



CONNECT MID-HUDSON

Transit Study

Financial Analysis | January 2020



Prepared by:



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3. FINANCIAL ANALYSIS

3.1. Summary

As part of the Connect Mid-Hudson plan, a financial analysis was commissioned to better understand how federal funds are being allocated and used across the region. UZA 89, which includes Ulster, Orange, and Dutchess County, utilizes a “whack-up” process to divide federal funds among the individual counties, private commuter bus operators, and an unallocated regional capital reserve fund. This unallocated fund today has an unspent balance of \$12 million.

The analysis projects that unallocated capital reserve fund will continue to grow as the amount of funding being added to it exceeds previously identified capital needs. If no changes are made to the whack-up process, the study team anticipates that the fund will have an unspent balance of \$35 million by 2029 (see Table 1).

Table 1: Forecasted Unallocated Reserve Fund Balance

Estimated Unassigned Whack-Up Balance										
Year	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
Unallocated Fund Starting Balance	\$15,815	\$18,640	\$22,019	\$22,822	\$26,291	\$29,807	\$33,369	\$32,340	\$32,811	\$36,518
County Capital Needs*	-\$510	-	-\$2,622	-	-	-	-\$4,640	-\$3,187	-	-\$296
Non-County Capital Needs**	-\$540	-\$556	-\$573	-\$590	-\$608	-\$626	-\$645	-\$664	-\$684	-\$705
Unassigned Balance	\$14,765	\$18,084	\$18,825	\$22,231	\$25,683	\$29,181	\$28,085	\$28,488	\$32,127	\$35,517

* represents cumulative capital needs at Dutchess, Orange, and Ulster county after other sources of funding are accounted for.

**represents average annual capital needs of private commuter operators and MTA. Based on 15-years of historical data.

This unspent balance creates several opportunities for the region. Some of the reserve fund could be reassigned to individual counties to expand the amount of transit service or reduce each county’s local funding burden. These funds could also be used to undertake as of yet unidentified capital projects such as facility construction and renovation, or fleet modernization. The findings of the memo will assist the study team in identifying potential improvements in the next phase of the Connect Mid-Hudson plan.

3.2. Background

As part of the Connect Mid-Hudson plan, representatives from the three Metropolitan Planning Organizations (MPOs) requested that a financial analysis be conducted to evaluate the existing process of distributing federal funds among the region's public transit operators. Parts of Dutchess, Orange and Ulster County fall within the census-designated Poughkeepsie-Newburgh Urbanized Area, also known as UZA 89. As federal funds are distributed at the UZA level, the MPOs, NYSDOT and MTA have developed a sub-allocation process that divides these funds among the various counties, commuter rail via MTA and private commuter services within the region. A portion of these funds remain unallocated to a particular jurisdiction and instead the three MPOs jointly decide how to spend these funds on transit capital investments. The decision may be based on a competitive call for projects within the three counties or through a direct allocation based on a request from a transit provider. **This analysis examines the implications of the current sub-allocation process, anticipates funding levels and establishes regional funding needs over the next 10 years. Notably, the analysis seeks to understand whether the region should be diverting less (or more) revenue to its unallocated fund balance.**

Background on Federal Formula Funds

The sub-allocation process determines how federal funds are distributed among the region's transit operators. The Federal Transit Administration distributes these funds to region's based on a variety of factors related to population and the amount of transit service being provided. Formula funds utilized by Dutchess, Orange, and Ulster County's local transit services, and the MTA for commuter rail service come from the following programs:

- Section 5307 Urbanized Area Funds: These formula funds are the single largest source of federal formula funding and can be used on any type of transit related capital expenses. Operators are also allowed to use these funds to cover a portion of operating costs, as well as eligible preventative maintenance costs.
- Section 5340 Growing States/High Density States Program: This is an additional federal funding source credited toward fast growing urbanized areas that is added to the Section 5307 balance.
- Section 5339 Bus and Bus Facilities: These are formula funds that can only be used to rehabilitate or procure new buses or invest in bus related facilities.
- Section 5311 Rural Area Funds: These are funds specifically allocated toward improving transportation in rural areas. These funds are not part of the Whack-Up process as they come directly to each eligible operator.

Background on the Sub-allocation Process

The region's sub-allocation process is a function of UZA 89's unique reporting structure and the myriad of operators involved, including the MTA. Several private commuter bus operators in New York State report to the Federal Transit Administration through UZA 89. The large amount of revenue hours, miles and passengers on these services generates additional federal formula funding for the region, which in turn is passed on to the individual private and public transit operators. At the end of each fiscal year, a certain amount of federal formula revenue remains unallocated to any jurisdiction. This unallocated amount is determined based on two key factors:

- Per the TMA, NYDOT and MTAs policy agreement, private commuter bus operators are only reimbursed for the preventative maintenance (PM) expenses they report to FTA. If the amount of 5307 federal formula funds they generate exceed the value of PM, the difference goes to the unallocated balance.



- As a high-density state, the region qualifies for 5340 funds. A portion of these funds are directly assigned to Dutchess, Ulster, and Orange Counties based on their share of total transit service, however the remaining amount goes to the unallocated balance.

Key Questions

The study team ultimately seeks to understand whether the sub-allocation process is over or under funding the unallocated balance. These funds are primarily intended to be used for major capital expenses across the region though they have been used for operating assistance in limited cases. To properly answer this question, this memo addresses the following:

- Does each transit provider have a sufficient amount of funding to cover capital needs over the next ten years, before unallocated funds are taken into account?
- Do the existing transit providers max-out their eligible federally reimbursable operating expenses? If not, could some of the unallocated funds be utilized to support operating expenses? And furthermore, should the TMA revisit the sub-allocation process.

3.3. Methodology

This is a high-level financial assessment based on available National Transit Database and county-level budget information. There are several limitations to the analysis, notably:

- NTD reporting was used to determine 5307 eligible PM expenses. No audit was conducted to accurately determine whether there were individual operating costs that could be funded by 5307 funds.
- There was no comprehensive, financially constrained capital plan for the TMA available for the full ten-year planning horizon. As such, the estimated capital costs largely reflect future fleet procurement needs based on the existing public transit fleet and FTA useful life benchmarks.
- The study team did not receive complete information on the capital needs of private commuter bus operators. The team assumes that these operators will not request funds from the unallocated balance.
- The analysis assumes no change in the level of transit service in Mid-Hudson Valley. Additional service expansion or contraction will alter the distribution and total amount of federal funds delivered to the TMA. Changes to transit service will also impact the amount of capital funding needed.
- The financial forecasts use straight-line assumptions on cost and revenue growth. These assumptions are largely based on historical NTD data over the last ten-years. Some adjustments were made to assumptions to be conservative. For example, Ulster over this time period saw 1% decline in operating costs that is unlikely to continue in perpetuity. The team assumed instead that operating costs would grow by 2% per year, tracking with inflation. Similarly, the forecast assumes an average fare revenue growth of 1% per year instead of relying on historical data due to recent instability in transit ridership.

Operating Budget

A ten-year operating budget analysis was done for each county. Information was collected regarding county transit costs and revenues. The most detailed aspect of this analysis involved determining the total amount of grant money received. This included federal 5307 operations, 5307 preventative maintenance, other federal (5311, 5307 from other UZAs, etc.), state and local funds.



Table 2: Operating Assumptions for Revenue Growth and Cost Escalation, per year (Percent)

Operating Assumptions	Dutchess	Orange	Ulster
Fare Revenue Escalation	1.0%	1.0%	1.0%
Other Revenue Escalation ¹	1.8%	1.8%	1.8%
Federal Revenue Escalation ²	2.1%	2.1%	2.1%
PM Share of Operating Costs ³	27.0%	24.0%	24.1%
Share of Operating Budget Funded by 5307 ⁴	18.2%	8.9%	9.3%
State Revenue Escalation ⁵	2%	2%	2%
Local Revenue Escalation ⁵	2%	2%	2%
Operating Cost Escalation ⁶	2.9%	1.0%	2%

Capital Budget

A ten-year capital budget review was also compiled for each county. Capital revenue included 5307 and 5339 formula funds, as well as State and local match funds. To determine capital expenses, cost and schedule information regarding upcoming projects was collected from each county. Projects that have already been fully funded by specific grants were not included in this review. In addition to scheduled projects, future fleet needs were also considered. Future fleet needs were established using information provided by the counties and projections based on industry best practices relative to fleet replacement schedules. Note that no future discretionary funding, such as NYSDOT Modernization and Enhancement Program (MEP) funds are assumed, even though each county is likely to receive these funds in future years.

The model assumes that the 20% local match for federally funded projects will continue to be funded 50/50 by state and local contributions.

Unallocated Funds

A spreadsheet model was set up to project the 5307/5340 allocation process. Whack-up input data was based on FY2019. After dissecting this process and speaking with officials from New York State DOT, it was understood that unallocated funds are determined using the following steps:

- Unallocated 5307: The commuter carriers are only reimbursed using 5307 funds for PM expenses. If the amount of money they generate in formula funds exceeds their PM expenses in a given year, that difference goes to the unallocated balance.
- Residual 5340: 5340 funds are allocated to the region based on its status as a fast-growing urbanized area. A portion of 5340 funds are allocated to the three MPOs based on the share of prior year 5307 funds generated by their public transit operators in the previous fiscal year. The remaining share is placed in the unallocated fund. This arrangement results in the majority of 5340 funds going to the unallocated balance.

¹ Current average inflation.

² Average growth in Federal Formula funding nationwide.

³ Based on 2017 NTD data

⁴ Based on most recent year's proportion of the operating budget funded by 5307.

⁵ Default growth assumption

⁶ Based on ten year revenue hour average



- Total Unallocated Funds: The sum of unallocated 5307 and residual 5340 funds.

3.4. County-Level Budget Overview

Information from each jurisdiction was input into a 10-year financial model, and each jurisdiction had an opportunity to review the results and provide comments.

The analysis found that financial constraints vary among the three counties. All three counties rely on local general fund contributions to cover any shortfalls after all other funding sources are accounted for. Local funds account for a larger share of operating costs in Ulster County (26 percent) and Dutchess (23 percent) than in Orange County (13 percent). If transit service levels were to stay the same, over the next ten years, Ulster's share of local funds to the total operating budget would grow by one percentage point, Orange's would decline by two percentage points, and Dutchess's would increase by 15 percentage points.

These diverging trends across the three counties is due to anticipated differences in direct revenue growth (e.g. advertising and fare revenue) and federal funding growth. For example, Orange County benefits from a large amount of private commuter bus operations, which increase its federal funding allocation. Moreover, Dutchess presently funds operations with a reserve of federal funds that will be exhausted by 2021.

Each county also has differing capital funding constraints. Ulster and Orange County's projected capital funding both exceed their identified capital needs, resulting in a surplus of capital funds which could be used to support system expansion or additional capital enhancements. Dutchess's capital needs conversely exceeds the county's capital funding, resulting in a deficit in certain years.

Each county's budget forecast can be found in the appendix.

3.4.1. Dutchess County

Operating Baseline Budget

Dutchess County Public Transit (DCPT), operates fixed-route and paratransit services. The county owns the system's capital equipment but contracts with a private transit operator to run the service. By the end of fiscal year 2020, the County will have exhausted a balance of unspent federal funding that was transferred from the City of Poughkeepsie after the city's transit service ceased operation in 2017. The City of Poughkeepsie funds allowed DCPT to save their own 2017 and 2018 funds for use in 2019 and 2020.

Starting in FY2021, the County will likely need to increase its local contribution or seek additional federal revenue to maintain its existing level of service. As it stands now, Dutchess County uses most of its 5307 funds on operating expenses.

Capital Budget

Dutchess County's capital budget relies on Federal 5339 funds and matching state and local funding. The County uses 5307 funds for operating and PM expenses. Upcoming capital costs for Dutchess include fleet upgrades and new scheduling software for dial-a-ride and ADA services. Dutchess's capital needs over the next ten years exceed its existing formula allocation of FTA 5339 funds.

3.4.2. Orange County

Operating Baseline Budget

Orange County falls into both UZA 89 and the Middletown Urbanized Area. Orange County does not directly operate transit service. The County is a pass-through for funding to public transit services operated by both municipal and private operators. Some of these services include Newburgh Area Transit, Middletown Area Transit, Main Line Service and the Warwick Inter-Municipal Bus. 5307 and 5311 funds are used to support

county transit operations. Notably, none of Orange County's public transit providers charge preventative maintenance costs to 5307. Overall, the County has a sizable balance of federal funds after operating costs are accounted for. The County and local jurisdictions are forecasted to contribute \$2.6 million a year in funding for local transit services in 2020, representing 13% of the anticipated operating costs. This local contribution is forecast to decline as a share of the total budget over time due to growing federal revenue.

Capital Budget

Orange County's capital budget is funded largely by 5307 and 5339 funds. In 2020, the county has a sizable amount of prior year residual funds (\$11.9 million) which is reflected in the FY2020 capital funding balance. The documented capital needs consist solely of future fleet replacements.

3.4.3. Ulster County

Operating Baseline Budget

Ulster County owns and funds Ulster County Area Transit (UCAT). The County falls into both UZA 89 and UZA 423 (Kingston). Funds drawn from UZA 423 do not impact the sub-allocation process and go directly to Ulster County. County revenue includes federal funds from both UZAs. Ulster uses all of its 5307 funds on eligible operating expenses.

Capital Budget

Ulster relies largely on Federal 5339 and 5311 funds for capital projects. The County currently spends its 5307 funds on operating. Upcoming capital costs for Ulster include fleet upgrades, and planning and design for a new storage building. The projected capital needs are not expected to exceed available capital revenue.

3.5. Limits on Spending Federal Dollars on Operating

The three counties all are subject to limits on the percentage of federal 5307 funds they can spend on operations. Each county has a cap on 5307-eligible operating expenses that is calculated on an annual basis by NYSDOT. Moreover, each county can charge up to 80 percent of eligible preventative maintenance (PM) expenses to 5307. The combined cap on operating and PM expenses for all three jurisdictions exceeds the amount of federal funds each jurisdiction has available. All three counties could increase the share of operations funded by federal funds if more federal funds become available.

Table 3: Remaining 5307 Federal Allowable Limit for Operations and PM (In \$ Thousands)

Remaining 5307 Federal Allowance for Operations and PM										
Year	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
Dutchess	\$1,646	\$2,843	\$2,944	\$3,048	\$3,156	\$3,267	\$3,381	\$3,500	\$3,622	\$3,748
Orange	\$3,813	\$3,852	\$3,890	\$3,929	\$3,968	\$4,008	\$4,048	\$4,088	\$4,129	\$4,171
Ulster	\$2,648	\$2,701	\$2,755	\$2,810	\$2,866	\$2,924	\$2,982	\$3,042	\$3,103	\$3,165
TOTAL	\$8,108	\$9,396	\$9,589	\$9,787	\$9,990	\$10,198	\$10,411	\$10,630	\$10,854	\$11,083

3.6. Utilization of Unallocated Funds

Over the next ten years the TMA is forecasted to have \$53 million in unallocated capital funds at its disposal (see Figure 7 and Table 6). These funds greatly exceed existing documented funding needs. Dutchess is the only county projected to see a deficit in capital funding over the next 10 years. The region's private operators

and MTA have not submitted any capital needs as part of this study, but on average they only draw down a combined \$540,000 a year from the TMA’s unallocated fund⁷.

Figure 1: Estimate of Annual Unallocated Funds (In \$ Thousands)

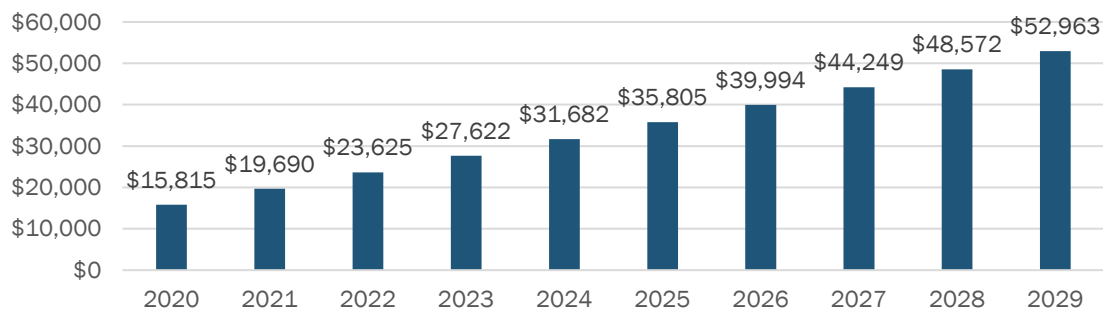


Table 4: Annual Unallocated Funds (In \$ Thousands)

Unallocated Funds (In Thousands)										
Year	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
Annual Funds	\$3,815	\$3,875	\$3,935	\$3,997	\$4,060	\$4,124	\$4,189	\$4,255	\$4,323	\$4,392
Cumulative Balance	\$15,815	\$19,690	\$23,625	\$27,622	\$31,682	\$35,805	\$39,994	\$44,249	\$48,572	\$52,963

After Dutchess’s capital budget shortfall and historical non-county capital needs are considered, the TMA is projected to have a \$35.5 million surplus of unallocated reserve fund by 2029. The TMA could allocate a share of this surplus to expand operations, reduce the local operating contribution, or undertake additional capital investments

⁷ 15-year average. Actual drawdown amounts fluctuate greatly by year.

Table 5: Annual Unallocated Funds (In \$ Thousands)

Estimated Unassigned Balance										
	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
Unallocated Starting Balance	\$15,815	\$18,640	\$22,019	\$22,822	\$26,291	\$29,807	\$33,369	\$32,340	\$32,811	\$36,518
County Capital Needs*	-\$510	-	-\$2,622	-	-	-	-\$4,640	-\$3,187	-	-\$296
Non-County Capital Needs**	-\$540	-\$556	-\$573	-\$590	-\$608	-\$626	-\$645	-\$664	-\$684	-\$705
Final Unallocated Balance	\$14,765	\$18,084	\$18,825	\$22,231	\$25,683	\$29,181	\$28,085	\$28,488	\$32,127	\$35,517

* represents cumulative capital needs at Dutchess, Orange, and Ulster county after other sources of funding are accounted for.

**represents average annual capital needs of private commuter operators and MTA. Based on 15-years of historical data.

3.7. Conclusion

This financial analysis projects that UZA 89 will have a surplus of approximately \$35 million in unallocated funds by FY2029. This surplus opens up several opportunities for the region:

- Lower the local funding contribution of county transit systems.
- Support service expansion by directly funding operations, subsidizing preventative maintenance expenses, or procuring new vehicles
- Invest in new regional capital improvements like new transit right-of-way improvements, passenger facilities, operating facilities, and technology.
- Create an emergency reserve fund to cover unforeseen shortfalls in local, state, or federal funding.

The next phase of the study will identify a variety of improvements that the Mid-Hudson region can undertake to improve its public transit network.

APPENDIX – 10 YEAR BUDGET FORECASTS

Dutchess County

Table 6: Operating Budget Forecast – Dutchess County (\$ thousands)

Year	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
Operating Revenue										
Direct Revenue										
Fare Revenue	\$961	\$971	\$981	\$991	\$1,000	\$1,010	\$1,021	\$1,031	\$1,041	\$1,051
Advertising Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Contract Services	\$479	\$479	\$479	\$479	\$479	\$479	\$479	\$479	\$479	\$479
Other	\$26	\$26	\$27	\$27	\$28	\$28	\$29	\$29	\$30	\$30
Direct Revenue Subtotal	\$1,466	\$1,476	\$1,486	\$1,496	\$1,507	\$1,517	\$1,528	\$1,539	\$1,550	\$1,561
Grants and Local Funding										
Federal 5307 Funding:										
Federal 5307 - Operations	\$2,241	\$2,288	\$2,336	\$2,385	\$2,435	\$2,486	\$2,538	\$2,592	\$2,646	\$2,702
Federal 5307 - PM	\$1,099	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Federal (Including 5311)	\$1,141	\$1,165	\$1,189	\$1,214	\$1,240	\$1,266	\$1,292	\$1,320	\$1,347	\$1,376
State	\$3,499	\$3,569	\$3,641	\$3,713	\$3,788	\$3,863	\$3,941	\$4,019	\$4,100	\$4,182
Local:										
Baseline Local Funding	\$3,185	\$3,249	\$3,314	\$3,380	\$3,447	\$3,516	\$3,587	\$3,658	\$3,732	\$3,806
Local Shortfall	\$0	\$810	\$955	\$1,106	\$1,264	\$1,428	\$1,600	\$1,778	\$1,964	\$2,157
Grant and Local Subtotal	\$11,165	\$10,271	\$10,479	\$10,693	\$10,910	\$11,132	\$11,358	\$11,589	\$11,825	\$12,065
Revenue Total	\$12,631	\$11,747	\$11,966	\$12,189	\$12,417	\$12,649	\$12,886	\$13,128	\$13,375	\$13,626
Operating Cost										
Existing Service	\$12,203	\$12,557	\$12,921	\$13,295	\$13,681	\$14,078	\$14,486	\$14,906	\$15,338	\$15,783
Total Operating Costs	\$12,203	\$12,557	\$12,921	\$13,295	\$13,681	\$14,078	\$14,486	\$14,906	\$15,338	\$15,783

Table 7: Capital Budget Forecast – Dutchess County (\$ thousands)

Fiscal Year	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
Capital Revenue										
Federal 5307	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5339 Bus and Bus Facility	\$847	\$846	\$844	\$842	\$840	\$838	\$836	\$834	\$832	\$830
State Match	\$85	\$85	\$84	\$84	\$84	\$84	\$84	\$83	\$83	\$83
State Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local Match	\$85	\$85	\$84	\$84	\$84	\$84	\$84	\$83	\$83	\$83
Revenue Subtotal	\$1,017	\$1,015	\$1,013	\$1,010	\$1,008	\$1,006	\$1,004	\$1,001	\$999	\$997
Capital Costs										
Fleet	\$1,527	\$606	\$4,043	\$841	\$0	\$2,027	\$5,801	\$4,189	\$696	\$1,596
Technology	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Facilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Capital Costs	\$1,527	\$606	\$4,043	\$841	\$0	\$2,027	\$5,801	\$4,189	\$696	\$1,596
Net Revenue	-\$510	\$409	-\$3,031	\$170	\$1,008	-\$1,021	-\$4,797	-\$3,187	\$303	-\$600

Orange County

Table 8: Operating Budget Forecast – Orange County (\$ thousands)

	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
Operating Revenue										
Direct Revenue										
Fare Revenue	\$8,278	\$8,361	\$8,444	\$8,529	\$8,614	\$8,700	\$8,787	\$8,875	\$8,964	\$9,053
Advertising Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Contract Services	\$508	\$508	\$508	\$508	\$508	\$508	\$508	\$508	\$508	\$508
Other	\$735	\$748	\$762	\$776	\$790	\$804	\$818	\$833	\$848	\$863
Direct Revenue Subtotal	\$9,521	\$9,617	\$9,714	\$9,812	\$9,911	\$10,012	\$10,113	\$10,216	\$10,319	\$10,424
Grants and Local										
Federal 5307 Funding - Middletown Op	\$193	\$197	\$201	\$205	\$210	\$214	\$219	\$223	\$228	\$233
Federal 5307 Funding - UZA 89										
Federal 5307 - Operations	\$1,718	\$1,735	\$1,753	\$1,770	\$1,788	\$1,806	\$1,824	\$1,842	\$1,861	\$1,879
Federal 5307 - Preventative Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Federal - 5307 UZA 89 Admin, 5311	\$1,409	\$1,439	\$1,469	\$1,500	\$1,531	\$1,564	\$1,596	\$1,630	\$1,664	\$1,699
State	\$3,961	\$4,040	\$4,121	\$4,203	\$4,287	\$4,373	\$4,460	\$4,550	\$4,641	\$4,733
Local										
Local Government Funds	\$1,649	\$1,682	\$1,716	\$1,750	\$1,785	\$1,821	\$1,857	\$1,894	\$1,932	\$1,971
Local Shortfall	\$964	\$900	\$832	\$763	\$691	\$617	\$540	\$461	\$379	\$295
Grant and Local Revenue Subtotal	\$9,895	\$9,993	\$10,092	\$10,192	\$10,293	\$10,394	\$10,497	\$10,600	\$10,705	\$10,810
Revenue Total	\$19,415	\$19,610	\$19,806	\$20,004	\$20,204	\$20,406	\$20,610	\$20,816	\$21,024	\$21,234
Operating Cost										
Existing Service	\$19,415	\$19,610	\$19,806	\$20,004	\$20,204	\$20,406	\$20,610	\$20,816	\$21,024	\$21,234
Total Operating Costs	\$19,415	\$19,610	\$19,806	\$20,004	\$20,204	\$20,406	\$20,610	\$20,816	\$21,024	\$21,234

Table 9: Capital Budget Forecast – Orange County (\$ thousands)

Fiscal Year	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
Capital Revenue										
Federal 5307	\$2,159	\$2,223	\$2,289	\$2,356	\$2,425	\$2,496	\$2,568	\$2,642	\$2,718	\$2,795
Federal Formula Other										
Residual 5307 Balance (Form C / Line A)	\$11,897	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5311	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5339	\$1,003	\$1,006	\$1,009	\$1,012	\$1,015	\$1,018	\$1,022	\$1,025	\$1,028	\$1,032
State Match	\$1,506	\$323	\$330	\$337	\$344	\$351	\$359	\$367	\$375	\$383
State Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local Match	\$1,506	\$323	\$330	\$337	\$344	\$351	\$359	\$367	\$375	\$383
Revenue Subtotal	\$18,071	\$3,875	\$3,957	\$4,042	\$4,128	\$4,217	\$4,307	\$4,400	\$4,495	\$4,592
Capital Costs										
Fleet	\$15,273	\$853	\$158	\$1,128	\$247	\$7,506	\$1,737	\$257	\$175	\$1,246
Technology	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Facilities	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Capital Costs	\$15,273	\$853	\$158	\$1,128	\$247	\$7,506	\$1,737	\$257	\$175	\$1,246
Net Revenue	\$2,798	\$3,022	\$3,799	\$2,914	\$3,882	-\$3,289	\$2,570	\$4,144	\$4,321	\$3,347



Ulster County

Table 10: Operating Budget Forecast – Ulster County (\$ thousands)

	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
Operating Revenue										
Direct Revenue										
Fare Revenue (Departmental Income)	\$581	\$587	\$593	\$599	\$605	\$611	\$617	\$623	\$629	\$635
Advertising Revenue	\$50	\$50	\$50	\$50	\$50	\$50	\$50	\$50	\$50	\$50
Contract Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other (Intergovernmental Charges, Sale of Property)	\$356	\$362	\$369	\$376	\$382	\$389	\$396	\$403	\$411	\$418
Direct Revenue Subtotal	\$987	\$999	\$1,012	\$1,024	\$1,037	\$1,050	\$1,063	\$1,076	\$1,090	\$1,103
Grants and Local										
Federal 5307 Funding - UZA 89	\$602	\$615	\$628	\$641	\$654	\$668	\$682	\$696	\$711	\$726
Other Federal										
5311 Operating	\$188	\$192	\$196	\$200	\$204	\$208	\$213	\$217	\$222	\$227
5307 (UZA 423)	\$504	\$515	\$526	\$537	\$548	\$560	\$571	\$583	\$596	\$608
Other (or unspecified)	\$478	\$488	\$498	\$508	\$519	\$530	\$541	\$552	\$564	\$576
State	\$2,295	\$2,341	\$2,388	\$2,436	\$2,484	\$2,534	\$2,585	\$2,637	\$2,689	\$2,743
Local	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Intra-Fund, Misc Local</i>	\$65	\$66	\$68	\$69	\$70	\$72	\$73	\$75	\$76	\$78
<i>General Fund Drawdown</i>	\$1,752	\$1,793	\$1,835	\$1,877	\$1,921	\$1,965	\$2,010	\$2,056	\$2,103	\$2,151
Grants and Local Revenue Subtotal	\$5,884	\$6,010	\$6,137	\$6,268	\$6,401	\$6,537	\$6,675	\$6,817	\$6,961	\$7,109
Revenue Total	\$6,871	\$7,009	\$7,149	\$7,292	\$7,438	\$7,587	\$7,738	\$7,893	\$8,051	\$8,212
Operating Cost										
Existing Service	\$6,871	\$7,009	\$7,149	\$7,292	\$7,438	\$7,587	\$7,738	\$7,893	\$8,051	\$8,212
Total Operating Costs	\$6,871	\$7,009	\$7,149	\$7,292	\$7,438	\$7,587	\$7,738	\$7,893	\$8,051	\$8,212

Table 11: Capital Budget Forecast – Ulster County (\$ thousands)

Fiscal Year	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
Capital Revenue										
Federal 5307 UZA87	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Formula Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Prior Year Carry Over	\$932	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5307 UZA 424	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5339 UZA 89	\$410	\$407	\$405	\$403	\$401	\$398	\$396	\$393	\$391	\$388
5339 UZA 424	\$389	\$397	\$405	\$414	\$422	\$431	\$440	\$450	\$459	\$469
5311	\$237	\$242	\$247	\$252	\$257	\$263	\$268	\$274	\$280	\$286
State Match	\$104	\$105	\$106	\$107	\$108	\$109	\$110	\$112	\$113	\$114
State Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local Match	\$197	\$105	\$106	\$107	\$108	\$109	\$110	\$112	\$113	\$114
Revenue Subtotal	\$2,268	\$1,255	\$1,269	\$1,283	\$1,296	\$1,311	\$1,325	\$1,340	\$1,355	\$1,371
Capital Costs										
Fleet	\$1,920	\$627	\$1,406	\$474	\$640	\$548	\$1,344	\$827	\$329	\$174
Technology	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Facilities	\$150	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Capital Costs	\$2,070	\$627	\$1,406	\$474	\$640	\$548	\$1,344	\$827	\$329	\$336
Net Revene	\$198	\$629	-\$137	\$809	\$656	\$763	-\$19	\$513	\$1,026	\$1,035