

CHAPTER 5

Funding and Project Delivery

This section provides a financial plan that estimates how much will be available for the recommended transportation investments and strategies and the funding allocated to maintaining the existing system. It also includes both constrained and illustrative project lists. Illustrative projects may be advanced to address unfunded needs, if additional money becomes available to the region.

Financial Plan Page 86

Constrained Project List by Strategy Page 89

Illustrative List Page 94

Partnership Opportunities Page 98

Working together, the region will make investments and deliver projects that upgrade the condition of streets, highways, transit and bridges. The projects will make these facilities safe for all users and modernize them so that the transportation network is accessible for all users, provides people with better choices across all modes, is more sustainable and resilient to a changing climate, and is more equitable.

Many of our local streets, roads, bridges and highways were built decades ago and now require investments to rehabilitate, reconstruct and maintain them. This update to the Moving Forward 2050 Plan will ensure that the region's infrastructure and services continue to function properly, safely and support the movement of people and goods—while at the same time prioritizing infrastructure that is both critical to the region, and supports Moving Forward's goals. Overall approaches to asset management and maintenance include: implementing systematic, aggressive road maintenance region-wide, with safety and technology upgrades, adopting advanced materials and construction techniques, and carrying out the Transit Asset Management Plan

The planning process must be consistent with federal transportation law. The most recent transportation legislation, the Bipartisan Infrastructure Law (BIL) provides the basis for federal transportation programs and activities through September 30, 2026. It makes a once-in-a-generation investment of \$350 billion in highway programs nationwide, including the largest dedicated bridge investment since the construction of the Interstate Highway System.

New programs under the BIL focus on key infrastructure priorities including rehabilitating bridges in critical need of repair, reducing carbon emissions, increasing system resilience, removing barriers to connecting communities, and improving mobility and access to economic opportunity.

Investments and projects that align with the BIL and will help Build a Better America include those that:

- Improve the condition, resilience and safety of road and bridge assets consistent with asset management plans (including investing in preservation of those assets)
- Promote and improve safety for all road users, particularly vulnerable users
- Make streets and other transportation facilities accessible to all users and compliant with the Americans with Disabilities Act
- Address environmental impacts ranging from storm water runoff to greenhouse gas emissions

- Prioritize infrastructure that is less vulnerable and more resilient to a changing climate
- Future-proof our transportation infrastructure by accommodating new and emerging technologies like electric vehicle charging stations, renewable energy generation, and broadband deployment in transportation rights-of-way
- Reconnect communities and reflect the inclusion of disadvantaged and under-represented groups in the planning, project selection and design process

Many of the new programs are for local governments, Metropolitan Planning Organizations (MPOs), Tribes, and other public authorities to compete directly for funding. It is important to note that USDOT has advised the MPO to not incorporate BIL discretionary funding programs into revenue projections and instead include projects that may be funded in this way in “Illustrative Projects” listing. Some of these new programs, the GBNRTC and its members are actively pursuing include:

Reconnecting Communities Pilot

\$1 Billion

The program’s funds can support planning, capital construction, and technical assistance to equitably and safely restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities that create barriers to mobility, access, or economic development.

Safe Streets and Roads for All (SS4A)

\$5 Billion

The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. The SS4A program supports the Department’s National Roadway Safety Strategy and a goal of zero deaths and serious injuries on our nation’s roadways.

Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program

\$500 Million

The SMART program was established to provide grants to eligible public sector agencies to conduct demonstration projects focused on advanced smart community technologies and systems in order to improve transportation efficiency and safety.

Bridge Investment Program

\$12.2 Billion

The Bridge Investment Program will support projects to improve bridge and culvert condition, safety, efficiency, and reliability.

The Mega Grant Program

\$5 Billion

The Mega Program will support large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits.

RAISE Discretionary Grants

\$7.5 Billion

The Rebuilding American Infrastructure with Sustainability and Equity Discretionary Program will support surface transportation infrastructure projects that will improve safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity including tourism, state of good repair, partnership and collaboration and innovation.

Charging and Fueling Infrastructure Discretionary Grant Program

\$2.5 Billion

Program to strategically deploy publicly accessible electric vehicle charging infrastructure and other alternative fueling infrastructure along designated alternative fuel corridors. At least 50 percent of this funding must be used for a community grant program where priority is given to projects that expand access to EV charging and alternative fueling infrastructure within rural areas, low- and moderate-income neighborhoods, and communities with a low ratio of private parking spaces.

Low/No Emissions Vehicle Program

\$5.6 Billion

The Low or No Emission competitive program provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities.

Buses and Bus Facilities Program

\$1.9 Billion

The Grants for Buses and Bus Facilities Competitive Program makes federal resources available to states and direct recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants.

Financial Plan

The fiscal constraint aspect of the regional transportation plan requires a financial plan be prepared so that the resulting plan can be used as a tool for the community to realistically establish priorities within the financial resources likely to be available. The plan must be fiscally constrained to the amount projected to be available to the region. As described above, there are funding sources that GBNRTC can apply for but have not been awarded and projects from these sources are included in the illustrative projects list.

The following Financial Plan tables (Tables 5.1 and 5.2) illustrate forecast revenues through 2050 (basis for forecasts are detailed in Appendix G). The table also shows projected expenditures over that period, including system preservation needs, also detailed in Appendix L, and expenditures per strategy.

Tables 5.1 and 5.2 below illustrate the balance between revenues and expenditures in Moving Forward 2050 Update.

Table 5.1 | MTP 2050 Plan Forecast Expenditures (in Millions of Dollars)

System Preservation	\$12,655.95
Preservation of Highway, Bridge and Transit Systems	\$12,655.95
Constrained Strategies Beyond Preservation	\$8,898.83
New Mobility & Transit	\$2,833.25
Regional Highway System Upgrades	\$1,954.47
Regional Traffic Signal Enhancement	\$500.00
Smartly Enhanced Safety and Mobility Corridors	\$1,085.92
Secondary Corridors	\$222.99
Smaller Cities	\$489.05
Rural Roadways	\$606.37
Regional Cycle Network	\$341.77
Future Freight Network	\$442.71
Infrastructure for Reconsideration	\$422.30
Program Total	\$21,554.78

**Table 5.2 | MTP 2050 Financial Plan
(In Millions of Matched Year-of-Expenditure Dollars)**

Reasonably-expected revenues for implementing the recommendations of Moving Forward are based on traditional sources and levels of federal, state, and local expenditures for roads, bridges, public transportation vehicles and rail infrastructure, bicycle paths and lanes, and sidewalks.

Reasonably-Expected Revenues	Near-Term (FFYs 2023-2030)	Mid-Term (FFYs 2031-2040)	Long-Term (FFYs 2041-2050)	Full MTP 2050 (FFYs 2023-2050)
FHWA (Allocated)	1,238.53	1,851.29	2,252.07	5,341.88
Congestion Mitigation and Air Quality (CMAQ) Improvement Program	17.55	26.22	31.96	75.73
Highway Safety Improvement Program (HSIP)	89.35	133.56	162.81	385.71
National Highway Performance Program (NHPP)	811.17	1,212.50	1,478.03	3,501.70

Table 5.2 continues on page 88

Table 5.2 “MTP 2050 Financial Plan” continues from page 87

Reasonably-Expected Revenues	Near-Term (FFYs 2023-2030)	Mid-Term (FFYs 2031-2040)	Long-Term (FFYs 2041-2050)	Full MTP 2050 (FFYs 2023-2050)
FLEX	152.92	228.58	278.66	660.16
Off System Bridge	46.41	69.37	79.90	195.68
Large Urban	121.13	181.06	220.71	552.90
FHWA (Non Allocated)	174.36	249.14	329.30	752.80
Transportation Alternatives Program (TAP)	24.58	36.74	44.79	106.11
Railway-Highway Crossings Program (RHCP)	4.64	6.18	9.23	20.05
National Highway Freight Program (NHFP)	39.95	53.2	79.32	172.47
Carbon Reduction Program (CRP)	26.09	34.74	51.80	112.63
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program	38.66	57.82	70.46	166.94
Bridge Formula Program (BFP)	40.44	60.46	73.70	174.60
State	1,301.21	1,876.36	2,205.69	5,383.26
NYSDOT	581.61	869.37	1,059.74	2,510.73
NYSTA	366.36	478.99	503.50	1,348.85
Local/State Match*	353.24	527.99	642.45	1,523.68
Transit	2,621.42	2,578.63	4,041.43	9,241.48
FTA	270.05	404.98	495.63	1,170.66
Other Transit**	2,351.37	2,173.65	3,545.80	8,070.82
Local Revenues	140.85	192.59	212.75	546.19
Non-Transportation Funds	74.58	101.96	112.63	289.17
TOTAL	5,550.95	6,849.96	9,153.87	21,554.78

Notes:

*Local/State funding match is estimated at 20%

** Includes Metro Expansion (Federal and Non Federal), State and Local Operating Assistance, and PT Modernization and Enhancement

The constrained projects were analyzed to determine their ability to meet Moving Forward 2050's objectives. A quantitative analysis used the regional travel demand model, and a qualitative assessment was based on observed improvements in other regions when similar projects were implemented. The Moving Forward 2050 project selection process embodies performance-based planning by taking a strategic, data-informed approach to identify transformative investments in the region's transportation system.

The table below includes representative projects that help meet Moving Forward 2050's objectives, as well as the total estimated cost for each strategy.

It is important to note that the projects below are dependent on the proper operation and maintenance of the existing transportation network. To that end, Moving Forward 2050 update allocates nearly 60% of reasonably-expected revenues to maintain and preserve the existing system.

Constrained Project List by Strategy

Table 5.3 | Constrained Project List by Strategy

Note: Projects are not listed in order of priority

PROJECT ID	PROJECT NAME	DESCRIPTION	TOTAL ESTIMATED COSTS (2023-2050) in Millions of Dollars
New Mobility & Transit			\$2,833.25
NMT1	Metro Transit Expansion	Expand high quality transit service in Buffalo to Tonawanda and Amherst.	\$1,698.01
NMT2	Metro State of Good Repair	Metro Rail vehicle replacements, station enhancements, track and catenary replacements.	\$400.00
NMT3	Zero Emissions Bus Purchase and Bus Infrastructure Garage Enhancements	Zero-emissions bus purchases. Infrastructure installation, facility modifications, and the addition of new power supply or other fueling infrastructure.	\$400.00
NMT4	Mobility Hubs	Install varying physical and technology improvements for various modes to better serve travelers at strategic locations.	\$80.96
NMT5	Bailey Avenue High Capacity Transit Enhancements	Implement BRT along Bailey Avenue. Includes transit and streetscape enhancements and smart technology implementation.	\$78.44
NMT6	NFTA Bus System-wide High Capacity Transit Enhancements	Implement transit enhancements along select corridors in the region.	\$75.00
NMT7	Access Improvements near NFTA stations	Enhance multimodal access to/from NFTA stations to support usage of the transit network.	\$39.49

Table 5.3 continues on page 90

Table 5.3 “Constrained Project List by Strategy” continues from page 89

PROJECT ID	PROJECT NAME	DESCRIPTION	TOTAL ESTIMATED COSTS (2023-2050) in Millions of Dollars
NMT8	Buffalo CBD, Niagara Falls and Villages Smart Parking	Deploy technology to optimize existing spaces by providing real-time information to users seeking parking.	\$35.50
NMT9	DL&W Access Improvements	Establish a safe, inviting multi-modal network adjacent to the DL+W Terminal that facilitates activity to and from the new station.	\$20.00
NMT10	Commuter Shed EV Charging Demonstration	Install 10 EV charging stations per year for 5 years to demonstrate viability of private operation at Mobility Hubs.	\$5.85
Regional Highway System			\$1,954.47
RHS1	NYS Route 33, Kensington Expressway Project	Reconnecting neighborhoods in the City of Buffalo that were divided by the construction of the Kensington Expressway.	\$1,000.00
RHS2	Exit 50 ramps/interchange Improvements	Improvements to Exit 50 interchange ramps, bridges, and supporting infrastructure connecting I-90 and I-290.	\$300.00
RHS3	Next Generation Freeway Technology and Safety Upgrades	Systematic Freeway upgrades to deploy corridor management solutions, operational and safety upgrades.	\$280.14
RHS4	Smart Region Coordination Support	Provide operational support for regional Transportation Management Center (TMC) and Transportation Management Association (TMA).	\$170.44
RHS5	Freeway Interchange Reconfigurations and Upgrades	Reconfigure selected freeway interchange and arterial interface locations for traffic management and safety.	\$129.04
RHS6	I-290/Main Street Interchange Improvements	Consolidate interchange ramps at I-290/Main Street to improve safety and efficiency.	\$40.20
RHS7	I-190/Niagara Falls Blvd Interchange Improvements	Improvements to Exit 22 of I-190 (Niagara Falls Boulevard), possibly including a diverging diamond treatment.	\$25.00
RHS8	Route 5 Future Considerations	Assess alternatives for longer term Route 5 planning.	\$9.65

Table 5.3 continues on page 91

Table 5.3 “Constrained Project List by Strategy” continues from page 90

PROJECT ID	PROJECT NAME	DESCRIPTION	TOTAL ESTIMATED COSTS (2023-2050) in Millions of Dollars
Regional Traffic Signal Enhancement			500.00
RTSE1	Regional Traffic Signal Enhancement	Deploy and operate an integrated traffic signal control system for the Buffalo Niagara region.	500.00
Smartly Enhanced Multi-modal Arterials			\$1,085.92
SEMA1	Initial SEMA Corridor	Construct upgraded street features, safety improvements and technology integration, and create mobility hubs on SEMA Corridors including Main Street BNMC	\$219.79
SEMA2	2nd Generation SEMA Corridors	Construct two SEMA Corridors with updated designs, safety improvements and technology integration by 2035.	\$265.31
SEMA3	3rd Generation SEMA Corridors	Construct two SEMA Corridors with updated designs, safety improvements and technology integration by 2045.	\$600.81
Secondary Corridors			\$222.99
SC1	Phase 1 Secondary Corridors Complete Streets	Construct five Complete Streets with improved walkability, integrated technology, and enhanced mobility by 2030.	\$56.91
SC2	Phase 2 Secondary Corridors Complete Streets	Construct five Complete Streets with improved walkability, integrated technology, and enhanced mobility by 2040.	\$72.84
SC3	Phase 3 Secondary Corridors Complete Streets	Construct five Complete Streets with improved walkability, integrated technology, and enhanced mobility by 2050.	\$93.25
Smaller Cities			\$489.05
SMC1	Neighborhood Walk Access Improvements	Upgrade five miles of sidewalks, crossings, and wayfinding between neighborhoods and main streets annually.	\$266.68
SMC2	Neighborhood Complete Streets	Construct one Complete Streets treatment annually on arterials or collectors.	\$222.37

Table 5.3 continues on page 92

Table 5.3 “Constrained Project List by Strategy” continues from page 91

PROJECT ID	PROJECT NAME	DESCRIPTION	TOTAL ESTIMATED COSTS (2023-2050) in Millions of Dollars
Rural Roadways			\$606.37
RR1	Bridge/Culvert Improvements	Upgrade existing structures to reduce hydraulic vulnerability and improve system resilience.	\$312.09
RR2	Safety Upgrades	Install countermeasures at high crash locations along with guiderail, signage, and pavement marking upgrades.	\$145.78
RR3	Village Main Street Improvements	Construct 10-12 Complete Streets treatments in Village Center arterials or collectors.	\$106.93
RR4	Erie-Niagara Counties Agricultural Access Improvements	Expand and upgrade access roads and bridges serving commercial farming and agribusiness establishments.	\$40.47
RR5	Niagara County Rural Bridge Improvement Initiative - Hartland Road Bridge over Golden Hill Creek	Rehabilitate the Hartland Road Bridge over Golden Hill Creek to restore the bridge to a state of good repair and meet modern safety and design standards.	\$1.10
Regional Cycle Network			\$341.77
RCN1	Regional Greenway Trails Network	Build out and close existing gaps in the Regional Greenway Trail Network (off-road) as identified in the Regional Bicycle Master Plan.	\$145.60
RCN2	Bicycle Master Plan Implementation - Buffalo/Smaller Cities/Villages	Construct recommended bike lane, cycle track, traffic calming, on-road facilities, connector, and commuter cycling network improvements.	\$84.27
RCN3	Olmsted Plan Implementation	Implement pathway rehab, access to water amenities/neighborhoods, traffic calming and related projects.	\$44.72
RCN4	Shoreline Trail Gaps & Water Way Access	Complete currently unfinished segments and integrate access to waterway into improvements	\$38.24
RCN5	Next Generation Shoreline Trail Technology Upgrades	Deploy technology along trail network for wayfinding, data collection, smart lighting, and other purposes.	\$28.94

Table 5.3 continues on page 93

Table 5.3 “Constrained Project List by Strategy” continues from page 92

PROJECT ID	PROJECT NAME	DESCRIPTION	TOTAL ESTIMATED COSTS (2023-2050) in Millions of Dollars
Future Freight Network			\$442.30
FFN1	Shortline Rail Improvements	Upgrade tracks, siding, and other facilities as well as purchase ultra-low emissions locomotives.	\$256.95
FFN2	Automated Vehicle (AV) Truck Platoon Facilities	Identify locations for up to 10 facilities with staging areas and alternative fuel charging.	\$165.76
FFN3	Truck Parking Facilities	Construct/improve truck parking facilities to improve efficiency and safety.	\$20.00
Infrastructure for Reconsideration			\$422.30
IR1	Region Central Infrastructure Re-Envisioning	Restore community connectivity - Region Central (NY 198 and supporting elements).	\$272.30
IR2	Adapting Underutilized Infrastructure	Restore additional community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.	\$150.00
Total			\$8,898.83
Total Highway, Bridge, Transit Preservation			\$12,655.95
Total Funds Available			\$21,554.78

Illustrative List

These projects have not been programmed for improvements. Illustrative projects may be considered for future programming contingent upon additional resources becoming available.

Table 5.4 | Illustrative Project List

PROJECT ID	PROJECT NAME	DESCRIPTION	TOTAL ESTIMATED COSTS (2023-2050) in Millions of Dollars
Regional Highway System			\$117.72
RHS(I)1	Next Generation Freeway Electrification Demonstration	Demonstrate production of in-motion wireless power transfer to charge electric vehicles (EVs) on a high-volume corridor	\$117.72
Safety			TBD
S(I)1	Regional Safety Action Plan Implementation	Federal discretionary funding has been awarded through USDOT's SS4A competitive program to develop a Regional Safety Action Plan; this Plan will identify specific implementation items to enhance safety on key corridors which will be pursued in forthcoming applications for SS4A Implementation Grant funding.	TBD
S(I)2	NY 78 Transit Rd: Walden to Gould	Widening to accommodate a two-way center turn lane for safety and operational improvements, widen RR bridges.	50.00-60.00
S(I)3	NY 240: Michael to Ridge reconstruction	Provide center turn lane and curbed section to address safety and operational issues and provide pedestrian and bicycle accommodations.	12.00-15.00
S(I)4	NY 93 Dysinger Rd: Transit to Raymond	Safety widening to provide two-way center turn lane.	6.00-8.00
Rural Roadways			\$8.60
RR(I)1	Moving the Rural Economy: Niagara County Rural Bridges Improvement Initiative	Restore bridges to a state of good repair and meet modern safety and design standards <ul style="list-style-type: none"> • Willow Road over East Branch of Twelve Mile Creek • Carmen Road over Golden Hill • Johnson Creek Road over Golden Hill Creek • Gasport Road over 18-Mile Creek 	\$5.10

Table 5.4 continues on page 95

Table 5.4 “Illustrative Project List” table continues from page 94

PROJECT ID	PROJECT NAME	DESCRIPTION	TOTAL ESTIMATED COSTS (2023-2050) in Millions of Dollars
RR(I)2	Old Niagara Road over the Somerset RR	Remove existing bridge in the Town of Lockport, on Old Niagara Road between Purdy Road and Lake Avenue and. Replace with a small precast concrete structure to allow the abandoned RR line to be used as a trail for pedestrians.	\$3.50
Technology			TBD
T(I)1	Tonawanda/Amherst Signal Communication and Smart Corridor Project	Federal discretionary funding is sought by the Towns of Amherst and Tonawanda through USDOT's SMART competitive program.	TBD
Future Freight Network			\$470.72
FFN(I)1	International Rail Connection Improvements	Reconstruct/enhance cross-border rail connectivity.	\$150.00
FFN(I)2	Improved I-90 Access	Enhance access to the I-90 corridor to better distribute truck trips.	\$113.20
FFN(I)3	Regional Freight Rail Bottleneck Improvements	Improve Buffalo River Crossings to relieve bottlenecks and ease rail congestion.	\$105.39
FFN(I)4	Transshipment Facility	Construct an intermodal freight facility, potentially in conjunction with the Port Authority of New York & New Jersey.	\$51.45
FFN(I)5	Permanent Pre-Clearance Implementation	Work with U.S. and Canadian customs agencies to implement pre-clearance and expedite travel over the Peace Bridge.	\$50.68
Smaller Cities and Village Centers			\$10.00-\$15.00
SCVC(I)1	Pedestrian accommodations on State routes in multiple municipalities.	Provide sidewalks or multiuse paths in locations where pedestrian activity is anticipated and where sidewalks are not present or deteriorated.	\$10.00-\$15.00
External Opportunities			\$240.92
EO(I)1	Border Crossing Improvements	Provide pre-clearance, AV-compatible facilities on international bridges.	\$240.92

Table 5.4 continues on page 96

Table 5.4 “Illustrative Project List” table continues from page 95

PROJECT ID	PROJECT NAME	DESCRIPTION	TOTAL ESTIMATED COSTS (2023-2050) in Millions of Dollars
Regional Cycle Network			\$218.65 - \$219.65
RCN(I)1	Next Generation Shoreline Trail Rebuild	Reconstruct the Shoreline Trail with newer materials and technology upgrades upon end of its useful life.	\$214.65
RCN(I)1	NY 104 at NY 61	Road diet, pedestrian and bicycle accommodations. Provide intersection improvements at NY 104 and NY 61 and pedestrian and bicycle connections between Devil’s Hole State Park, the Power Vista visitors Center, and Niagara University.	\$4.00-5.00
Preservation of Highway, Bridge and Transit Systems			\$79.00-\$102.00
PHBT(I)1	US 219: NY 39 – NY 391	Provide needed improvements to deteriorating pavement structure on US 219 (crack and seat).	\$40.00-\$50.00
PHBT(I)2	Skyway Repainting	Repaint to preserve and prolong lifespan of steel superstructure.	\$15.00-\$20.00
PHBT(I)3	US 62 Niagara Falls Blvd: Williams to Walmore	Complete remaining phases of widening US 62 from 4 to 5 lane section in Niagara County.	\$6.00-\$8.00
PHBT(I)4	Bridge Painting: NY 198, I-290, I-990 (14 bridges)	Paint aging bridges to reduce future need for maintenance by preventing/reducing corrosion.	\$6.00-\$8.00
PHBT(I)5	Bridge Painting: NY 33 (15 bridges)	Paint aging bridges to reduce future need for maintenance by preventing/reducing corrosion.	\$6.00-\$8.00
PHBT(I)6	Bridge Painting: I-190 (11 bridges)	Paint aging bridges to reduce future need for maintenance by preventing/reducing corrosion.	\$4.00-\$6.00
PHBT(I)7	Bridge Painting: US 219 and NY 400 (4 bridges)	Paint aging bridges to reduce future need for maintenance by preventing/reducing corrosion.	\$2.00
Infrastructure for Reconsideration			\$114.00-\$146.00
IR(I)1	Reimagining Twin Cities Memorial Highway, Niagara County	Reconstruction of and re-envision the corridor to provide enhancements to safety, mobility, and multi-modal opportunities while continuing to provide necessary capacity.	\$45.00

Table 5.4 continues on page 97

Table 5.4 “Illustrative Project List” table continues from page 96

PROJECT ID	PROJECT NAME	DESCRIPTION	TOTAL ESTIMATED COSTS (2023-2050) in Millions of Dollars
IR(I)2	Twin Cities Memorial Highway, Erie County	Provide intersection operational and safety improvements.	\$5.00-\$8.00
IR(I)3	Milestrip Expressway Reclassification	Reclassify from a limited access expressway to a principle arterial and provide pedestrian and bicycle access along the corridor from Blasdell to the Lake Erie waterfront in Erie County	\$8.00-\$12.00
IR(I)4	Niagara Scenic Parkway Removal or Re-envisioning	NY 104 to NY 18 remove or re-size the facility to divest from aging and underused infrastructure, provide recreational access between multiple state parks and preserves along the corridor. (study only)	\$3.00
IR(I)5	Niagara Scenic Parkway	Removal Findlay Drive to NY 104 (currently being studied by NYS Parks)	\$50.00-\$75.00
IR(I)6	LaSalle Expressway	Investigate opportunities to re-envision the corridor to re-connect communities to north and south, and eliminate unnecessary infrastructure. (study only)	\$3.00
Freeway Interchange Reconfigurations and Upgrades			\$3.00
FIRU(I)1	Rt 5/Rt 75 interchange, Hamburg	Investigate opportunities to enhance safety and operation, improve land use, connectivity, multimodal and recreational opportunities, and remove unnecessary infrastructure. (study only)	\$3.00

Partnership Opportunities

Additional investments to consider that would be pursued with the help of partners in the region and beyond.

Table 5.5 | Partnership Opportunities

PROJECT ID	PROJECT NAME	DESCRIPTION	TOTAL ESTIMATED COSTS (2023-2050) in Millions of Dollars
PO1	Bi-national Autonomous Green Freight Corridor	Reconnect residential neighborhoods in the City of North Tonawanda that were divided by the construction of the Twin Cities Memorial Highway.	TBD
PO2	Mobility as a Service	Establish MaaS coordination among service providers including TNCs.	TBD
PO3	Bi-national Cycling Network	Integration NY and Ontario cycling networks through bridge infrastructure.	TBD
PO4	Buffalo - Niagara Falls Passenger Rail Connection	Commuter rail service (private operator) between Buffalo and Niagara Falls.	TBD
PO5	Empire Corridor High Speed Rail to New York City	High-speed rail service between Buffalo and New York City.	TBD
PO6	Buffalo Cruise Port Infrastructure	Build a Great Lakes cruise terminal, welcome center and dock space. Existing Great Lakes cruise ships carry between 200 and 300 tourists. There are currently regionally active cruise ship ports in Cleveland, OH and Toronto, ON.	TBD
PO7	Marine Port Expansion	Make port improvements to increase marine cargo tonnage being imported and exported, including bulk, break-bulk and container service.	TBD
PO8	Air Cargo Expansion	Make facility improvements at NFIA and BNIA to process increased tonnage of high value/ time sensitive air cargo being imported and exported.	TBD

Table 5.5 continues on page 99

Table 5.5 “Partnership Opportunities” continues from page 98

PROJECT ID	PROJECT NAME	DESCRIPTION	TOTAL ESTIMATED COSTS (2023-2050) in Millions of Dollars
PO9	Erie Canal Flight of Five	Complete the rehabilitation of the Erie Canal Flight of Five Locks. Rehabilitation of Locks 67 & 71 of the Flight of Five would return the Flight of Five to operational condition.	\$17.00
PO10	International Rail Bridge Replacement	Replace the aging structure which was built in 1873. A new structure will provide a safe and efficient means of goods movement between Canada and USA. Additional freight moving between the two countries by rail would reduce the number of trucks crossing the border, resulting in reduced congestion/delay, lower fuel costs and improved air quality.	TBD
PO11	Niagara Falls Maintenance Facility and Yard Improvements	Improve reliability by adding storage tracks and a maintenance building to provide shore power, potable water, inspection, cleaning and light repair capabilities. Decreases time to prepare for AM departures and eliminates delays from frozen equipment. Increases layover capacity.	TBD
PO12	Buffalo Depew Station	Improve reliability by constructing a new station with high level center platform and ADA compliant amenities as well as additional track to improve train operations and reduce dwell time.	TBD

Table 5.5 continues on page 100

Table 5.5 “Partnership Opportunities” continues from page 99

PROJECT ID	PROJECT NAME	DESCRIPTION	TOTAL ESTIMATED COSTS (2023-2050) in Millions of Dollars
PO13	Track Improvements	Provide necessary upgrades, improved capacity and reliability along the Empire Corridor, including the Niagara Branch between Buffalo and Niagara Falls (CSXT Niagara Subdivision). Improvements to the Niagara Branch include 11 miles of new parallel track to reduce delays and conflicts with freight rail. Additional third track considered east of the Buffalo Depew station to route passenger trains around freight trains to improve reliability, reduce delays and maintain higher speeds along the Empire Corridor.	TDB

*The Flight of Five Locks
in the City of Lockport, NY.
Photo by Ad Meskens,
Wikipedia (2023).*