



Our  
Economy

Our  
Environment

Our  
Community

Innovation

# Unified Planning Work Program (UPWP) State Fiscal Years 2022 - 2024





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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 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.

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.*

This SFY 2022-2024 Unified Planning Work Program (UPWP) describes the planning activities of the Greater Buffalo-Niagara Regional Transportation Council (GBNRTC) in Erie and Niagara Counties. 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 Moving Forward 2050 – Metropolitan Transportation Plan adopted in May 2018.

## 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 2022-2024 UPWP from these programs are estimated at \$3,043,599 each year, including AMPO dues of \$3,322 per year.

Some carryover balances in both FHWA and FTA planning funds have been accumulated. These are addressed per the November 16, 2021 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 NYSDOT and NYSTA studies. All carryover FTA planning funds (estimated \$200,000) are allocated to work tasks in this UPWP. FHWA “backlog” funds of \$314,788 and \$429,853 respectively were budgeted to continue major contractual activities particularly for MTP 2050 plan deployment and update in each of the UPWP program years. 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.



- **Public Participation Policy Update:** Recognizing the impact of COVID-19, GBNRTC will prepare an updated plan that will focus on virtual public involvement opportunities and guidelines. GBNRTC 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.
- **Metropolitan Transportation Plan Update:** In accordance with federal requirements, the regional long-range transportation plan is updated every five years. GBNRTC will update Moving Forward 2050 (2018) consistent with new federal planning requirements to reflect future transportation needs of the region through an inclusive community and stakeholder input process, updated demographic and land use data and a review of future travel trends.
- **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 demonstration corridor 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.
- **Region Central:** Implementation sequences will be prepared to include recommended projects in MPO documents for the NY Route 198 projects and appurtenant interfaces with major facilities including NY Route 33 currently in evaluation. A collaborative implementation process will be assembled to guide transportation and community development projects in appropriate sequences with identified fund sources.
- **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.
- **Village Complete Streets /Healthy Streets Initiative:** GBNRTC will work with local municipalities to further pedestrian/bicycle/transit access improvements in the region to advance healthy, complete streets and a more balanced, efficient, multi-modal transportation system that promotes choices and influences demand to reduce single-occupant vehicles (SOV) trips.
- **Regional Freight Plan Implementation:** The recently adopted 2021 Buffalo Niagara Regional Freight Plan identifies a number of recommendations to enhance the Buffalo-Niagara region's freight and logistics industry. GBNRTC will seek funding opportunities for infrastructure recommendations and will further refine planning and policy recommendations to advance them towards implementation.

## 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.

#### Regional/MTP Goals and Priorities

Federal legislation (such as the IIJA, 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 Measure (TPM) as they have been established, and ongoing monitoring, updating and reporting processes are integrated into the process.

Within the context of the four core focus areas, GBNRTC has identified nine planning goals and related objectives for improving the transportation system. Each goal represents a key issue addressed within the framework of Moving Forward 2050 – Regional Metropolitan Transportation Plan. These goals are the primary drivers for work activities planned by the GBNRTC. Regional performance measures have also been developed as a way to measure progress.

The Moving Forward 2050 goals, associated objectives and regional performance measures used to evaluate progress are presented in the following tables.

## Our Economy

Goal	Objective	Regional Performance Measure
1. Raise the region's standard of living	<ul style="list-style-type: none"> <li>Support Western New York Regional Economic Development Council (REDC) target sectors: Advanced Manufacturing, Agriculture, Bi-national Logistics, Energy, Health/Life Sciences, Higher Education, Professional Services, Tourism</li> <li>Increase Gross Regional Product</li> <li>Improve connectivity in the Greater Golden Horseshoe</li> </ul>	<ul style="list-style-type: none"> <li>Increase employment in a REDC target sector</li> <li>Increase Gross Regional Product</li> <li>Decrease border delays for freight and passengers</li> </ul>
2. Support efficient freight movement	<ul style="list-style-type: none"> <li>Reduce freight delays</li> </ul>	<ul style="list-style-type: none"> <li>Decrease in freight delays in the region</li> </ul>
3. Strengthen the fiscal health of local governments	<ul style="list-style-type: none"> <li>Minimize local governments' infrastructure costs and maximize benefits from infrastructure investments</li> </ul>	<ul style="list-style-type: none"> <li>Increase in return-on-investment (ROI) of local governments (Performance measures from One Region Forward, A New Way to Plan for Buffalo Niagara)</li> </ul>

## Our Communities

Goal	Objective	Regional Performance Measure
4. Support focused growth in urban, rural and suburban communities	<ul style="list-style-type: none"> <li>Maximize investments in community centers</li> </ul>	<ul style="list-style-type: none"> <li>Increase concentration of investment where we already have infrastructure*</li> <li>Increase in job growth around our main streets, downtowns and former industrial sites*</li> </ul>
5. Ensure access to opportunities and services	<ul style="list-style-type: none"> <li>Increase multi-modal access to neighborhood services</li> </ul>	<ul style="list-style-type: none"> <li>Increase in share of commuting trips taken via alternative transportation modes</li> <li>Decrease in commuting time (by different modes, and compare communities of concern vs. rest of population)</li> </ul>
6. Support healthy and safe communities	<ul style="list-style-type: none"> <li>Improve equitable access to education and employment centers</li> </ul>	<ul style="list-style-type: none"> <li>Increase in dedicated bike paths, shared bike lanes and multiuse/recreational trails*</li> </ul>

through targeted transportation investment

- Increase active transportation options
- Improve transportation system safety for pedestrians, cyclists, vehicle drivers

- Decrease in number of reported motor vehicle crashes with pedestrians, cyclists or motorists

## Our Environment

Goal	Objective	Regional Performance Measure
7. Preserve and protect a healthy environment and accessible open spaces and waterways	<ul style="list-style-type: none"> <li>• Reduce negative impacts of local transportation on region’s air quality and GHG emissions</li> <li>• Increase diversity and sustainability of energy supply system for transportation uses</li> <li>• Maximize region’s watershed quality</li> <li>• Improve public access to parks, greenways, and waterfronts</li> <li>• Reduce transportation infrastructure land use</li> </ul>	<ul style="list-style-type: none"> <li>• Decrease vehicle miles traveled (VMT) per capita*</li> <li>• Increase in number of EV charging stations in region</li> <li>• Decrease the area of impervious surfaces</li> <li>• Increase in share of residents with access to public parks and recreation areas (by different modes, and compare communities of concern vs. rest of population)*</li> <li>• Decrease the number of lane miles with underutilized, excess road capacity in the region</li> </ul>
8. Maximize infrastructure resiliency	<ul style="list-style-type: none"> <li>• Improve the ability of infrastructure to respond to weather and other extreme events</li> </ul>	<ul style="list-style-type: none"> <li>• Increase the number of lane miles that utilize resilient paving materials</li> </ul>

## Innovation

Goal	Objective	Regional Performance Measure
9. Create a fully integrated and seamless transportation environment	<ul style="list-style-type: none"> <li>• Fully build out a system of connected corridors throughout the region</li> <li>• Establish a Smart Ecosystem of data acquisition and management for transportation efficiency</li> <li>• Create a robust Mobility Marketplace that assures mobility on demand and integrates delivery technology</li> <li>• Create and deploy new models of transportation finance and project delivery</li> </ul>	<ul style="list-style-type: none"> <li>• Increase lane miles of connected corridors</li> <li>• Increase the acquisition and availability of data</li> <li>• Increase options for on-demand mobility with integrated technology</li> <li>• Increase the use of new models of finance</li> <li>• Increase the use of new models of implementation and project delivery</li> </ul>

## Planning Emphasis Areas (PEAs)

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

**Proposed Funding:** \$24,111

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 Justice<sub>40</sub> in Transportation Planning

**Proposed Funding:** \$24,111

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

**Proposed Funding:** \$24,111

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

**Proposed Funding:** \$24,111

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 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

**Proposed Funding:** \$24,111

GBNRTC will seek out ways 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. 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

**Proposed Funding:** \$24,111

The GBNRTC will continue to improve coordination efforts with FLMAs 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 FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP).

## Planning and Environment Linkages (PEL)

**Proposed Funding:** \$24,111

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

**Proposed Funding:** \$24,111

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.

## 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:

- NY 198 Scajaquada Expressway/Region Central
- NY 33 Kensington Expressway
- Regional Bicycle Master Plan Implementation
- Regional Pedestrian Plan
- Regional Freight Plan Implementation
- NFTA METRO LRRRT Expansion

## 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
- Who will Perform the Work
- Forecasted Start
- Forecasted Completion
- Resulting Work Products

Larger tasks were broken up into smaller subtasks if the forecasted estimated time to complete exceeds two (2) person weeks.

## **Funding Tables**

Funding tables have been included in this document following task descriptions.

- 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
    - Agency Participation and New Funding
  - Appendix 2 - Task and Auditable Budget by Participant
    - A - FHWA PL Funding Source
    - B - FTA Section 5303 Funding Source and Shared Cost Initiative Funding;
  - Appendix 3
    - A - Carryover FTA Planning Funds Resources
    - B - Description of Other Funds Included in Program
  - Appendix 4
    - SFY 22-24 UPWP Subtask Cost Summary



# I. Program Support and Administration (44.21.00)

## UPWP Administration and Governance

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

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

**Objective:** Administer the MPO planning process

**Performed by:** MPO staff, consultants

**Estimated Start/Duration:** Ongoing, UPWP development, estimated approval March 2024

**Proposed Funding:** \$885,217

**Products:** UPWP administration, updated governance document (SFY23-24), consultant agreements

- 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 new UPWP document will be prepared and approved by March 2024.
- 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.
- Provide documentation to federal agencies regarding programmatic aspects of the MPO planning program. Prepare responses to Certification Review of the transportation planning process. Refine and upgrade the program and closeout any recommendations based on review of the process.
- GBNRTC will continue to review and examine current Governance practices and potential opportunities to improve the program. Updated governance document will be prepared based on member recommendations.
- 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.

## Community Outreach/Public Participation

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

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

**Objective:** Provide community involvement process

**Performed by:** MPO staff

**Estimated Start/Duration:** Ongoing, Updated Public Participation Plan (Start: December 2022)

**Proposed Funding:** \$351,483

**Products:** Comprehensive public outreach process, updated Public Participation Plan

- 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 IV. 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.
  - GBNRTC Public Participation Plan Update
    - Recognizing the impact of COVID-19, GBNRTC will prepare an updated plan that will focus on virtual public involvement opportunities and guidelines.
  - Local Government/MPO Outreach
    - Coordination with local governments on planning studies, projects and initiatives.

## IT Systems Support and Technology Improvements

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

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

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

**Performed by:** MPO staff and Consultant

**Estimated Start/Duration:** Ongoing

**Proposed Funding:** \$65,089

**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.



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

### Demographics Monitoring and Census Inclusion/GIS

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

**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:** Ongoing

**Proposed Funding:** \$135,290

**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.

### Sustainable Communities

One Region Forward Implementation

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

**Related 2050 MTP Goal(s): 3, 4, 5, 6, 7**

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

**Performed by:** MPO staff

**Estimated Start/Duration:** Continuing/Ongoing

**Proposed Funding:** \$15,244

**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.

## Sustainable Communities - Climate

### **Climate Resiliency/PROTECT Climate Change Task Force Climate Change Action Plan**

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

**Related 2050 MTP Goal(s): 7**

**Objective:** To assist in developing an equity-centered Community Climate Action Plan for Erie County

**Performed by:** MPO staff, Erie County

**Estimated Start/Duration:** April 2022/Ongoing

**Proposed Funding:** \$40,016

**Product:** Erie County Climate Change Action Plan

- Erie County Climate Action is Erie County's green initiative to develop an equity-centered Community Climate Action Plan, to identify actions to reduce greenhouse gas emissions, and help the community adapt to changing climate conditions. GBNRTC will continue to participate as a taskforce member and provide support for Plan development and implementation.

## **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.

### **Shared Transit Service Planning and Analytics Initiative (new)**

- Objective: Support a set of collaborative pilot applications of common transit mobility planning and analysis tools.
- Cost: \$458,590 FTA Section 5303 MPP/\$114,648 NYSDOT IKS
- Lead Agency: Capital District Transportation Committee

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

- Objective: Provide administrative and technical support for NYSAMPO efforts, including working groups.
- Cost: \$150,000 FHWA PL
- 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.
- \$150,000 FHWA PL and \$100,000 NYSDOT SPR
- 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: \$51,611 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 GBNRTC area or specifically supporting GBNRTC initiatives:

SPR Funded Projects that Impact Metropolitan Areas

SPR #	Project Title	Projected End Date	SPR Funding	Short Description
HOCTC	Region 2			
SP-21-07	Interstate 90 Exit 31 Interchange Reconstruction Feasibility Planning Study	December 2022	\$300,000	HOCTC & NYSDOT are undertaking a Transportation Scoping/Planning & Environmental Linkages (PEL) Study for an I-90 Exit 31 Interchange Reconstruction Project in the City of Utica. In accordance w/the National Environmental Policy Act (NEPA) & NYSDOT procedures for implementation of the State Environmental Quality Review Act (SEQR), engineering scoping/PEL study will assess engineering feasibility & impacts to the community, economy, & the safety & mobility of adjacent roadway network: I-790, NY 49, NY 5 & North Genesee St. (921C).
SMTC	Region 3			
C-19-53	Dome Traffic Management and Events Strategic Plan	December 2023	\$400,000	Provide detailed, site specific traffic management & operations documentation during various events at the Syracuse University Carrier Dome which is inclusive of broader, day-to-day management & operations relevant recommendations in light of new access to the University Hill area, & transportation network changes anticipated by NYSDOT I-81 Viaduct being replaced w/a community grid.
GBNRTC	Region 5			
SP-19-02	Scajaquada Community Forward	March 2022	\$350,000	Create & utilize a community-based planning process to derive mutually acceptable transportation improvements in & around the community.
NYMTC	Regions 8, 10 and 11			
C-19-52	Continuous Count Traffic Count Program, Zone 3	December 2025	\$10,321,100	For full performance-based maintenance & upgrade services in Zone 3 (Metro NYC/Long Island) over a 5-year term to provide better coverage, distribution & differentiation by functional classification of roadway, geographic area & seasonality of traffic patterns.
All MPOs				
C-15-52	Statewide Planning, Policy & Technical Research Tasks in Support of ATDM (Active Transportation Demand Management)	June 2022	\$3,725,000	Progress & support specific task-order based assignments related to planning, policy, technical assistance & research needs that may be inter-regional or statewide in scope & aim to reduce congestion, energy consumption & greenhouse gas emissions, improve mobility, increase transportation efficiency through multimodal measures & promote or foster a sustainable transportation system.
C-15-54	Bus Safety Inspection System (BusNET)	November 2022	\$2,300,000	Replace existing 25-year-old mainframe w/a new, modern, server-based IT system.





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

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

##### **Metropolitan Transportation Plan (MTP) Update**

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

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

**Objective:** Update Metropolitan Transportation Plan

**Performed by:** MPO staff, consultant

**Estimated Start/Duration:** April 2022 – May 2023

**Proposed Funding:** \$337,793

**Product:** Update Metropolitan Transportation Plan document

- In accordance with federal requirements, the regional long-range transportation plan is updated every five years. GBNRTC will update Moving Forward 2050 (2018) consistent with new federal planning requirements to reflect future transportation needs of the region through an inclusive community and stakeholder input process, updated demographic and land use data and a review of future travel trends.

##### **Smartly Enhanced Multimodal Arterial (SEMA) Demonstration Project**

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

**Related 2050 MTP Goal(s): 6, 9**

**Objective:** Identify and develop Smartly Enhance Multimodal Arterials (SEMAs)

**Performed by:** MPO Staff

**Estimated Start/Duration:** September 2022 – March 2023

**Proposed Funding:** \$84,389

**Product:** SEMA Demonstration Corridor

- Consistent with Moving Forward 2050, the GBNRTC will further define a Smartly Enhanced Multimodal Arterial through a demonstration corridor study. New technologies, upgraded street features and emerging transportation services will be considered along these corridors to create Smartly Enhance Multimodal Arterials (SEMAs) that offer a range of convenient transportation options.
- The selected corridor 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.
- 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.

## Mobility Hub Planning/Development

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

**Related 2050 MTP Goal(s): 3, 4, 5, 6, 9**

**Objective:** Identify and develop potential mobility hub sites

**Performed by:** MPO Staff

**Estimated Start/Duration:** Ongoing

**Proposed Funding:** \$96,445

**Product:** Site Studies, design concepts and identify potential funding opportunities

- Consistent with Moving Forward 2050, the GBNRTC will facilitate the planning of mobility hubs as requested by local municipalities. Mobility hubs offer access to many different ways of getting around. Often times, built around frequent and high-capacity transit, mobility hubs offer a safe, comfortable, convenient and accessible space to seamlessly transfer from one type of transportation to another. Bring together public transit, bike share, car share and other ways for people to get where they want to go without a private vehicle.
- GBNRTC staff will work with local municipalities to identify and develop potential mobility hub sites where multiple transportation options link together at key points in smaller cities, villages and rural communities.
- Tasks include a detailed inventory of transit, parking and shared mobility assets. A review of preliminary hub concepts to get to a preferred physical hub design, as well as operational requirements and policy recommendations needed to improve access for all modes of transportation.

## Village Complete Streets Template/Healthy Streets

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

**Related 2050 MTP Goal(s): 3, 5, 6**

**Objective:** Encourage village centers to integrate Complete Streets principles in roadway design

**Performed by:** MPO staff

**Estimated Start/Duration:** Ongoing

**Proposed Funding:** \$144,667

**Products:** Complete Streets planning template for Village use

- Village centers range in size but many share a desire to be the focal point for local residents, businesses and other services, and to remain safe, walkable and easily accessible.
- Consistent with Moving Forward 2050, GBNRTC staff will help support the region's villages through a variety of transportation planning initiatives:
  - Where appropriate, retrofit and redesign State and county roads that run through villages to become safer, more walkable, and comfortable for biking.
  - Sidewalk plans and improved pedestrian street crossings.
  - Bike lanes and amenities where appropriate.
  - Parking management with smart parking, signage, and striping.
  - Local circulators (eventually including autonomous vehicles) with regular service or for special events.
  - Smaller mobility hubs in key locations that link together multiple transportation options.
  - Cool and/or porous pavements.

- The expansion of tree cover with the goal of reducing urban heat centers and improving air quality.

## Walkability Initiative

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

**Related 2050 MTP Goal(s): 4, 5, 6, 7**

**Objective:** Advance walkability through the development, dissemination and deployment of complete streets resources, walkability tools and pedestrian demonstration initiatives

**Performed by:** MPO Staff

**Estimated Start/Duration:** April 2022 – December 2023

**Proposed Funding:** \$48,222

**Product(s):** Walkability Assessment – estimated completion September 2022

Complete Streets Policy Template – estimated completion January 2023

Pop-Up Pedestrian Demonstration Project – estimated completion December 2023

- GBNRTC staff will continue to participate in Erie County Walkability Team to further pedestrian access improvements in the region to advance healthy, complete streets and a more balanced, efficient, multi-modal transportation system that promotes choices and influences demand to reduce single-occupant vehicles (SOV) trips.

## Active Transportation/Go Buffalo Niagara

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

**Related 2050 MTP Goal(s): 5, 6**

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

**Performed by:** MPO Staff

**Estimated Start/Duration:** Continuous

**Proposed Funding:** \$36,167

**Product:** Go Buffalo Niagara Program Support including program administration, task monitoring and participation on the Go Buffalo Niagara TDM Steering Committee.

- 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.

## Air Quality/Energy/GHG Review and Planning

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

**Related 2050 MTP Goal(s): 7**

**Objective:** Maintain AQ/Energy/GHG evaluation capabilities

**Performed by:** MPO staff

**Estimated Start/Duration:** Ongoing

**Proposed Funding:** \$96,445

**Product:** Models capable of analyzing AQ/energy/GHG as needed

- GBNRTC staff will continue to evaluate projects impacting the Transportation Improvement Program or Metropolitan Transportation Plan to assure consistency with the approved State Implementation Plan as required and assessment of energy and greenhouse gas elements as appropriate and in line with emerging Transportation and Climate Initiative (TCI) program elements. Evaluations will be produced dependent on NYSDOT ESB requirements and attainment status during this UPWP period.

## Asset Management

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

**Related 2050 MTP Goal(s): 2, 3, 5, 6**

### Road Scoring Program

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

**Performed by:** MPO staff, consultant

**Estimated Start/Duration:** Spring 2023

**Proposed Funding:** \$253,168

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

- The GBNRTC road scoring program will continue with a two-year cycle and transition from a manual windshield survey to full electronic collection process (via consultant agreement) to accommodate federal performance requirements.
- GBNRTC staff will process, analyze and report road score data as it is received by the consultant and make data available through the GBNRTC's web-based Transportation Data Management System (TDMS).
- Research electronic pavement condition collection needs for 2023 season.
- Consult with other NYS MPOs on electronic data collection process, scope development and consultant contracts.

### Regional Bicycle Count Program

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

**Performed by:** MPO staff

**Estimated Start/Duration:** January 2023 - March 2024

**Proposed Funding:** \$96,445

**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.

Traffic Counting Program

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

**Performed by:** MPO staff, consultants

**Estimated Start/Duration:** Ongoing

**Proposed Funding:** \$337,793

**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:** Ongoing

**Proposed Funding:** \$84,389

**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.

#### Transit Ridership Data

**Objective:** Maintain annual transit ridership data

**Performed by:** MPO staff, NFTA

**Forecast Start:** Ongoing

**Proposed Funding:** \$60,278

**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.

#### Tribal Nation Coordination

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

**Related 2050 MTP Goal(s):** 5, 6, 7, 9

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

**Performed by:** MPO staff

**Estimated Start/Duration:** Ongoing

**Proposed Funding:** \$48,222

**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 will participate 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.

#### Federal Performance Measures and Reporting

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

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

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

**Performed by:** MPO staff

**Estimated Start/Duration:** Ongoing

**Proposed Funding:** \$84,389

**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 NYSMPO association will be used for reporting purposes to maintain reporting consistency across the State.

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

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

**Related 2050 MTP Goal(s):** 8, 9

**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:** June 2021 - March 2024

**Proposed Funding:** \$84,389

**Product:** Incorporation of deeper EMAT process into regional travel models and support for FHWA research

- In conjunction with FHWA Travel Model Improvement Program (TMIP) assist development of an agile adaptive framework and test various quantitative modeling tools to assess which tool is effective for which phase of the process. This has been under development since the completion of TRB special report 288. In the report, it stated that “The committee finds that there is no single approach to travel forecasting or set of procedures that is “correct” for all applications or all MPOs.
- Travel forecasting tools developed and used by an MPO should be appropriate for the nature of the questions being posed by its constituent jurisdictions and the types of analysis being conducted.” The research needs to be tested in real complex world situations, FHWA has provided financial resources for GBNRTC to participate in this endeavor.
- Select risk(s) to analyze, determine data needs and integrate with MTP and TIP for expectations, potential impacts and decision making.
- Develop external interface regarding findings, recommend implementation approach for MPOs and prepare interim and final reports.

### **Travel Models Updates/Maintenance**

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

**Related 2050 MTP Goal(s):** 2, 6

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

**Performed by:** MPO staff, consultants

**Estimated Start/Duration:** Ongoing

**Proposed Funding:** \$72,334

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

- GBNRTC staff support is included for continuous regional model upgrades and further buildout of Aimsun simulation capabilities as the model will be built out beyond the current ICM corridor.



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

### Smart Cities Next Generation Adaptive Signals and Technology

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

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

**Objective:** Advance next generation signals initiative

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

**Forecast Start:** April 2022, Ongoing

**Proposed Funding:** \$54,353

**Product:** Acquisition and utilization of real time traffic data in a demonstration corridor and development of an advanced signalization pilot

- Based on emerging technology and autonomous vehicle introduction and consistent with Moving Forward 2050, staff will continue to perform a review of possible next generation signalization and applicability to the metro region.
- Acquisition of real time traffic data will continue and expand in support. Completion of the updated traffic signals inventory will also be developed in conjunction with NITTEC.
- Staff will continue to work with the Town of Amherst, Town of Tonawanda and other local municipalities interested in the adaption of Miovision signal detection technology.

### Route 5 Corridor South Land Use & Mobility

**Related Federal Planning Factor(s):** 2, 4, 5, 6, 7, 8

**Related 2050 MTP Goal(s):** 4, 5, 6, 7, 9

**Objective:** Rationalize infrastructure needs and community development in corridor

**Performed by:** MPO staff, consultant

**Estimated Start/Duration:** Scope/RFP in development, One-year study estimated start - SFY 2022

**Proposed Funding:** \$54,353

**Product:** Summary report of findings and recommendations

- In southwestern Erie County, the Route 5 corridor traverses several jurisdictions and place types. Future development, population and land uses in Lackawanna and in the corridor will be examined along with trip characteristics in the corridor to suggest appropriate land use interface and mobility needs.
- GBNRTC staff has been a participant in Lackawanna Brownfield Opportunity Area meetings, EIS process for Erie County's Advanced Manufacturing Park on a portion of the old Bethlehem Steel site, Shoreline Trail planning efforts as well as the Skyway panel and planning processes. Initial meetings have been conducted with Lackawanna officials regarding traffic and access concerns surrounding Route 5 and adjacent arterial of Ridge Road.
- Next steps include meetings with the new administration in the City of Lackawanna for clarification on traffic concerns, mobility needs to complete the scoping process to conduct a detailed traffic and mobility analysis of the sub-area. A report will be prepared to document findings and implementation path.

## NITTEC Coordination

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

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

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

**Performed by:** MPO staff

**Estimated Start/Duration:** Ongoing

**Proposed Funding:** \$4,679

**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

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

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

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

**Performed by:** GBNRTC staff

**Estimated Start/Duration:** Ongoing

**Proposed Funding:** 63,412

**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.

## ATCMTD Project Support

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

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

**Objective:** Further technology upgrades and strategies in the region

**Performed by:** GBNRTC staff

**Estimated Start/Duration:** Ongoing

**Proposed Funding:** \$63,412

**Product:** Smart mobility integration

- GBNRTC staff will continue to provide support to the Advanced Transportation and Congestion Management Technologies Deployment Program (ATCMTD) Project. 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.

## **Transit Oriented Development Phase II**

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

**Related 2050 MTP Goal(s): 3, 4, 5, 6**

**Objective:** Completion of Phase II TOD study

**Performed by:** MPO staff, consultants

**Estimated Start/Duration:** Ongoing – forecast completion June 2023

**Proposed Funding:** \$17,863

**Product:** Final TOD2 Study with amended ordinances and TOD fund

- Based on the results of the completed TOD Phase 1 study, this Phase 2 initiative is developing TOD supportive plans and ordinances at the local level, a TOD finance mechanism and TOD Committee.
- An extensive Hub and Spoke outreach process will be fully deployed to build community understanding and involvement in the TOD development process, including startup of an eTOD coalition.
- A checklist will be developed to facilitate adoption of amended Plans and Revised Regulations by municipalities.
- A TOD Committee will be formalized with a specific work plan in place and recommendations for future committee support. The task will serve as the basis for creating and activating a network of community members that understand and communicate the importance of equitable Transit-Oriented Development and how best to implement it in the City of Buffalo and Towns of Amherst and Tonawanda.
- Up to eight Preferred Development Locations (PDLs) will be prioritized and TOD incentives developed.
- A Regional TOD fund Utilization Plan will be developed and proposals for fund management prepared.
- Regional Value Capture mechanisms will be documented and legislative/policy changes drafted for consideration and implementation.

## **Reconnecting Communities**

Region Central Planning Implementation

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

**Related 2050 MTP Goal(s): 4, 5, 6, 7**

**Objective:** Complete a comprehensive planning process to respond to future needs in the central part of the region surrounding the Rt. 198 facility

**Performed by:** MPO staff, consultants

**Forecast Start:** Ongoing - Forecast Completion: March 2023

**Proposed Funding:** \$217,412

**Product:** Report documenting opportunity, project definition and implementation sequence

- This work item features completion of a comprehensive study of Route 198 Scajaquada expressway in the context of the Region Central area of Buffalo Niagara. The report will document all technical analysis and public outreach. A set of recommendations based on the study will be developed.
- Implementation sequences will be prepared to include recommended projects in MPO documents for the Route 198 projects and appurtenant interfaces with major facilities including Route 33 currently in evaluation. A collaborative implementation process will be assembled to guide transportation and community development projects in appropriate sequences with identified fund sources.

NY 33 Data and Traffic Analysis

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

**Related 2050 MTP Goal(s):** 2, 5, 6, 9

**Objective:** Kensington Expressway Traffic Study, assessment of proposed alternatives and analysis of regional impacts

**Performed by:** MPO staff, NYSDOT, consultant

**Estimated Start/Duration:** April 2022 (Continued)

**Proposed Funding:** \$27,177

**Product:** Full planning study final report with analysis of traffic impacts

- This study will assist NYSDOT and their primary consultant in the analysis of traffic on NY-33, along with the impacts of NYSDOT specified alternative roadway configurations on NY-33 and the surrounding regional network under both existing and forecasted traffic conditions.
- GBNRTC staff will conduct model runs to test three scenarios using GBNRTC TDM 2019 base and 2050 forecast.
- GBNRTC staff will produce difference plots comparing each scenario to the base (2019 and 2050).
- GBNRTC staff will produce trip matrices for each scenario and base (2019 and 2050).
- GBNRTC staff will prepare maps that present percent volume diversion from NY-33 for each scenario in 2019 and 2050. Maps will include diversions going to Main St and I-90/I-190.
- Consultant will produce full planning study final report with analysis of traffic impacts on surrounding region.

## Bi-National Transportation Integration

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

**Related 2050 MTP Goal(s):** 1, 9

**Objective:** Establish binational planning integration

**Performed by:** MPO staff

**Estimated Start/Duration:** TBD

**Proposed Funding:** \$45,294

**Product:** Summit level meeting and agreement on integrated planning process

- 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 Environmental Review**

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

**Related 2050 MTP Goal(s):** 5, 6

**Objective:** Implement recommendations from the Bailey Avenue corridor study

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

**Estimated Start/Duration:** September 2022 – March 2024

**Proposed Funding:** \$27,177

**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.

## **On Demand/Circulator/Maas Demonstration Initiative**

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

**Related 2050 MTP Goal(s):** 5, 9

**Objective:** Develop a Maas demonstration in the region

**Performed by:** MPO staff

**Forecast Start:** December 2022 - March 2024

**Proposed Funding:** \$45,294

**Product:** Ready to implement proposal for a MaaS startup demo

- Consistent with Moving Forward 2050, transit future will include brokerage of service through a Mobility as a Service approach.
- Building on the knowledge of the ITS4US initiative, conduct assessment of available transportation providers, coordination of service areas, development of a proposed operating agreement and determination of technologies to effectively broker and activate services for an initial MPO area model will be assembled for early deployment.

- USDOT ITS4US website: <https://www.its.dot.gov/its4us/index.htm>.

## NYSDOT/NYTA Simulation Support

### Twin Cities Memorial Highway Concept Development

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

**Related 2050 MTP Goal(s):** 3, 5, 6, 7

**Objective:** Develop and test a concept for “right sizing” the Twin Cities Memorial Highway

**Performed by:** MPO staff

**Estimated Start/Duration:** September 2022-December 2023

**Proposed Funding:** \$63,412

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

- The Twin Cities Memorial Highway located in the Town 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 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 2050 MTP Goal(s):** 1

**Objective:** Assess intercity bus and rail connectivity per federal requirements

**Performed by:** MPO Staff

**Forecast Start:** October 2022 - December 2023

**Proposed Funding:** \$45,294

**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.
- Participation in NYS HSR initiative will also continue. GBNRTC has participated as a team member in the EIS process to derive the current set of alternatives. As this initiative moves forward consistent with the Governors recently appointed panel, the MPO is prepared to assist to in advancing recommendations from the panel or experts assess how to build faster, greener, more reliable high-speed rail in New York.

- 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.

## Emergent Corridor Studies

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

**Related 2050 MTP Goal(s): 2, 5, 6**

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

**Performed by:** MPO staff, consultant

**Estimated Start/Duration:** As requested by local governmental members

**Proposed Funding:** \$289,883

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

- GBNRTC staff time is reserved in this work element for simulation and analysis of potential projects by local municipalities 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.

## ITS4US Phase II and II

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

**Related 2050 MTP Goal(s): 4, 5, 6, 9**

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

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

**Estimated Start/Duration:** April 2022 – December 2023

**Proposed Funding:** \$45,294

**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 2050 MTP Goal(s): 5, 6**

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

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

**Forecast Start:** April 2022

**Proposed Funding:** \$27,177

**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 2050 MTP Goal(s): 5**

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

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

**Estimated Start/Duration:** September 2022 – March 2023

**Proposed Funding:** \$4,631

**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.



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

### Regional Bicycle Master Plan Implementation

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

**Related 2050 MTP Goal(s):** 5, 6, 7

**Objective:** Build out recommendations for the on road and off road network

**Performed by:** MPO staff, consultant

**Estimated Start/Duration:** Ongoing

**Proposed Funding:** \$48,103

**Product:** Implementation of 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 Pedestrian Master Plan

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

**Related 2050 MTP Goal(s):** 5, 6, 7

**Objective:** Develop a Regional Pedestrian Master Plan

**Performed by:** MPO staff, consultants

**Estimated Start/Duration:** September 2023 – March 2024

**Proposed Funding:** \$48,103

**Product:** Regional Pedestrian Master Plan document

- GBNRTC staff will manage a consultant contract to develop a Regional Pedestrian Master Plan for Erie and Niagara Counties. Anticipated tasks include:
  - Existing conditions assessment.
  - Review and reference previously identified pedestrian needs, improvements and policies.
  - Identify areas throughout the region with high pedestrian use or Pedestrian Focus Areas (PFAs) and use PFAs to develop the pedestrian routes and close critical gaps.
  - Public involvement, policy review and recommendations, funding and implementation.

### Regional Freight Plan Implementation/Additional Study

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

**Related 2050 MTP Goal(s):** 2

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

**Performed by:** MPO staff, consultants

**Estimated Start/Duration:** Upon determination of identified projects and priorities

**Proposed Funding:** \$48,103

**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.

## Local Government Support

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

**Related 2050 MTP Goal(s):** 2, 5, 6

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

**Performed by:** MPO staff, consultant

**Estimated Start/Duration:** As requested by local governmental members

**Proposed Funding:** \$625,335

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

- GBNRTC staff time is reserved in this work element for simulation and analysis of potential projects by local municipalities 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.

## Local and Regional Project Grant Assistance

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

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

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

**Performed by:** MPO staff

**Estimated Start/Duration:** Ongoing

**Proposed Funding:** \$32,068

**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.

## Emergency/Event Modeling Studies

**Related Planning Factor(s): 3, 4, 7**

**Related 2050 MTP Goal(s): 2, 5**

**Objective:** Analysis of event traffic and emergency evacuation corridor performance

**Performed by:** MPO staff, City of Buffalo

**Estimated Start/Duration:** April 2022 – September 2023

**Proposed Funding:** \$144,308

**Product:** Simulation modeling outputs, traffic analysis/simulation output reporting

- Traffic modeling/evacuation performance for special/unanticipated regional events as announced at Lecon Harbor Center.
- Develop and analyze post-event traffic within micro-simulation network to evaluate and optimize traffic flows.
- Acquisition, formatting, and input of traffic count data on specified corridors.
- Develop, analyze, and report on evacuation route corridors under proposed roadway configuration modification.
- Manage project coordination meetings with stakeholder agencies.

## City of Niagara Falls CBD Improvements

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

**Related 2050 MTP Goal(s): 1, 4, 5, 6, 7**

**Objective:** Participate in Plan development with ESD and project partners

**Performed by:** MPO staff

**Estimated Start/Duration:** SFY 2023

**Proposed Funding:** \$144,309

**Product:** Plan for traffic and circulation improvements in the CBD area of Niagara Falls

- USA Niagara (USAN), a subsidiary of Empire State Development with a mission to leverage private investment to foster growth and spark the renewal of the tourism industry in Niagara Falls, led an effort to improve the visitor experience through a focus on transportation and mobility.
- Building on improvements made in recent years and drawing on the experience of stakeholders and other communities, the study sought to create a roadmap for a more comprehensive and collaborative approach to managing these issues through enhancing mobility, information sharing and interagency coordination.
- GBNRTC staff will provide needed coordination and technical support to address tourism-related multi-modal access and parking demand needs in downtown Niagara Falls, associated with Niagara Falls State Park and other local attractions.

## Eggert Road Study

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

**Related 2050 MTP Goal(s): 4, 5, 6**

**Objective:** Analysis of existing conditions in comparison to proposed roadway configuration modification

**Performed by:** GBNRTC MPO Staff, Town of Amherst, Town of Tonawanda, City of Buffalo

**Estimated Start/Duration:** April 2022 – September 2023

**Proposed Funding:** \$96,205

**Product:** Traffic Analysis/Simulation Output Reporting

- Acquisition, formatting, and input of traffic count data.
- Project Coordination Meetings with Stakeholder Agencies.
- Develop, Analyze, and Report on Eggert Rd Operational Traffic Simulation.

## Niagara Street/Main Street Coordination

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

**Related 2050 MTP Goal(s): 4, 5, 6**

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

**Performed by:** MPO staff, consultants

**Forecast Start:** April 2022 – March 2023

**Proposed Funding:** \$144,308

**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.

# V. Transportation Improvement Program (44.25.00)

## TIP Project Monitoring, Funding and Finance

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

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

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

**Performed by:** MPO staff

**Estimated Start/Duration:** Ongoing

**Proposed Funding:** \$204,160

**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.

## New TIP Development

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

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

**Objective:** Refine process and procedure for next Transportation Improvement Program (TIP)

**Performed by:** MPO staff

**Estimated Start/Duration:** Continuous

**Proposed Funding:** \$68,053

**Product:** Updated TIP development process

- MPO development work on new TIP (FFY 2023-2027) is scheduled to have been completed in May/June 2022. FFY 2023-2027 TIP will then undergo NYSDOT, FTA and FHWA review and will be live on October 1, 2022.
- Continued efforts to improve TIP development process.
- Continued efforts to integrate MTP-TIP Linkages into project development process (see below).
- Continued analysis of system (asset) conditions and needs of Federal0aid eligible roads and bridges.

## MTP-TIP Linkage Program Development

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

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

**Objective:** Further refine procedures and processes for linking TIP projects to MTP goals and objectives

**Performed by:** MPO Staff

**Estimated Start/Duration:** Continuous

**Proposed Funding:** \$47,637

**Product:** Closer linkage between TIP projects and MTP goals and objectives

- 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.



## VI. Other Activities (44.27.00)

### Coordination of Non-Emergency Human Services Transportation

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

**Related 2050 MTP Goal(s):** 5, 6

**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:** January 2023 – November 2023 Scope/RFP in development, study start SFY 2022

**Proposed Funding:** \$16,825

**Product:** Updated Coordinated Transit-Human Services Transportation Plan, 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 2050 MTP Goal(s):** 6

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

**Performed by:** MPO staff

**Estimated Start/Duration:** January 2023 – March 2024

**Proposed Funding:** \$218,724

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

APPENDIX 1  
 COMBINED FHWA-PL & FTA MPP BUDGETS  
 GBNRTC 2022 - 2024 UNIFIED WORK PROGRAM

		TOTAL	GBNRTC STAFF (1)	NYSDOT MATCH (2)	LOCAL MATCH	OTHER FUNDS (3)
APPROVED PROJECT BUDGET						
44.20.01	PERSONNEL	\$2,715,897.00	\$2,494,245.00		\$221,652.00	
44.20.02	FRINGE/LEAVE	\$2,188,515.00	\$2,040,747.00		\$147,768.00	
44.20.03	TRAVEL	\$20,000.00	\$20,000.00			
44.20.04	EQUIPMENT	\$97,116.00	\$97,116.00			
44.20.05	SUPPLIES REPRODUCTION	\$27,216.00	\$27,216.00			
44.20.06	CONTRACTUAL	\$2,349,456.00	\$2,349,456.00			
44.20.07	OTHER	\$922,245.00				\$922,245.00
44.20.08	INDIRECT CHARGES	\$190,202.00		\$190,202.00		
XX.XX.XX	TOLL CREDITS	\$918,059.00		\$918,059.00		
TOTAL		\$9,428,707.00	\$7,028,780.00	\$1,108,262.00	\$369,420.00	\$922,245.00

APPROVED TASK BUDGET						
44.21.00	PRG. SUPPORT & ADMIN	\$1,790,743.00	\$1,301,789.00	\$474,588.00	\$14,366.00	
44.22.00	GEN. DEV & COMP PLNG	\$201,295.00	\$190,550.00	\$8,059.00	\$2,686.00	
44.23.01	LONG RANGE PLNG - SYS	\$2,523,342.00	\$2,363,844.00	\$149,460.00	\$10,038.00	
44.23.02	LONG RANGE PLNG - PROJ.	\$2,257,161.00	\$1,286,356.00	\$36,420.00	\$12,140.00	\$922,245.00
44.24.00	SHORT RANGE TRANS PLNG	\$1,396,057.00	\$1,330,841.00	\$48,912.00	\$16,304.00	
44.25.00	TRANS IMPROV. PROGRAM	\$1,013,085.00	\$319,851.00	\$382,216.00	\$311,018.00	
44.27.00	OTHER ACTIVITIES	\$247,030.00	\$235,549.00	\$8,609.00	\$2,872.00	
TOTAL		\$9,428,707.00	\$7,028,780.00	\$1,108,262.00	\$369,420.00	\$922,245.00

(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 2A.1

OBLIGATION DATE 4/1/2022

## 2022-23 FHWA-PL Budget

		C033456			
APPROVED PROJECT BUDGET		TOTAL	CENTRAL STAFF	NYSDOT MATCH*	LOCAL MATCH
44.20.01	PERSONNEL	\$1,076,158	\$986,115		\$90,043
44.20.02	FRINGE/LEAVE	\$866,850	\$806,822		\$60,029
44.20.03	TRAVEL	\$10,000	\$10,000		
44.20.04	EQUIPMENT	\$51,208	\$51,208		
44.20.05	SUPPLIES REPRODUCTION	\$14,256	\$14,256		
44.20.06	CONTRACTUAL - <i>(Includes Consultant Work)</i>	\$982,963	\$982,963		
XX.XX.XX	TOLL CREDITS	\$450,215		\$450,215	
		\$3,451,651	\$2,851,364	\$450,215	\$150,072
APPROVED TASK BUDGET					
44.21.00	PRG. SUPPORT & ADMIN	\$726,462	514861	\$211,601	
44.22.00	GEN. DEV & COMP PLNG	\$74,692	\$74,692		
44.23.01	LONG RANGE PLNG - SYS	\$1,166,724	\$1,108,196	\$58,528	
44.23.02	LONG RANGE PLNG - PROJ.	\$537,467	\$537,467		
44.24.00	SHORT RANGE TRANS PLNG	\$423,918	\$423,918		
44.25.00	TRANS IMPROV. PROGRAM	\$447,697	\$117,539	\$180,086	\$150,072
44.27.00	OTHER ACTIVITIES	\$74,692	\$74,692		
		\$3,451,652	\$2,851,365	\$450,215	\$150,072

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

## APPENDIX 2A.2

OBLIGATION DATE 4/1/2022

## 2023-24 FHWA-PL Budget

		C033456			
APPROVED PROJECT BUDGET		TOTAL	CENTRAL STAFF	NYSDOT MATCH*	LOCAL MATCH
44.20.01	PERSONNEL	\$1,045,122	\$951,553		\$93,569
44.20.02	FRINGE/LEAVE	\$840,923	\$778,544		\$62,379
44.20.03	TRAVEL	\$10,000	\$10,000		
44.20.04	EQUIPMENT	\$45,908	\$45,908		
44.20.05	SUPPLIES REPRODUCTION	\$12,960	\$12,960		
44.20.06	CONTRACTUAL - <i>(Includes Consultant Work)</i>	\$1,164,045	\$1,164,045		
XX.XX.XX	TOLL CREDITS	\$467,844	\$0	\$467,844	
		\$3,586,802	\$2,963,010	\$467,844	\$155,948
APPROVED TASK BUDGET					
44.21.00	PRG. SUPPORT & ADMIN	\$721,957	\$502,070	\$219,887	
44.22.00	GEN. DEV & COMP PLNG	\$72,889	\$72,889		
44.23.01	LONG RANGE PLNG - SYS	\$1,125,872	\$1,065,052	\$60,820	
44.23.02	LONG RANGE PLNG - PROJ.	\$504,649	\$504,649		
44.24.00	SHORT RANGE TRANS PLNG	\$626,062	\$626,062		
44.25.00	TRANS IMPROV. PROGRAM	\$465,434	\$122,349	\$187,137	\$155,948
44.27.00	OTHER ACTIVITIES	\$69,939	\$69,939		
		\$3,586,802	\$2,963,010	\$467,844	\$155,948

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

APPENDIX 2B.1

OBLIGATION DATE 4/1/2022

**FTA 2022 - 2023**

		TOTAL	GBNRTC STAFF	NYSDOT MATCH*	LOCAL MATCH
<b>APPROVED PROJECT BUDGET</b>					
44.20.01	PERSONNEL	201,127	182,107		19,020
44.20.02	FRINGE/LEAVE	161,676	148,996		12,680
44.20.03	TRAVEL	0			
44.20.04	EQUIPMENT	0			
44.20.05	SUPPLIES REPRODUCTION	0			
44.20.06	CONTRACTUAL	176,100	176,100		
44.20.07	OTHER				
44.20.08	INDIRECT CHARGES	95,101		95,101	
XX.XX.XX	TOLL CREDITS				
		634,004	507,203	95,101	31,700

		TOTAL	GBNRTC STAFF	NYSDOT MATCH*	LOCAL MATCH
<b>APPROVED TASK BUDGET</b>					
44.21.00	PRG. SUPPORT & ADMIN	131,823	105,458	19,773	6,591
44.22.00	GEN. DEV & COMP PLNG	23,341	18,673	3,501	1,167
44.23.01	LONG RANGE PLNG - SYS	81,694	65,355	12,254	4,085
44.23.02	LONG RANGE PLNG - PROJ.	88,780	71,024	13,317	4,439
44.24.00	SHORT RANGE TRANS PLNG	236,050	188,840	35,408	11,803
44.25.00	TRANS IMPROV. PROGRAM	48,975	39,180	7,346	2,449
44.27.00	OTHER ACTIVITIES	23,341	18,673	3,501	1,167
		634,004	507,203	95,101	31,700

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

APPENDIX 2B.2

OBLIGATION DATE 4/1/2022

**FTA 2023 - 2024**

		TOTAL	GBNRTC STAFF	NYSDOT MATCH*	LOCAL MATCH
<b>APPROVED PROJECT BUDGET</b>					
44.20.01	PERSONNEL	283,490	264,470		19,020
44.20.02	FRINGE/LEAVE	229,065	216,385		12,680
44.20.03	TRAVEL	0	0		
44.20.04	EQUIPMENT	0	0		
44.20.05	SUPPLIES REPRODUCTION	0	0		
44.20.06	CONTRACTUAL	26,348	26,348		
44.20.07	OTHER				
44.20.08	INDIRECT CHARGES	95,101		95,101	
XX.XX.XX	TOLL CREDITS				
		634,004	507,203	95,101	31,700

		TOTAL	GBNRTC STAFF	NYSDOT MATCH*	LOCAL MATCH
<b>APPROVED TASK BUDGET</b>					
44.21.00	PRG. SUPPORT & ADMIN	155,500	124,400	23,325	7,775
44.22.00	GEN. DEV & COMP PLNG	30,370	24,296	4,556	1,519
44.23.01	LONG RANGE PLNG - SYS	119,051	95,241	17,858	5,953
44.23.02	LONG RANGE PLNG - PROJ.	154,020	123,216	23,103	7,701
44.24.00	SHORT RANGE TRANS PLNG	90,026	72,021	13,504	4,501
44.25.00	TRANS IMPROV. PROGRAM	50,979	40,783	7,647	2,549
44.27.00	OTHER ACTIVITIES	34,056	27,245	5,109	1,703
		634,004	507,203	95,101	31,700

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

APPENDIX 3A

GBNRTC 2022 - 2024 UNIFIED WORK PROGRAM

CARRYOVER FTA PLANNING FUND RESOURCES (1)

UPWP TASK	NY80-0031		TOTAL
44.21.00 PRG. SUPPORT & ADMIN	\$55,000.00		\$55,000.00
44.22.00 GEN. DEV & COMP PLNG			\$0.00
44.23.01 LONG RANGE PLNG - SYS	\$30,000.00		\$30,000.00
44.23.02 LONG RANGE PLNG - PROJ	\$50,000.00		\$50,000.00
44.23.02 SHORT RANGE TRANS PLNG	\$20,000.00		\$20,000.00
44.24.00 TRANS IMPROV. PROGRAM			\$0.00
44.27.00 OTHER ACTIVITIES	\$45,000.00		\$45,000.00
	\$200,000.00	\$0.00	\$200,000.00

(1) Federal funds estimated available

APPENDIX 3B

Description of Other Federal/State Funds Included in Programs

UPWP TASK		2022 - 2023	2023 - 2024	TOTAL
III B. NYSDOT/SPR Scajaquada Corridor	NYSDOT/SPR	\$100,000.00	\$0.00	\$100,000.00
Section 20005(b) NFTA/FTA Pilot				
III B. Program for TOD Planning	FTA	\$522,245.00	\$0.00	\$522,245.00
GBNRTC-FHWA				
III B. Travel Model Improvement (TMIP)	FHWA	\$300,000.00	\$0.00	\$300,000.00
				\$922,245.00

**Appendix 4**  
**SFY 22-24 UPWP Subtask Cost Summary**

	COMBINED FHWA/FTA FEDERAL SHARE	COMBINED LOCAL SHARE NON-FEDERAL MATCH	NYSDOT SHARE IKS	NYSDOT SHARE TOLL CREDITS
<b>I Program Support and Administration</b>				
UPWP Administration and Governance	\$940,709	\$51,232	\$32,694	\$121,001
Community Outreach	\$207,630	\$11,390	\$8,779	\$25,391
Information Technology Services	\$98,450	\$5,267	\$1,626	\$14,176
<b>II General Development and Comprehensive Planning</b>				
Demographics Monitoring and Census Inclusion/GIS	\$135,291	\$7,422	\$5,720	\$16,545
Sustainable Communities	\$55,260	\$3,031	\$2,336	\$6,758
<b>III Long Range Planning</b>				
<i>A. Long Range Planning - System Level</i>				
MTP Plan	\$186,738	\$10,050	\$4,216	\$25,935
SEMA Demonstation Pilot	\$53,354	\$2,871	\$1,204	\$7,410
Mobility Hub Planning/Development	\$51,449	\$2,871	\$1,204	\$7,410
Village Complete Streets Template Implementation	\$31,439	\$1,436	\$602	\$3,705
Healthy Streets Implementation	\$90,512	\$5,025	\$2,108	\$12,967
Air Quality/Energy/GHG Review & Planning	\$92,403	\$2,871	\$1,204	\$7,410
Asset Management	\$1,259,276	\$69,146	\$13,550	\$193,889
Tribal Nation Coordination	\$32,391	\$1,436	\$602	\$3,705
PEA's	\$101,945	\$5,743	\$2,409	\$14,820
Federal Performance Measures	\$40,015	\$2,154	\$903	\$5,557
Next Generation Risk Assessment/EMAT	\$340,968	\$17,943	\$903	\$52,926
Travel Model Updates/Maintenance	\$53,354	\$2,871	\$1,204	\$7,410
<i>B. Long Range Planning - Project Level</i>				
Smart Cities	\$38,654	\$2,111	\$1,457	\$4,877
Route 5 Corridor South Land Use & Mobility	\$38,654	\$2,111	\$1,457	\$4,877
NITTEC Coordination	\$13,529	\$739	\$510	\$1,707
Congestion Management	\$96,636	\$5,278	\$3,642	\$12,191
TOD Phase II	\$13,529	\$739	\$510	\$1,707
Reconnecting Communities	\$183,608	\$10,028	\$6,920	\$23,163
Bi-National Transportation Integration	\$28,991	\$1,583	\$1,093	\$3,657
Bailey Avenue Environmental Review	\$19,327	\$1,056	\$728	\$2,438
On Demand/Circulator/Mass Demonstration Initiative	\$33,822	\$1,847	\$1,275	\$4,267
DOT/NYSTA Simulation Support	\$385,963	\$20,544	\$4,370	\$57,261
Twin Cities Memorial Hwy Concept Development	\$48,318	\$2,639	\$1,821	\$6,096
Rail Passenger Initiatives	\$28,991	\$1,583	\$1,093	\$3,657
Emergent Corridor Studies	\$222,262	\$12,139	\$8,377	\$28,040
ITS4US	\$28,991	\$1,583	\$1,093	\$3,657
Metro Transit Expansion	\$41,553	\$2,269	\$1,566	\$5,242
PAL Service Evaluation	\$13,529	\$739	\$510	\$1,707
<b>IV Short Range Planning</b>				
Regional Bicycle Master Plan Implementation	\$220,334	\$11,637	\$775	\$34,137
Regional Pedestrian Master Plan	\$145,334	\$7,690	\$775	\$22,295
Regional Freight Plan Implementation/Additional Study	\$80,334	\$4,269	\$775	\$12,031
Local Government Support	\$626,475	\$34,946	\$37,497	\$67,341
Local & Regional Project Grant Assistance	\$13,556	\$741	\$517	\$1,705
Emergency/Event Modeling Studies	\$62,133	\$3,395	\$2,369	\$7,815
City of Niagara Falls CBD Improvements	\$62,133	\$3,395	\$2,369	\$7,815
Eggert Road Study	\$38,409	\$2,099	\$1,464	\$4,831
Niagara Street/Main Street Coordination	\$62,133	\$3,395	\$2,369	\$7,815
<b>V Transportation Improvement Plan</b>				
TIP Project Monitoring, Funding, Finance	\$204,705	\$11,279	\$9,596	\$24,241
New TIP Development	\$67,169	\$3,701	\$3,149	\$7,954
MTP-TIP Linkage	\$47,978	\$2,644	\$2,249	\$5,682
<b>VI Other Activities</b>				
Coordination of Non-Emergency HST	\$13,338	\$734	\$603	\$1,599
Increasing Safety and Accessible Transportation Options	\$177,211	\$9,748	\$8,007	\$21,238
	\$6,828,780	\$369,420	\$190,202	\$918,059



Greater Buffalo Niagara Regional Transportation Council

Resolution 2022-2

SFY 22-24 Unified Planning Work Program (UPWP)

**WHEREAS**, the Greater Buffalo-Niagara Regional Transportation Council (GBNRTC) is the designated Metropolitan Planning Organization (MPO) for Erie and Niagara Counties, and **WHEREAS**, the Greater Buffalo-Niagara Regional Transportation Council recognizes the need for Integrating transportation-related planning and programming activities of its participants, and

**WHEREAS**, the GBNRTC promotes cooperation in the direction and coordination of these activities, and

**WHEREAS**, the MPO, in cooperation with the State and the publicly-owned operator of Mass Transportation services, and in accordance with 23 CFR 450 and 49 CFR 613 shall develop the Unified Planning Work Program (UPWP) and,

**WHEREAS**, said proposal developed by the Greater Buffalo-Niagara Regional Transportation Council (GBNRTC) includes the appropriate planning activity descriptions, functional responsibilities for program participants, and financial responsibilities for program participants.

**NOW THEREFORE BE IT RESOLVED**, that the GBNRTC approves the SFY 22-24 Unified Planning Work Program for Erie and Niagara Counties, and

**BE IT FURTHER RESOLVED** that the GBNRTC authorizes the New York State Department of Transportation to submit the Unified Planning Work Program to the Federal Highway Administration (FHWA) to secure PL funding and authorizes the New York State Department of Transportation to submit applications to the Federal Transit Administration (FTA) to secure Section 5303 funds, on behalf of the Council.

Approved by:

  
Chair, GBNRTC Policy Committee

Date: 3/4/2022

Recommended by:

  
Chair, GBNRTC Planning and Coordinating Committee

Date: 3/4/22