

CHAPTER 11

FINANCIAL PLAN

Resources Available

The 2020 Long-Range Transportation Plan (LRTP), when published in 1995, anticipated a total of \$3.050 billion in funding over the 25-year planning period. This 2001 Update anticipates a total of \$2.586 billion in funding over the remaining 19-year term of the original 25-year planning period. The major sources of funding, shown in Tables 11-1 and 11-2, include the federal government at 42% (\$1.09 billion) of the total, the State Dedicated Fund at 29% (\$753.0 million), Onondaga County at 9% (\$223.0 million) and the City of Syracuse at 2% (\$64.0 million). The balance is comprised of other State and local sources at 12% (\$300.9 million) and Centro operating revenue at 6% (\$154.0 million). It is anticipated that all traditional funding mechanisms will be exhausted in the implementation of this 2001 Update.

Costs

The largest share of the total resources available will be expended to maintain the existing transportation system. The percentage allocation of anticipated resources through 2020 has not been changed from the original LRTP of 1995. The original allocations were based on a public participation process involving visioning workshops. Although Table 11-2 shows fewer total dollar resources under the 2001-2020 column, the annual amount is greater now for the Update period than was the case when the LRTP was originally published.

For this 2001 Update, the 1998 cost of each objective has been prorated using the new 19-year resource base of \$2.586 billion. The results show that maintenance of existing bridges and pavement (Facilities 1-3 in Table 11-3) will absorb 64 % of the budget (\$1.65 billion). An additional 17 % (\$441.0 million) will be allocated to support the area transit system; 12 % (\$301.0 million) will be used to improve congested locations, reduce single occupancy vehicles (SOV) and compliance with the Americans with Disabilities Act (ADA); and, 4 % (\$109.0 million) will be spent for efforts to increase safety at high accident locations. The remaining 3 % (\$76.0 million) of the budget will support transportation projects which enhance economic development, environmental quality and efforts to coordinate land use and transportation planning decisions in the study area. The 2001 Update also supports a number of innovative initiatives new to this area. Examples of the latter include funds which have been allocated to encourage application of Intelligent Transportation System (ITS) technology in the Syracuse region and to an effort to devise a cost/benefit methodology for application to future Transportation Improvement Programs (TIP).

Evaluation of the Project Financial Tracking Process

A review of the LRTP section on Goals, Objectives and Action Plans for this 2001 Update indicates that there is an opportunity to strengthen the current system for tracking and evaluating projects in

relation to LRTP goals. Specifically, it is sometimes difficult to link a project to one or more goals. Consequently, it is difficult to document what has been accomplished toward reaching a goal or to demonstrate how far along the Syracuse Metropolitan Transportation Council (SMTC) is toward attainment of any given goal.

In order to strengthen the existing process, the SMTC intends over the short term (the next three years) to restructure the current project tracking system in order to make documentation of goal progress more effective. Essentially, this will occur by linking each project with one or more specific goals. Additional information could be provided, such as project sponsor, or forecasted versus actual cost. This will permit a more systematic documentation and evaluation of progress achieved toward goal attainment.

Table 11-1

| Estimated Resources Available for Highway Capital Funding | | | |
|---|--------------------------------------|--------------------------------------|------------------------------------|
| Highway Funding Sources | 1995 – 2020 (Millions of Dollars) | 1998 – 2020 (Millions of Dollars) | 2001-2020 (Millions of Dollars) |
| Federal – FHWA | \$1095 M | \$1087 M | \$1000 M |
| State Dedicated Funds | \$1010 M | \$801 M | \$738 M |
| Onondaga County – Capital Program | \$225 M | \$242 M | \$223 M |
| City of Syracuse – Capital Program | \$50 M | \$70 M | \$64 M |
| Other Municipalities in the SMTC Area | Not Included | Not Included | Not Included |
| Total Highway Funding | \$2.380 Billion | \$2.200 Billion | \$2.025 Billion |
| Source: New York State Department of Transportation. | | | |

Table 11-2

| Estimated Resources Available for Transit Operations and Capital Funding | | | |
|--|--------------------------------------|--------------------------------------|------------------------------------|
| Transit Funding Sources | 1995 – 2020 (Millions of Dollars) | 1998 – 2020 (Millions of Dollars) | 2001-2020 (Millions of Dollars) |
| Federal – FTA | \$180 M | \$99 M | \$91 M |
| State Dedicated Funds | \$30 M | \$16 M | \$15 M |
| Other State and Local Funds | \$290 M | \$327 M | \$301 M |
| Operating Revenue | \$170 M | \$167 M | \$154 M |
| Total Transit Funding | \$670 M | \$609 M | \$561 M |
| Total Highway and Capital Funding | \$3.050 Billion | \$2.809 Billion | \$2.586 Billion |
| Source: New York State Department of Transportation. | | | |

Table 11-3

| Allocation of Resources by Long-Range Transportation Plan Objective | | | |
|---|-----------------|-----------------|-----------------|
| OBJECTIVE | 1995 – 2020 | 1998 – 2020 | 2001-2020 |
| Mobility 1 – Transit service | \$520 M | \$479 M | \$441 M |
| Mobility 2 – Improve LOS at congested locations | \$300 M | \$276 M | \$254 M |
| Mobility 3 – Decrease the number of SOVs | \$25 M | \$23 M | \$21 M |
| Mobility 4 – Comply with ADA | \$30 M | \$28 M | \$26 M |
| Mobility 5 – Greater utilization of electronic communication | \$0 | \$0 | \$0 |
| Land Use 1-4 – Assist local communities in planning | \$1 M | \$0.9 M | \$0.8 M |
| Environment 1 – Implement programs that improve air quality | \$15 M | \$14 M | \$13 M |
| Environment 2 – Implement carbon monoxide SIP | \$14 M | \$13 M | \$12 M |
| Environment 3 – Decrease use of road salt | \$5 M | \$5 M | \$4 M |
| Economy 1 – Support access to economic development | \$50 M | \$46 M | \$42 M |
| Economy 2 – Maintain operation/condition standard on principal arterials | \$0 | \$0 | \$0 |
| Economy 3 – Employer coordination of employee travel | \$12 M | \$11 M | \$10 M |
| Facilities 1 – Bridge maintenance | \$776 M | \$715 M | \$659 M |
| Facilities 2 – Pavement maintenance | \$1172 M | \$1079 M | \$994 M |
| Facilities 3 – Maintain sidewalks & other pedestrian/bike facilities | \$10 M | \$9 M | \$8 M |
| Safety 1 – Reduce accident rates at highest accident locations | \$95 M | \$87 M | \$80 M |
| Safety 2 – Reduce the highest intermodal accident locations | \$25 M | \$23 M | \$21 M |
| Safety 3 – Assist planning officials and developers in accommodating travel in new developments | \$0 | \$0 | \$0 |
| Total | \$3.050 Billion | \$2.809 Billion | \$2.586 Billion |
| Source: New York State Department of Transportation. | | | |