimum for the period 2020-2024.
UCAT Capital Reserve	Ulster County Area Transit as of 2020 maintained \$13m in unspent federal aid allocations across several programs; this is a one-time revenue source

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