

# UNIFIED PLANNING WORK PROGRAM (UPWP)

STATE FISCAL YEARS 2024-2026



DRAFT

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# Introduction

## Unified Planning Work Program (UPWP) Purpose

A Unified Planning Work Program (UPWP) is a biennial statement of work identifying the planning priorities and activities to be carried out within a Metropolitan Planning Organization (MPO). Each MPO, in cooperation with the State(s) and public transportation operator(s), shall develop a UPWP that includes a discussion of the planning priorities facing the Metropolitan Planning Area. The UPWP shall identify work proposed for the next 1- or 2-year period by major activity and task (including activities that address the planning factors in § 450.306(b)), in sufficient detail as specified in the legislation below.

MPOs are required to develop UPWPs to govern work programs for the expenditure of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) planning funds. [23 CFR §450.308) (b) and (c)]

*(b) An MPO shall document metropolitan transportation planning activities performed with funds provided under title 23 U.S.C. and title 49 U.S.C. Chapter 53 in a unified planning work program (UPWP) or simplified statement of work in accordance with the provisions of this section and 23 CFR part 420.*

*(c) Except as provided in paragraph (d) of this section, each MPO, in cooperation with the State(s) and public transportation operator(s), shall develop a UPWP that includes a discussion of the planning priorities facing the MPA. The UPWP shall identify work proposed for the next 1- or 2-year period by major activity and task (including activities that address the planning factors in § 450.306(b)), in sufficient detail to indicate who (e.g., MPO, State, public transportation operator, local government, or consultant) will perform the work, the schedule for completing the work, the resulting products, the proposed funding by activity/task, and a summary of the total amounts and sources of Federal and matching funds.*

The GBNRTC is the Metropolitan Planning Organization (MPO) for the Greater Buffalo-Niagara Region. The UPWP provides a comprehensive view of short and long-range transportation planning activities. Designated by the Governor of the State of New York, GBNRTC has the responsibility to perform the continuous, comprehensive, and cooperative planning process for the region. The UPWP identifies the transportation planning activities that are to be undertaken in support of the vision, goals, objectives, and policies identified in the May 2023 update of the Moving Forward 2050 – Metropolitan Transportation Plan.

## Funding for Planning Activities

The most recent authorizing legislation, the Infrastructure and Investment Jobs Act (IIJA), enacted on November 15, 2021 by the United States Congress and signed by the President, authorizes the MPO to receive two primary sources of federal planning funds supporting UPWP activities: FHWA's Section 104(f) Metropolitan Planning (PL) funds and FTA's Section 5303 Metropolitan Planning Program (MPP) funds. Federal funds allocated to the MPO in the 2024-2026 UPWP from these programs were estimated at \$3,231,218 each year, including AMPO dues of \$4,277 per year. In addition, Complete Streets set-aside funds in the amount of \$195,036 are available from FFY22-FFY24 and \$66,356 is estimated to be available for FFY25.

Some carryover balances in both FHWA and FTA planning funds have been accumulated. These are addressed per the November 21, 2023 NYSDOT UPWP Guidance Letter. As noted, annual operational costs for the organization consume most of annually appropriated funds; some backlog needs to be established to address major episodic consultant contracts relative to MTP 2050 project planning and development and simulation model support for multimodal transportation studies. All carryover FTA planning funds (estimated \$775,000) are allocated to work tasks in this UPWP. FHWA “backlog” funds of approximately \$3,300,000 were budgeted to continue major contractual activities particularly for MTP 2050 plan deployment and update. Similar programming is planned in the subsequent two-year work program to further reduce backlog balance, leaving some in reserve to address continuity of operations in the event of disruption in federal funding, for staff operational costs plus open contractual commitments.

## Other Federal and State Funds

In addition to FHWA and FTA funds, other federal and state funded programs impact the transportation planning and decision-making process. Coordination with these activities is affected through the UPWP, with member agencies of the GBNRTC being either directly involved or part of regional and state review mechanisms. The following program is illustrative but not all inclusive of these other activities:

- Federal Aviation Administration (FAA) funds are received for Aviation Facilities Planning.
- State Planning and Research (SPR) funds for various planning activities affecting the region.

## GBNRTC Member Agencies

GBNRTC member agencies include:

- New York State Department of Transportation (NYSDOT)
- New York State Thruway Authority (NYSTA)
- Niagara Frontier Transportation Authority (NFTA)
- County of Erie
- County of Niagara
- City of Buffalo
- City of Niagara Falls

Regional Strategic Stakeholders in the Planning and Coordinating Committee (PCC) include:

- Seneca Nation of Indians
- Buffalo Niagara Partnership
- Empire State Development Corporation

## Planning Priorities

The GBNRTC planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services. The planning activities, tasks and projects developed for the UPWP were designed to address the priorities of the region.

- **Metro Expansion Project:** The Federal Transit Administration, as lead Federal agency, and the Niagara Frontier Transit Metro System as the local Project Sponsor and joint lead agency, is preparing an Environmental Impact Statement (EIS) to evaluate potential benefits and impacts

to expand Metro's Metro Rail system in Buffalo, NY to Amherst and Tonawanda, NY. Both light-rail transit and bus-rapid transit alternative are being considered. GBNRTC will continue to support this effort.

- **Smartly Enhanced Multimodal Arterial (SEMA):** Consistent with Moving Forward 2050, the GBNRTC will further define a Smartly Enhanced Multimodal Arterial through a multi phased planning study. New technologies, upgraded street features and emerging transportation services will be considered along these corridors to create Smartly Enhance Multimodal Arterials (SEMA) that offer a range of convenient transportation options.
- **Regional Bicycle Master Plan Implementation:** Consistent with the approved Regional Bicycle Master Plan, GBNRTC will advance plan recommendations through public outreach and stakeholder coordination, provide technical assistance, including development of concept plans and analysis, grant writing and funding package development, and maintenance strategy development and deployment.
- **Active Transportation Plan:** GBNRTC will develop and Action Transportation plan for the region that will be consistent with the statewide Active Transportation plan and set the framework for an interconnected network of roadways for all users.
- **I-90 Exit 50 Planning and Environmental Linkage Study:** The regions first Planning and Environmental Linkage study will be completed for the I-90 Exit 50 corridor. The study will look at the travel patterns in this corridor comprehensively and propose solutions for improvements. The solutions will be analyzed at a planning level for environmental impacts following the FHWA guidelines for a Planning and Environmental Linkage Study.
- **Erie-Niagara Counties Climate Pollution Reduction Strategy:** The MPO received a grant from the EPA to develop a Preliminary Climate Action Plan and a Comprehensive Climate Action Plan for Erie and Niagara Counties. The plan includes strategies to reduce greenhouse gas emissions beyond the scope of the transportation system and GBNRTC is partnering with the University at Buffalo Regional Institute to advance this initiative.
- **Safe Streets for All – Regional Comprehensive Safety Plan:** The MPO received a grant from FHWA to develop a regional road safety action plan that complies with FHWA's requirement to be eligible for Safe Streets for All implementation funds. The action plan will review the crash history and systematic crash factors of all roadways in Erie and Niagara counties and develop the high-injury crash network. Strategies and improvements will be proposed as an outcome of the analysis.
- **2026-2030 TIP Development:** The 2026-2030 TIP will be developed starting in the Spring of 2024 so that it is approved and ready to go in effect on Oct 1, 2026. The MPO will work with member agencies to develop and prioritize candidate projects that fit within the constrained targets provided by NYSDOT.

## Federal Planning Factors

The following are the defined (23 CFR § 450.306) federal planning factors for the first and second year of the UPWP. The UPWP plays a critical role in prioritizing the planning activities that are carried out ensuring that the region is moving towards achieving its goals.

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users (could include coordination with emergency management stakeholders and/or development of a Continuity of Operations Plan);

4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

The degree of consideration and analysis of the factors should be based on the scale and complexity of many issues, including transportation system development, land use, employment, economic development, human and natural environment (including Section 4(f) properties as defined in 23 CFR § 774.17), and housing and community development.

#### MTP Goals, Objectives and Performance Measures

Federal legislation (such as the IJIA, 1990 Clean Air Act Amendments, the Americans with Disabilities Act of 1990 and the 1994 Executive Order on Environmental Justice), significantly influences the manner in which the cooperative, continuous and comprehensive transportation planning process is administered. GBNRTC continues to implement federal Performance Based Planning requirements. The GBNRTC Policy Committee has adopted Transportation Performance Measures (TPM) as they have been established, and ongoing monitoring, updating and reporting processes are integrated into the process. GBNRTC reports annually on its Performance-Based Planning activities in a System Performance Report. The 2023 edition is presented as Appendix J of the 20250 MTP update, and future editions will be published at [www.gbnrtc.org](http://www.gbnrtc.org).

The 2050 Metropolitan Transportation Plan update, 2023 outlines the region's goals and objectives and reflects an additional emphasis on equity, safety and resilience of the transportation system. As part of that planning process our regional goals were refined to better align with national transportation goals and to incorporate new federal planning requirements under the IJIA.

The National Transportation Goals were considered in Metropolitan Transportation Plan's shared goals and, by extension, in the strategies and actions that guide GBNRTC's activities. The graphic below shows how the MTP goals relate to national transportation goals.

National Goals	
Safety	
Congestion Reduction	
Infrastructure Condition	
System Reliability	
Freight Movement and Economic Vitality	
Environmental Sustainability	
Reduced Project Delivery Delays	

In 2050, our communities will be brimming with opportunities, providing residents with various lifestyle choices and attracting new, diverse residents, businesses and investments from all over the world.

In 2050, our economy will be globally competitive with shared prosperity that spreads economic opportunities and benefits to all residents in the region.

In 2050, our environment will be ecologically healthy and easily accessible so that all residents and visitors have abundant opportunities to enjoy our region's world-class waterways and open spaces.

In 2050, we will be making transportation changes to the way we plan, fund and implement the region's transportation advances, making data-driven decisions and utilizing creative and diverse partnerships and funding sources.

## Planning Emphasis Areas (PEAs)

GBNRTC has incorporated FHWA Planning Emphasis Areas (PEAs) into all of its UPWP tasks. The following is a general narrative of GBNRTC's approach to PEAs and each task identifies applicable PEAs that are incorporated into the task. Each task item lists PEAs that are applicable to it using the following coding:

- A. Tackling the Climate Crisis
- B. Equity and Justice40 in Transportation Planning
- C. Complete Streets
- D. Public Involvement
- E. Strategic Highway Network (STRAHNET)
- F. Federal Land Management Coordination
- G. Planning and Environmental Linkage
- H. Data in Transportation Planning

### Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future

GBNRTC work tasks will include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions.

### Equity and Justice40 in Transportation Planning

On January 27, 2021 Executive Order (EO) 14008, "Tackling the Climate Crisis at Home and Abroad" was signed creating a government-wide "Justice40 Initiative" that aims to deliver 40 percent of the overall benefits of relevant federal investments to disadvantaged communities. Through the implementation of this Administration priority, the Department will develop a methodology to identify disadvantaged communities and benefits for Justice40-covered programs, consistent with guidance from the Office of Management and Budget (OMB) and relevant statutory authorities.

The Justice40 Initiative is also aligned with the goals of EO 13985, "Advancing Racial Equity and Support for Underserved Communities through the Federal Government," and will be implemented as part of the Department's broader equity agenda.

Until such time when further guidance is provided, agencies should consider using, as appropriate, the following indicators of disadvantaged communities to implement the goals of the Justice40 Initiative utilizing existing data sources and indices that are currently used by programs serving low income, vulnerable, and underserved communities:

- Community: Agencies should define community as "either a group of individuals living in geographic proximity to one another, or a geographically dispersed set of individuals (such as migrant workers or Native Americans), where either type of group experiences common conditions."

- Disadvantaged: Agencies should consider appropriate data, indices, and screening tools to determine whether a specific community is disadvantaged based on a combination of variables that may include, but are not limited to, the following:
  - Low income, high and/or persistent poverty.
  - High unemployment and underemployment.
  - Racial and ethnic residential segregation, particularly where the segregation stems from discrimination by government entities.
  - Linguistic isolation.
  - High housing cost burden and substandard housing.
  - Distressed neighborhoods.
  - High transportation cost burden and/or low transportation access.
  - Disproportionate environmental stressor burden and high cumulative impacts.
  - Limited water and sanitation access and affordability.
  - Disproportionate impacts from climate change.
  - High energy cost burden and low energy access.
  - Jobs lost through the energy transition.
  - Access to healthcare.

### Complete Streets

GBNRTC has a number of initiatives underway to encourage and promote Complete Streets principles in the region. A complete street is safe, and feels safe, for everyone using the street. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network. To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

### Public Involvement

Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. GBNRTC staff will continue to expand upon efforts to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. Virtual Public Involvement tools include primarily the use of virtual public outreach platforms such as Zoom to host public MPO committee or Policy meetings as well as project meetings. Virtual tools provide increased transparency and access to transportation planning activities and decision-making processes.

### Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination

GBNRTC has initially researched the existing of the STRAHNET system in our MPO area and developed a protocol to improve coordination with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. The facilities in the GBNRTC area are limited to interstate routes and there is an existing coordination protocol in place between NYSDOT/NYSTA and DOD.

GBNRTC will annually review the regional protocol and STRAHNET system to ensure that the proper protocols remain in place.

According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The 64,200-mile STRAHNET system consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) studies. These can be a useful resource in the State and MPO areas covered by these route analyses.

#### Federal Land Management Agency (FLMA) Coordination

GBNRTC initially researched to determine that there are no FLMA sites within the GBNRTC area. GBNRTC will annually review the FLMA sites to determine if there are any changes and if so, then GBNRTC will work to improve coordination efforts with FLMA's in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and transportation services that connect to Federal lands. The GBNRTC will explore opportunities to leverage transportation funding to support access and transportation needs of FLMA's before transportation projects are programmed in the Transportation Improvement Program (TIP).

#### Planning and Environment Linkages (PEL)

The use of PEL is a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources.

#### Data in Transportation Planning

To address the emerging topic areas of data sharing, the GBNRTC will continue to incorporate data sharing and consideration into the transportation planning process. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision-making.

## Increasing Safe and Accessible Transportation Options – BIL Section 11206

The Bipartisan Infrastructure Law (BIL) included a provision that required MPOs to promote planning for Complete Streets with at least 2.5% of the planning funds that were provided to each MPO. GBNRTC has been a leader in Complete Street planning and a number of the planning initiatives listed in the BIL are completed with implementation efforts on-going.

The following Complete Streets related planning or other efforts have been completed by GBNRTC or its member agencies:

1. GBNRTC completed a Regional Bicycle Master Plan for its entire region. UPWP tasks for on-going implementation of the plan are on-going.
2. GBNRTC has, and continues to, participate in NFTA's Transit Oriented Development planning initiatives. The planning study is complete and moved into the implementation phase.
3. Member agencies, including NYSDOT, the City of Buffalo, the City of Niagara Falls and Erie County have Complete Streets Policies/Ordinances
4. New York State recently enacted a Complete Streets Law which enhanced the flexibility afforded to local municipalities to implement Complete Streets treatments
5. The 23-27 TIP includes several projects with Complete Streets elements included and several Complete Streets projects have been completed in the MPO region

GBNRTC will be continuing to implement Complete Streets into its planning efforts and specific tasks of the UPWP that include Complete Streets elements are indicated with "C" under the "Related PEAs" line.

## Regionally Significant Tasks and Projects

Several tasks and projects have been included in this UPWP which are significant to the entire GBNRTC region. These include:

- Regional Bicycle Master Plan Implementation
- Regional Freight Plan Implementation
- NFTA METRO LRRT Expansion
- Erie-Niagara Roadway Safety Action Plan
- Active Transportation Plan
- Exit 50 Planning and Environmental Linkage Study

## UPWP Format

This document is organized into eight main sections:

1. Introduction
2. Program Support and Administration
3. General Development and Comprehensive Planning
4. Long Range Transportation Planning
5. Short Range Transportation Planning
6. Transportation Improvement Program
7. Other Activities
8. Financial Tables

Chapters 2-7 describe each UPWP work task including:

- Task Description and Objective
- Related Federal Planning Factors, PEAs and MTP Goals
- Who will Perform the Work
- Forecasted Start
- Forecasted Completion
- Status update for on-going work and any proposed changes for 24-26 UPWP
- Resulting Work Products

Larger tasks were broken up into smaller subtasks to define specific subtasks as applicable

## Funding Tables

- Total Cost Summary Table by UPWP Work Element and Funding - Appendices one through four delineate the total UPWP funding program with respect to the following:
  - Appendix 1 Combined FHWA-PL and FTA-MPP Budgets
  - Appendix 2A.1 2024-2025 FHWA-PL Budget
  - Appendix 2A.2 2024-2025 FHWA-PL Budget
  - Appendix 2B.1 2025-2026 FTA-MPP Budget
  - Appendix 2B.2 2025-2026 FTA-MPP Budget
  - Appendix 3A Carryover FTA Planning Fund Resources
  - Appendix 3B Description of Other Federal/State Funds Included in Program
  - Appendix 4 SFY 22-24 UPWP Subtask Cost Summary

## Statewide Initiatives

Several transportation planning tasks have been identified that can benefit the metropolitan planning organizations in New York State. These typically are research tasks or those related to data collection. The Metropolitan Planning Organizations in New York State and New York State Department of Transportation have recognized the efficiency of pooling a portion of their Federal metropolitan planning funds to undertake these tasks, and NYSDOT has typically provided a 50 percent match with SPR funds for most of the tasks. The MPO Directors and the Director of the NYSDOT Statewide Planning Bureau identify potential tasks, reach consensus on those that are proposed for the year, and develop a scope of work for each. In general, these projects are undertaken by a consultant under contract to one of the MPOs or NYSDOT.

### **NYSAMPO Staff Support (Carryover)**

- Objective: Provide administrative and technical support for NYSAMPO efforts, including working groups.
- Cost: \$150,000 FHWA PL/\$100,000 NYSDOT SPR
- Lead Agency: Capital District Transportation Committee

### **NYSAMPO Staff Training (Carryover)**

- Objective: Provide relevant training and professional development opportunities for the staffs and member agencies of MPOs.
- \$55,615 FHWA PL and \$104,345 FTA MPP/\$26,086 NYSDOT IKS
- Lead Agency: Genesee Transportation Council

#### **AMPO Dues (Carryover)**

- Objective: Ensure that MPOs are aware of and considered in the development of national transportation policy.
- Cost: \$53,605 FHWA PL
- Lead Agency: Binghamton Metropolitan Transportation Study

#### **Statewide Planning and Research Activities (SPR)**

NYSDOT summarizes its consultant planning projects and staff-planning activities in its State Planning & Research (SPR) Program and each MPO summarizes their planning projects in their respective Unified Planning Work Plans. Following is a list of SPR programmed activities of significance to the GBNRTC area or specifically supporting GBNRTC initiatives:

C-17-53	Pavement Condition Data Collection Systems
C-17-56	Statewide Coordination of Metropolitan Planning Programs
C-18-53	Probe Data: Floating Car (GPS-based)
C-18-55	NYS Transportation Master Plan
C-19-51	Short County Traffic Count Program (2020-2024)
SP-21-04	Highway Oversize/Overweight Credentialing System (HOOCS) Ph 2
SP-21-06	Accelerating the Use of Integrated Incident Management Systems (IIMS)
SP-22-02	CLEAR Safety Management Data System Transfer
SP-22-03	Statewide Mobility Services Program
SP-22-04	NYS Freight Transportation Plan
SP-22-06	TRANSEARCH Data
SP-22-07	TETC/University of Maryland Data Acquisition
SP-23-03	NYS Resiliency Improvement Program
SP-23-04	Employment/Establishment Data Acquisition

Further details on each initiative can be found in Appendix 6 which lists all SPR projects that impact metropolitan areas.

# I. Program Support and Administration (44.21.00)

## UPWP Administration and Governance

**Related Federal Planning Factor(s):** All

**Related PEAs:** All

**Related 2050 MTP Goal(s):** All

**Objective:** Administer the MPO planning process

**Performed by:** MPO staff, consultants

**Estimated Start/Duration:** On-going perpetual work

**FY2324 Progress & Status at Q3 End:** N/A – perpetual work

**FY2425 Scope Changes:** None

**Products:** Quarterly Reports and Reimbursement Requests, Committee resolutions, agendas and meeting minutes, UPWP documents and financial tables, Single audit document, Title VI Report

- Support the function of the GBNRTC in carrying out the multimodal transportation planning process. Includes clerical, graphic, procurement, accounting and related support services to maintain the process. Reimburse host agency for related costs.
- Project management of the UPWP Tasks and preparation of project status and performance summaries. Overall management of staff, committees and stakeholders. Includes staff training and development. Preparation of progress reports for all MPO activities, including work performance of tasks and financial status of federal and non-federal expenditures, including consultant billings as required for management control purposes and for inclusion in reports to the GBNRTC, state and federal agencies.
- Preparation of the UPWP and associated budget documentation, as well as amendments as required. Complete one year amendment to the 24-26 UPWP in February 2025. Prepare and complete the new 26-28 UPWP document for approval by February 2026.
- Ensuring compliance with air quality, planning certification, and other legislation.
- Preparation of reimbursement billings and quarterly expense activity to report in-kind services.
- Preparation by the host agency of a Single Audit of GBNRTC Grant Accounts.
- Preparing progress reports for all MPO activities, including work performance of tasks and financial status of federal and non-federal expenditures. These include previous year(s) active FTA planning grants.
- Provision of staff training and development.
- Comply with Title VI of the Civil Rights Act of 1964, the American with Disabilities Act of 1990, and related statutes and implementing regulations; to the end that no person shall on the grounds of race, color, national origin, handicap, age, sex or religion be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination. To meet this goal, GBNRTC has prepared Title VI Plan detailing agency activities, which is revisited and reaffirmed with each recertification.
- Prepare annual Title VI reports and reviews GBNRTC plans and products to assess and ensure compliance with environmental justice requirements of Title IV.
- GBNRTC membership and participation in recognized organizations, such as the New York State MPO Directors Association and the Association of Metropolitan Planning Organizations (AMPO). All NYS MPO's FHWA-PL allocations are adjusted to account for annual AMPO dues.

- GBNRTC's lease expires in May 2024 and the MPO is exploring the option of potentially moving and co-locating with NITTEC. Costs are included in this budget for moving expenses and the potential for increased rent. This budget could be used to renovate GBNRTC's existing space if the decision is made to stay in the existing space.

## **MPO Governance Document Review and Update**

**Related Federal Planning Factor(s): All**

**Related PEAs: All**

**Related 2050 MTP Goal(s): All**

**Objective:** Review GBNRTC Governance Document for the need to update

**Performed by:** MPO staff

**Estimated Start/Duration:** Continuing – End Fall 2024

**FY2324 Progress & Status at Q3 End:** Initial research commences

**FY2425 Scope Changes:** None

**Products:** Updated governance document approved by Policy Committee

- The GBNRTC Governance Document was last revised over 15 years ago
- GBNRTC staff will review the current Governance Document to determine if any updates are warranted. Members will also be consulted to determine any changes that are desired.
- A final updated Governance Document will be submitted to the Policy Committee for approval.

## **Community Outreach/Public Participation**

**Related Federal Planning Factor(s): All**

**Related PEAs: All**

**Related 2050 MTP Goal(s): All**

**Objective:** Provide community involvement process

**Performed by:** MPO staff

**Estimated Start/Duration:** On-going perpetual work

**FY2324 Progress & Status at Q3 End:** N/A – perpetual work

**FY2425 Scope Changes:** None

**Products:** Public Participation Plan updates, website, social media postings, flyers and other outreach materials, newsletter

- Provide comprehensive community outreach focused on several related activities incorporating the following:
  - Media and Communications
    - The GBNRTC uses social media to broadcast meetings and distribute announcements to interested parties and the general public, including
      - Electronic mail
      - GBNRTC website postings
      - Facebook
      - Linked-in

- Twitter
- Instagram
- Environmental Justice Planning
  - The 1994 Executive Order 12898 on Environmental Justice directs that transportation programs, policies, and activities should not have a high and adverse health and environmental effect on minority and low-income populations. GBNRTC will review plans and products to assess and ensure compliance with environmental justice requirements of Title VI. Continued outreach to towns, villages, Native American nations and stakeholders will be afforded access to the planning process and appropriate interface.
  - On January 27, 2021 Executive Order (EO) 14008, “Tackling the Climate Crisis at Home and Abroad” was signed creating a government-wide “Justice40 Initiative” that aims to deliver 40 percent of the overall benefits of relevant federal investments to disadvantaged communities.
- Local Government/MPO Outreach
  - General coordination and outreach with local governments and elected officials in the MPO area. Participation in planning studies, projects and initiatives is completed under a separate task.

## IT Systems Support and Technology Improvements

**Related Federal Planning Factor(s): All**

**Related PEAs: All**

**Related 2050 MTP Goal(s): All**

**Objective:** Provide technical support for MPO activities

**Performed by:** MPO staff and Consultant

**Estimated Start/Duration:** On-going perpetual work

**FY2324 Progress & Status at Q3 End:** N/A – perpetual work

**FY2425 Scope Changes:** None

**Products:** Fully functional MPO digital systems

- Manage the GBNRTC IT support contract.
  - Oversee and maintain agency information systems availability.
  - Upgrade hardware based on an ongoing replacement schedule.
  - Perform hardware/software needs and GAP analysis.
- Manage the GBNRTC website contract.
  - Oversee website changes and additions.
  - Enhance website functionality by adding features and services as needed for use by the public and member agencies.
- Manage email accounts and Internet DSL access for GBNRTC staff.
- Acquire and deploy new software needed for daily administrative operations of the GBNRTC as well as enhanced planning capabilities.
- Provide hardware and software support for ArcGIS Geographic Information Systems (GIS) to enhance our digital mapping capabilities and interface with other agency systems and data.
- Provide hardware and software support for transportation modeling and micro-simulation efforts using the TransCAD, TransModeler, Synchro, AimSun, VISSIM, CIMS and TranSIMS software packages.
- Convert GBNRTC IT system to cloud based
- Procure consultant support for IT

## **2024 Recertification Process**

**\*New Task\***

**Related Federal Planning Factor(s): All**

**Related PEAs: All**

**Related 2050 MTP Goal(s): All**

**Objective:** Complete FHWA/FTA 2024 Recertification Process

**Performed by:** MPO staff

**Estimated Start/Duration:** Spring 24-Winter 24

**Products:** Fully Certified MPO

- Review certification process and prepare all necessary updates to MPO documents
- Update the 2020 GBNRTC Desk Reference
- Participate in certification process with FHWA and FTA

## **MPO Strategic Plan Update**

**\*New Task\***

**Related Federal Planning Factor(s): All**

**Related PEAs: All**

**Related 2050 MTP Goal(s): All**

**Objective:** Develop a Strategic Plan for GBNRTC to guide progress for the next 10 years

**Performed by:** MPO staff, consultant

**Estimated Start/Duration:** Summer 24-Winter 25

**Products:** Updated MPO Strategic Plan

- GBNRTC's last strategic plan was developed in the early 2000s
- A number of changes in the industry and our region have taken place since the last update
- GBNRTC will procure a consultant to review the MPO staff function, research other MPO strategic plans for regions of similar character, interview staff and members to develop a comprehensive strategic plan to guide MPO efforts for the next 10 years
- The strategic plan will update the Vision, Mission and Goals developed in the last plan so that they are appropriate for the current time and can guide the MPO to achieving the best results for the region over the next 10 years.

## **MPO Rebranding**

**\*New Task\***

**Related Federal Planning Factor(s): All**

**Related PEAs: All**

**Related 2050 MTP Goal(s): All**

**Objective:** Review MPO branding to determine if changing is desirable

**Performed by:** MPO staff and consultants as necessary

**Estimated Start/Duration:** Winter 25-Winter 26

**Products:** Study report of analysis on desirability of rebranding. If rebranding is desirable, a new branding product will be developed including a launch plan

- The MPO started as the Niagara Frontier Transportation Council (NFTC) and changed to the Greater Buffalo Niagara Regional Transportation Council (GBNRTC) in the 1990s.
- The name is long and the acronym is difficult to say however GBNRTC has currently established its brand with the current name and changing would require an effort to ensure that those that are familiar with GBNRTC are not confused if a change is made.
- A study will be conducted to determine if rebranding the name Greater Buffalo Niagara Regional Transportation Council is desirable. The study will consist of:
  - SWOT analysis of the current brand
  - Analysis of the current brand's congruence with the mission, vision, values, personality and positioning that is developed in the MPO Strategic Plan update
- If rebranding is determined to be desirable and is approved by the Policy Board, then an effort will be undertaken to determine the best new name for the MPO. This includes:
  - Define the new brand identity to reflect the , mission, vision, values, personality and positioning that is developed in the MPO Strategic Plan Update
  - Create the new brand elements to represent the new brand identity
  - Develop brand guidelines
  - Update all branded materials with the new brand guidelines
- The full suite of branded materials (logo, etc.) will be reviewed for either the new name of the MPO or GBNRTC if the name is maintained to determine if changes are desirable and if they are, new branded materials will be developed.
- The new brand will be launched and marketed. The launch will be monitored and adjusted as necessary.

## **Upgrade Data Management System**

**\*New Task\***

**Related Federal Planning Factor(s): All**

**Related PEAs: All**

**Related 2050 MTP Goal(s): All**

**Objective:** Upgrade data management system

**Performed by:** MPO staff and consultants as necessary

**Estimated Start/Duration:** Summer 24-Summer 25

**Products:** Upgraded data management system

- GBNRTC's data management system is many years old and lacks functionality to readily expand new data sets
- The existing system also lacks advancements in usability for the general public which is desirable to the MPO
- MPO staff will research best practices for a public facing data management system and develop specifications for a new system that will be solicited via RFP
- MPO staff will work with the solicited vendor to on-board to new system and transition existing data sets to the new system
- Existing data sets that are public facing will be incorporated into the new system and additional data sets for incorporation into the system for public access will be considered pending input by members on the types and detail of data that is appropriate for public display.

## II. General Development and Comprehensive Planning Project (44.22.00)

### Demographics Monitoring and Census Inclusion/GIS

**Related Federal Planning Factor(s):** All

**Related PEAs:** G, H

**Related 2050 MTP Goal(s):** All

**Objective:** Acquire and display regional demographic data for use in planning studies

**Performed by:** MPO Staff

**Estimated Start/Duration:** On-going perpetual work

**FY2324 Progress & Status at Q3 End:** N/A – perpetual work

**FY2425 Scope Changes:** None

**Products:** Comprehensive demographics database

- Collect and analyze 2020 US Census Bureau data as it becomes available.
- Utilize Transearch and Freight Analysis Framework databases for freight flow and market data.
- Incorporate annual residential data and commercial development database information into existing GBNRTC databases, for development trends analysis.
- Provide as requested, municipal and regional level data including demographics, traffic count data, accident data, and other transportation data for use in planning.
- Provide demographic data and mapping services to support GBNRTC planning studies and initiatives.
- Maintain demographic database information in a central GIS system, to allow access to employment, household, land use and probable development activities.
- Maintain the GBNRTC dataset on [www.gbnrtc.org](http://www.gbnrtc.org). Expand datasets and public access through coordinating data with NYSDOT and developing shared web formats for use by members and public, especially in regard to transportation data and projects. Provide links on [www.gbnrtc.org](http://www.gbnrtc.org) to free ESRI GIS data viewers.

### One Region Forward Implementation

\*Editor's note – this task was formerly called "Sustainable Communities – One Region Forward Implementation"

**Related Federal Planning Factor(s):** 1, 2, 5

**Related PEAs:** All

**Related 2050 MTP Goal(s):** All

**Objective:** Implementation support of One Region Forward, the Regional Plan for Sustainable Development

**Performed by:** MPO staff

**Estimated Start/Duration:** On-going perpetual work

**FY2324 Progress & Status at Q3 End:** N/A – perpetual work

**FY2425 Scope Changes:** None

**Products:** Integrated land use and transportation approach and performance measures

- One Region Forward, a Regional Plan for Sustainable Development, was a three-year, collaborative, broad-based effort to guide and promote sustainable development, land use, transportation, housing, energy and climate, and access to food for Buffalo Niagara.
- GBNRTC tasks include the continued management of the One Region Forward Implementation Council, providing support for implementation, coordinating planning efforts and projects consistent with Moving Forward 2050, the region's metropolitan transportation plan.
- Activities involve coordinating implementation activities with NYSDOT Smart Growth initiatives and NYS Smart Growth legislation.

## **Tribal Nation Coordination**

\*Editor's note – This task was previously listed under 44.21.00

**Related Federal Planning Factor(s): 6, 7**

**Related PEAs: B, D**

**Related 2050 MTP Goal(s): All**

**Objective:** Establish stronger relationship with regional tribal nations

**Performed by:** MPO staff

**Estimated Start/Duration:** On-going perpetual work

**FY2324 Progress & Status at Q3 End:** N/A – perpetual work

**FY2425 Scope Changes:** Shifted task to 44.22.00 General Planning

**Product:** Increased tribal nation participation in MPO planning efforts

- Federal legislation requires that federally recognized tribal governments be consulted in the development of Regional Transportation Plans (RTP) and programs (Title 23, U.S.C. 450.312). GBNRTC staff is working to increase communication, coordination, and collaboration with tribal governments in the regional transportation planning process.
- GBNRTC participated in NY Nations Summit scheduled for April 26-28, 2022.
- Develop a framework for government-to-government engagement at a regional level.
- Understand current and future needs related to transportation, including: roadways, transit, funding, and information sharing/technical assistance.

## **Erie-Niagara Counties Climate Pollution Reduction Strategy**

\*Editor's note – This task was added via UPWP Amendment as Resolution 2023-23

**Related Federal Planning Factor(s): 5, 9**

**Related PEAs: A, C, D, G, H**

**Related 2050 MTP Goal(s): 4, 5, 7, 8**

**Objective:** Develop a suite of climate action planning deliverables that will collectively prepare the Buffalo-Cheektowaga-Niagara Falls, NY MSA (Erie and Niagara Counties) to combat climate pollution and reduce Greenhouse Gas (GHG) emissions over the next several decades.

**Performed by:** MPO Staff, UB Regional Institute

**Estimated Start/Duration:** November 2023-August 2027

**Product:** Priority Climate Action Plan (PCAP), Comprehensive Climate Action Plan (CCAP) and CCAP Status Report

- Over a four-year period starting in Fall 2023, the Greater Buffalo Niagara Regional Transportation Council (GBNRTC) will oversee development of a suite of climate action planning deliverables that will collectively prepare the Buffalo-Cheektowaga-Niagara Falls, NY MSA (Erie and Niagara Counties) to combat climate pollution and reduce Greenhouse Gas (GHG) emissions over the next several decades. This approach will build on the collaboration established through One Region Forward – Buffalo Niagara’s regional sustainability initiative – and will involve extensive community/stakeholder outreach, as well as intergovernmental/interagency coordination.
- The Niagara Frontier Transportation Authority (NFTA), the fiscal agent for the GBNRTC, will work closely with its subawardee, the University at Buffalo Regional Institute (UBRI), an award-winning urban planning research center, who will lead the planning, technical analysis, stakeholder engagement, and deliverable assembly for the CPRG. UBRI played a similar role with the creation of One Region Forward, as well as other regional planning initiatives related to economic and workforce development. UBRI will report regularly to GBNRTC on project administration and will take guidance from a cross sectional project steering committee (nominated by the One Region Forward Implementation Council which includes major city and county governments in the MSA) to ensure Climate Pollution Reduction Grant (CPRG) deliverables are developed with continuous stewardship and input from local, county, and state government agencies, as well as from key agents from the non-profit and private sectors.
- As an initial step, UBRI will spend approximately six months developing a Priority Climate Action Plan (PCAP), with an emphasis on identifying actionable GHG reducing projects that can be launched in the near term. This step in the process will also involve: bringing together a Climate Justice Advisory Group (nominated by the project steering committee) to identify priorities for evaluating projects based on their potential to address the needs and challenges of low-income and disadvantaged communities; summarizing and communicating a 2010 GHG inventory so that it is understandable to broad audiences and can inform implementation measures; holding extensive listening sessions with local governments and community groups on potential projects considered for inclusion in the PCAP; and developing a preliminary analysis of implementation and funding approaches. A draft of this deliverable will be presented for community input in early 2024 and will be delivered to the Environmental Protection Agency (EPA) on March 1, 2024.
- Building off the PCAP process, a Comprehensive Climate Action Plan (CCAP) will be developed with a tentative completion date of September 2025. That plan will include an update on the regional GHG inventory for the most current year data availability allows, and will feature long-term GHG reduction measures across various sectors (i.e. residential, transportation, industrial, etc.). Recommended GHG reduction measures will be shaped by a series of stakeholder working groups (nominated by the project steering committee) who will meet regularly to identify projects, programs, policies, and actions that can make measurable impact on the region’s contributions to climate change. These components will be supplemented by a benefit analysis, including a Low-Income and Disadvantaged Community (LIDAC) analysis for the region, an analysis of workforce development opportunities, and an implementation and funding assessment. Components of the plan and recommended GHG reduction measures will be communicated to the public over a series of community workshops through various scenarios for community review. Community input will be focused on engaging populations typically underrepresented in planning processes and will inform what ultimately gets included in the plan.
- Finally, in the remaining two years of the grant, an approach to implementation and plan evaluation will be developed, culminating in a CCAP Status Report to be completed by August 2027. The status report will look across the CCAP and provide relevant updates on each section of the plan, an “implementation scorecard” on quantified GHG reduction measures, and a road

map for next steps including future budget and staffing needs to sustain CCAP implementation into the future.

## **Regional Housing Coordination Support   \*New Task\***

**Related Federal Planning Factor(s):** 1, 6

**Related PEAs:** B, D, G

**Related 2050 MTP Goal(s):** All

**Objective:** Increase collaboration with housing agencies in the transportation planning process per FHWA emphasis in BIL

**Performed by:** MPO Staff

**Estimated Start/Duration:** On-Going

**Products:** Increased awareness and participation in transportation planning by housing agencies

- New language in the federal transportation legislation increases the emphasis on housing, requiring MPOs to consult with affordable housing organizations as part of transportation planning process. It also creates an optional “housing coordination process” that MPOs can integrate into the metropolitan transportation planning process to address integrated housing, transportation, and economic development strategies.
- MPO staff initially integrated the new requirement into the 2023 MTP update.
- MPO staff will research housing agencies in the MPO area and reach out to them to advise them about BIL emphasis on transportation and housing coordination
- MPO staff will maintain the list of housing agencies and utilize it for all public outreach opportunities

## **Regional Planning Support and Liaison Work   \*New Task\***

Editor’s Note – GBNRTC has always supported regional planning with staff time and charged the time to various tasks. This new task will house all of the time for regional planning support unless it is on a significant project that is in the UPWP.

**Related Federal Planning Factor(s):** All

**Related PEAs:** All

**Related 2050 MTP Goal(s):** All

**Objective:** Support various transportation/planning initiatives across the region with participation in committees

**Performed by:** MPO Staff

**Estimated Start/Duration:** On-Going

**Products:** Quarterly report of GBNRTC participation and committee products

- There are several committees that GBNRTC participates in across the region that support the integration of transportation with land use and other planning efforts.
- GBNRTC staff also participate in planning projects by others to provide input from the MPOs perspective

- Staff time is afforded in the UPWP for the continuation of this work.
- Staff will report on their participation and the committee/project outcomes in the MPO's quarterly reports
- Example participation:
  - Erie County Climate Change Taskforce

## **Transit Oriented Development Planning Support**

**\*New Task\***

Editor's Note – GBNRTC led the Transit Oriented Development (TOD) study and has supported regional TOD planning. This new task will support the implementation of and improvement to the TOD plan

**Related Federal Planning Factor(s): All**

**Related PEAs: A, B, C, D, G, H**

**Related 2050 MTP Goal(s): All**

**Objective:** Support the implementation of the TOD study and facilitate outreach and awareness of TOD benefits

**Performed by:** MPO Staff

**Estimated Start/Duration:** On-Going

**Products:** Increased awareness of TOD benefits

- The Transit Orientated Development Plan was completed in 2023 and requires on-going support for implementation
- MPO staff will provide support with hosting of the TOD working group and outreach efforts to educate and promote the benefits of TOD

### III. Long Range Transportation Planning (44.23.00)

#### A. Long Range Transportation Planning- Systems Level (44.23.01)

##### Smartly Enhanced Multimodal Arterial (SEMA) – Ph 1 Planning and Outreach

\*Editor's note – This task has been split into Ph 1 and Ph 2 to reflect the need to define the characteristics and function of a SEMA and develop consensus in the community around the need for them as a Ph 1 step. Ph 2 will utilize the efforts of Ph 1 and the data gathered in other tasks to develop a recommended SEMA network for a demonstration project.

**Related Federal Planning Factor(s): 2, 4, 6, 7**

**Related PEAs: A, C, D, G, H**

**Related 2050 MTP Goal(s): All**

**Objective:** Identify the characteristics and function of a Smartly Enhanced Multimodal Arterials (SEMA) and conduct outreach to stakeholder to get input and develop consensus on the need.

**Performed by:** MPO Staff, Consultants

**Estimated Start/Duration:** Fall 24 – Fall 25

**FY2324 Progress & Status at Q3 End:** Initial internal discussion on scope and need

**FY2425 Scope Changes:** Split task per editor's note

**Product:** Planning document that defines the characteristics of a SEMA corridor and documents outreach efforts achieved in the planning phase.

- Consistent with Moving Forward 2050, the GBNRTC will further define a Smartly Enhanced Multimodal Arterial through research as well as stakeholder and public outreach. New technologies, upgraded street features and emerging transportation services will be considered along these corridors to create Smartly Enhance Multimodal Arterials (SEMA) that offer a range of convenient transportation options.
- The planning effort will work with the Next Generation Freeways to accommodate rush hour traffic using coordinated and priority signals. SEMAs will make transportation throughout the region safer and more efficient while reactivating corridors with infrastructure improvements that promote reinvestment with spin-off benefits for nearby communities and the regional economy.
- Outreach to stakeholders and the general public will be conducted to educate on the concept, receive feedback from user experience and develop consensus around the purpose and need for SEMA corridors.
- The final deliverable will be a document of the findings of the analysis and the outreach efforts.

##### Smartly Enhanced Multimodal Arterial (SEMA) – Ph 2 Network Development & Demonstration Project Planning

\*Editor's note – This task has been split into Ph 1 and Ph 2 to reflect the need to define the characteristics and function of a SEMA and develop consensus in the community around the need for them as a Ph 1 step. Ph 2 will utilize the efforts of Ph 1 and the data gathered in other tasks to develop a recommended SEMA network for a demonstration project.

**Related Federal Planning Factor(s): 2, 4, 6, 7**

**Related PEAs: A, C, D, G, H**

**Related 2050 MTP Goal(s): All**

**Objective:** Utilize the characteristics and function of a SEMA corridor that were developed in Ph 1 and the data of regional travel to develop a SEMA corridor network. Complete planning level analysis for a demonstration project on one corridor.

**Performed by:** MPO Staff, Consultant

**Estimated Start/Duration:** Winter 26 – Winter 27

**FY2324 Progress & Status at Q3 End:** Initial internal discussion on scope and need

**FY2425 Scope Changes:** Split task per editor's note

**Product:** SEMA Network and Planning Level Analysis for a Demonstration Project

- The Phase 2 effort will utilize
- Based on initial research, a demonstration corridor will be selected, and the concept refined with specific attributes and functions. Initial schematics will be developed as well as conceptual cost estimates

## **Go Buffalo Niagara Support and Oversight**

**Related Federal Planning Factor(s): 6, 7**

**Related PEAs: A, C, D, G, H**

**Related 2050 MTP Goal(s): All**

**Objective:** Implementation of TDM strategies, programs, and coordinating investments to enhance traveler opportunities to walk, bike, take transit, share rides, and telecommute

**Performed by:** Go Buffalo Niagara Staff with MPO Staff oversight

**Estimated Start/Duration:** On-going perpetual work

**FY2324 Progress & Status at Q3 End:** N/A – perpetual work

**FY2425 Scope Changes:** None

**Product:** Go Buffalo Niagara Program Support including program administration, task monitoring and participation on the Go Buffalo Niagara TDM Steering Committee. Proposal for future regional TDM support in the post-Covid transportation environment.

- Implementation of the Go Buffalo Niagara Program ([www.gobuffaloniagara.org](http://www.gobuffaloniagara.org)), strategies and coordinating investments to enhance traveler opportunities to walk, bike, take transit, share rides, and telecommute provide additional solutions to system capacity issues; while helping create a balanced, efficient, multi-modal transportation system that promotes choices and influences demand to reduce single-occupant vehicles (SOV) trips; increase in the use of alternative travel modes; more efficient parking utilization; a reduction of vehicle miles traveled (VMT); and/or reduction of emissions.
- Staff tasks will include program administration, task monitoring and participation on the Go Buffalo Niagara TDM Steering Committee.
- Oversight of the development of a proposal for future (beyond what is currently funded) regional TDM services in the post-Covid environment. The proposal will review the current state of transportation in the region and propose TDM solutions for the future. The proposal will be used to determine how to fund TDM services beyond what is funded in the current grant.

## Asset Management

**Related Federal Planning Factor(s):** 2, 7, 8, 10

**Related PEAs:** All

**Related 2050 MTP Goal(s):** C, EC

### Road Scoring Program

**Objective:** Acquire and analyze electronic pavement condition data

**Performed by:** MPO staff, consultant

**Estimated Start/Duration:** Spring 2025

**FY2324 Progress & Status at Q3 End:** 2023 Road Scoring Complete

**FY2425 Scope Changes:**

**Product:** Updated highway database, performance measure reporting and analysis

- The GBNRTC road scoring program will continue with a two-year cycle of pavement condition scoring
- GBNRTC staff will process, analyze and report road score data as it is received and make data available through the GBNRTC's web-based Transportation Data Management System (TDMS).
- 2025 scoring may be windshield or machine pending the results of the feasibility study

### Regional Bicycle Count Program

**Objective:** Assess the feasibility of a Regional Bicycle Count Program

**Performed by:** MPO staff

**Estimated Start/Duration:** On-Going and continuing in 2024

**FY2324 Progress & Status at Q3 End:** Initial feasibility researched and presented to Policy Board

**FY2425 Scope Changes:** Adding scope and budget to purchase scout camera

**Product:** Regional Bicycle Count Program Feasibility Report

- The GBNRTC will explore the feasibility of a Regional Bicycle Count Program. The GBNRTC will work with partners to develop a Regional Bicycle Count Program for both the on-road and off-road bicycle network.
- GBNRTC tasks will include a summary of best practices, needs assessment, current data sources and data gaps, schedule, costs, potential funding sources and implementation strategies.
- GBNRTC will purchase a Miovision Scout camera and incorporate it into the regional data collection

### Traffic Counting Program

**Objective:** Provide tube and turning movement traffic counts

**Performed by:** MPO staff, consultants

**Estimated Start/Duration:** On-going perpetual work

**FY2324 Progress & Status at Q3 End:** N/A – perpetual work

**FY2425 Scope Changes:** None

**Product:** Traffic count and turning count movement count data for planning study analysis

- The GBNRTC will manage all contractual services with selected consultant to obtain vehicle ATR and Intersection turning movement counts in predetermined locations as part of the GBNRTC annual traffic count program.
- Approximately 450 Automatic Traffic Recorder counts (tube counts) and about 150 Intersection turning movement counts are collected annually. Intersection counts will provide bicycle and pedestrian data along with the vehicular traffic.
- Staff will analyze data, determine needed count locations, monitor consultant progress and performance and upload data to the GBNRTC's web-based Transportation Data Management System (TDMS).
- Staff will provide requested count data to member agencies as needed.

#### Safety and Security Data

**Objective:** Collect and analyze safety and security data

**Performed by:** MPO staff

**Estimated Start/Duration:** On-going perpetual work

**FY2324 Progress & Status at Q3 End:** N/A – perpetual work

**FY2425 Scope Changes:** None

**Product:** Crash data for use in planning studies and project development, performance measure reporting and analysis

- Access and reference statewide highway and safety data systems (Accident Location Information System, Crash Location & Engineering Analysis & Reporting System, Traffic Safety Statistical Repository) to extract those pertinent to the Erie Niagara region.
- Integrate regional safety data into local Transportation Data Management System for archive, analysis, distribution, and reporting.
- Incorporate analyses produced by existing and new guidelines and methodologies into external and internal local safety programs and improvement projects
- Research emerging safety improvement strategies and technologies to consider for local application and recommendation
- Obtain and analyze transit safety data from NFTA and set/update MPO performance targets.
- Obtain rail grade crossing accident data from Federal Railroad Administration to assist NYSDOT R5 in developing/prioritizing crossing improvement projects for the NYSDOT Section 130 Program.
- Obtain and analyze pedestrian and bicycle crash data
- Participate in NYSDOT Pedestrian Safety Action Plan (PSAP) development, updates and facilitation/delivery of local project submissions.
- This process may change as a result of the Erie-Niagara Roadway Safety Action plan which includes a deliverable for annual monitoring of crash data.

#### Transit Ridership Data

**Objective:** Maintain annual transit ridership data

**Performed by:** MPO staff, NFTA

**Estimated Start/Duration:** On-going perpetual work

**FY2324 Progress & Status at Q3 End:** N/A – perpetual work

**FY2425 Scope Changes:** None

**Product:** Updated transit ridership database for use in planning studies

- GBNRTC staff will continue to acquire, analyze and provide transit ridership data in cooperation with NFTA and transmit to NTD database at the national level. Transit ridership is monitored through NFTA's Metro ridership count program and is supplemented with additional counts conducted by GBNRTC when needed.
- A listing of route changes for the previous fiscal year is identified. This information is updated annually and input into a transit ridership file for use in planning studies and incorporated into the national database.

## **Federal Performance Measures and Reporting**

**Related Federal Planning Factor(s):** 2, 7

**Related PEAs:** All

**Related 2050 MTP Goal(s):** 2, 3, 4

**Objective:** Meet federal requirements for performance targets and reporting

**Performed by:** MPO staff

**Estimated Start/Duration:** On-going perpetual work

**FY2324 Progress & Status at Q3 End:** N/A – perpetual work

**FY2425 Scope Changes:** None

**Product:** System Performance Reports

- Pursuant to the federal legislation, Metropolitan Planning Organizations must employ a transportation performance management approach in carrying out their federally required planning and programming activities. GBNRTC has adopted statewide performance measures and targets that correspond to these national performance goals.
- As part of the GBNRTC metropolitan transportation plan update and the TIP development process, GBNRTC staff will prepare a System Performance Report to reflect current performance-based planning and programming requirements. The template developed by the NYSAMPO association will be used for reporting purposes to maintain reporting consistency across the State.

## **Next Generation Risk Assessment – Exploratory Modeling and Analysis Tool (EMAT) – Grant funded**

**Related Federal Planning Factor(s):** 3, 7

**Related PEAs:** H

**Related 2050 MTP Goal(s):** I

**Objective:** Test advanced methods of risk analysis and deep uncertainty in models

**Performed by:** MPO staff and consultants in conjunction with FHWA partners

**Estimated Start/Duration:** On-Going – Winter 26

**FY2324 Progress & Status at Q3 End:** GBNRTC performed initial startup activities, including development of a framework for project scope development, assessment of current data availability and

preliminary project budget/schedule development. Final scope prepared and reviewed by FHWA. RFQ in preparation at NFTA for release current quarter.

**FY2425 Scope Changes:** None

**Product:**

- Incorporation of deeper EMAT process into regional travel models and support for FHWA research
- 508 compliant reports documenting GBNRTC experience (including but not limited to computational and organizational issues and challenges; practical and sustainable practices; effective communication of analysis to non-technical stakeholders, staff or decision makers; effective ways to introduce DMDU approaches into transportation agency decision-making)
- Presentations and posting appropriate research material to Github site.

This consultant supported initiative will expand on the recently completed Region Central Study as a test case to establish the risks to the overall project success. This work is intended to establish a process for determining importance of various interrelated factors in the three major categories (Mobility; Parks, Natural Assets, Heritage and Identity; Enhanced Equity and Inclusive Economic Development) in forecasting project success and establishing risk management templates. A subset of the metrics can be used in this project for demonstration purposes.

The study will use the developed TMIP-EMAT tools together with GBNRTC's travel demand and simulation models and other available models or tools to help identify which key project implementation components are the most relevant to maximizing the project's success given other exogenous uncertainties. Additionally, the work aims to develop mitigation strategies that could be incorporated into project implementation details or otherwise deployed in the future as current uncertainties become clearer to further maximize the project's ability to fulfill the key goals for Region Central as part of the recent Study.

## **Travel Models Updates/Maintenance**

**Related Federal Planning Factor(s):** 1, 4, 6, 7

**Related PEAs:** H

**Related 2050 MTP Goal(s):** EN, I

**Objective:** Maintain and buildout suite of multimodal transportation models

**Performed by:** MPO staff, consultants

**Estimated Start/Duration:** On-going perpetual work

**FY2324 Progress & Status at Q3 End:** N/A – perpetual work

**FY2425 Scope Changes:** None

**Product:** Traffic models at several tiers in various platforms to support analytical work at the MPO

- GBNRTC staff support and funding for consultant support is included for continuous regional model upgrades and further buildout of mesoscopic simulation capabilities.
- Funding is included to formally update the calibration for the regional model to maintain conformance with OD model
- The All Roads (formerly ATCMTD) continuous model will be complete in 2024. MPO staff will work with that and develop a process for linkage between the All Roads model and the regional travel demand model.

## **Support for Erie-Niagara Roadway Safety Action Plan Implementation**

**\*New Task\***

**Related Federal Planning Factor(s):** 2, 3

**Related PEAs:** B, C, D, H

**Related 2050 MTP Goal(s):** C, I

**Objective:** Support the implementation of the Erie-Niagara Roadway Safety Action Plan after the initial development is complete

**Performed by:** MPO Staff w consultant if necessary

**Estimated Start/Duration:** Winter 25 – On-Going

**Product:** Support to the Action Plan Implementation Committee, Annual Reports

- After the Erie-Niagara Roadway Safety Action Plan is complete, resources will be necessary to support the implementation and monitor the progress of the action plan
- Staff will monitor crash statistics in the region and develop an Annual Report for publishing on the MPO's website as required by FHWA
- This process may also develop regional performance measures for the Policy committee's consideration for adoption in lieu of using statewide performance measures.

## **Regional Active Transportation Plan – Phase 1 \*New Task\***

**Related Federal Planning Factor(s):** All

**Related PEAs:** A, B, C, D, G, H

**Related 2050 MTP Goal(s):** All

**Objective:** Develop an Active Transportation Plan for the Region

**Performed by:** MPO Staff, Consultant

**Estimated Start/Duration:** Spring 24-Spring 25

**Product:** Regional Active Transportation Plan

- The 22-24 UPWP had task for developing a Village Complete Streets Template, a Walkability Initiative and the preparation of a Pedestrian Master Plan. In addition, GBNRTC has developed the Regional Bike Master Plan and has moved into planning implementation of projects identified in the Bike Master Plan. GBNRTC has also been facilitating Go Buffalo Niagara which promotes Transportation Demand Management in the region and the promotion of the use of forms of transportation other than single occupancy vehicles.
- In addition to the concepts above, micro mobility is a growing transportation use
- These tasks have a common theme of promoting Active Transportation which is a developing field that connects transportation and public health.
- NYSDOT is preparing a Statewide Active Transportation Plan
- The MPO will engage a consultant to develop a regional Active Transportation Plan for Erie and Niagara Counties
- The Regional Active Transportation Plan will
  - Integrate existing planning work
  - Establish goals, strategies and measureable objectives for active transportation
  - Develop the framework for establishing an active transportation network

- Provide a foundation for the development of an active transportation network as a future effort utilizing the data that is developed in the Regional Mobility Data Development effort.
- It is anticipated that the Active Transportation Plan will lead to the need for further studies that are more detailed both geographically and in mode type. Potential examples includes:
  - Local Municipality Complete Streets Guidebook and Design Template
  - Active Transportation Asset Analysis

## **Convert Real-time Data to Historical Data**

**\*New Task\***

**Related Federal Planning Factor(s): All**

**Related PEAs: H**

**Related 2050 MTP Goal(s): I**

**Objective:** Analyze the feasibility of converting real time data into historical data

**Performed by:** MPO staff

**Estimated Start/Duration:** Summer 24 – Spring 25

**Products:** Report with complete summary of available real time data and analysis of the feasibility and the utility of converting it to historical data that meets standards for utilization in planning and design.

- There are many forms of real time data that are being produced in the region that the MPO and its members would benefit from being able to access in a compiled form.
- For example, Miovision traffic detection cameras collect traffic movement counts 24/7. There would be a great benefit to the region to compile the continuous data into a format that is comparable to traditional traffic movement counts (TMC) and compliant with standards for utilization in planning and design work. This would also benefit the region by expanding the quantity of intersections where current TMC data is available.
- TMCs at Miovision camera locations are just one example of the potential capability. There is other real time data being collected, some will be integrated with NITTEC's All Roads platform, and the MPO will research all potential data sources and evaluate the feasibility of compiling the real time data into a usable format for transportation planning and design.

## **Transition Windshield Road Scoring to Machine Scoring**

**\*New Task\***

**Related Federal Planning Factor(s): 8**

**Related PEAs: H**

**Related 2050 MTP Goal(s): C, EC**

**Objective:** Determine if it is feasible to transition fully to machine scoring for pavement condition ratings

**Performed by:** MPO Staff

**Estimated Start/Duration:** Informally started and will carryover – Complete by Fall 2024

**Product(s):** Feasibility Report and Determination of how to score regional roads in 2025

- MPO staff have traditionally performed windshield scoring for the Federal aid network in our region as well as non-federal aid roads owned by Erie and Niagara County
- The data is used for planning pavement maintenance programs by all members agencies

- NYSDOT moved to scoring its roads using a machine system in 2019. NYSDOT scores its own roads every year and all roads on the federal aid system every 2 years. The advantage of the machine scoring is that it is consistent for all roads. Windshield scoring is performed by trained professionals but the human aspect of the scoring inevitably allows for inconsistency, especially when comparing across various regions.
- The downside of the machine scoring to date is the amount of time that it takes to get the data from NYSDOT to the regions. Member agencies have relied on the MPO providing the bi-annual road scored in a timely fashion to use in its planning for pavement maintenance
- MPO staff will research the feasibility of transitioning to machine scoring for the 2025 road scoring season and provide members with a feasibility report to determine if it is feasible or not. Machine scoring and windshield scoring of the non-federal aid system for all members will be analyzed as well as potential alternatives.

## **2024 Niagara Falls Road Scoring – Local Roads    \*New Task\***

**Related Federal Planning Factor(s):** 8

**Related PEAs:** H

**Related 2050 MTP Goal(s):** C, EC

**Objective:** Perform windshield scoring of Niagara Falls Roads off of the Federal Aid System

**Performed by:** MPO Staff

**Estimated Start/Duration:** Spring 24 – Summer 24

**Product:** Updated pavement condition report for Niagara Falls that includes off-system roads

- Perform windshield scoring of all Niagara Falls roads off of the Federal Aid system
- Provide updated pavement condition report to Niagara Falls
- The data will be used for planning pavement maintenance in Niagara Falls

## **Develop new regional transportation data    \*New Task\***

**Related Federal Planning Factor(s):** All

**Related PEAs:** H

**Related 2050 MTP Goal(s):** I

**Objective:** Procure new data sets to learn origin-destination, mode, route, etc. of trips in the region

**Performed by:** MPO Staff and consultants

**Estimated Start/Duration:** Summer 25 – Spring 26

**Product:** Dashboard of transportation data and annual report on trends in the region

- MPOs have traditionally performed Household Travel Surveys where individuals were asked to complete a form on their travel behaviors. The completed survey data was aggregated and utilized in the MPO's planning work including the development of the regional travel demand model.
- Travel patterns in the region have changed following the COVID-19 pandemic and the lifestyle changes that resulted, particularly the opportunity for certain work to be done from home either part time or full time.

- New data, typically related to mobile phone usage, is also becoming available that provides insights into travel patterns to a much greater degree of detail than was previously available.
- The MPO will procure new data sets to integrate with existing data sets and develop Application Programming Interfaces (APIs) that display data trends for transportation in the region. The data sets will report on trends in:
  - Origin-Destination
  - Travel patterns including routes and time of day
  - Mode choice
- Data will be aggregated on the regional level and around urban centers as afforded by the granularity of the data that is available
- The data will be used to inform future planning efforts and to calibrate the Regional Travel Demand Model that GBNRTC maintains

## B. Long Range Transportation Planning – Project Level (44.23.02)

### Smart Cities Next Generation Adaptive Signals and Technology

Editor's Note – This task was split from the prior UPWP to separate the perpetual task of coordinating and promoting traffic signal improvements from the finite task of the Regional Signal Communications Study.

**Related Federal Planning Factor(s):** 6

**Related PEAs:** A, C, H

**Related 2050 MTP Goal(s):** All

**Objective:** Advance next generation signals initiative

**Performed by:** GBNRTC staff, NITTEC, various municipalities

**Estimated Start/Duration:** On-going perpetual work

**FY2324 Progress & Status at Q3 End:** N/A – perpetual work

**FY2425 Scope Changes:** None

**Product:** Increased awareness and participation in smart traffic signals implementation

- Based on emerging technology and consistent with Moving Forward 2050, staff will continue to perform a review of possible next generation signalization and applicability to the metro region.
- Updating of the traffic signals inventory that has been developed in collaboration with NITTEC.

### Regional Signal Communications Study

Editor's Note – This task was split from the prior UPWP to separate the perpetual task of coordinating and promoting traffic signal improvements from the finite task of the Regional Signal Communications Study.

**Related Federal Planning Factor(s):** 6

**Related PEAs:** A, C, H

**Related 2050 MTP Goal(s):** All

**Objective:** Study the feasibility of establishing connectivity to traffic signals in the region

**Performed by:** GBNRTC staff, NITTEC, consultant

**Estimated Start/Duration:** Fall 24 – Winter 26

**FY2324 Progress & Status at Q3 End:**

**FY2425 Scope Changes:**

**Product:** Feasibility study of establishing communication between regional traffic signals, NITTEC and traffic signal owners

- The Regional Signal communications study will analyze the feasibility of connecting all traffic signals with communications technology to NITTEC's facility.
- The study will look at the opportunity to utilize public fiber optic cable, i.e. ErieNET, and other transportation agency facilities to provide connectivity

## **NITTEC Coordination**

**Related Federal Planning Factor(s): 1, 2, 7**

**Related PEAs: H**

**Related 2050 MTP Goal(s): All**

**Objective:** Participate in NITTEC Committees and processes to coordinate data, analytical processes and project development

**Performed by:** MPO staff

**Estimated Start/Duration:** On-going perpetual work

**FY2324 Progress & Status at Q3 End:** N/A – perpetual work

**FY2425 Scope Changes:** None

**Product:** Integrated Management and Operations planning

- NITTEC is a coalition of multiple agencies in Western New York and Southern Ontario that share the goal of improving traffic mobility, reliability, and safety on the regional, bi-national, and multi-modal transportation network.
- GBNRTC staff will continue to participate directly with NITTEC, the region's TMC, to fully integrate traffic analysis activities with NITTEC management and operations function.

## **Congestion Management Process Implementation**

**Related Federal Planning Factor(s): 7**

**Related PEAs: A, H**

**Related 2050 MTP Goal(s): All**

**Objective:** Maintain/update Congestion Management Plan as needed

**Performed by:** GBNRTC staff

**Estimated Start/Duration:** On-going perpetual work

**FY2324 Progress & Status at Q3 End:** N/A – perpetual work

**FY2425 Scope Changes:** None

**Product:** Congestion Management Process

- The GBNRTC Congestion Management Plan (CMP) is a systematic and regionally-accepted approach for managing congestion that identifies transportation system performance and assesses alternative strategies for congestion management meeting state and local needs. The documentation is web based and dynamic to allow continuous updates and reporting.
- GBNRTC will continue to maintain and update as needed.

## **All Roads (Formerly ATCMTD) Project Support**

**Related Federal Planning Factor(s): 7, 10**

**Related PEAs: A, H**

**Related 2050 MTP Goal(s): 9**

**Objective:** Support NITTEC's development of the All Roads system so it integrates and enhances the MPO's planning work

**Performed by:** NITTEC is leading, GBNRTC staff are supporting

**Estimated Start/Duration:** Ongoing – End Fall 2024

**FY2324 Progress & Status at Q3 End:** Work has been on-going and staff have participated in the development of the ATCMTD

**FY2425 Scope Changes:** None

**Product:** Regional mesoscopic transportation modeling tool, regional real time data

- GBNRTC staff will continue to provide support to the Advanced Transportation and Congestion Management Technologies Deployment Program (ATCMTD) Project and the development of the All Roads system. The purpose of this project is to deploy technologies and strategies to improve border crossing performance and travel time and commercial vehicle operations and safety. It will enhance real-time information provided to travelers. It will expand Smart Mobility to major highways in the region to improve incident management and promote operational integration within Niagara Frontier Transportation Authority. The system will also provide specific in-vehicle real-time traffic, parking and weather information for commercial drivers.
- GBNRTC will continue to serve as a project team member, attending project meetings and providing support services.

## Bi-National Transportation Integration

**Related Federal Planning Factor(s):** 1, 7, 10

**Related PEAs:** H

**Related 2050 MTP Goal(s):** All

**Objective:** Establish binational planning integration

**Performed by:** MPO staff

**Estimated Start/Duration:** On-Going and continuing

**FY2324 Progress & Status at Q3 End:**

**FY2425 Scope Changes:** Canadian policies restricting travel have limited opportunities to collaborate post COVID

**Product:** Increased collaboration of transportation planning with Canadian authorities

- Long range plans for the GBNRTC region, as well as Region of Niagara and Ministry of Transport Ontario (MTO) have been recently updated.
- Based on COVID restrictions and the ability to facilitate cross border meetings, a meeting will be assembled to discuss binational integration points and coordinated planning for deployment going forward.
- A summary document will be prepared indicating projects and integration mechanism.

## Bailey Avenue Project Support

**Related Federal Planning Factor(s):** 6, 7

**Related PEAs:** A, B, C, D, G, H

**Related 2050 MTP Goal(s):** All

**Objective:** Implement recommendations from the Bailey Avenue corridor study  
**Performed by:** MPO staff, NFTA, City of Buffalo consultants  
**Estimated Start/Duration:** On-Going – Will continue per NFTA study schedule  
**FY2324 Progress & Status at Q3 End:** NFTA is progressing RFP to procure consultant  
**FY2425 Scope Changes:** None  
**Product:** Bailey Rapid Transit (BRT) design and environmental study

- In coordination with GBNRTC, the Bailey Avenue corridor has been studied by NFTA and the City of Buffalo as an area for potential improvement and investment. The Bailey corridor is one of the most highly utilized transit corridors in Buffalo-Niagara. The 19-Bailey route consistently has high ridership along the whole of the route and connects to Metro Rail and 13 other bus routes. The goal of the NFTA is to establish a bus rapid transit (BRT) line on this street, much like peer agencies in Cleveland and Indianapolis.
- Design work to be completed will include infrastructure changes, bus station treatment, and identification of vehicle needs.
- Improvement of transit on Bailey also coincides with city initiatives and other multimodal improvements to the corridor, which is a state-priority project.

## Regional Travel Demand Modeling

**Related Planning Factor(s):** 4, 6, 7, 8

**Related PEAs:** H

**Related 2050 MTP Goal(s):** All

**Objective:** Support regional partners with travel demand modeling for various projects

**Performed by:** MPO staff

**Estimated Start/Duration:** On-going perpetual work

**FY2324 Progress & Status at Q3 End:** N/A – perpetual work

**FY2425 Scope Changes:** None

**Product:** Simulations and analyses supporting new project development, alternatives analysis and traffic management in construction

- Staff time is reserved in this work element for emerging issues and simulation utilizing the regional model for potential projects by member agencies as they are identified in the two-year work program period. These include traffic management during projects being implemented as well as analyses of potential project alternatives.
- PCC will maintain control of simulation project approvals through a request process currently in use.
- A list of on-going projects that will carry over into the next UPWP as well as know projects that will start in the next UPWP are included in the Appendices.

## Corridor Planning Studies

**Related Planning Factor(s):** 1, 2, 4, 6, 7, 8

**Related PEAs:** H

**Related 2050 MTP Goal(s):** All

**Objective:** Support project development in the region with MPO technical capabilities

**Performed by:** MPO staff, consultant

**Estimated Start/Duration:** On-going perpetual work

**FY2324 Progress & Status at Q3 End:** N/A – perpetual work

**FY2425 Scope Changes:** None

**Product:** Completed analyses of traffic and recommended improvements

- GBNRTC staff time is reserved in this work element for simulation and analysis of corridor improvements utilizing meso or micro modeling tools by member agencies as they are identified in the two-year work program period.
- These include traffic management during projects being implemented as well as analyses of potential project alternatives.
- PCC will maintain control of simulation project approvals through a request process currently in use.
- A list of on-going projects that will carry over into the next UPWP as well as know projects that will start in the next UPWP are included in the Appendices.

## **Twin Cities Memorial Highway Concept Development**

**Related Federal Planning Factor(s):** 2, 4, 5

**Related PEAs:** A, C, D, G, H

**Related 2050 MTP Goal(s):** All

**Objective:** Develop a scoping study for the Twin Cities Memorial Highway

**Performed by:** North Tonawanda via Consultant with NYSDOT and MPO participation and staff support

**Estimated Start/Duration:** On-going and will continue per schedule of NT study

**FY2324 Progress & Status at Q3 End:** NT was awarded funding for a study and procured a consultant

**FY2425 Scope Changes:** Prior UPWP initiative that was GBNRTC led is transitioned to GBNRTC supporting NT led project

**Product:** Twin Cities Memorial Highway concept study

- The Twin Cities Memorial Highway located in the Cities of Tonawanda and North Tonawanda presents an opportunity to put the “right-sizing” concept into practice. The current facility, much of it maintained by the NYSDOT, is overbuilt, outdated and out of context with the surrounding community. “Right-sizing” this section of the Twin Cities Memorial Highway provides an opportunity to eliminate redundant infrastructure, increase greenspace, improve neighborhood connectivity, and enhance non-vehicular mobility options along the corridor.
- The purpose of the planning study is to evaluate alternatives and advance recommendations for the redesign of the highway, which may include reducing the number of travel lanes or removal of the highway all together.
- GBNRTC staff will work with NYSDOT, its consultant, representative from the City of North Tonawanda and stakeholders to develop a concept and test alternatives that meet the project objectives to improve safety, increase greenspace, improve neighborhood connectivity, enhance non-vehicular mobility options, attract new businesses and residents and reduce infrastructure maintenance costs.

## Rail Passenger Initiatives

**Related Federal Planning Factor(s):** 6, 10

**Related PEAs:** A, H

**Related 2050 MTP Goal(s):** All

**Objective:** Assess intercity bus and rail connectivity per federal requirements. Support and maintain a passenger rail working group

**Performed by:** MPO Staff

**Estimated Start/Duration:** On-going perpetual work

**FY2324 Progress & Status at Q3 End:** N/A – perpetual work

**Product:** Document of findings

- Staff will continue to participate in analysis and project development related to this initiative to support tourism and commuter traffic and interface with the two new Intermodal stations in the region.
- Support for the implementation of the Empire Corridor EIS projects as they impact the region will continue
- Provision of locational data on rail stations and status in the region, current concepts on rail passenger travel in MTP 2050 and current initiatives to improve access and connectivity in the region, as well as connections to New York State and in the Greater Golden Horseshoe of Ontario.
- Participate in the new FRA Corridor Identification and Development Program. The program will create a framework to facilitate the development of new, enhanced and restored intercity passenger-rail corridors throughout the country.
- Investigate FRA CRISI funding for a possible study of Cleveland-Buffalo and Buffalo to Niagara Falls (NY) rail corridors.

## ITS4US Phase II and III

**Related Federal Planning Factor(s):** 6, 7

**Related PEAs:** A, B, C, D, G, H

**Related 2050 MTP Goal(s):** C, I

**Objective:** Deploy technologies focused on addressing existing mobility and accessibility challenges

**Performed by:** GBNRTC staff, NFTA staff, consultant

**Estimated Start/Duration:** Ph 2 On-Going – Winter 25. Ph 3 schedule TBD

**FY2324 Progress & Status at Q3 End:** Phase 2 work has continued as possible based on procurement

**FY2425 Scope Changes:** No changes except schedule adjustments due to procurement challenges

**Product:** Accessible trip planning tool

- The Phase I Safety Management Plan (SMP) describes the planning and preparation undertaken by the Buffalo NY ITS4US project to identify potential hazards and safety needs, assess their risk, and develop strategies and countermeasures to minimize their risk, manage and respond to potential safety issues.
- GBNRTC will serve as project manager for phase II and III of project.

- The Complete Trip Deployment in Buffalo, NY will improve mobility to, from and within the Buffalo Niagara Medical Campus (BNMC) by deploying new and advanced technologies focused on addressing existing mobility and accessibility challenges.
- The project will integrate an accessible trip planning tool with current transit services, indoor/outdoor wayfinding, community-based on-demand shuttle services that include a fleet of fully autonomous shuttles, and intersection pedestrian safety technologies aimed at providing complete trip support to travelers with disabilities in BNMC and neighboring communities.
- GBNRTC staff will serve as project manager for Phase 2 and 3 of the project which will include managing the consultant team and multidisciplinary team of partners, participating in bi-weekly deployment teleconferences with USDOT, attending monthly all sites coordination teleconferences, periodic roundtable teleconferences and reporting on progress with the Federal Highway Administration (FHWA).
- USDOT ITS4US website: <https://www.its.dot.gov/its4us/index.htm>.

## **Metro Transit Expansion Project**

**Related Federal Planning Factor(s): 1, 4, 5**

**Related PEAs: A, B, C, D, G, H**

**Related 2050 MTP Goal(s): All**

**Objective:** Participate in Metro Expansion EIS development

**Performed by:** MPO staff, NFTA, consultants

**Forecast Start:** On-going and continuing per NFTA schedule

**FY2324 Progress & Status at Q3 End:** NFTA continued to advance the EIS with MPO support

**FY2425 Scope Changes:** None

**Product:** Support for EIS and ROD completion and subsequent project development

- The Federal Transit Administration, as lead Federal agency, and the Niagara Frontier Transit Metro System as the local Project Sponsor and joint lead agency, is preparing an Environmental Impact Statement (EIS) to evaluate potential benefits and impacts to expand Metro's Metro Rail system in Buffalo, NY to Amherst and Tonawanda, NY.
- Both light-rail transit and bus-rapid transit alternative are being considered.
- GBNRTC staff will continue to support the effort through participation on the study team.

## **PAL Service Evaluation**

**Related Federal Planning Factor(s): 4**

**Related PEAs: A, B, C, D, G, H**

**Related 2050 MTP Goal(s): C, I**

**Objective:** To improve the capacity of PAL service in the region

**Performed by:** NFTA leading with a consultant, MPO staff supporting

**Estimated Start/Duration:** On-going and continuing per NFTA schedule

**FY2324 Progress & Status at Q3 End:** NFTA issued an RFP

**FY2425 Scope Changes:** None

**Product:** PAL service evaluation study

- Currently, PAL trips are close to capped out; NFTA Metro is providing close to the highest number possible.
- GBNRTC will support a study to evaluate the NFTA Metro current dispatch and operational procedures as they relate to the provision of paratransit service (PAL).
- Improvements in scheduling and dispatching software infrastructure and other ways to increase efficiencies will be explored. To improve the capacity of PAL service, the root cause(s) must be identified. Improving capacity will improve the customer experience and allow more PAL trips to operate, which improves how many a single rider can use the service.

## **Exit 50 (I-90/I-290 Interchange) Planning and Environmental Linkage Study \*New Task\***

**Related Federal Planning Factor(s): All**

**Related PEAs: A, B, C, D, G, H**

**Related 2050 MTP Goal(s): All**

**Objective:** Develop a Planning and Environmental Linkage Study to inform future improvements for the study area

**Performed by:** MPO Staff and Consultant

**Forecast Start:** Spring 24 to Summer 25

**Product:** Planning and Environmental Linkage Study Report

- A Planning and Environment Linkages (PEL) Study is a collaborative approach to transportation decision making that informs the National Environmental Policy Act (NEPA) process, such that results can be “adopted into NEPA” during project development. Pairing planning and environmental screening early on leads to value-added projects that have undergone stakeholder/public review with a collaborative interagency approach. Such a method lends itself to early problem identification and solutions, requiring less duplication of effort later in the NEPA process, and potentially accelerating project delivery and minimizing overall costs.
- The Exit 50 interchange is the mostly heavily traveled interchange in the region and is also the site of frequent crashes.
- The jurisdiction of the New York State Thruway Authority (NYSTA) and New York State Department of Transportation (NYSDOT) meet at this interchange and extensive interagency coordination is necessary to collaborate on solutions that benefit the traveling public that is staying within the region and that is passing through on I-90.
- The MPO will engage a consultant to complete a PEL study for the Exit 50 corridor and surrounding area that would be impacted by changes. The PEL study will analyze existing travel patterns, crash history, existing environmental impacts and develop potential alternatives for improvements. The potential environmental impacts of the alternatives will be analyzed and documented.
- GBNRTC will utilize its Travel Demand Model to analyze traffic pattern changes from various alternatives and provide that output to the consultant for utilization in the PEL Study.
- Public outreach will be included in the scope to educate the public on the existing use, current issues that could be improved as well as to present the potential alternatives and solicit public input on the alternatives.

## Route 5, Ridge Road to Route 75 Interchange, Planning and Environmental Linkage Study \*New Task\*

**Related Federal Planning Factor(s):** All

**Related PEAs:** A, B, C, D, G, H

**Related 2050 MTP Goal(s):** All

**Objective:** Develop a Planning and Environmental Linkage Study to inform future improvements for the study area

**Performed by:** MPO Staff and Consultant

**Forecast Start:** Winter 25

**Product:** Planning and Environmental Linkage Study Report

- A Planning and Environment Linkages (PEL) Study is a collaborative approach to transportation decision making that informs the National Environmental Policy Act (NEPA) process, such that results can be “adopted into NEPA” during project development. Pairing planning and environmental screening early on leads to value-added projects that have undergone stakeholder/public review with a collaborative interagency approach. Such a method lends itself to early problem identification and solutions, requiring less duplication of effort later in the NEPA process, and potentially accelerating project delivery and minimizing overall costs.
- The Rt 5 corridor, between Ridge Rd and the Rt 75 Interchange carries approximately 37,000 AADT (2019 data) and also acts as a barrier between the City of Lackawanna, Village of Blasdell and Town of Hamburg developed areas and the Lake Erie shoreline. The former Bethlehem Steel plant occupies much of the land west of Rt 5 along this corridor and is being redeveloped for more publically accessible uses.
- The City of Lackawanna requested that GBNRTC look at ways to improve connectivity across Rt 5 and the Town of Hamburg requested that the land use in the vicinity of the Rt 5 and Rt 75 interchange be analyzed to see if the transportation use could be reduced to provide more land for development. NYSDOT requested that GBNRTC look at the feasibility of reducing the footprint of NYSDOT infrastructure at the Rt 5 and Rt 179 interchange. All of these requests can be reviewed under this single PEL Study.
- The MPO will engage a consultant to complete a PEL study for the Exit 50 corridor and surrounding area that would be impacted by changes. The PEL study will analyze existing travel patterns, crash history, existing environmental impacts and develop potential alternatives for improvements. The potential environmental impacts of the alternatives will be analyzed and documented.
- GBNRTC will utilize its Travel Demand Model to analyze traffic pattern changes from various alternatives and provide that output to the consultant for utilization in the PEL Study.
- Public outreach will be included in the scope to educate the public on the existing use, current issues that could be improved as well as to present the potential alternatives and solicit public input on the alternatives.

## Region Central Planning Implementation

**Related Federal Planning Factor(s):** 1, 2, 4, 5, 6, 7, 9

**Related PEAs:** A, B, C, D, G, H

**Related 2050 MTP Goal(s):** All

**Objective:** Continue to support NYSDOT and the Region Central with additional planning efforts

**Performed by:** MPO Staff

**Estimated Start/Duration:** On-Going and continuing

**Product:** Documentation of additional planning efforts

- GBNRTC completed the planning phase of the Region Central process in 2023 and provided the completed report to NYSDOT
- NYSDOT acknowledged its commitment to the advancing the Region Central project to execution and the need for additional planning efforts to advance the project. The additional planning efforts have not been fully scoped as of the time of the UPWP development and therefore the MPO is budgeting staff time for this effort.

## IV. Short Range Transportation Planning - Project Level (44.24.00)

### Regional Bicycle Master Plan Implementation - General

**Related Federal Planning Factor(s):** 2, 5, 6

**Related PEAs:** A, B, C, D, G, H

**Related 2050 MTP Goal(s):** All

**Objective:** Facilitate the implementation of the regional bicycle facility master plan with outreach and collaboration with stakeholders.

**Performed by:** MPO staff

**Estimated Start/Duration:** On-going perpetual work

**FY2324 Progress & Status at Q3 End:** N/A – perpetual work

**FY2425 Scope Changes:** None

**Product:** On-going support of the regional bicycle master plan coalition and increased awareness and participation in the implementation of the regional bicycle master plan

- Consistent with the approved Regional Bicycle Master Plan, GBNRTC staff with consultant support will advance plan recommendations through public outreach and stakeholder coordination, provide technical assistance, including development of concept plans and analysis, grant writing and funding package development, and maintenance strategy development and deployment.

### Regional Bicycle Master Plan Implementation Projects – 2022-2023

**Related Federal Planning Factor(s):** 2, 5, 6

**Related PEAs:** A, B, C, D, G, H

**Related 2050 MTP Goal(s):** All

**Objective:** Develop feasibility studies for various projects in the Bike Master Plan

**Performed by:** MPO Staff and consultants

**Estimated Start/Duration:** On-Going – End Summer 2024

**Product:** Feasibility studies

- Consistent with the approved Regional Bicycle Master Plan, GBNRTC staff with consultant support will advance plan recommendations through public outreach and stakeholder coordination, provide technical assistance, including development of concept plans and analysis, grant writing and funding package development, and maintenance strategy development and deployment.
- On-going feasibility studies:
  - Cheektowaga Trails Study
  - Lancaster Heritage Trail Study
- Additional feasibility studies added from Fall 2023 call for projects
  - Niagara County Communities Joint Trail Outreach & Feasibility Study
  - Amherst Peanut Line Trail Outreach

## Regional Bicycle Master Plan Implementation Projects – 2024

**\*New Task\***

**Related Federal Planning Factor(s):** 2, 5, 6

**Related PEAs:** A, B, C, D, G, H

**Related 2050 MTP Goal(s):** All

**Objective:** Develop feasibility studies for various projects in the Bike Master Plan

**Performed by:** MPO Staff and consultants

**Estimated Start/Duration:** Spring 24 – Winter 25

**Product:** Feasibility studies

- Consistent with the approved Regional Bicycle Master Plan, GBNRTC staff with consultant support will advance plan recommendations through public outreach and stakeholder coordination, provide technical assistance, including development of concept plans and analysis, grant writing and funding package development, and maintenance strategy development and deployment.
- The MPO issued a Call for Projects in the Fall of 2023 for potential projects. The projects were evaluated and the following will be performed in 2024.
  - Eighteen Mile Creek Greenway Trail, Town of Hamburg
  - Parker Blvd and Parkview Neighborhood Trail, Town of Tonawanda

## Regional Bicycle Master Plan Implementation Projects – 2025

**\*New Task\***

**Related Federal Planning Factor(s):** 2, 5, 6

**Related PEAs:** A, B, C, D, G, H

**Related 2050 MTP Goal(s):** All

**Objective:** Develop feasibility studies for various projects in the Bike Master Plan

**Performed by:** MPO Staff and consultants

**Estimated Start/Duration:** Spring 25 – Winter 26

**Product:** Feasibility studies

- Consistent with the approved Regional Bicycle Master Plan, GBNRTC staff with consultant support will advance plan recommendations through public outreach and stakeholder coordination, provide technical assistance, including development of concept plans and analysis, grant writing and funding package development, and maintenance strategy development and deployment.
- The MPO will issue a Call for Projects in the Fall of 2024 and rank the responses based on criteria that was established in the 2023 Call for Projects.
- Recommendations for the 2025 feasibility studies will be presented to the PCC committee for approval.

## Regional Freight Plan Implementation/Additional Study

**Related Federal Planning Factor(s):** 1, 4, 6, 7

**Related PEAs:** A, G, H

**Related 2050 MTP Goal(s):** EC, I

**Objective:** Implement recommendations from the Regional Freight Plan

**Performed by:** MPO staff, consultants

**Estimated Start/Duration:**

**FY2324 Progress & Status at Q3 End:** Developing priority list for potential tasks

**FY2425 Scope Changes:** None

**Product:** Infrastructure projects listing consistent with State Freight Plan

- Simulation, analysis and development of potential project recommendations in the plan to improve freight movement and commerce within the region.
- Federal grant application assistance for freight project recommendations.
  - Local and Regional Project Assistance Program (formerly TIGER/BUILD/RAISE)
  - Infrastructure For Rebuilding America (INFRA)
  - National Infrastructure Project Assistance (NIPA)
- Work with NYSDOT to fund regional projects on National Highway Freight Program.
- Additional subarea studies scoped and awarded as needed/required.
  - Additional studies may include:
    - Redundancy/Replacement of CP Draw and International RR Bridge.
    - Reopening of Whirlpool Bridge to rail freight.
    - Truck parking availability and improvements.

## Operational Transportation Modeling

**Related Planning Factor(s):** 1, 2, 4, 6, 7, 8

**Related PEAs:** H

**Related 2050 MTP Goal(s):** All

**Objective:** Support project development in the region with MPO traffic modeling technical capabilities

**Performed by:** MPO staff, consultant

**Estimated Start/Duration:** On-going perpetual work

**FY2324 Progress & Status at Q3 End:** N/A – perpetual work

**FY2425 Scope Changes:** None

**Product:** Completed analyses of traffic and recommended improvements

- GBNRTC staff time is reserved in this work element for simulation and analysis of potential operational improvements by member agencies as they are identified in the two year work program period. These include individual traffic signal analysis or other small scale operational analysis for projects or as stand alone efforts.
- PCC will maintain control of simulation project approvals through a request process currently in use.

## Local and Regional Project Grant Assistance

**Related Planning Factor(s):** All

**Related PEAs:** All

**Related 2050 MTP Goal(s):** All

**Objective:** Assist member agencies and local municipalities preparing federal/state grant applications

**Performed by:** MPO staff

**Estimated Start/Duration:** On-going perpetual work

**FY2324 Progress & Status at Q3 End:** N/A – perpetual work

**Product:** Grant applications for funding

- GBNRTC staff time is reserved to assist member agencies and local municipalities prepare federal grant applications to fund transportation projects that advance MPO planning priorities and initiatives.
- FY2224 Grant Applications Submitted
  - Entire MPO Area – Submitted grant application for a MPO wide roadway safety planning study to FHWA's Safe Streets for All program
  - Town of Tonawanda – Assisted with the development of an application to FHWA's SMART program for a pilot program to enhance Miovision traffic control capabilities and study regional traffic signal communication
  - Coordinated the 2022 BRIDGENY application process for Erie and Niagara Counties. Communicated with potential applicants, coordinated review committees and recommended candidate projects to NYSDOT.
  - Collaborate with NYSDOT and NITTEC to submit a grant to the 2023 PROTECT program for technology improvements to utilize for coordination during storm events.
- FY2324 Planned Grant Applications
  - The MPO will continue to monitor grant opportunities and coordinate with member agencies on support needed to prepare the grant application.
  - Coordinate the 2023 BRIDGENY application process for Erie and Niagara Counties. Communicated with potential applicants, coordinated review committees and recommended candidate projects to NYSDOT.

## Niagara Street/Main Street Coordination

**Related Federal Planning Factor(s):** 2, 4, 6, 8

**Related PEAs:** A, B, C, D, G, H

**Related 2050 MTP Goal(s):** All

**Objective:** Support City of Buffalo/NFTA needs in project coordination

**Performed by:** MPO staff, consultants

**Estimated Start/Duration:** On-going perpetual work

**FY2324 Progress & Status at Q3 End:** N/A – perpetual work

**FY2425 Scope Changes:** None

**Product:** Agency coordination for Niagara Street and Main Street projects

- The Niagara and Main Street arterials in the metro area are significant employment corridors with new residential development that cross multiple jurisdictions and are served by various modes of transportation.

- GBNRTC staff will continue to assist with coordination needs and projects among the jurisdictions and modes for Niagara Street Technology Integration and Main Street development.

## **Safe Streets for All – Regional Comprehensive Safety Plan – Grant Funded**

**Related Federal Planning Factor(s):**

**Related PEAs: B, C, D, H**

**Related 2050 MTP Goal(s): C, I**

**Objective:** Complete Regional Comprehensive Safety Plan to become eligible to compete for projects in future rounds of Safe Streets for All. Build off of initial plan to develop a robust mechanism to continuously monitor and evaluate regional safety data as well as analyze the effectiveness of completed safety improvements.

**Performed by:** MPO staff, consultants

**Estimated Start/Duration:** On-Going – Spring 2024. First Annual Report – Dec 2024

**FY2324 Progress & Status at Q3 End:** RFP completed and NFTA Board Approved award of consultant.

**FY2425 Scope Changes:** None

**Product:** Complete Regional Comprehensive Safety Plan

- Develop a regional comprehensive safety action plan for all of Erie and Niagara Counties in New York State
- Safety improvements, programs and strategies will be identified that would *eliminate* fatal crashes and reduce serious injury crashes fifty percent by 2050
- Facilitate collaboration among community stakeholders and safety partners in the region. These users represent a wide-variety of public and private stakeholders who will all be engaged through inclusive community engagement efforts to ensure that public input into the plan is maximized
- Examine crash and infrastructure characteristics, geographic trends, and contributing risk factors to develop a plan for implementing Safe System changes that emphasize Complete Streets, evidence-based projects or strategies, pedestrian and bicycle safety and, accessibility
- Consider the safety of all streets, roads and highways, regardless of ownership with specific focus on historic underserved communities

## **Buffalo ADA Transition Plan – Project Management      \*New Task\***

**Related Federal Planning Factor(s): 2, 3, 4, 6**

**Related PEAs: B, C, D**

**Related 2050 MTP Goal(s): C, I**

**Objective:** Provide project manager support services to the City of Buffalo to support the execution of their ADA Transition Plan. The plan is funded by a Safe Streets for All grant.

**Performed by:** MPO staff or consultant

**Estimated Start/Duration:** TBD

**Product:** ADA Transition Plan

- Buffalo has requested that the MPO support its effort to develop an ADA Transition Plan by serving as the project manager for the effort.
- An MPO staff member, or consultant if needed based on staff availability, will serve as project manager and oversee the execution of the plan. The plan will be executed by a consultant under contract with Buffalo.

## **Support of Statewide Grant Processes**

## **\*New Task\***

Editor's Note – GBNRTC has previously supported Statewide grant processes under a separate task.

**Related Federal Planning Factor(s): All**

**Related PEAs: All**

**Related 2050 MTP Goal(s): All**

**Objective:** Provide support to Statewide grant processes

**Performed by:** MPO Staff

**Estimated Start/Duration:** As requested

**Product:** Support of Statewide grant processes as requested

- The MPO has historically received requests from NYSDOT to support statewide grant solicitations by performing outreach and/or review/scoring of grant applications for statewide grant solicitations.
- Past examples include TAP, CMAQ, CRP and BRIDGENY
- Staff time is allocated to continue to support future rounds of grant solicitations as requested by State agencies

## **NFTA On-Board Survey**

## **\*New Task\***

**Related Federal Planning Factor(s): 1, 4, 6, 7, 8, 10**

**Related PEAs: A, B, D, H**

**Related 2050 MTP Goal(s): All**

**Objective:** Conduct passenger survey of transit riders in support of NFTA strategic initiatives and Title VI requirements.

**Performed by:** MPO staff and consultant

**Estimated Start/Duration:** Summer 24 – Fall 24

**Product:** Detailed ridership report and data to advance regional travel model

- The MPO will conduct an origin & destination survey on Niagara Frontier Transportation Authority (NFTA) buses and Metro Rail.
- This data will serve a variety of purposes, including, but not limited to, meeting Federal Transit Administration (FTA) Title VI requirements, calibrating and validating ridership models, demographic analysis of current patrons, market share assessment, and use of various fare media and transfer activity.
- This information, when coupled with historical O&D data, will provide an assessment of service area demographic shifts and trends as well as identify untapped market areas.

## City of Niagara Falls Corridor Planning – Pine Ave from Portage Road to Hyde Park Blvd

### \*New Task\*

**Related Federal Planning Factor(s):** 1, 4, 6, 8, 10

**Related PEAs:** A, B, C, D, G, H

**Related 2050 MTP Goal(s):** All

**Objective:** Study potential public realm improvements in coordination with City planning efforts and report on potential improvements

**Performed by:** MPO staff

**Estimated Start/Duration:** Summer 24 – Summer 25

**Product:** Summary report of analysis and potential improvements

- The City of Niagara Falls is seeking to revitalize the land use around this corridor and the MPO will support that with a planning analysis of the interaction between the public realm and the existing and future land uses.
- The traffic pattern on the corridor will be analyzed to determine if improvements can be made to improve the existing condition and/or if improvements are necessary to accommodate future uses.
- The crash history of the corridor will be analyzed at a planning level to determine if a more detailed analysis is necessary in future studies.
- Public outreach will be conducted to educate the public on effort and to solicit feedback on improvements that are proposed.
- All efforts will be documented in a final summary report that will be provided to the City of Niagara Falls.

## City of Niagara Falls Corridor Planning – Main St from Rainbow Bridge to Pine Ave \*New Task\*

**Related Federal Planning Factor(s):** 1, 4, 6, 8, 10

**Related PEAs:** A, B, C, D, G, H

**Related 2050 MTP Goal(s):** All

**Objective:** Study potential public realm improvements in coordination with City planning efforts and report on potential improvements

**Performed by:** MPO staff

**Estimated Start/Duration:** Summer 25 – Summer 26

**Product:** Summary report of analysis and potential improvements

- The City of Niagara Falls is seeking to revitalize the land use around this corridor and the MPO will support that with a planning analysis of the interaction between the public realm and the existing and future land uses.
- The traffic pattern on the corridor will be analyzed to determine if improvements can be made to improve the existing condition and/or if improvements are necessary to accommodate future uses.
- The crash history of the corridor will be analyzed at a planning level to determine if a more detailed analysis is necessary in future studies.

- Public outreach will be conducted to educate the public on effort and to solicit feedback on improvements that are proposed.
- All efforts will be documented in a final summary report that will be provided to the City of Niagara Falls.

DRAFT

## V. Transportation Improvement Program (44.25.00)

### TIP Project Monitoring, Funding and Finance

**Related Planning Factor(s):** All

**Related PEAs:** All

**Related 2050 MTP Goal(s):** All

**Objective:** Manage TIP projects in the region for delivery success

**Performed by:** MPO staff

**Estimated Start/Duration:** On-going perpetual work

**FY2324 Progress & Status at Q3 End:** N/A – perpetual work

**FY2425 Scope Changes:** None

**Product:** Expedite all submitted TIP project changes to maintain 75% unamended obligation rate

- Perform overall management of the TIP including regular subcommittee meetings, public notice publication, project change management, AQ conformity requirements, fiscal constraint, amendments and resolutions.
- Provide regular reporting to the public on all changes for new, deleted and changed projects via email blast and publication on GBNRTC social media.
- Respond to every public comment and question on all TIP project changes. Project comments and questions also forwarded to project sponsor for additional response.
- Work with NYSDOT to process all approved TIP project changes in eSTIP.
- Anticipate impact of funding changes on project delivery.
- Fund illustrative projects as additional funding opportunities becomes available.
- Maintain illustrative listing of vetted unfunded projects submitted by members/locals and program these projects as funding opportunities become available.

### Air Quality Conformity

\*Editors note – This work was previously done under 44.23.00 along with “Energy Planning”. GBNRTC is splitting that task and Energy Planning will be done as part of the development of the Comprehensive Climate Action Plan development

**Related Planning Factor(s):** All

**Related PEAs:** All

**Related 2050 MTP Goal(s):** All

**Objective:** Continue to Perform Air Quality Conformity Analysis/Review to support the TIP

**Performed by:** MPO Staff

**Estimated Start/Duration:** On-Going

**Product:** Review of projects and update conformity documentation to support Air Quality Conformity Determinations

- GBNRTC is designated as an Orphan Non-Attainment Area for Air Quality Conformity determinations of new projects or significant changes to existing projects.

- Staff reviews all TIP project proposals and recommends an Air Quality Conformity determination (“exempt” with code or “non-exempt”) to the Statewide Interagency Conformity Group (ICG) based on qualitative analysis of the project.
- The MPO will continue to perform this work and maintain its expertise to do so including participating in the Statewide ICG process/meetings and following updates and changes to Air Quality Conformity Certification regulations

## **2026-2030 TIP Development**

## **\*New Task\***

**Related Planning Factor(s): All**

**Related PEAs: All**

**Related 2050 MTP Goal(s): All**

**Objective:** Develop Updated Transportation Improvement Program (TIP) for the FFY 2026-2030 Planning Horizon

**Performed by:** MPO staff

**Estimated Start/Duration:** Spring 24 – Fall 25

**Product:** Updated TIP development process including metrics for MTP Linkage

- Building off the FHWA Resource Center technical assistance workshop and initial candidate project analysis tool, GBNRTC will continue to research, analyze, develop and refine the process for how new TIP candidate projects support the FHWA and FTA Transportation Performance Management process and align with the Long Range Metropolitan Transportation Plan.
- Incorporate new federal/state guidelines and requirements
- Provide all member agencies with current system conditions
- Review final two years of current TIP to determine whether projects can be rolled over to the new TIP, if they need to be modified (cost/scope) or if they are no longer needed/necessary and can be deleted
- Review “Illustrative Project” listings on current TIP with members to determine if they are ready to advance.
- Assist members to develop and prioritize project candidates
- Work with NYSDOT R5 and members to develop fiscally constrained project listing
- PCC approves recommended project list
- Develop financial report using updated core funding targets and showing fiscal constraint by Region and MPO
- Summarize current state and federal discretionary grant programs
- Continue efforts to integrate MTP-TIP Linkages into project development process (see below).
- Summarize current federal performance measures and report on status
- Continue analysis of system (asset) conditions and needs of Federal aid eligible roads and bridges.
- PCC to recommend draft TIP to Policy Committee
- Policy Committee to approve draft TIP
- TIP submitted to NYSDOT (Main Office) for incorporation into the STIP
- STIP is approved by FTA and FHWA
- New TIP will begin on 10/1/25 (FFY26)

## VI. Other Activities (44.27.00)

### Coordination of Non-Emergency Human Services Transportation

**Related Planning Factor(s):** 4, 6

**Related PEAs:** A, B, D, G, H

**Related 2050 MTP Goal(s):** C, EC, I

**Objective:** Develop and maintain the Coordinated Transit-Human Services Transportation Plan and advance the development of mobility management

**Performed by:** MPO staff, Consultant

**Estimated Start/Duration:** On-going perpetual work

**FY2324 Progress & Status at Q3 End:** HSTP update complete in Nov 2023

**FY2425 Scope Changes:** None

**Product:** Support of future funding solicitations, approved 5310 projects incorporated into the TIP and ready for delivery

- GBNRTC will develop and use analytical methods to assess the transportation system's connectivity to essential services, particularly for traditionally underserved populations and advance the development of mobility management through the update to the Coordinated Plan, implementation of plan recommendations and projects.
- This includes the support of NYSDOT 5310 program, GBNRTC will continue to provide support through project solicitation, assembly of a rating committee, project review and ratings supplied to NYSDOT Main Office for project selection.

### Incorporate Safety and Security in Transportation Planning

**Related Federal Planning Factor(s):** 2, 3

**Related PEAs:** All

**Related 2050 MTP Goal(s):** C, EC, I

**Objective:** Incorporate safety and security in the planning process

**Performed by:** MPO staff

**Estimated Start/Duration:** On-going perpetual work

**FY2324 Progress & Status at Q3 End:** N/A – perpetual work

**FY2425 Scope Changes:** None

**Product:** Infrastructure Vulnerability Assessment report

- Moving Forward 2050 addresses security in the context of overall risk management and hazard assessment; adaptive planning; risks associated with automated and connected vehicles; and the benefits of border crossing improvements. The goal "Improve the ability of infrastructure to respond to weather and other extreme events" is linked to enhanced emergency planning and ensuring safety in case of human-made disasters.
- Use local safety data and access to statewide data system to support member request for safety analyses to incorporate in project development, grant applications, emergency response plan development and creative safety solutions.
- Review existing municipal and county emergency response plans and incident management strategies to progress development of the local safe systems approach to safety.

- Participate in meetings and conference calls as requested by local jurisdictions, first responder and enforcement organizations to advance a safe systems approach to safety.
- Improve transportation system for evacuation and recovery.
- Provide education opportunities to increase safety and security.
- Participation in NYSAMPO Safety working group.

## **Infrastructure Vulnerability Assessment**

**Related Federal Planning Factor(s):**

**Related PEAs:**

**Related 2050 MTP Goal(s): C, EC, I**

**Objective:** Perform Infrastructure Vulnerability Assessment

**Performed by:** MPO staff, consultants

**Estimated Start/Duration:** On-Going – Winter 25

**FY2324 Progress & Status at Q3 End:** Researching scope

**FY2425 Scope Changes:**

**Product:** Planning study that analyzes vulnerability of transportation infrastructure

- Perform a vulnerability assessment and resiliency/climate adaptation plan for vulnerable infrastructure and develop adaptation/mitigation strategies for vulnerable infrastructure.

APPENDIX 1  
COMBINED FHWA-PL & FTA MPP BUDGETS  
GBNRTC 2024 - 2026 UNIFIED WORK PROGRAM

		TOTAL	GBNRTC STAFF (1)	NYS DOT MATCH (2)	LOCAL MATCH	OTHER FUNDS (3)
APPROVED PROJECT BUDGET						
44.20.01	PERSONNEL	\$3,818,806	\$3,546,676		\$272,131	
44.20.02	FRINGE/LEAVE	\$3,083,246	\$2,901,825		\$181,420	
44.20.03	TRAVEL	\$5,000	\$5,000			
44.20.04	EQUIPMENT	\$90,000	\$90,000			
44.20.05	SUPPLIES REPRODUCTION	\$40,000	\$40,000			
44.20.06	CONTRACTUAL	\$2,560,340	\$2,560,340			
44.20.07	OTHER	\$1,297,747				\$1,297,747
44.20.08	INDIRECT CHARGES	\$248,628		\$248,628		
XX.XX.XX	TOLL CREDITS	\$1,112,026		\$1,112,026		
TOTAL		\$12,255,793	\$9,143,841	\$1,360,655	\$453,551	\$1,297,747

APPROVED TASK BUDGET						
44.21.00	PRG. SUPPORT & ADMIN	\$3,042,646	\$2,405,405	\$608,594	\$28,647	
44.22.00	GEN. DEV & COMP PLNG	\$972,098	\$503,354	\$24,558	\$8,186	\$436,000
44.23.01	LONG RANGE PLNG - SYS	\$2,958,253	\$2,468,148	\$188,002	\$14,480	\$287,623
44.23.02	LONG RANGE PLNG - PROJ.	\$1,462,754	\$1,416,228	\$34,894	\$11,631	
44.24.00	SHORT RANGE TRANS PLNG	\$2,209,369	\$1,594,247	\$30,749	\$10,250	\$574,124
44.25.00	TRANS IMPROV. PROGRAM	\$1,352,009	\$510,975	\$463,972	\$377,063	
44.27.00	OTHER ACTIVITIES	\$258,664	\$245,484	\$9,885	\$3,295	
		\$12,255,793	\$9,143,841	\$1,360,655	\$453,551	\$1,297,747

(1) Includes Federal FTA Planning Funds from appendix 3A Grants NY80-0030 AND Monies from Backlog/Savings

(2) The NYSDOT non-federal share is provided via Toll Credits for FHWA-PL costs and as an In-Kind Service for FTA MPP costs

(3) Tasks funded with other Federal/State/Local Funding informational purposes only

APPENDIX 1  
COMBINED FHWA-PL & FTA MPP BUDGETS  
GBNRTC 2024 - 2026 UNIFIED WORK PROGRAM

		TOTAL	GBNRTC STAFF (1)	NYSDOT MATCH (2)	LOCAL MATCH	OTHER FUNDS (3)
APPROVED PROJECT BUDGET						
44.20.01	PERSONNEL	\$3,818,746	\$3,546,676		\$272,070	
44.20.02	FRINGE/LEAVE	\$3,083,206	\$2,901,826		\$181,380	
44.20.03	TRAVEL	\$5,000	\$5,000			
44.20.04	EQUIPMENT	\$90,000	\$90,000			
44.20.05	SUPPLIES REPRODUCTION	\$40,000	\$40,000			
44.20.06	CONTRACTUAL	\$2,558,434	\$2,558,434			
44.20.07	OTHER	\$1,297,747				\$1,297,747
44.20.08	INDIRECT CHARGES	\$248,628		\$248,628		
XX.XX.XX	TOLL CREDITS	\$1,111,725		\$1,111,725		
TOTAL		\$12,253,487	\$9,141,936	\$1,360,354	\$453,451	\$1,297,747

APPROVED TASK BUDGET						
44.21.00	PRG. SUPPORT & ADMIN	\$3,040,122	\$2,403,499	\$608,095	\$28,528	
44.22.00	GEN. DEV & COMP PLNG	\$972,098	\$503,354	\$24,558	\$8,186	\$436,000
44.23.01	LONG RANGE PLNG - SYS	\$2,958,214	\$2,468,148	\$187,963	\$14,480	\$287,623
44.23.02	LONG RANGE PLNG - PROJ.	\$1,463,231	\$1,416,229	\$35,252	\$11,751	
44.24.00	SHORT RANGE TRANS PLNG	\$2,209,369	\$1,594,247	\$30,749	\$10,250	\$574,124
44.25.00	TRANS IMPROV. PROGRAM	\$1,351,789	\$510,975	\$463,852	\$376,962	
44.27.00	OTHER ACTIVITIES	\$258,664	\$245,484	\$9,885	\$3,295	
		\$12,253,487	\$9,141,936	\$1,360,354	\$453,451	\$1,297,747

(1) Includes Federal FTA Planning Funds from appendix 3A Grants NY80-0031, 0032 and 0033 AND Monies from Backlog/Savings

(2) The NYSDOT non-federal share is provided via Toll Credits for FHWA-PL costs and as an In-Kind Service for FTA MPP costs

(3) Tasks funded with other Federal/State/Local Funding informational purposes only

## APPENDIX 2A.1

OBLIGATION DATE 4/1/2024

## 2024-25 FHWA-PL Budget

		C033456			
		TOTAL	CENTRAL STAFF**	NYSDOT MATCH*	LOCAL MATCH
APPROVED PROJECT BUDGET					
44.20.01	PERSONNEL	\$1,349,527	\$1,238,560		\$110,966
44.20.02	FRINGE/LEAVE	\$1,087,345	\$1,013,368		\$73,977
44.20.03	TRAVEL	\$2,500	\$2,500		
44.20.04	EQUIPMENT	\$60,000	\$60,000		
44.20.05	SUPPLIES REPRODUCTION	\$5,000	\$5,000		
44.20.06	CONTRACTUAL - <i>(Includes Consultant Work)</i>	\$1,194,500	\$1,194,500		
XX.XX.XX	TOLL CREDITS	\$554,831		\$554,831	
		\$4,253,702	\$3,513,928	\$554,831	\$184,944
APPROVED TASK BUDGET					
44.21.00	PRG. SUPPORT & ADMIN	\$1,212,822	\$952,052	\$260,770	
44.22.00	GEN. DEV & COMP PLNG	\$171,378	\$171,378		
44.23.01	LONG RANGE PLNG - SYS	\$1,108,601	\$1,036,473	\$72,128	
44.23.02	LONG RANGE PLNG - PROJ.	\$636,221	\$636,221		
44.24.00	SHORT RANGE TRANS PLNG	\$428,255	\$428,255		
44.25.00	TRANS IMPROV. PROGRAM	\$631,657	\$224,781	\$221,932	\$184,944
44.27.00	OTHER ACTIVITIES	\$64,768	\$64,768		
		\$4,253,702	\$3,513,928	\$554,831	\$184,944

\* NYSDOT provides it share of the match via toll credits

\*\* Includes \$195036 in Safe and Accessible Transportation Options Metropolitan Plng Set-Aside Funding to be billed against the eligible tasks identified in the narrative (PEA "C")

## APPENDIX 2A.2

OBLIGATION DATE 4/1/2024

## 2025-26 FHWA-PL Budget

		C033456			
		TOTAL	CENTRAL STAFF	NYSDOT MATCH*	LOCAL MATCH
APPROVED PROJECT BUDGET					
44.20.01	PERSONNEL	\$1,497,379	\$1,386,000		\$111,379
44.20.02	FRINGE/LEAVE	\$1,208,253	\$1,134,000		\$74,253
44.20.03	TRAVEL	\$2,500	\$2,500		
44.20.04	EQUIPMENT	\$30,000	\$30,000		
44.20.05	SUPPLIES REPRODUCTION	\$35,000	\$35,000		
44.20.06	CONTRACTUAL - <i>(Includes Consultant Work)</i>	\$939,500	\$939,500		
XX.XX.XX	TOLL CREDITS	\$556,895	\$0	\$556,895	
		\$4,269,526	\$3,527,000	\$556,895	\$185,632
APPROVED TASK BUDGET					
44.21.00	PRG. SUPPORT & ADMIN	\$1,101,741	\$840,000	\$261,741	
44.22.00	GEN. DEV & COMP PLNG	\$196,000	\$196,000		
44.23.01	LONG RANGE PLNG - SYS	\$1,137,396	\$1,065,000	\$72,396	
44.23.02	LONG RANGE PLNG - PROJ.	\$477,000	\$477,000		
44.24.00	SHORT RANGE TRANS PLNG	\$697,000	\$697,000		
44.25.00	TRANS IMPROV. PROGRAM	\$592,389	\$184,000	\$222,758	\$185,632
44.27.00	OTHER ACTIVITIES	\$68,000	\$68,000		
		\$4,269,526	\$3,527,000	\$556,895	\$185,632

\* NYSDOT provides it share of the match via toll credits

\*\* Includes \$66302 in Safe and Accessible Transportation Options Metropolitan Plng Set-Aside Funding to be billed against the eligible tasks identified in the narrative (PEA "C")

## APPENDIX 2B.1

OBLIGATION DATE 4/1/2024

**FTA 2024 - 2025**

		TOTAL	GBNRTC STAFF	NYS DOT MATCH*	LOCAL MATCH
APPROVED PROJECT BUDGET					
44.20.01	PERSONNEL	361,228	336,366		24,863
44.20.02	FRINGE/LEAVE	291,783	275,208		16,575
44.20.03	TRAVEL				
44.20.04	EQUIPMENT	0			
44.20.05	SUPPLIES REPRODUCTION	0			
44.20.06	CONTRACTUAL	51,430	51,430		
44.20.07	OTHER				
44.20.08	INDIRECT CHARGES	124,313		124,313	
XX.XX.XX	TOLL CREDITS				
		828,755	663,004	124,313	41,438

		TOTAL	GBNRTC STAFF	NYS DOT MATCH*	LOCAL MATCH
APPROVED TASK BUDGET					
44.21.00	PRG. SUPPORT & ADMIN	283,054	226,443	42,458	14,153
44.22.00	GEN. DEV & COMP PLNG	77,470	61,976	11,621	3,874
44.23.01	LONG RANGE PLNG - SYS	139,594	111,675	20,939	6,980
44.23.02	LONG RANGE PLNG - PROJ.	143,760	115,008	21,564	7,188
44.24.00	SHORT RANGE TRANS PLNG	82,490	65,992	12,374	4,125
44.25.00	TRANS IMPROV. PROGRAM	70,243	56,194	10,536	3,512
44.27.00	OTHER ACTIVITIES	32,145	25,716	4,822	1,607
		828,755	663,004	124,313	41,438

\* NYSDOT provides it's share of the non-federal match via In-Kind Service

## APPENDIX 2B.2

OBLIGATION DATE 4/1/2024

**FTA 2025 - 2026**

		TOTAL	GBNRTC STAFF	NYS DOT MATCH*	LOCAL MATCH
APPROVED PROJECT BUDGET					
44.20.01	PERSONNEL	349,363	324,500		24,863
44.20.02	FRINGE/LEAVE	282,075	265,500		16,575
44.20.03	TRAVEL	0	0		
44.20.04	EQUIPMENT	0	0		
44.20.05	SUPPLIES REPRODUCTION	0	0		
44.20.06	CONTRACTUAL	73,004	73,004		
44.20.07	OTHER				
44.20.08	INDIRECT CHARGES	124,314		124,314	
XX.XX.XX	TOLL CREDITS				
		828,755	663,004	124,314	41,438

		TOTAL	GBNRTC STAFF	NYS DOT MATCH*	LOCAL MATCH
APPROVED TASK BUDGET					
44.21.00	PRG. SUPPORT & ADMIN	287,505	230,004	43,126	14,375
44.22.00	GEN. DEV & COMP PLNG	86,250	69,000	12,938	4,313
44.23.01	LONG RANGE PLNG - SYS	150,000	120,000	22,500	7,500
44.23.02	LONG RANGE PLNG - PROJ.	91,250	73,000	13,688	4,563
44.24.00	SHORT RANGE TRANS PLNG	122,500	98,000	18,375	6,125
44.25.00	TRANS IMPROV. PROGRAM	57,500	46,000	8,625	2,875
44.27.00	OTHER ACTIVITIES	33,750	27,000	5,064	1,688
		828,755	663,004	124,314	41,438

\* NYSDOT provides it's share of the non-federal match via In-Kind Service

APPENDIX 3A

GBNRTC 2024 - 2026 UNIFIED WORK PROGRAM

CARRYOVER FTA PLANNING FUND RESOURCES (1)

UPWP TASK		NY80-0031	NY80-0032	NY80-0033	TOTAL
44.21.00	PRG. SUPPORT & ADMIN	\$20,000.00	\$35,000.00	\$100,000.00	\$155,000.00
44.22.00	GEN. DEV & COMP PLNG			\$5,000.00	\$5,000.00
44.23.01	LONG RANGE PLNG - SYS	\$20,000.00		\$115,000.00	\$135,000.00
44.23.02	LONG RANGE PLNG - PROJ			\$115,000.00	\$115,000.00
44.24.00	SHORT RANGE TRANS PLNG	\$5,000.00	\$165,000.00	\$135,000.00	\$305,000.00
44.25.00	TRANS IMPROV. PROGRAM				\$0.00
44.27.00	OTHER ACTIVITIES	\$30,000.00		\$30,000.00	\$60,000.00
		\$75,000.00	\$200,000.00	\$500,000.00	\$775,000.00

(1) Federal funds estimated available

APPENDIX 3B

Description of Other Federal/State Funds Included in Programs

UPWP TASK		2024 - 2025	2025 - 2026	TOTAL
III B.				
	Safe Streets Roads For All	\$574,124.00	\$0.00	\$574,124.00
III B.	Regional Climate Action Plan Development	\$218,000.00	\$218,000.00	\$436,000.00
	GBNRTC-FHWA			
III B.	Travel Model Improvement (TMIP)	\$247,623.00	\$40,000.00	\$287,623.00
				\$1,297,747.00

<b>Appendix 4</b>						
<b>Proposed GBNRTC UPWP Work Items and Resource Estimates</b>						
<b>SFY 24-25</b>						
		<b>SFY24-25</b>	<b>SFY24-25</b>	<b>SFY24-25</b>	<b>SFY24-25</b>	<b>SFY23-24</b>
		<b>Per Wks - Proposed</b>	<b>Direct Labor Cost</b>	<b>Staff Support Costs</b>	<b>Consult \$K</b>	<b>Total Task Cost</b>
<b>44.21.00</b>	<b>I Program Support and Administration</b>					
	UPWP Administration and Governance	100	476,229	250,000		726,229
	MPO Governance Review and Update	4	19,049			19,049
	Community Outreach/Public Participation	24	114,295	5,000	10,000	129,295
	IT Systems Support and Tech Improvements	6	28,574	60,000	15,000	103,574
	2024 Recertification Process	15	71,434			71,434
	MPO Strategic Plan Update	10	47,623		10,000	57,623
	MPO Rebranding	0	-			-
	Upgrade Data Management System	9	42,861		40,000	82,861
<b>44.22.00</b>	<b>II General Development and Comprehensive Planning</b>					
	Demographics Monitoring and Census Inclusion/GIS	16	76,197			76,197
	One Region Forward Implementation	2	9,525			9,525
	Tribal Nation Coordination	2	9,525			9,525
	Erie-Niagara Counties Climate Pollution Reduction Strategy	9	42,861		218,000	260,861
	Regional Housing Coordination Support	4	19,049			19,049
	Regional Planning Support and Liaison Work	12	57,148			57,148
	Transit Oriented Development Planning Support	4	19,049			19,049
<b>44.23.01</b>	<b>III A. Long Range Plan Systems Level Tasks</b>					
	SEMA - Ph 1 Planning and Outreach	11	52,385		50,000	102,385
	SEMA - Ph 2 Network Development and Demo Project Plan	0	-			-
	Go Buffalo Niagara Support and Oversight	2	9,525			9,525
	Asset Management Systems- General Monitoring	2	9,525			9,525
	Road scoring	10	47,623			47,623
	Regional Bicycle Count Program	7	33,336		20,000	53,336
	Traffic counting	28	133,344		230,000	363,344
	Safety and Security Data	12	57,148			57,148
	Transit Ridership Data	4	19,049			19,049
	Federal Performance Measurement/Reporting	2	9,525			9,525
	Next Generation Risk Assessment (EMAT)	10	47,623		200,000	247,623
	Travel Model - Upgrades and Buildout	5	23,811		135,000	158,811
	Support for Roadway Safety Action Plan Implementation	0	-			-
	Regional Active Transportation Plan - Ph 1	12	57,148		50,000	107,148
	Convert Real-time Data to Historical Data	8	38,098			38,098
	Transition Windshield Road Scoring to Machine Scoring	2	9,525			9,525
	2024 Niagara Falls Road Scoring	7	33,336			33,336
	Develop new regional transportation data	22	104,770		25,000	129,770
<b>44.23.02</b>	<b>III B. Long Range Plan Project Level Tasks</b>					
	Smart Cities Next Generation Adaptive Signals & Tech	2	9,525			9,525
	Regional Signal Communications Study	6	28,574		75,000	103,574
	NITTEC Coordination	5	23,811			23,811
	Congestion Management Process Implementation	5	23,811			23,811
	All Roads (formerly ATCMDT) Project Support	4	19,049			19,049
	BiNational Transportation Integration	1	4,762			4,762
	Bailey Ave Project Support	2	9,525			9,525
	Regional Travel Demand Modeling	8	38,098			38,098
	Corridor Planning Studies	30	142,869			142,869
	Twin Cities Memorial Hwy Concept Development	2	9,525			9,525
	Rail Passenger Initiatives	4	19,049			19,049
	ITS4US Phase II & III	10	47,623			47,623
	Metro Transit Expansion Project	5	23,811			23,811
	PAL Service Evaluation	2	9,525			9,525
	Exit 50 PEL Study	10	47,623		200,000	247,623
	Rt 5, Ridge Road to Rt 75, PEL Study	0	-			-
	Region Central Planning Implementation	4	19,049			19,049
	<b>IV Short Range Transportation Planning</b>					
	Regional Bike Master Plan Implementation - General	2	9,525			9,525
	Regional Bike Master Plan Implementation Projects - 22-23	4	19,049		50,000	69,049
	Regional Bike Master Plan Implementation Projects - 2024	6	28,574		100,000	128,574
	Regional Bike Master Plan Implementation Projects - 2025	0	-			-
	Regional Freight Implementation/Additional Study	2	9,525			9,525
	Operational Transportation Modeling	23	109,533			109,533
	Local and Regional Project Grant Assistance	4	19,049			19,049
	Safe Streets for All - Regional Comprehensive Safety Plan	26	123,820		485,000	608,820
	Buffalo ADA Transition Plan - PM	6	28,574			28,574
	Support of Statewide Grant Processes	2	9,525			9,525
	NFTA On-Board Survey	10	47,623		300,000	347,623
	Niagara Falls Corridor Planning - Pine Ave	6	28,574			28,574
	Niagara Falls Corridor Planning - Main St	0	-			-
	<b>V Transportation Improvement Program</b>					
	TIP Project Monitoring, Funding and Finance	33	157,156			157,156
	Air Quality Conformity	5	23,811			23,811
	2026-2030 TIP Development	21	100,008			100,008
	<b>VI Other Activities</b>					
	Coordination of Non-Emergency Human Services Transp.	2	9,525			9,525
	Incorporate Safety and Security in Trans Plan	9	42,861			42,861
	Infrastructure Vulnerability Assessment	8	38,098			38,098
		630	\$ 3,000,245	\$ 315,000	\$ 2,213,000	\$ 5,528,245

Appendix 4 Proposed GBNRTC UPWP Work Items and Resource Estimates SFY 25-26						
		SFY25-26 Per Wks - Proposed	SFY25-26 Direct Labor Cost	SFY25-26 Staff Support Costs	SFY25-26 Consult \$K	SFY25-26 Total Task Cost
44.21.00	I Program Support and Administration	95	475,000	250,000		725,000
	UPWP Administration & Governance	0	-			-
	MPO Governance Review and Update	24	120,000	5,000	10,000	135,000
	Community Outreach/Public Participation	6	30,000	10,000	15,000	55,000
	IT Systems Support and Tech Improvements	0	-			-
	2024 Recertification Process	0	-			-
	MPO Strategic Plan Update	10	50,000			50,000
	MPO Rebranding	5	25,000		10,000	35,000
	Upgrade Data Management System	10	50,000			50,000
	Prog Support & Admin Task TBD 2526 UPWP Amend					
44.22.00	II General Development and Comprehensive Planning					
	Demographics Monitoring and Census Inclusion/GIS	16	80,000			80,000
	One Region Forward Implementation	2	10,000			10,000
	Tribal Nation Coordination	2	10,000			10,000
	Erie-Niagara Counties Climate Pollution Reduction Strategy	9	45,000		218,000	263,000
	Regional Housing Coordination Support	4	20,000			20,000
	Regional Planning Support and Liaison Work	12	60,000			60,000
	Transit Orientend Development Planning Support	4	20,000			20,000
	General Development & Comp Plan Task TBD 2526 UPWP	4	20,000			20,000
44.23.01	III A. Long Range Plan Systems Level Tasks					
	SEMA - Ph 1 Planning and Outreach	0	-			-
	SEMA - Ph 2 Network Development and Demo Project Plan	11	55,000		50,000	105,000
	Go Buffalo Niagara Support and Oversight	2	10,000			10,000
	Asset Management Systems - General Monitoring	2	10,000			10,000
	Road scoring	20	100,000			100,000
	Regional Bicycle Count Program	7	35,000		20,000	55,000
	Traffic counting	28	140,000		230,000	370,000
	Safety and Security Data	12	60,000			60,000
	Transit Ridership Data	4	20,000			20,000
	Federal Performance Measurement/Reporting	2	10,000			10,000
	Next Generation Risk Assessment (EMAT)	8	40,000			40,000
	Travel Model and Aimsum - Upgrades and Buildout	5	25,000		135,000	160,000
	Support for Roadway Safety Action Plan Implementation	5	25,000			25,000
	Regional Active Transportation Plan - Ph 1	8	40,000			40,000
	Convert Real-time Data to Historical Data	4	20,000			20,000
	Transition Windshield Road Scoring to Machine Scoring	0	-			-
	2024 Niagara Falls Road Scoring	0	-			-
	Develop new regional transportation data	16	80,000		25,000	105,000
	Long Range Systems Level Tasks TBD UPWP 2526 Amend	19	95,000			95,000
44.23.02	III B. Long Range Plan Project Level Tasks					
	Smart Cities Next Generation Adaptive Signals & Tech	2	10,000			10,000
	Regional Signal Communications Study	6	30,000			30,000
	NITTEC Coordination	5	25,000			25,000
	Congestion Management - Process Implementation	5	25,000			25,000
	All Roads (formerly ATCMDT) Project Support	0	-			-
	BiNational Transportation Integration	1	5,000			5,000
	Bailey Ave Project Support	1	5,000			5,000
	Regional Travel Demand Modeling	7	35,000			35,000
	Corridor Planning Studies	30	150,000			150,000
	Twin Cities Memorial Hwy Concept Development	1	5,000			5,000
	Rail Passanger Initiatives	4	20,000			20,000
	ITS4US Phase II & III	0	-			-
	Metro Transit Expansion Project	5	25,000			25,000
	PAL Service Evaluation	2	10,000			10,000
	Exit 50 PEL Study	6	30,000			30,000
	Rt 5, Ridge Road to Rt 75, PEL Study	10	50,000			50,000
	Region Central Planning Implementation	4	20,000			20,000
	Long Range Project Level Tasks TBD UPWP 2526 Amend	21	105,000			105,000
IV Short Range Transportation Planning						
	Regional Bike Master Plan Implementation - General	2	10,000			10,000
	Regional Bike Master Plan Implementation Projects - 22-23		-			-
	Regional Bike Master Plan Implementation Projects - 2024	2	10,000			10,000
	Regional Bike Master Plan Implementation Projects - 2025	6	30,000		100,000	130,000
	Regional Freight Implementation/Additional Study	2	10,000			10,000
	Operational Transporation Modeling	23	115,000			115,000
	Local and Regional Project Grant Assistance	4	20,000			20,000
	Safe Streets for All - Regional Comprehensive Safety Plan	0	-			-
	Buffalo ADA Transition Plan - PM	2	10,000			10,000
	Support of Statewide Grant Processes	2	10,000			10,000
	NFTA On-Board Survey	0	-			-
	Niagara Falls Corridor Planning - Pine Ave	0	-			-
	Niagara Falls Corridor Planning - Main St	6	30,000			30,000
	Short Range Planning Tasks TBD UPWP 2526 Amend	50	250,000		200,000	450,000
V Transportation Improvement Program						
	TIP Project Monitoring and Maintenance	33	165,000			165,000
	Air Quality Conformity	5	25,000			25,000
	2026-2030 TIP Development	8	40,000			40,000
VI Other Activities						
	Coordination of Non-Emergency Human Services	2	10,000			10,000
	Incorporate Safety and Security in Trans Plan	9	45,000			45,000
	Infrastrcture Vulnerability Assessment	8	40,000			40,000
		630	\$ 3,150,000	\$ 265,000	\$ 1,013,000	\$ 4,428,000

## Appendix 5

### Status of Modeling Support Work

#### 1. Work Completed in past FY

- Goodell St-Pearl St-Tupper St Planning Study
- River Road Lane Reconfiguration Analysis
- Parkside and Linden Streetlight Analysis
- Youngs Rd Interchange Analysis
- Miovision Smart Traffic Signal Deployment Support
- Kensington Expressway Traffic Analysis Support
- French Rd Operational/Reconfiguration Assessment
- Pegula Sports Key Bank Center Event Traffic Planning
- South Campus Roadway Configuration Analysis
- Analysis of Streetlight Event Based Data for New Bills Stadium
- Analysis Support for Middle Main Project
- I-90 Work Zone Analysis
- Entertainment District Lane Reconfiguration Analysis
- Bailey Ave Potential Lane Reconfiguration Analysis
- Region Central Regional Modeling/Traffic Analysis of Potential Alternatives
- Jefferson Ave Lane Modification Analysis
- Beaver Island Pkwy Bridge Construction Traffic Analysis
- Evans Rd Operational Analysis of Current and Forecasted Traffic
- Gunnville Rd Interchange Analysis
- Eggert Rd Lane Modification Analysis
- Monteagle and Chasm Streetlight Analysis

#### 2. Work to continue or start in FY 24-26

##### A. Regional Travel Demand Modeling

- GHG Emissions Assessment

##### B. Planning Studies

- Jefferson Ave Lane Modification Analysis (Phase II – Forecasted Alt Analysis)
- Dodge Rd – analysis of operational impacts from Muir Woods Development
- Seneca/Harlem Operational and Safety Analysis
- I-190 Niagara St Exit Analysis

##### C. Operational Transportation Modeling

- Analyze Ramp Reconfiguration of WB I-90 to NB 1-190
- NF Blvd & I-190 Multi-intersection Reconfiguration Analysis
- Evans Rd (Phase II – Roundabout Analysis)
- Weiss St Bridge Reconfiguration Analysis
- IIMS Incident Modeling Mesoscopic Analysis
- IIMS Streetlight Data Analysis