

Greater Buffalo-Niagara Regional Transportation Council 2030 Long-Range Transportation Plan

Proposed Amendment Peace Bridge Capacity Expansion Project

Introduction

The Peace Bridge Capacity Expansion Project is a locally administered federal aid project sponsored by the Buffalo and Fort Erie Public Bridge Authority (PBA). The project is of local, statewide and international significance because the Peace Bridge border crossing serves as a major link in the Canadian and US national highway systems – serving as an economic conduit for trade and tourism between the U.S. and Canada. The Peace Bridge connects the Queen Elizabeth Way in Fort Erie, Ontario with I-190 in Buffalo, NY.

The project will provide capacity, operational, functional and security improvements to the Peace Bridge, plazas and connecting roadways in the town of Fort Erie, Ontario, Canada and Buffalo, New York, USA. The project will reduce congestion and improve the overall efficiency and functionality of the Peace Bridge International Border Crossing Facility. The project is in the environmental analysis phase, with the DEIS published in September 2007. An October 2009 construction target has been established.

Current 2030 Long-Range Transportation Plan Status

The Peace Bridge expansion project is documented in the Greater Buffalo-Niagara Regional Transportation Council's (GBNRTC) approved 2030 Long-Range Transportation Plan (LRTP) as a regionally significant transportation project expected to impact area travel patterns and to be financed with *non-federal* revenue sources. Since all bridge design alternatives to date had set a minimum future bridge capacity at 6 lanes, the network model was adjusted accordingly and all analyses, including air quality conformity determination, reflected that adjustment. This is all consistent with directives set forth in Subpart C - Metropolitan Transportation Planning and Programming; Sec. 450.322 *Metropolitan transportation planning process*.

Purpose of the Proposed Action

The purpose of this action is to amend the approved GBNRTC 2030 Long Range Transportation Plan to include the **Peace Bridge Capacity Expansion Project** among those regional project priorities to be funded with *federal revenue sources* in addition to previously identified non-federal sources. The action would also allow the project to be advanced under the regional Transportation Improvement Program as a new project at such time new federal demonstration transportation funds materialize.

Need for the Proposed Action

Federal legislation governs the development of the Transportation Improvement Program and mandates that it *shall* include “*only projects that are consistent with the transportation plan*” (i.e. Long Range Transportation Plan) along with “*all regionally significant transportation projects for which an the FHWA or the FTA approval is required whether or not the projects are to be funded with title 23, U.S.C., or Federal Transit Act funds, e.g., addition of an interchange to the Interstate System with State, local,*

and/or private funds, demonstration projects not funded under title 23, U.S.C., or the Federal Transit Act, etc.”

Implications of the Proposed Action

The fiscal constraint of the LRTP would be adjusted by assuming *new* federal project demonstration funds and new state dedicated funds to finance a portion of the Peace Bridge Capacity Expansion Project. Those combined federal and state funds have been estimated at \$90 million. The remaining portion of the total bridge cost would be financed with committed funding from the PBA, the Canadian government and an existing FHWA earmark. A revised financial resource table is attached along with a revised 2030 project listing illustrating how the amended LRTP would remain fiscally constrained.

Anticipated Costs:

- Estimated Cost 2006 Dollars: \$331 M
- Year of Construction: \$414 M
- Tentative Funding Plan (Yr of Construction)
 1. PBA \$ 230 M
 2. Canada \$ 76 M
 3. FHWA Earmarks (Existing) \$ 18 M
 4. State/Federal Earmarks \$ 90 M

\$414 M

There would be no change needed to the air quality conformity analyses as the project was fully modeled under previous scenarios.

Public Involvement

Public comments will be received through **June 9, 2008**. For further information contact the GBNRTC Executive Director, 438 Main St., Buffalo, NY 14202 or call 716/856-2026.

Revised Financial Resource Table

FUNDING SOURCE	FY 07/08 - FY 11/12	FY 12/13 - FY 18/19	FY 19/20 - FY 29/30
	5 years (Million)	7 years (Million)	11 years (Million)
Federal Aid Highway	\$318.122	\$584.767	\$1,064.943
Enhancement Program	\$20.000	\$28.000	\$44.000
Congressional Earmarks	\$140.000* (50.00)	\$70.000	\$110.000
Federal Aid Highway Total	\$478.122 (388.122)	\$682.767	\$1,218.943
State Marchiselli Funding	\$58.218	\$102.415	\$182.841
Local Match to Federal Aid Highway	\$19.406	\$34.138	\$60.947
State Dedicated Fund	\$323.712* (305.712)	\$515.689	\$939.140
NY State Bond	\$73.800	\$0.000	\$0.000
Federal Aid Transit	\$98.773	\$155.910	\$320.509
Local Match to Federal Aid Transit	\$24.693	\$38.978	\$80.127
State Dedicated Transit	\$10.000	\$14.000	\$22.000
HSTP Funds	\$3.895	\$5.453	\$8.569
NYSTA Contribution	\$100.000	\$140.000	\$220.000
Local Contribution above match	\$70.000	\$98.00	\$154.000
NON-Local Contribution above match	\$306.000* (0)		
TOTAL	\$1,566.62 (1,152.62)	\$1,787.350	\$3,207.077
LRP Funds (2008-2030)			

Note: **Peace Bridge Capacity Expansion Project Amendment with Anticipated New Funding (original funding resources)*

2030 Final Constrained Plan Revised Project Listing

2030 Long-Range Transportation Plan Project Listing		
Project	Project Information	Inflated Cost Estimate
I-90/I-290 Interchange improvement I-90 Widening between Exit 50 and Exit 53	Realignment so I-90 bound traffic exits to ramp and I-290 bound traffic continues through One lane added in each direction	86,500,000 205,300,000
Exit 50 Toll Barrier relocation	Location unidentified at present time	72,500,000
I-90: Youngs Rd interchange Lackawanna Toll Relocation	New interchange at Youngs Rd. & widening of Youngs Rd. by 2 lanes from exit ramp to Main Street Tolls removed at Exits 56 and 57	54,700,000 91,700,000
Amherst Corridor High Quality/High Capacity Transit service	University Station to Crosspointe	384,900,000
Tonawanda Corridor High Quality/High Capacity Transit service	LaSalle Station to Tonawanda City (Main and Niagara St.)	48,700,000
Buffalo/Niagara Falls Commuter Rail service	Commuter Service between Buffalo Exchange Street Amtrak Station and Niagara Falls Amtrak station	4,900,000
Regionwide Express Bus Service	New Express Bus Services to be determined following restructuring studies	2,000,000
LRRT Infrastructure improvements	Includes Main St. Multi-modal Access and Revitalization effort (return of vehicular traffic to Main Street)	82,100,000
Southtowns Access/Redevelopment project	Reconstruction of Fuhrmann Blvd as a 3 lane roadway from Coast Guard Base to Michigan Avenue Reconstruction of Fuhrmann Blvd as a 4 lane roadway with median from Michigan Avenue to Tiff St. New diamond interchange with Rt. 5 and Fuhrmann Blvd near Bell slip Reconstruction of Fuhrmann Blvd/Ohio St. intersection as a T intersection New roadway - Tiff Street four lane arterial between Tiff St. and Seneca St	115,600,000
Peace Bridge Capacity Expansion Project	New infrastructure increasing the total crossing capacity to 6-lanes with operational, functional and security improvements to the Peace Bridge, plazas and connecting roadways.	414,000,000
Improved Waterfront Access	Construction of Outer Harbor Bridge(s) over the Buffalo River Extension of Erie Street from Franklin Street to Main Street as a four lane roadway	164,200,000 9,600,000
South Grand Island Bridge	New South Grand Island Bridge with six travel lanes	342,100,000
Area-wide Signalization upgrade	Include results from Emergency Evacuation Planning Study and Signalization Planning Study; currently undefined Including Advanced Tolling strategies, cameras, other technological improvements to improve non-recurring congestion	27,500,000
ITS Implementation	Removal from NF CBD to NF North City Line; reduction from 4 to 2 lanes from NCL to Rte. 18F	27,500,000
Robert Moses Parkway enhancements	Lowered speed limit to 35MPH; other enhancements following study completion	54,700,000
Scajaquada Expressway enhancements		60,200,000
Intersection Improvements	Undefined at present	22,000,000
Economic Development Projects	Undefined at present	22,000,000
Safety Projects	Undefined at present	16,000,000
Bike Pedestrian Master Plan Implementation	Undefined at present	5,300,000

2,314,000,000