Chapter 5

Financial Analysis

2026 AMENDMENT

The 2050 Metropolitan Transportation Plan (adopted September 2025) has been amended by action of the SMTC Policy Committee on August 27, 2026, in response to unexpected delays and cost increases related to the I-81 Viaduct Project. The Business Loop 81, Rebuild I-690 & West St Interchange (Contract 6) project was previously included in the 2050 Long Range Transportation Plan (2020 Update) and the 2023-2027 Transportation Improvement Program (TIP) at a cost of $1.014 billion. The new projected project costs have increased to $2.150 billion. New York State will fund the additional costs utilizing New York's Capital Projects Fund (CPF), drawing from various appropriations identified in New York Assembly Bill 10004, including line items 1018-17, 1019-6, 1019-30, 1020-19, and 1020-43.

The 2026-2030 TIP has been amended alongside the 2050 MTP to reflect the delay in the obligation of capital funds and associated cost increases for this project. Additionally, due to the recision of unobligated funds attached to the Reconnecting Communities pilot program, the E Adams St / 15th Ward reconnection / complete street grid has been removed from the financial tables below. The following financial analysis has been updated to include these changes and the financial plan remains fiscally constrained.

REQUIREMENT FOR A FINANCIAL PLAN

The MTP must demonstrate how the region will pay for the transportation projects we anticipate completing over the next 25 years.

Federal legislation requires that the MTP include cost estimates for specific projects or, for the later years (beyond first 10 years) of the plan, cost ranges for anticipated projects and that the plan identifies "reasonably expected" revenue sources to fund these projects. This is the principle of "fiscal constraint" that ensures that the MTP represents an achievable future scenario, not a "pie in the sky" vision. The MTP may include additional "illustrative projects" outside of the fiscally-constrained financial plan, which the region would fund in the future if additional resources become available.

The 2050 MTP was developed concurrently with the SMTC's 2026-2030 Transportation Improvement Program (TIP). Therefore, the first five years (short-term) of the MTP reflect the newly-adopted TIP plus additional non-Federal resources and projects/maintenance activities to be completed by the member agencies. SMTC staff worked with Study Advisory Committee members to identify revenues, projects, and maintenance activities anticipated for the remaining 20 years of the plan, summarized here for the mid-term (2031-2040) and long-term (2041-2050) timeframes.

TABLE 5.1: EXPECTED REVENUE FOR TRANSIT AND HIGHWAY PROJECTS

In millions of dollars

Revenue Source	Short-term		Mid-term	Long-term	TOTAL
	FFY 25/26 - 29/30		FFY 30/31 - 39/40	FFY 40/41 - 49/50	
Transit					
Federal Aid (5307 + 5339)		52.737	122.513	149.343	324.593
Local match to Federal Aid		13.184	30.628	37.336	81.148
Federal Aid + match		65.921	153.141	186.679	405.741
State Dedicated Funds (SDF)		36.458	72.917	72.917	182.292
State Green Initiative Funds		66.582	166.121	166.529	399.232
TOTAL		**168.961**	**392.179**	**426.125**	**987.265**
Highway	Sub-allocation	Additional			
Federal Aid - Core Programs	270.267	806.533	574.089	632.933	2,283.822
HSIP	14.935	0.000	32.148	35.443	82.525
NHPP	199.953	802.533	420.896	464.037	1,887.419
STBG: Flex	22.735	4.000	48.937	53.953	129.625
STBG: Off-system bridge	0.000	0.000	9.503	10.477	19.981
STBG: Urban	29.085	0.000	62.605	69.023	160.713
CRP	3.559	0.000	0.000	0.000	3.559
Federal Aid - Statewide solicitations	66.651	579.369	142.821	157.460	946.000
BFP: Main	35.350	575.089	76.091	83.890	770.420
BFP: Off-system	7.295	4.280	15.702	17.312	44.589
CMAQ	3.530	0.000	7.598	8.377	19.505
TAP	10.661	0.000	22.948	25.300	58.909
NHFP	9.515	0.000	20.481	22.580	52.576
Federal Aid Total (ALL)	336.618	1,385.902	716.909	790.393	3,229.822
Match to Federal Aid	68.939	219.571	146.823	161.872	597.206
Federal competitive grants		5.160	0.000	0.000	33.660
Federal total inc. match		2,016.190	863.733	952.265	3,832.188
CHIPS		186.412	401.252	442.381	1,030.045
State Dedicated Funds (SDF)		241.325	20.000	20.000	281.325
State funds		1,136.065	0.000	0.000	1,136.065
State budget allocation		200.000	0.000	0.000	200.000
City + County local funds		93.701	201.693	222.365	517.759
Other competitive grant funds		32.731	0.000	0.000	32.731
Non-Federal total		1,890.234	622.945	684.746	3,197.925
TOTAL		**3,906.424**	**1,486.678**	**1,637.011**	**7,030.113**
Summary					
Total Federal funds (transit + highway)		1,780.417	839.422	939.736	3,559.575
Total match		301.695	177.451	199.208	678.354
Total Federal + match		2,088.112	1,016.874	1,138.944	4,237.929
Total other sources		1,993.274	861.983	924.192	3,779.449
GRAND TOTAL		**4,075.386**	**1,878.857**	**2,063.136**	**8,017.378**

REASONABLY EXPECTED REVENUE

As shown in Table 5.1, SMTC anticipates $3.560 billion in federal funding from Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) sources, including competitive grant programs, over the next 25 years. Local match to federal aid makes up another $678 million of the total anticipated revenue, with the remainder comprising primarily State Dedicated Funds (SDF), the Consolidated Local Street and Highway Improvement Programs (CHIPS), and City and County local funds. Total anticipated revenue from all sources is $8.017 billion.

The revenue estimate was developed based on the following information and assumptions:

- Centro provided estimates of anticipated Section 5307 and 5339 funding, assuming annual increases of 2%. Local match was calculated at 20%.
- Centro provided estimates of anticipated SDF and NYS Green Initiative funding.
- Federal Aid for FHWA Core Programs is consistent with the planning targets provided by NYSDOT for the 2026-2030 TIP update. For the mid- and long-term, this funding was increased by 5% per 5-year time block. The large amount of additional NHPP funding is primarily for the two final I-81 contracts.
- Federal Aid for statewide solicitations in the short-term is from the TIP update. For the mid- and long-term, this funding was increased by 5% per 5-year time block (excluding the additional $16.7 million in BFP-Main on the TIP update which is not part of the BRIDGE-NY program).
- An average 17% match was assumed for FHWA Federal Aid sources.
- NYSDOT provided totals for CHIPS funding in the SMTC MPA for 2024-2025. This was multiplied by five for the short-term timeframe, then increased by 5% per 5-year time block for the mid- and long-term. This figure includes the traditional CHIPS program as well as Extreme Winter Recovery, PAVE-NY, Pave Our Potholes, and State Touring Routes.
- State Dedicated Funds (SDF) in the short-term consist of $115 million additional match for BL 81 Contract 8 and $126.325 million for the Onondaga County Transportation Improvements project. NYSDOT provided an estimate of $2 million per year in SDF for 2031-2050.
- Additional State funds in the short-term represents $1.136 billion in additional funds for BL 81 Contract 6.
- The State budget allocation represents the $200 million included in the 2024 NYS Budget for "roads and other infrastructure improvements" at the White Pine Commerce Park.
- City and County local funds for the short-term were calculated based on information in their respective current 5-year Capital Improvement Plans for transportation-system maintenance activities such as paving, surface treatment/sealing, road reconstruction, traffic systems maintenance, bridge repair/rehabilitation, and local initiatives such as complete streets and Vision Zero. These figures were increased by 5% every 5 years for the mid- and long-term timeframes.
- Other competitive grants consist of funds the City of Syracuse has currently secured from various NYS programs. No additional grant funding was assumed beyond the short-term.

Key to highway funding programs

Federal Aid - Core Programs

HSIP: Highway Safety Improvement Program

NHPP: National Highway Performance Program

STBG: Surface Transportation Block Grant

CRP: Carbon Reduction Program

Federal Aid - Statewide solicitations

BFP: Bridge Formula Program

CMAQ: Congestion Mitigation and Air Quality Improvement

TAP: Transportation Alternatives Program

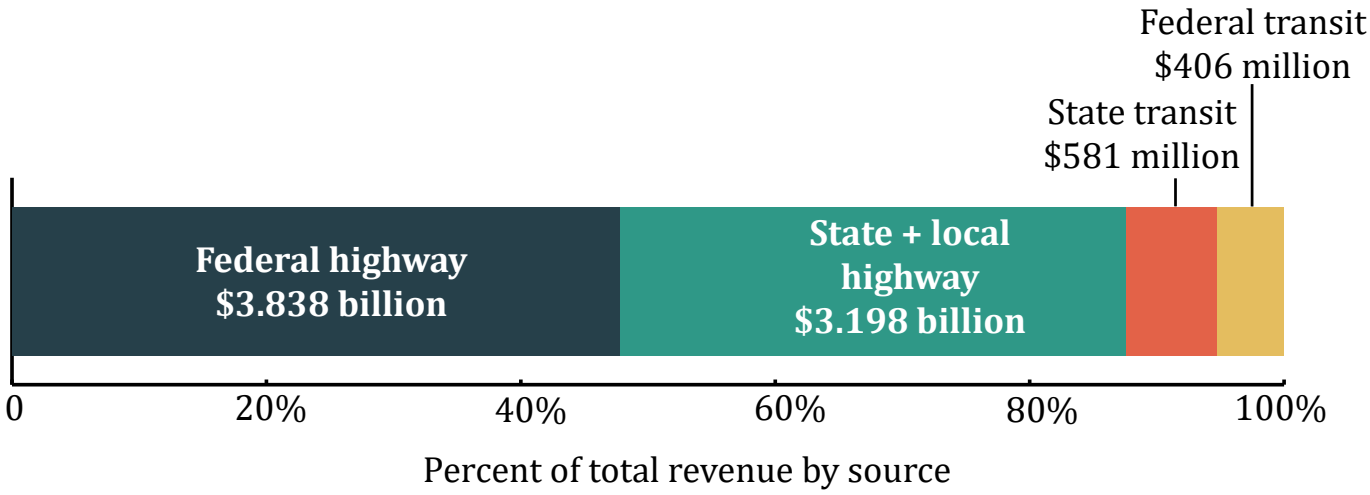
NHFP: National Highway Freight Program

Other

CHIPS: Consolidated Local Street and Highway Improvement Program

Just under half of total revenue, over the 25 years of this plan, is expected to come from federal highway sources (including federal aid, matching funds, and competitive grants). Forty percent of total anticipated revenue is from State and local highway funds. Transit funds provided by the State are expected to make up 7 percent of total revenue, with the remaining 5 percent from federal-aid transit programs (including match). Anticipated revenue by fund source is shown in Figure 5.1.

FIGURE 5.1: ANTICIPATED FUTURE REVENUE BY SOURCE



A transition from compressed natural gas (CNG) to hydrogen fuel cell vehicles

Since 1993, Centro has transitioned its Syracuse bus fleet to vehicles primarily fueled by compressed natural gas (CNG). CNG has not only provided a near-zero emission fuel source for operations, reducing overall greenhouse gas emissions from the fleet, but has also reduced overall costs. Centro staff estimate that the switch to CNG has saved the agency over $20 million in fuel costs since 1993, as a result of its stable pricing and federal CNG credits.

Moving forward, Centro aims to transition its fleet once again, this time to hydrogen fuel cell vehicles to achieve New York State's zero emissions goals by 2035. Hydrogen fuel cell vehicles were deemed the preferred alternative to electric vehicles due to their reliability in cold weather and the relative ease of transitioning existing facilities to handle the new technologies. This transition does come at a significant cost, though. Each hydrogen fuel cell vehicle costs approximately $1.5 million, compared to under $500,000 for a new CNG vehicle. Fueling costs will also rise. Initial estimates for fueling Centro's first five hydrogen fuel cell vehicles are approximately $500,000 per year, or roughly the cost of fueling all 134 CNG vehicles currently in operation. Additionally, an expansion of the Syracuse campus will be required to accommodate the transition of the full bus fleet to hydrogen fuel cell vehicles, with an estimated cost of $50 million.

Centro is in the process of seeking State and Federal grant sources to fund the transition to zero emission vehicles (ZEV) but struggles to compete with other transit agencies who are transitioning from diesel to ZEV.

ANTICIPATED PROJECTS

Tables 5.2, 5.3, and 5.4 list all the projects that the SMTC member agencies anticipate completing over the next 25 years. These projects reflect the strategies, outlined in Chapter 4, to achieve the goals and objectives of the MTP and to progress the priority funding initiatives identified in Chapter 3. In some cases, numerous projects comprise a strategy; for example, there are many paving and bridge projects included in this plan, which overall contribute to maintaining existing roads and bridges.

Figure 5.2 summarizes total project costs by category. About 39 percent of total costs are expected to be for highway, bridge, or transportation systems management and operations (TSMO) equipment maintenance projects such as paving, bridge repair, or signal system maintenance. This reflects the age and overall condition of our transportation system. Transit projects account for about 12 percent of total anticipated project costs. The remaining project costs are for highway and bridge "non-maintenance" projects, which include many safety projects, some capacity enhancements, and new bicycle and pedestrian infrastructure, in addition to the Business Loop (BL) 81 projects. The BL 81 projects total $2.817 billion, or about 35 percent of the total project costs included in this plan.

FIGURE 5.2: ANTICIPATED FUTURE PROJECT COSTS BY CATEGORY

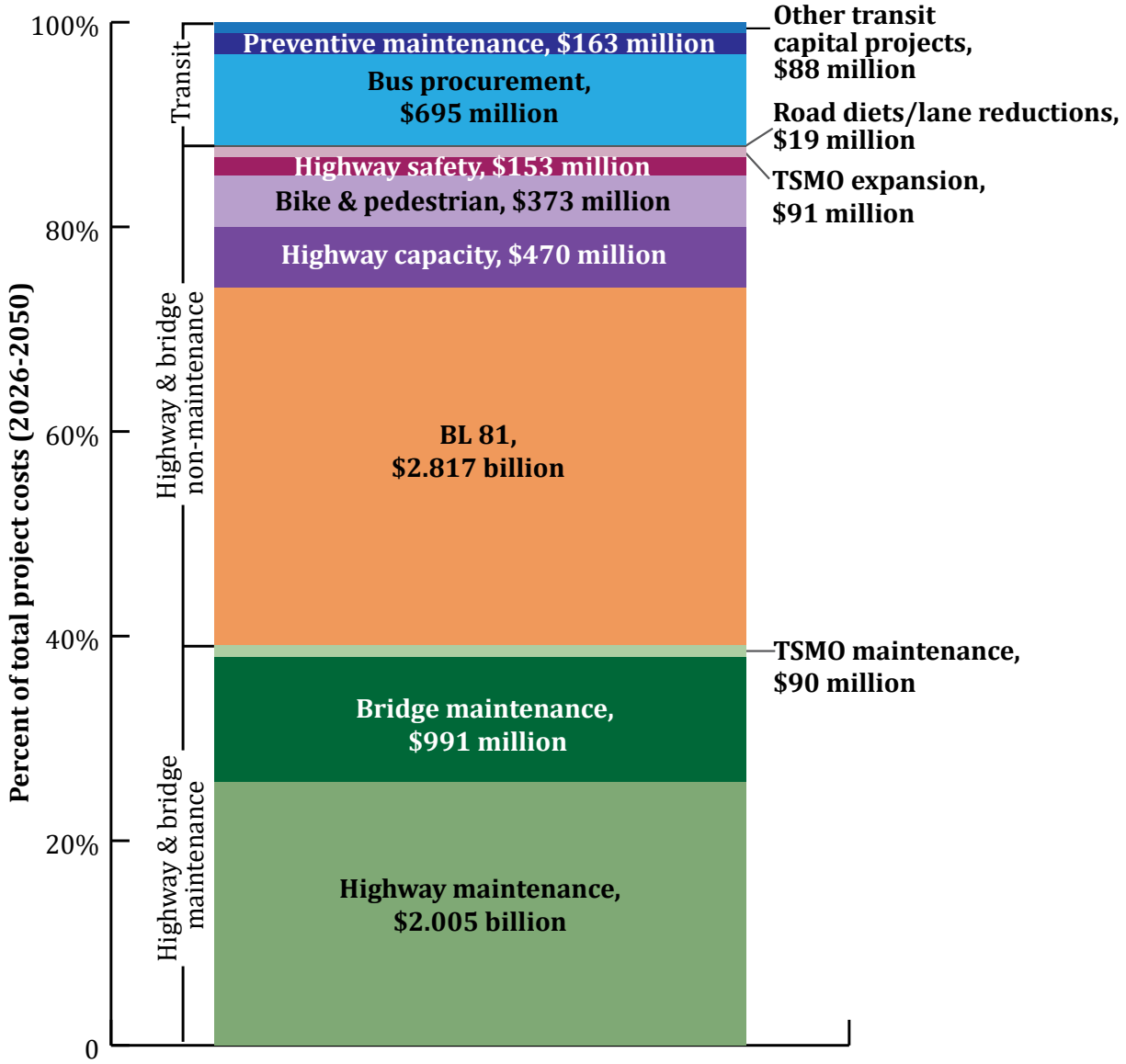


TABLE 5.2: ANTICIPATED PROJECTS, SHORT-TERM (2026-2030)

In millions of year-of-expenditure (YOE) dollars

Project	Category	Cost
Centro		**158.152**
Rolling stock (bus procurement)	Bus procurement & other equipment	102.177
Preventive maintenance	Preventive maintenance	26.541
BRT system (Acquisition, Construction, and Implementation)	Other capital projects	25.000
Other capital project needs	Other capital projects	2.025
Equipment purchases	Bus procurement & other equipment	2.015
Facility upgrades	Other capital projects	0.395
NYSDOT		**3,428.509**
Business Loop 81, Rebuild I-690 & West St Interchange (Contract 6)	Bridge	2,150.115
Onondaga County transportation improvements	Capacity	383.250
Business Loop 81, Southern Section, Phase 2, Syracuse (Contract 8)	Bridge	374.000
Business Loop 81, Northern Section, Phase 2, Syracuse (Contract 7)	Bridge	293.000
Bridge rehab, I-81, over Oneida River / Barge Canal	Bridge	54.583
Bridge rehab, I-81, over Oneida River Phase 2 southbound bridge	Bridge	54.458
Bridge rehab, I-81, over Rt 11, Nedrow	Bridge	28.750
Onondaga Lake Parkway safety improvements, Old Liverpool Rd to I-81 ramp, Town of Salina	Safety	27.339
Bridge rehab, I-81, ramps to Hiawatha and CR 137, Syracuse	Bridge	17.463
Safety improvements, Rt 11 at Rt 49 intersection, Village of Central Square	Safety	7.096
Freeway incident management systems, Phase V & VI	TSMO	6.906
Paving, Oswego St, S Willow St to Tulip St, Liverpool	Highway	5.723
TMC/ITS operations & maintenance	TSMO	4.960
Caughdenoy Rd/NYS Rt 31 Improvements	Capacity	4.120
Safety improvements, Rt 11, I-81 off ramp to Rt 11A	Safety	3.673
Superstructure replacement, Rt 20 over Limestone Creek, Pompey	Bridge	3.459
Bridge replacement, Rt 298 over I-90, Town of DeWitt	Bridge	3.154
Bridge replacement, Rt 20 over Butternut Creek	Bridge	2.890
Paving, Rt 321, Kingston Rd to Forward Rd	Highway	2.040
Paving, Rt 20, County Line Rd to Fuller St & Rt 41 to Rt 174	Highway	1.530
OCDOT		**172.923**
Highway maintenance	Highway	88.960
Onondaga Lake Canalways Trail Salina Extension Phase 2 (rail bridge to Murphy's Island)	Bike/ped	33.388
Paving, Onondaga Blvd, City boundary to Fay Rd, Town of Onondaga	Highway	7.911
Bridge maintenance	Bridge	7.600
Paving, Buckley Rd, Hopkins to Taft, Town of Clay	Highway	6.760
Onondaga Lake Canalways Trail Salina Extension Phase 1 (Bloody Brook to rail bridge)	Bike/ped	5.539
Pedestrian & safety improvements, Teall Ave	Safety	4.413
Bridge rehab, Jamesville Toll Rd over Susquehanna RR, Town of DeWitt	Bridge	4.030
Paving, Jamesville Rd, North St to Quintard Rd	Highway	3.657

Project	Category	Cost
Paving, Buckley Rd, Bear Rd to Henry Clay Blvd, Town of Clay	Highway	3.348
Commerce Blvd and Vine St intersection improvements and Vine St widening (center turn lane), Thruway to Henry Clay Blvd	Safety	2.224
TSMO maintenance	TSMO	2.134
Peck Rd over Chittenango Creek bridge replacement, Town of Manlius	Bridge	1.749
Bridge replacement, W. Dead Creek Rd over Dead Creek, Town of Van Buren	Bridge	1.210
Syracuse		**222.976**
Road reconstruction	Highway	92.364
ROW infrastructure and sidewalks	Bike/ped	40.000
James St improvements, S Salina St to Grant Blvd	Road diets	15.900
Creekwalk Phase III, Colvin St to Dorwin Ave	Bike/ped	11.647
Unimproved streets sealing	Highway	8.800
Erie Blvd W improvements, Franklin St to W Genesee St	Highway	8.370
Highway maintenance	Highway	7.820
Erie Blvd E improvements, Almond St to S Beech St	Highway	4.762
North Beech St Dig Once	Highway	4.352
Complete Streets	Bike/ped	4.350
Creekwalk Phase 3.1	Bike/ped	3.949
Shared use path on West Side Trail	Bike/ped	3.910
Pedestrian and bike improvements, Erie Blvd W	Bike/ped	3.798
TSMO maintenance	TSMO	3.573
Vision Zero	Safety	3.525
Inner Harbor area sidewalk improvements	Bike/ped	3.358
RTC/Regional Market area mobility improvements	Bike/ped	2.911
Rt 175 bridge rehab over Onondaga Creek	Bridge	1.917
South Ave reconstruction and streetscaping	Bike/ped	1.878
Ped bridge replacement, Creekwalk, Kirk Park	Bike/ped	1.532
West Onondaga St reconstruction and bike/ped improvements	Bike/ped	1.501
W Brighton Ave bridge replacement over Onondaga Creek	Bridge	1.421
Transportation Management Center operation assistance	TSMO	1.338
Municipal		**52.960**
Municipal paving	Highway	42.360
Connective Corridor, Village of Solvay	Bike/ped	5.150
W Elizabeth St over Skaneateles Creek bridge replacement, Village of Skaneateles	Bridge	1.892
Clark Hollow Rd bridge replacement, Town of LaFayette	Bridge	1.444
W Franklin St over park pond inlet bridge replacement, Village of Fayetteville	Bridge	1.384
Empire State Trail / Belle Isle improvements, Village of Solvay	Bike/ped	0.729
Total		**4,035.520**

Note: Short-term projects list is consistent with the 2026-2030 Transportation Improvement Program as adopted in June 2025 and amended in August 2026, plus additional cost for NYSDOT's Onondaga County transportation improvements project.

TABLE 5.3: ANTICIPATED PROJECTS, MID-TERM (2031-2040)

In millions of year-of-expenditure (YOE) dollars

Project	Category	Cost
Centro		**367.962**
Rolling stock (bus procurement)	Bus procurement & other equipment	245.591
Preventive maintenance	Preventive maintenance	61.656
Syracuse campus expansion / renovation	Other capital projects	50.000
Equipment purchases	Bus procurement & other equipment	4.465
Other capital project needs	Other capital projects	4.250
Future system redesign (updates)	Other capital projects	2.000
NYSDOT		**491.225**
Bridge maintenance	Bridge	138.000
MBC I-481 (future I-81), Rock Cut Rd to Northern Blvd	Highway	40.000
I-481 over NY5	Bridge	30.000
Ramp to I-690 WB over 690 and 930T over CR 80 bridge rehab, Town of Geddes	Bridge	20.832
MBC, Rt 11, Bear to 31	Highway	20.000
Rt 5 Bypass, Old Rt 5 to NY695	Highway	20.000
MBC, Rt 20, Cayuga County line to Rt 175, Town and Village of Skaneateles	Highway	19.194
Bridge rehab, Rt 298 over Barge Canal	Bridge	17.481
Reconstruct Rt 20 and rehab Rt 11, Town of LaFayette	Highway	16.410
Paving, Rt 11, City line to Taft Rd, Towns of Salina and Clay	Highway	15.160
Route 290/635, James St / Thompson Rd over CSX	Bridge	15.000
Highway maintenance	Highway	12.200
I-81 over Church St	Bridge	12.000
NY 481 over Mud Creek	Bridge	12.000
Additional safety projects	Safety	12.000
Bridge rehab, Hiawatha Blvd over I-81	Bridge	11.556
TSMO maintenance	TSMO	10.500
I-690 over I-90 deck replacement	Bridge	10.000
Bike/ped block	Bike/ped	10.000
Paving, Route 48, Lysander/Baldwinsville, Brown Street to Evans Chevy	Highway	9.000
Paving, Rt 264, Village of Phoenix	Highway	9.000
Paving, Rt 290, Village of East Syracuse	Highway	9.000
Route 175, Cedarvale Rd to NE Townline Road reconstruction & safety improvements	Safety	7.000
Intersection improvements, NY5 and NY257, Fayetteville	Capacity	5.000
Green Lakes State Park intersection safety improvements, Rt 290 at Green Lakes Park Dr	Safety	4.000
Highway emergency local patrol (HELP), Interstates, Onondaga County	TSMO	3.892
Bridgeport roundabout	Safety	2.000

Project	Category	Cost
OCDOT		**467.681**
Highway maintenance	Highway	308.000
Bridge maintenance	Bridge	51.000
Buckley Rd shared turn lane and Buckley/Bear intersection upgrades	Safety	13.041
Local connections to EST (V. Camillus connector, State Fair Blvd bikeway, Minoa Rd bikeway, Burdick St bikeway)	Bike/ped	12.000
Paving, 7th North St, Electronics Pkwy to rail bridge, Town of Salina	Highway	11.116
Bridge rehab Old Rt 57 over Oneida River, Towns of Clay and Schroeppel	Bridge	10.093
County SS4A project implementation	Safety	8.000
Paving, John Glenn Blvd EB, I-690 to Buckley Rd, Towns of Clay, Geddes, Salina	Highway	7.557
Old Liverpool Rd improvements (inc. sidewalks), NY 370 to Electronics Pkwy, Town of Salina and Village of Liverpool	Highway	7.336
South Bay Rd widening (center turn lane), Bear Rd to Rt 31	Safety	6.672
7th North Street/Buckley Rd intersection upgrades	Safety	6.178
Henry Clay Blvd widening (center turn lane), Wetzel Rd to Rt 31	Capacity	6.116
Kirkville Rd widening (to 4 travel lanes), I-481 to Fremont Rd	Capacity	5.560
Morgan Road widening, Wetzel Rd to Route 31	Capacity	5.560
TSMO maintenance	TSMO	5.000
Vine St improvements, village line to Burr Dr, Town of Salina	Highway	3.746
Pedestrian signal safety project at 10 locations	Bike/ped	0.707
Syracuse		**401.031**
Road reconstruction	Highway	213.361
ROW infrastructure and sidewalks	Bike/ped	80.000
Unimproved streets sealing	Highway	20.328
Highway maintenance	Highway	18.064
Syracuse Developmental Center infrastructure and roadwork, phase 2	Capacity	15.000
S Geddes St improvements, Bellevue Ave to Erie Blvd, W Fayette St, West St to Tompkins St	Highway	11.817
Teall Ave improvements, Burnet Ave to Grant Blvd	Highway	11.610
Complete Streets	Bike/ped	10.048
TSMO maintenance	TSMO	8.252
Vision Zero	Safety	8.143
Downtown one-way to two-way street conversions	Road diets	2.746
Roundabout at James/Shotwell/Grant	Safety	1.372
Water Street closure, South Crouse Ave to Beech St	Road diets	0.288
Various		**126.681**
Municipal paving	Highway	91.181
Collector roads in future centers	Capacity	15.000
Local Federal Aid bridge/highway projects	Highway	12.500
Implementation of Bike Commuter Corridor Study	Bike/ped	8.000
Total		**1,854.581**

TABLE 5.4: ANTICIPATED PROJECTS, LONG-TERM (2041-2050)

In millions of year-of-expenditure (YOE) dollars

Project	Category	Cost
Centro		**420.549**
Rolling stock (bus procurement)	Bus procurement & other equipment	335.555
Preventive maintenance	Preventive maintenance	75.158
Equipment purchases	Bus procurement & other equipment	5.585
Other capital project needs	Other capital projects	4.250
NYSDOT		**640.210**
Bridge maintenance	Bridge	416.000
Highway maintenance	Highway	100.000
Construct new Region 3 TMC	TSMO	35.000
Reconstruct Hastings rest area and truck inspection station (I-81 SB)	TSMO	20.000
Additional safety projects	Safety	20.000
New Hastings rest area (I-81 NB)	TSMO	20.000
TSMO maintenance	TSMO	13.500
Bike/ped block	Bike/ped	10.000
Highway emergency local patrol (HELP), Interstates, Onondaga County	TSMO	4.710
NYSDOT/ Syracuse		**25.000**
Joint TMC operation	TSMO	25.000
OCDOT		**414.539**
Highway maintenance	Highway	311.931
Bridge maintenance	Bridge	60.642
John Glenn Blvd / Route 57 capacity enhancement	Capacity	30.000
County SS4A project implementation	Safety	6.000
TSMO maintenance	TSMO	5.965
Syracuse		**416.618**
Road reconstruction	Highway	258.167
ROW infrastructure and sidewalks	Bike/ped	80.000
Unimproved streets sealing	Highway	24.597
Highway maintenance	Highway	21.858
Complete Streets	Bike/ped	12.159
TSMO maintenance	TSMO	9.985
Vision Zero	Safety	9.853
Various		**137.028**
Municipal paving	Highway	100.528
Continue build-out of local connections to EST	Bike/ped	24.000
Local Federal Aid bridge/highway projects	Highway	12.500
Total		**2,053.943**

FISCAL CONSTRAINT

This MTP includes $8.017 billion in revenue over 25 years, to complete projects totaling $7.954 billion, demonstrating fiscal constraint.

Table 5.5 summarizes reasonably expected revenues and anticipated project costs to 2050. This analysis shows a positive balance of about $63 million over 25 years, or just over 1 percent of total anticipated revenue.

Inclusion in the MTP financial plan does not guarantee that a project will be funded; each project must still compete for federal funding through future TIP updates, which will utilize the MTP goals and objectives as part of the project selection process. While the TIP is a 5-year capital program, the MTP is a 20+ year vision of how the region anticipates spending future resources to align with our goals and objectives.

TABLE 5.5: FISCAL CONSTRAINT

In millions of year-of-expediture (YOE) dollars

	Short-term	Mid-term	Long-term	TOTAL
	FFY 25/26 - 29/30	FFY 30/31 - 39/40	FFY 40/41 - 49/50	
Transit				
Total revenue	168.961	392.179	426.125	987.265
Total project costs	158.152	367.962	420.549	946.663
Balance	10.809	24.217	5.576	40.602
Highways				
Total revenue	3,906.424	1,486.678	1,637.011	7,030.113
Total project costs	3,877.367	1,486.618	1,633.394	7,007.379
Balance	19.057	0.060	3.617	22.734
All projects				
Total revenue	**4,75.386**	**1,878.857**	**2,063.136**	**8,017.378**
Total project costs	**4,035.520**	**1,854.580**	**2,053.943**	**7,954.042**
Overall balance	**29.867**	**24.277**	**9.193**	**63.336**

E Adams St / 15th Ward reconnection / complete street grid

In 2025, the federal government rescinded $28.5 million in unobligated funds from the Reconnecting Communities pilot program attached to the E Adams St / 15th Ward reconnection / complete streets grid project. Due to this recision, the project is now considered an "illustrative project." Should funding for the Reconnecting Communities program be restored, or another funding source becomes available, the project may move forward at that time.