

2017 – 2021 *Federal Fiscal Years*

Transportation Improvement Program (TIP)



DRAFT

For Public Review
May 2 to May 31, 2016



Greater Buffalo Niagara Regional Transportation Council
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TRANSPORTATION IMPROVEMENT PROGRAM

Federal Fiscal Years (FFY)

October 1, 2016 – September 30, 2021

and

State Fiscal Years (SFY)

April 1, 2016 – March 31, 2021



PUBLIC REVIEW DOCUMENT

The Greater Buffalo-Niagara Regional Transportation Council (GBNRTC) is pleased to announce the availability for review of its proposed Transportation Improvement Program (TIP).

The TIP is the complementary capital-programming component of the Long-Range Metropolitan Transportation Plan consisting of all federally funded roadways, transit and major transportation projects being considered within the region over the next five (5) years. Inclusion in the TIP is a prerequisite to federal funding approval for projects programmed from funding sources directly under the GBNRTC responsibility.

The 2017-2021 Transportation Improvement Plan represents a regional consensus on which priority transportation projects are essential to the Buffalo-Niagara region during the five-year period of October 1, 2016 to September 30, 2021. Projects included in the program move the region towards implementing the Long-Range/Metropolitan Transportation Plan, meet short-range needs, and provide for the maintenance of the existing transportation system.

The program documented on the following pages is a priority listing of all federally funded transportation projects being considered for implementation in the period beginning October 1, 2016 (Federal Fiscal Year 2017) through September 30, 2021 (Federal Fiscal Year 2021). The listing includes highway, transit, bicycle and pedestrian projects, as well as transportation studies and programs within the GBNRTC planning area.

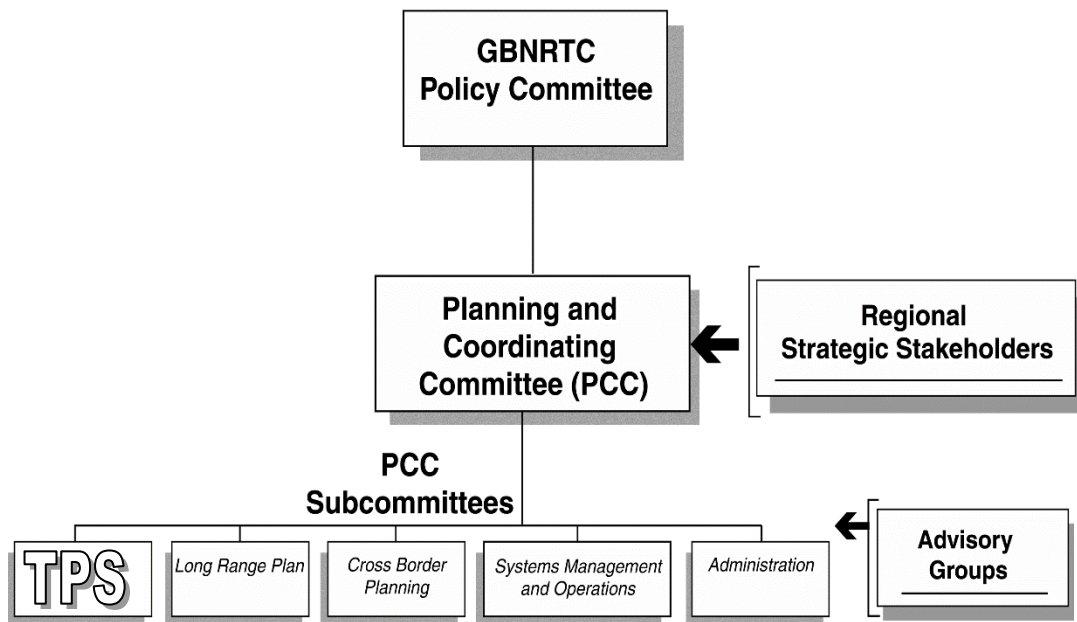
This draft TIP has been developed in compliance with the provisions of The Fixing America's Surface Transportation (FAST Act) federal surface transportation legislation as well as NYSDOT's "Forward Four" guiding principles.

GBNRTC Organization

The GBNRTC is the transportation policy and planning organization for the Erie and Niagara Counties region of Western New York. Designated as a Metropolitan Planning Organization (MPO) by the Governor of New York, the GBNRTC shares responsibility with the New York State Department of Transportation (NYSDOT) for cooperatively developing transportation plans and programs that ensure an integrated multimodal transportation system serves and supports metropolitan community development and the social goals of the Greater Buffalo-Niagara region.

The GBNRTC currently consists of the following seven members: City of Buffalo, City of Niagara Falls, County of Erie, County of Niagara, NYS Thruway Authority, the Niagara Frontier Transportation Authority and NYSDOT. The Seneca Nation of Indians, the Transportation Council of the Buffalo-Niagara Partnership and the Empire State Development Corporation formally serve as Regional Strategic Stakeholders.

A dedicated full-time staff of transportation planning professionals serves the seven GBNRTC member agencies. This staff is primarily responsible for completing the tasks defined in the Unified Planning Work Program (UPWP). This includes developing, managing and implementing the TIP and MTP.



The GBNRTC Transportation Projects Subcommittee (TPS) is specifically charged with addressing any and all issues pertaining to the development, maintenance and monitoring of the region’s Transportation Improvement Program (TIP). Subcommittee members include transportation planning officials from each of the GBNRTC’s member agencies.

TPS has among its tasks:

- Review descriptive data reports on the region’s transportation infrastructure
- Design and implement project selection procedures
- Prioritize and schedule regional projects
- Prepare and recommend a fiscally constrained multi-year TIP
- Assess and incorporate public feedback
- Regularly review project status and assess cost changes
- Recommend amendments to the TIP as necessary to maintain project viability and fiscal constraints

Public Involvement

The GBNRTC officially adopted an updated Public Participation Plan on December 12, 2011 specifying actions to be followed for certain GBNRTC activities. The policy specifically outlines the opportunities and process to be followed for development of the TIP. The community participation program seeks to provide continuing opportunities for individuals and community groups to participate in the planning process. Opportunities are provided for public input at all stages of planning and project development process. The efforts undertaken in the development of the TIP are consistent with the GBNRTC official Public Participation Plan.

The Greater Buffalo-Niagara Regional Transportation Council assures that no person shall on the grounds of race, color, sex, age, disability or national origin, as provided by Title VI of the United States Civil Rights

Act of 1964 and subsequent legislation, regulations, statutes and orders, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any MPO program or activity.

For this year's 2017-2021 TIP development cycle, the public involvement and review period officially began May 2, 2016 and extended in excess of the standard thirty (30) calendar days required by the GBNRTC Public Participation Plan, through May 31, 2016. An email blast was sent to hundreds of people on the GBNRTC email list.

The following public meetings have been scheduled to explain and discuss this draft TIP. Times and locations have been staggered to provide for flexibility with busy schedules. A question and answer period will follow the formal presentation.

- Buffalo and Erie County Public Library (Central Branch - Buffalo) – **May 23 from 4:00 to 5:50 pm**
- Earl W. Brydges Library Auditorium (Niagara Falls) – **Date and Time TBA**

Persons interested in attending the public meetings who have special communication or accommodation needs are encouraged to contact the GBNRTC office at (716) 856-2026 at least one week prior to the meeting. The GBNRTC will make every reasonable effort to accommodate those needs.

Various social media outlets allow the public to remain informed and involved throughout the TIP development and implementation process.

- Web (www.gbnrtc.org)
- Twitter (@GBNRTC)
- Facebook (facebook.com/GBNRTC)
- Instagram (@GBNRTC)
- LinkedIn



Outreach efforts will be fully documented in a final report appendix, including any public comments received and answered. The GBNRTC TPS and PCC will consider all comments received by May 31, 2016 prior to making their program recommendations to the Policy Committee. The Policy Committee is scheduled to adopt the new TIP at their June Meeting (date, time and location to be announced).

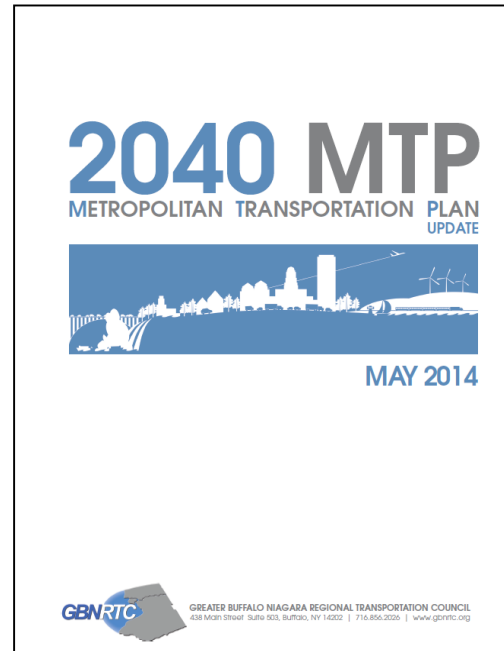
2040 Metropolitan Transportation Plan

Federal regulations require that the GBNRTC update the region's long-range metropolitan transportation plan every four years to determine its consistency with current trends and conditions and to maintain at least a 20-year planning horizon.

The 2040 Metropolitan Transportation Plan Update (MTP) was approved in May 2014. It is a multimodal blueprint for transportation systems and services aimed at meeting existing and anticipated transportation demands in the two counties. It serves to guide transportation investment and funding decisions, project selection criteria, and corridor-level planning in the region. It has been developed in partnership with both public and private agencies, community groups, interested residents, and other

stakeholders. The MTP includes a set of five goals that establish the framework for TIP development including:

- Prioritized Preservation - The Buffalo-Niagara region will focus on transportation projects that preserve and enhance existing transportation facilities, with preference given to those projects located within priority development areas.
- Economic Development - The Buffalo-Niagara region's transportation system will improve the region's economic competitiveness by providing transportation options that will enhance mobility, promote access to jobs, and support sustainable development patterns.
- Mobility and Accessibility - The Buffalo-Niagara region's transportation system will improve user mobility and accessibility.
- Land Use and Transportation Connection - The Buffalo-Niagara region will achieve better inter-jurisdictional coordination of transportation and land use planning
- Environment and Climate Change - The Buffalo-Niagara region will plan and develop a transportation system that enhances and protects the region's natural environment, transportation system, and facilities from potential threats of extreme weather events and climate change.



The full 2040 Metropolitan Transportation Plan Update is available online (<http://www.gbnrtc.org/metropolitan-transportation-plan/>) or by contacting the GBNRTC offices.

Program Development and Project Selection

The Greater Buffalo-Niagara Regional Transportation Council shares responsibility with the New York State Department of Transportation for cooperatively developing transportation plans and programs that ensure an integrated multimodal transportation system serves and supports metropolitan community development and the social goals of the Greater Buffalo-Niagara region.

The intent of a Transportation Improvement Program (TIP) in its simplest terms is to carry out the region's transportation vision as explained in the previous section, within the constraints of available funding.

GBNRTC has had as its goal the selection of projects that address the needs of the region as defined in the MTP as well as defined state and federal planning priorities. The results of studies that have been completed through the Unified Planning Work Program (UPWP) are also used in project selection.

In order to accomplish this, the GBNRTC typically undergoes a defined project selection process.

- Review of current federal and state guidelines and legislation
- Identify and prioritize any project that had been moved off of previous TIP(s) and make sure they are fully funded
- Consideration of other long and short-term regional plans with a view as to what may yield a potential project while still focusing on asset management
- Needs identification involving a review of data sources, visualization techniques, and priority rankings
- Needs assessment focusing on program prioritization and performance analysis
- Maintain fiscal constraint by keeping program in compliance with defined funding targets
- Develop final project listing
- Recommend projects for the TIP
- Policy Committee approval

National Goals and Performance Management

The United States is utilizing performance management as a way to transform the Federal-aid highway program and provide a means to the most efficient investment of Federal transportation funds. This will be accomplished by refocusing on national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision making through performance-based planning and programming.

According to the current federal legislation, 23 USC 150 (b), it is in the interest of the United States to focus the Federal-aid highway program on the following national goals:

- Safety - Achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- Infrastructure condition - Maintain the highway infrastructure asset system in a state of good repair.
- Congestion reduction - Achieve a significant reduction in congestion on the National Highway System.
- System reliability - Improve the efficiency of the surface transportation system.
- Freight movement and economic vitality - Improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- Environmental sustainability - Enhance the performance of the transportation system while protecting and enhancing the natural environment.
- Reduced project delivery delays - Reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process

The USDOT Secretary, in consultation with State departments of transportation, metropolitan planning organizations, and other stakeholders continues to develop rulemaking that will establish performance measures and standards.

On December 4, 2015, President Obama signed into law the Fixing America's Surface Transportation Act, or "FAST Act." It is the first law enacted in over ten years that provides long-term funding certainty for surface transportation, meaning States and local governments can move forward with critical

transportation projects, like new highways and transit lines, with the confidence that they will have a Federal partner over the long term.

The FAST Act provides five years of highway program authorizations. It transfers enough resources into the Highway Trust Fund —\$51.9 billion into the Highway Account and \$18.1 billion into the Mass Transit Account— to fund the full five years of program authorizations. The transfer of money from the general fund into the HTF is only a temporary fix. Without a permanent increase in current trust fund excise taxes or enactment of a new revenue source, the HTF will exhaust the funds provided under the FAST Act by the end of FY 2020. The Congressional Budget Office predicts Congress will need to find over \$100 billion in additional HTF revenues to fund the next five year authorization bill from FFY 2021 through FFY 2025 – an average of at least \$2 billion per year.

NYSDOT Policy Guidance

The NYSDOT TIP/STIP Policy Guidance and Instructions published in September 2015 states that the metropolitan and statewide Transportation Improvement Program (TIP/STIP) update process will continue to encourage strong asset management practices. These asset management practices shall focus investments in current infrastructure on preventive, corrective and demand maintenance to preserve the functionality of the existing transportation system.

NYSDOT's Comprehensive Program Update incorporates the sustainability triple bottom line of economic competitiveness, social equity, and environmental stewardship in its investment decisions through its “Forward Four” guiding principles:

1. Preservation First – A preservation first strategy focuses on preventive, corrective and demand work using Asset Management principles and data driven decision making. The highest priority is to preserve the functionality of the existing highway system.
2. System Not Projects - The need to identify better ways to manage and operate the transportation system as a whole to most effectively use the capacity of the system we currently have.
3. Maximize Return on Investment - Given the significant needs of our transportation system, it is essential that we establish a strategy to invest in a way that produces the greatest possible return on investment.
4. Make It Sustainable - Focus on ways to preserve our existing transportation system incorporate sustainability considerations into our decisions and actions; and support opportunities for innovation, economic growth and development. This must be done in a fiscally responsible manner by considering life cycle cost as well as fiscal cycles.



A common theme integrated into these four principles and inherent in all of our investment decisions is stewardship of safety for the traveling public. Transportation facilities and services must be safe. Safety policies and activities help to minimize risk across all modes.

By adhering to these principles we can strive to keep our system safe and maximize the life of our existing infrastructure while working to improve livability and promote economic development within the context of limited financial resources.

Congestion Management

Federal transportation legislation requires that each metropolitan planning area in the United States have a Congestion Management Process (CMP). The Congestion Management Process is a planning tool used by GBNRTC to analyze the transportation system and plan and implement travel demand reduction and operational management strategies to reduce or minimize congestion. The purpose of the CMP is to:

- Manage or reduce the existing congestion
- Efficiently utilize existing transportation facilities
- Maximize the mobility of persons and goods
- Keep future congestion problems from occurring

This 2017-2018 TIP includes funding for many projects which advance the specific strategies introduced in the Buffalo-Niagara metropolitan area that will contribute to a more effective use of existing and future transportation systems.

Agency Consultation

Federal transportation legislation directs MPOs to consult as appropriate with federal, state and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation in the development of transportation plans and programs. In compliance with these requirements, the GBNRTC notified and invited environmental resource agencies and others to review and offer feedback on the proposed 2014-2018 TIP. Below is a list of twenty-six (26) resource agencies contacted as part of the 2017-2021 TIP development.

Federal Agencies

- US Environmental Protection Agency
- National Park Service
- US Fish and Wildlife Service
- US Army Corps of Engineers
- US Department of Agriculture/Natural Resource Conservation Service
- Federal Aviation Administration
- National Marine Fisheries

State Agencies

- NYS Department of Environmental Conservation
- NYS Department of Agriculture (Agriculture Protection)
- NYS Soil and Water Conservation Committee
- NYS Office of Parks, Recreation and Historic Preservation
- Department of State Coastal Resources
- New York State Department of Health

- Empire State Development Corporation
- NYS Department of State
- NYS Parks Recreation and Historic Preservation

Local/Regional Agencies

- Niagara County Soil and Water Conservation District
- Erie County Soil and Water Conservation District
- Erie County Environmental Management Council
- Niagara County Center for Economic Development
- UB - Historic Preservation
- Preservation Buffalo Niagara
- Buffalo Sewer Authority
- Buffalo Riverkeeper
- City of Buffalo Strategic Planning

Other

- Seneca Nation of Indians

The GBNRTC will continue to utilize the linkages established with these consulting agencies especially regarding possible impacts and potential mitigation activities of projects identified in the long range plan or TIP.

Coordinated Human Services Transportation Plan

GBNRTC policy concerning accommodation for older adults and individuals with disabilities is consistent with federal regulations. These regulations mandate that special efforts are made for the target group in planning and programming transportation projects in the Niagara Frontier Region. In compliance with federal directives the GBNRTC updated and approved the Coordinated Human Services Transportation Plan in December 2011.

The purpose of the Coordinated Human Services Transportation Plan (HSTP) is to help improve transportation services for persons with disabilities, older adults, and individuals with limited incomes in the Erie and Niagara Counties. The plan provides a framework for the development of projects that will address the transportation needs of the target population by ensuring that this two-county area and its human service agencies coordinate transportation resources offered through multiple Federal Transit Administration programs, such as Enhanced Mobility of Seniors and Individuals with Developmental Disabilities / New Freedom funding (5310/5317), into a cohesive structure.

Analyses from this effort are used to advance project candidates and assess transportation program impacts. The full HSTP can be downloaded at the GBNRTC website or obtained through the GBNRTC office (<http://www.gbnrtc.org/humanservicestransportationplan/>).

Safety and Security

The ultimate goals relative to safety remain the same as in previous Transportation Improvement Plans:

- Reduce fatalities and severe injuries on public roadways in the Buffalo-Niagara region.
- Positively affect transportation system performance through an overall reduction in the number of motor vehicle crashes in the Buffalo-Niagara region.

To accomplish these goals, the GBNRTC explicitly considers safety as an integral part of capital investment, operations and daily management programs early in the transportation planning process. Candidate projects proposed for the TIP reference emphasis areas outlined by the AASHTO Strategic Highway Safety Plan and internal accident analyses. Improvement projects and programs follow the strategies recommended for meeting the goals for improving safety relative to these emphasis areas. Effectively incorporating safety into plans, operations strategies and policies is an ongoing long-term process. It requires leadership commitments by establishing new institutional partnerships and strengthening existing ones.

Since the September 11th terrorist attacks, MPOs have been directed to consider security within the context of transportation planning and programming activities. The 2040 Metropolitan Transportation Plan Update revisited statewide, regional, and local emergency and security plans to ensure the most relevant information was incorporated into the Plan. Defining the role of the MPO in terms of security continues to be an ongoing effort.

Title VI and Environmental Justice

Both federal and state legislation require that the transportation planning process and outcome are fair, equitable and non-discriminatory. On December 14, 2012 the GBNRTC approved the Transportation Equity Statement and Title VI Plan (Resolution 2012-22). The document contains written procedures that demonstrate the Council's commitment to ensuring nondiscrimination based on grounds of race, color, sex, age, disability or national origin, within any of its activities, programs or projects as required by federal non-discrimination statutes, regulations, and orders. Compliance with such regulations is demonstrated through annual planning process certification.

- Community Outreach and Participation - Meaningful participation of minority, low-income, LEP populations and others is a critical component to implementing Title VI/Environmental Justice. Through effective public participation the GBNRTC is able to identify and understand the needs of the community as a whole, and incorporate those needs into transportation plans and programs. The 2011 GBNRTC Public Participation Plan outlines public participation policies and procedures the GBNRTC uses to develop transportation plans and programs and describes effective strategies for encouraging the public to participate in planning activities.
- Social and Economic Data Mapping - Using U.S. Census data, the GBNRTC identifies the locations of traditionally underserved populations, including low-income, minority, and Limited English Proficiency (LEP) populations to create a social and economic profile of the two-county region. These demographic profiles are essential in creating an effective public engagement strategy and provide important building blocks for transportation studies and plans.
- Analysis and Assessment - The GBNRTC uses GIS and other tools and data sources to determine the needs of traditionally underserved communities and to assess how regional transportation programs and plans impact different population groups in the region.

For more information on the GBNRTC and Environmental Justice activities visit <http://www.gbnrtc.org/environmentaljusticetitlevi/>.

Funding Constraints

Funding for core federal-aid highway programs is assumed to remain at or near current levels during this update period. Accordingly, planning targets also remain essentially unchanged. Changes were made to address funding for statewide bridge inspection and implementation of the Accelerated Harsh Winter Paving program. Should additional resources become available during this update period, supplemental guidance will be issued from NYSDOT to implement changes.

NYSDOT provides targets for planning purposes only. The planning targets do not represent a commitment of funding on behalf of the Federal Highway Administration (FHWA) or the State. In addition, information is distributed for each region detailing specific planning targets and associated fund sources necessary to address core needs/preventive/corrective maintenance targets. All regions may expect some adjustments to address federal fund source availability; however overall, the level should remain the same as the current program.

The major use of planning target funds will continue to be the programming of preventive/corrective maintenance projects. Regional preventive/corrective maintenance targets were developed so that they would either:

- Meet at least 60% of their preventive/corrective maintenance needs, or,
- Spend 80% of the total planning target on preventive/corrective maintenance activities, whichever is lower.

In September of 2015, Revised Funding Targets were issued by NYSDOT based on existing MAP-21 federal fund authorizations. Due to the passage of new federal surface transportation legislation (FAST Act), these targets may change slightly. However, NYSDOT Main Office has advised MPOs that the changes will not alter previous published planning targets.

Region 5 comprises four counties - Erie, Niagara, Cattaraugus, and Chautauqua. However, only Erie and Niagara Counties are located in the GBNRTC's defined MPO planning area.

Region 5 Planning Targets (Millions)

Fund Source	FFY 17	FFY 18	FFY 19	FFY20	FFY 21
CMAQ	1,087,431	1,087,431	1,087,431	1,087,431	1,087,431
HISP	4,062,157	4,062,157	4,062,157	4,062,157	4,062,157
NHPP	40,535,714	40,535,714	40,535,714	40,535,714	40,535,714
STP Flex	14,501,143	14,501,143	14,501,143	14,501,143	14,501,143
STP Off System	4,826,702	4,826,702	4,826,702	4,826,702	4,826,702
Bridge					
STP Large Urban	10,797,906	10,797,906	10,797,906	10,797,906	10,797,906
Federal Funds (Total)	75,811,053	75,811,053	75,811,053	75,811,053	75,811,053
State Funds	24,530,414	24,530,414	24,530,414	24,530,414	24,530,414
Planning Targets (Total)	100,341,468	100,341,468	100,341,468	100,341,468	100,341,468

Region 5 Structure Inspections (Millions)

Fund Source	FFY 17	FFY 18	FFY 19	FFY20	FFY 21
NHPP	1,665,774	1,665,774	1,665,774	1,665,774	1,665,774
STP Flex	1,837,131	1,837,131	1,837,131	1,837,131	1,837,131
STP Off System Bridge	2,827,579	2,827,579	2,827,579	2,827,579	2,827,579
Federal Funds (Total)	5,790,454	2,895,227	2,895,227	2,895,227	2,895,227
State Funds	1,447,614	1,447,614	1,447,614	1,447,614	1,447,614
Structure Inspections (Total)	7,238,068	7,238,068	7,238,068	7,238,068	7,238,068

Notes:

- Total planning targets for all of Region 5 are \$93.103M (\$100.341M - \$7.238M) and includes all phases (engineering, construction and construction inspection)
- \$77.7M is the region-wide “preventative/corrective maintenance” target
- The above funding targets recognize that NYSDOT has reserved 25% of expected National Highway Performance Program funds and Surface Transportation Program Off-System Bridge funds for statewide distribution on a competitive basis
- 50% of HSIP (safety) funds will be allocated to the region. The other 50% will be set aside by the state and made available via statewide solicitation(s)
- An additional 5% of all federal funds were also reserved for emergencies and NYSDOT Commissioner Initiatives. These actions served to reduce regional targets and resulted in further reductions to local programs. Statewide competition for these funds does offer an opportunity to increase regional funding and to advance new projects considered critical to the state’s overall transportation system
- The region-wide Consolidated Local Street and Highway Improvement Program (CHIPS) is approximately \$40M (nearly \$25M for MPO members) and is not included in regional planning targets

Transit Plan Development

When the Niagara Frontier Transportation Authority (NFTA - the region’s transit agency) assembles its program of projects through its annual budget and financial planning process, their Grants and Government Affairs staff works with the GBNRTC to ensure the new or existing TIP/STIP documents are aligned or modified to reflect the NFTA’s capital budget and financial plan. All TIP/STIP Amendments and Administrative Modifications maintain fiscal constraint.

As required by Section 1299-s of the Public Authorities Law (PAL), the NFTA internally prepares a five-year Capital Plan (the Plan). The Plan sets goals and objectives for capital spending, identifies projects that will maintain system infrastructure and/or enhance the system, and itemizes estimated costs and funding sources for each project. The capital projects outlined in the Plan are supported by revenue assumptions that either flow through the operating budget as direct capital (i.e. NFTA local funds), or are supported by specific granting agencies and their respective funding programs (i.e. FTA, NYSDOT, NYSDTF, or Erie County). All capital projects included in the NFTA’s Capital Plan supported by direct capital or specific granting agencies are based on grant agreements or estimates of future revenues based on historical receipts.

Capital projects included in the Plan that contribute to the maintenance of the system are originally determined at the division-level of each business center. Here, NFTA management and staff continually evaluate system conditions to identify needed preventive or corrective maintenance projects. Such evaluations include on-going asset inspections, state-of-good-repair studies, and asset condition reporting to assess the asset's working condition, performance, level of maintenance, and age relative to FTA's Useful Life Policies (FTA C 5010.1D). The asset condition reporting system uses an FTA-suggested criteria that assigns a condition score on a scale ranging from 5 (excellent condition) to 0 (non-operable). Capital assets that have a condition rating of 2.5 or less, are deemed to present a safety issue, or are subject to regulatory mandate are subsequently prioritized and targeted for rehabilitation or replacement. These projects often include facility upgrades, equipment and vehicle replacements, and other transit infrastructure and safety projects.

In addition to the preventive maintenance projects described above, NFTA division-level management and staff continually work to identify and implement new and innovative capital projects to enhance the transit system. Potential projects are evaluated against available funding sources and their ability to increase ridership and revenues, improve the fiscal stability of the NFTA, and advance the NFTA's overall mission to enhance the quality of life of residents and visitors across Western New York. If a potential project meets these objectives and is supported by an identified funding source, it may be included in the Capital Plan. Examples of such projects include planning feasibility studies, fare collection system upgrades, and transit signal priority projects to name a few. Often, funding for these projects come from external grant sources that represent new funding to the region, therefore maintaining fiscal constraint.

Once the business center divisions submit their system maintenance and enhancement capital project proposals, NFTA's Executive Management (Executive Director, Chief Financial Officer, and Manager of Financial Planning and Analysis) meet with business center directors to finalize the Capital Plan and submit it to the NFTA Board of Directors for approval. Once approved, these projects are included in both the NFTA's Capital Plan and subsequently added to the TIP/STIP.

- Preventative Maintenance - All maintenance costs related to vehicles and non-vehicles including all the activities, supplies, materials, labor, services, and associated costs required to preserve or extend the functionality and serviceability of the asset in a cost effective manner, up to and including the current state of the art for maintaining such an asset.
- Purchase Revenue Vehicles - Replaces life expired 40-foot buses to be used for fixed route transit service. These buses will be based at the Frontier Bus Facility and will be maintained by the Bus Maintenance Department.
- Purchase Paratransit Vehicles - Replaces similar life expired small buses that are based on an RV cutaway chassis and used for paratransit service. These buses will be based at the Frontier Bus Facility and will be maintained by the Bus Maintenance Department.

TIP Approval Schedule

<u>Major Activity</u>	<u>Sub-Activity</u>	<u>Date</u>
Project Development	Review system conditions and existing candidate projects	July – Sept 2015
	Distribute TIP guidebook	Sept, 2015
	Call for new projects	Sept – Oct 2015
	Project IPPs due	Nov 1, 2015
	Staff Processing of project proposals	Nov 13, 2015
	Project proposal presentation opportunity - TPS	Nov 15, 2015
Project Review	TPS meetings to review proposals, develop initial project list and refine initial project list	Nov 2015 – Mar 2016
	Initial TPS project list review	Mar - Apr, 2016
	Financially constrained project listing developed	April 20-26, 2016
	TPS recommends project listing to PCC	April 27, 2016
	PCC meeting to approve project listing and initiate public review	May 4, 2016
Public Review	Thirty day public review, Interagency Consultation	May 2 to May 31, 2016
	Public meetings	May 23 and May , 2016
	TPS consideration of public comments received and recommendation to PCC	May 2 to May 31, 2016
	PCC to review TPS recommendations and recommend to Policy Committee	June 1, 2016
Approval	Policy Committee approval	Mid June, 2016
	NYS DOT Main Office and FHWA approval	July – Sept, 2016
	New TIP takes effect	October 1, 2016

TIP Project Summary and Scheduling

The following pages provide a listing of the major projects included in the 2017-2021 TIP. Although a project programmed in the TIP is expected to be implemented, it is important to note that it is not a guarantee. A project may be delayed or even dropped as regional priorities change, funding appropriations fail to meet authorization levels, or unforeseen delays occur.

The 2017-2021 TIP contains 221 projects within the two-county area at a total cost of approximately \$759 million. At the time of print, several projects listed only construction costs and did not include costs for any other phases such as design, right of way or construction inspection. For these projects, only the construction cost was included in the total cost. As total costs of these projects are determined, the total cost information and the resulting table summaries will be updated.

TIP Project Location Maps

Maps of project locations are provided and are broken down into four sub-regions for clarity (Buffalo, Niagara Falls, Niagara County and Erie County). The four (4) sub-region maps of project locations are overlaid on three (3) different GIS basemaps – projects only, environmental conditions and environmental justice - for a total of twelve (12) maps.

Please note that all project locations cannot be mapped. This includes:

- Project studies do not contain any set geographic areas or defined construction projects
- Preservation and maintenance “blocks” contain general project specifications, but individual projects coming out of those blocks are determined at a later time. Any “split” of a defined project block into specific projects must go through the defined GBNRTC change procedures for project amendments including public notification and a resolution
- Transit projects including rail-car rebuilds, general maintenance and bus purchases/replacements do not contain any set geographic areas

Public Comments

TIP development details and documents will be made available for download and viewing on the GBNRTC website at www.gbnrtc.org and at the GBNRTC offices (438 Main St Suite 503 Buffalo, NY 14202) Monday through Friday from 8:00 a.m. to 4:00 p.m.

Any comments on the draft TIP should be directed to Richard Guarino, Project Manager, at 716-856-2026 x307 (phone) or rguarino@gbnrtc.org (email).